

**SPECIAL STUDY SESSION NOTES**  
**CITY OF WHEAT RIDGE, COLORADO**  
City Council Chambers 7500 W. 29<sup>th</sup> Avenue

**January 27, 2014**

Mayor Jay called the Study Session to order at 8:15 p.m. Councilmembers present: Jerry DiTullio, Bud Starker, Zachary Urban, Kristi Davis, George Pond, Tim Fitzgerald, Genevieve Wooden, and Tracy Langworthy.

Also present: City Clerk, Janelle Shaver; City Treasurer, Larry Schulz; City Attorney, Gerald Dahl; City Manager, Patrick Goff; Community Development Director, Ken Johnstone; Public Works Director, Scott Brink; City Engineer, Mark Westberg; guests and interested citizens.

**PUBLIC COMMENT ON AGENDA ITEMS**

**Rachel Hultin** (WR), transition coordinator for Leadership Committee, spoke about 38<sup>th</sup>. She's glad that bicycle paths are being discussed as "where to have them" versus "whether to have them". We have an opportunity to create a special place – a place where we can invite people to slow down and make pedestrians feel safe. The bike connection needs to be strong, but we shouldn't compromise our commitment to pedestrians and amenity zones. The Leadership Committee suggests the option of a multi-use trail on one side of the street that gets the bikes off the streets and accommodates both bikes and pedestrians with the use of sharrows.

**Jerry Nealon**, WR2020 board member and chair of the Leadership Committee, said there needs to be a better way to accommodate bikes. He suggested way point signage at places like 32<sup>nd</sup> & Pierce and 32<sup>nd</sup> & Teller; perhaps make it wider on the north side and give up some parking. He also suggested adding some bike parking. He thinks we can be bike friendly without being bike specific.

**Byron Whitehorn** (WR), WR2020 Board member, said his family bought property at 35<sup>th</sup> and Marshall because of the area. He wants to see things continue to move on. He suggested more signage on 32<sup>nd</sup> and 35<sup>th</sup> that directs bicycles to 38<sup>th</sup>. He favors serving pedestrians and bicycles.

**Tara Jahn** (WR), WR2020 Board member, thanked the Council. Having worked on the plan for 5 years it's super great to see the progress. In her position with WR2020 and organizing events with Live Local Wheat Ridge they've had two years of Cruiser Crawls and it's nice to see facilities on the corridor, getting people to slow down and have it be a destination. She suggested adding bicycle parking reservoirs to the conversation to accommodate special events.

**Eric Wilson** (WR) thanked Council and especially Councilmember DiTullio for pushing for bike lanes; he bikes and walks. In this case he wants the corridor to be a good place to walk around. He would rather give up bike lanes. He suggested shared lanes if necessary.

1. 38<sup>th</sup> Avenue Corridor Final Design ` Ken Johnstone

Ken Johnstone gave a brief staff presentation. At Council's direction staff has

- added bike lanes into the plan for 38<sup>th</sup> Avenue,
- extended the scope of the final design past pierce to Newland or Marshall,
- looked at the bike network and how it feeds into the corridor, and
- looked at adding some civic component at The Green.

Corridor planning design considerations:

- No additional right-of-way (ROW) acquisition of private property. Early on staff eliminated this as too expensive and too impactful.
- Sidewalks and amenity zones were given highest priority by the citizens.

Element dimension design considerations:

Travel lanes – 10' Center turn lane 11'

Parking lane – 6' Amenity Zone -- 6' (necessary for irrigation and healthy tree growth)

Sidewalk – 8'

Mr. Johnstone went through diagrams of the two new options for Upham to Pierce.

- Both options have bike lanes on both sides.
- Both options reduce sidewalk and/or amenity zones.
- Both options have a 63-foot version and a 75- foot version.
- The 63-foot versions have no on-street parking. The 75-foot versions do.
- Option 1 has an 8-foot sidewalk, eliminates landscaping/amenity zones in the wider section, and reduces the amenity zone to 2 feet in the narrower section.
- Option 2 has a 5-foot sidewalk and landscape zones of either 5 feet or 3 feet.
- Neither option has room for trees.
- Neither option includes additional ROW acquisition
- Vehicular lane widths do not change from the original (current) corridor plan

Mr. Johnstone asked Council for direction related to the following:

- 1) Do you want to pursue the inclusion of bike lanes? If so, do you prefer Option 1 – Full width sidewalk, or Option 2 - Minimum width sidewalk  
Do you want additional public process?  
OR
- 2) Do you prefer to continue with the previously approved corridor plan?  
We can approve the contract with Entelechy on Feb 10?  
Upham to Pierce design -- \$28k Pierce to Newland design -- \$13k

Discussion followed. Highlights include:

- Councilmember DiTullio distributed photos of the existing tree-lined amenity zones and sidewalk on 38<sup>th</sup> east of Harlan and proposed that this model, which includes some ROW acquisition, could be followed.
- Wheat Ridge Cyclery has been very active in planning and has offered suggestions for designs that include bike lanes, but they know it's a difficult situation.
- Staff doesn't think sharrows indicating shared lanes for bicycles and pedestrians are a good way to go.

- Councilmember Wooden suggested the question isn't whether we want to accommodate bicycles; the issue is that there isn't enough room for everything we'd like to have.
- Some councilmembers indicated they want the plan to be bike-friendly, but prefer wider sidewalks and good amenity zones over a dedicated bike path.
- Councilmember Urban noted that the reconstruction required to alter the width of the road is what so greatly impacts the total cost of the project. He asked if it could be considered to use the existing road width to keep costs down.

Councilmember Fitzgerald asked for consensus to support the original plan that does not include bike paths. Consensus approved 6-2.

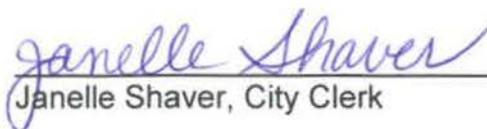
Council comments followed.

- Councilmember DiTullio suggested we need another option.
- Councilmember Davis, while liking the original plan, thinks a long hard discussion is still necessary regarding the future vision for the entire length of the street, including the elephant in the room – the road diet.
- Councilmember Pond's view is that when the Upham to Newland stretch is designed it's probably wise to confirm our design intent and see if there are opportunities or things we need to do before we move on.
- Councilmember Urban suggested it's worth looking at how the width of the road affects the cost of the project. He's finding it difficult to justify the cost with the current or projected sales tax revenue on the corridor.
- Councilmember Pond suggested that the amount and cost of road reconstruction necessary could be looked at during the engineering phase.
- Mr. Johnstone noted the decision tonight was to change, or not change, the width of the street. The original corridor plan [which was approved] assumes narrowing the street. If the street is kept the same width the sidewalks and amenity zones would have to be eliminated.

Mr. Goff indicated staff will have the contract for Entelechy to do the entire design from Upham to Newland (\$41- 42,000) for the Feb 10<sup>th</sup> Council Meeting. Mr. Westberg also noted that the final conceptual design -- adding Pierce to Newland and providing more refined details -- would come back to Council in June or July.

Councilmember DiTullio suggested that, given the long time frame, Council should discuss elimination of the back-in parking – as they had planned to do at this study session. No discussion occurred.

The Study Session adjourned at 9:24 p.m.

  
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Janelle Shaver, City Clerk