

STUDY SESSION AGENDA

CITY COUNCIL CITY OF WHEAT RIDGE, COLORADO

7500 W. 29th Ave.
Wheat Ridge CO

May 1, 2017

6:30 p.m.

Individuals with disabilities are encouraged to participate in all public meetings sponsored by the City of Wheat Ridge. Call Sara Spaulding, Public Information Officer 303-235-2877 at least one week in advance of a meeting if you are interested in participating and need inclusion assistance.

Citizen Comment on Agenda Items

1. Staff Report(s)
 - a) Sign Code Update – Reed v. Gilbert
 - b) JEFFCO Bicycle Wayfinding Project
2. Bike/Pedestrian Master Plan Update
3. Americans with Disabilities Act (ADA) Transition Plan Update
4. Elected Officials' Report(s)

ADJOURNMENT



Memorandum

TO: Mayor and City Council

FROM: Gerald Dahl, City Attorney
Kenneth Johnstone, Community Development Director

THROUGH: Patrick Goff, City Manager

DATE: April 19, 2017 (for May 1 City Council study session)

SUBJECT: Sign code regulations

ISSUE:

In June of 2015, the United States Supreme Court decided the case of *Reed v. Town of Gilbert, Arizona*. This decision, which held the Town of Gilbert's sign code unconstitutional, has a significant impact on all local government sign codes throughout the nation. The purpose of this memorandum is to describe the impact of the *Reed* case and request Council direction to bring forward amendments to the City's sign code to comply with that decision as well as to consider other minor amendments to the City sign code that Council may deem necessary in an effort to modernize said regulations.

***Reed v. Town of Gilbert, Arizona* Sign Code Modifications**

The sign code regulations of the Town of Gilbert, Arizona, at issue in the *Reed* case, relied upon a number of techniques, which have commonly been used by local governments throughout the nation, including the City of Wheat Ridge. The specific regulation challenged and held unconstitutional in *Reed* was a prohibition on signs advertising temporary events (in that case, church services for a church which had no permanent location and thus advertised a different location for its services each week). Writing for a unanimous Supreme Court, Justice Clarence Thomas held that the Gilbert sign code regulated signs on the basis of their content, and was thus a prohibited government regulation of free expression and thus unconstitutional under the First Amendment to the United States Constitution.

At the heart of Justice Thomas' opinion is the principle that if the regulating authority (typically, a city or county) must refer to the content of the sign, or read the sign, in order to know how it is regulated, then this is a regulation of speech prohibited by the First Amendment, unless the local government could assert a "compelling governmental interest" and there is no other way to achieve the same result. This test is very difficult to achieve and quite likely impossible in the context of sign code regulations. So, under *Reed*, if the City needs to read a sign to determine what the applicable regulation is, that regulation is unconstitutional.

Since the *Reed* decision, cities and counties across the country have been revising their sign codes to remove any content-related restrictions, and to restructure those codes so that the same goals (preventing visual clutter, ensuring traffic safety, restricting the proliferation of signs, etc.) continue to be addressed. Significantly, *Reed* does not disturb local regulations governing or prohibiting such things as lighting, location, signs with moving parts, size, and other non-content-related sign regulations. Not surprisingly, sign regulations that are on their face regulations of content, such as regulating “political signs,” differently than other signs, are clearly prohibited under *Reed*.

In practice, it is not that difficult to revise a sign code to comply with *Reed* - there are a number of ways to achieve the same goals without having to refer to the content and meaning of the signs themselves. In some cases, the content-related language is simply unnecessary. One key approach is to shift from describing signs (and their associated regulations) from what the sign says to the physical type of sign (monument sign, roof sign, projecting sign, pole sign, etc.) This is a very successful technique.

I should also mention that the City can continue to regulate the type and manner of signs located on its own property, such as the recreation center and park properties. In this context, the City is acting more as an owner of property rather than as a regulator of private conduct.

Miscellaneous Sign Code Modifications

The City has not comprehensively updated the sign code for many years and Staff is not proposing such a review and amendment as part of this *Reed* update. That said, there are a handful of minor amendments that staff would suggest City Council consider.

- Illumination of LED signs. LED signs have become increasingly common and are typically used for changeable copy signs in various zoning districts and locations throughout the City. Please note that billboard signs are not allowed to have changeable copy, so LED signs are not typically seen on billboards in Wheat Ridge. The City does not currently regulate levels of illumination on LED signs. Over the past several years, there have been occasions where complaints have been received about LED signs being overly and unnecessarily bright, particularly during evening hours. LED sign technology typically makes it possible to adjust a sign's illumination relative to the ambient illumination; in other words, make the sign less bright when it is dark out and the sign is not competing with ambient light. Staff would recommend incorporating such requirements in this code amendment.
- Off-premise business district sign identification. Some business districts, including the West 29th Business District, have expressed interest in accommodating small off-site directional signs on major thoroughfares directing the traveling public toward their business district. These would likely be located in the public right of way. The sign code allows some off-premise signs in the public right of way, generally only for churches and service organizations. Staff requests Council direction whether they desire to allow additional off-premise signs, being mindful of keeping those regulations content-neutral consistent with the *Reed* decision.

- Temporary Signs. Sign “spinners” are a somewhat common practice whereby people are used to “spin” temporary signs, either on private property or in some cases in the public right of way. “Flutter flags” are temporary pennant type signs which are often used by businesses to advertise and these too are often located proximate or in the public right of way. Staff requests Council direction whether they desire to further regulate these types of temporary signs.

RECOMMENDATIONS:

1. In order to bring the City sign code into compliance with the *Reed* decision, and to accomplish the other revisions described above, staff requests a consensus from City Council to direct that the City sign code, Code Section 26–701 et. seq., be revised and the revised outline draft reviewed with the Council at a future study session.
2. Staff would request additional direction on the 3 categories of miscellaneous sign code amendments noted above and any other additional sign code amendments that Council may determine are needed at this time.

NEXT STEPS:

1. Staff has conducted an initial review of the existing sign code (Article VII, Chapter 26) with the City Attorney and anticipates some significant changes to comply with the *Reed* decision. As such, in moving forward with revisions, Staff will be looking to make Article VII more user friendly for our citizens and businesses.
2. Due to the wide sweeping changes needed, it may be possible that the entirety of Article VII of Chapter 26 (Sign Code) is presented for Council’s consideration as a full repeal and reenactment.
3. As an amendment to Chapter 26, these amendments will also require review and recommendation by the Planning Commission.

Memorandum

TO: Mayor and City Council

THROUGH: Patrick Goff, City Manager

FROM: Scott Brink, Public Works Director

DATE: April 24, 2017 (For May 1, 2017 Study Session)

SUBJECT: JEFFCO Regional Bikeways Wayfinding System

ISSUE:

In late 2014, the City of Lakewood, in cooperation with other Jefferson County municipalities and the county, applied for and received a grant to plan and design a bicycle county-wide wayfinding system. This grant provided a means to hire a consultant and develop a process with stakeholders to develop a regional bicycle wayfinding system. The intent of the wayfinding plan is to provide direction and guidance to bicycle users on a more regional level, while at the same time complementing and working with local municipal wayfinding systems. The process and plan was completed late last year, and wayfinding signs are expected to be installed as early as June, 2017.

BACKGROUND AND PLAN DEVELOPMENT:

The City of Lakewood and Jefferson County essentially led a plan development process, involving several interactive meetings that included staff from the cities of Wheat Ridge, Edgewater, Golden, Arvada, and Westminster. Representatives of CDOT, DRCOG, BikeJeffCo, and local bicycle and transportation advocacy groups from the respective municipalities were also included in the plan development process.

The intent from the beginning of the process was to encourage and develop the following:

1. Signs that provide wayfinding to regional destinations, such as regional trails, rail stations, and individual cities
2. Signs that fit with existing signage and provide additional information
3. Increased ridership through an enhanced wayfinding system, and improved connectivity within Jefferson County and surrounding communities
4. Clear design guidelines to establish uniform signage throughout the region. While providing a standardized design for the regional system, the signs should also provide space for individual city names/logos, so that users know the respective community they may be in at any given time.
5. A wayfinding system that accommodates and assists all bicycle users, including locals, tourists, commuters, recreational cyclists, and families
6. A family of wayfinding signs that can be efficiently and economically manufactured in house (agency sign shops)

It should be noted that this wayfinding effort was not intended to create new trails or serve the purpose of a bicycle master plan or planning document. The intent of the plan was essentially to provide improved wayfinding and signage along existing routes and regional corridors where present bicycle usage exists.

After several meetings and discussions, the stakeholder group agreed to a standardized branding logo. The group then eventually settled on three major bikeway corridors (Priority 1 Routes) spanning the entire width/length of the County as follows:

1. **32nd Avenue:** The 32nd Avenue corridor essentially spans the County between Denver and Golden, and currently exists as a bike route for much of its distance. Wayfinding signs would be installed to complement the existing signing and striping, and provide directional signing at key locations, directing users to destinations such as the Clear Creek Trail or the Wheat Ridge Recreation Center. Near the eastern end of this corridor, the regional route will divert to either 29th Avenue or 26th Avenue to allow connectivity to the City of Edgewater and City of Denver bicycle facilities and destinations.
2. **W-Line:** The W-Line trail corridor also spans the width of the County between south Golden and the City of Denver. The majority of this route presently exists along the rail line as a bicycle trail, connecting many of the rail stations, with links to other regional destinations. This is the only corridor that does not pass through Wheat Ridge.
3. **Central Bikeway:** The Central Bikeway Corridor is the longest of the three regional corridors, and also the only north-south route spanning the County; from E-470 on the south to U.S. 36 in Westminster on the north. Unlike the other two corridors, this route does not follow a single street or rail corridor, but utilizes several streets such as Kipling St., Garrison St., Carr St., and others as it traverses the County. The Central Bikeway will enter Wheat Ridge from Crown Hill Park, cross 32nd Avenue, and essentially follow the existing signed bicycle route from there to the Clear Creek Regional Trail and eventually connecting to Arvada by use of Garrison and Carr Streets.

FINANCIAL IMPACT:

The signs will be manufactured and installed by individual agencies in their respective sign shops using standardized design templates. Lakewood has offered to manufacture the signs for Wheat Ridge at a minimal cost that can easily be absorbed in the operations budget.

RECOMMENDATIONS:

Staff plans to begin installing the signs this June to coincide with Colorado Bike Month and Colorado Bike to Work Day (June 28).

ATTACHMENTS

1. Jefferson County Wayfinding Map
2. Wayfinding Sign Examples

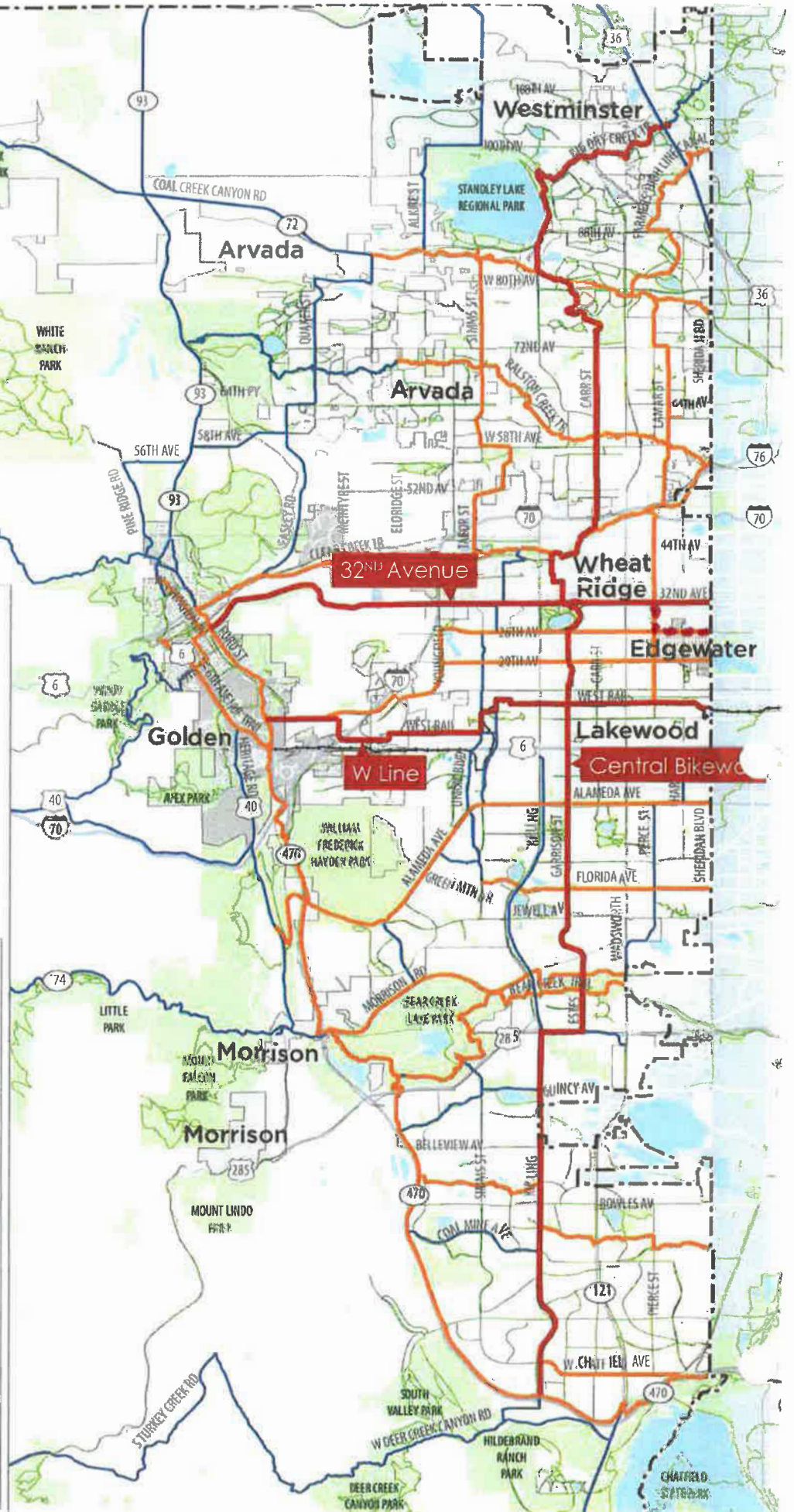
Attachment 1

Figure 1:
Regional Wayfinding Routes

Regional Wayfinding Routes

- Priority 1
- Priority 2
- Priority 3

- Existing Bicycle Facility
- - - Jefferson County Boundary
- Municipal Boundary



Jeffco Regional



Bikeways

Central Bikeway

City of Lakewood

Central Bikeway





Modified
Decision Sign

Modified
Confirmation Sign

Modified
Turn Sign

Memorandum

TO: Mayor and City Council

THROUGH: Patrick Goff, City Manager

FROM: Scott Brink, Public Works Director

DATE: April 21, 2017 (For May 1, 2017 Study Session)

SUBJECT: Bicycle/Pedestrian Master Plan Update

ISSUE:

The City is nearing completion of an update to the Bicycle and Pedestrian Master Plan, last completed in 2010. The Plan serves as a guide to plan, construct, enhance and improve bicycle and pedestrian mobility throughout the City. The plan also guides and works in conjunction with the planning of Capital Improvements Projects (CIP) where opportunities arise. In late 2015, it was felt by staff, Council and the community that the plan needed to be updated as a result of changing travel modes, community needs and priorities, and to incorporate the latest industry practices.

PRIOR ACTION:

After staff completed a standard solicitation and procurement process, the City Council on May 9, 2016, awarded a contract to Toole Design Group to assist the City in updating its Bicycle and Pedestrian Master Plan. Work on the plan commenced with the gathering of data and roll out of a public process in the summer of 2016. An update was provided to Council on October 1, 2016.

FINANCIAL IMPACT:

Funding for this work was approved in the 2016 and 2017 Capital Improvement Plan Budget (CIP) for Bike/Pedestrian Master Plan line item 30-303-800-853 in the amount of \$60,000.

BACKGROUND:

The City's current bicycle and sidewalk network is often described as scattered and incomplete. Sidewalks are either absent, or there are gaps along a number of collector and arterial streets in the City. In addition, the overall bicycle and pedestrian network lacks continuity and/or connectivity to adjacent communities in some locations. Also, connectivity to parks, trails, schools, and other destinations in many areas is often limited.

In 2010, the City developed and formally adopted a Bicycle and Pedestrian Master Plan. The plan provided guidance concerning street right-of-way needs and improvements to be implemented as proposed developments were reviewed and as City projects were designed.

Since adoption of the 2010 plan, the City has implemented bicycle and pedestrian improvements where opportunities have presented themselves and where funding has been available, often in conjunction with other infrastructure improvements or maintenance-related projects. For example, bicycle lanes were installed on 32nd Avenue as part of a mill and overlay project. This work not only improved bicycle safety and mobility within Wheat Ridge, but also improved east-west connectivity with Denver and Jefferson County/Golden. Similarly, bicycle facilities were installed on Pierce Street, providing a vital north-south corridor connection across the City between Lakewood and the Clear Creek Regional Trail.

Additionally, construction of the Kipling multi-use trail has improved connectivity and safety for bicyclists and pedestrians needing to reach local destinations such as Crown Hill Park, the Clear Creek Trail, the Wheat Ridge Recreation Center, Discovery Park, Everitt Middle School, other local properties and businesses, and other destinations in adjacent communities within the Kipling corridor. Current design work for Wadsworth Boulevard improvements also includes provisions for future bicycle and pedestrian facilities. Smaller projects to improve safety such as enhanced crosswalks and flashing beacons (particularly near schools), and small sidewalk projects to fill gaps have also been completed over the past few years. In addition to the City's pavement management program, opportunities to enhance bicycle and pedestrian mobility have also occurred through private redevelopment projects, such as Kipling Ridge (Sprouts) for example.

The Master Plan update plays a significant role in guiding the City to implement effective policies and practices to improve bicycle and pedestrian modes as a convenient transportation option. In addition, the plan identifies specific mobility needs such as access to transit and safety enhancement opportunities. The updated plan will also assist in identifying long-term capital needs and costs, prioritizing needs, and developing a long-term capital plan for constructing improvements.

Plan Update Activities

Over the past several months, the following key steps and courses of action were completed as follows:

1. Compilation of all available mapping and data to summarize existing infrastructure assets, identify existing transportation gaps and safety needs, and provide base mapping for future improvements.
2. The City and the consultant hosted a "Vision and Goals" workshop in August, 2016 with various community stakeholders, including representatives of Jefferson County Schools, the Wheat Ridge Active Transportation and Advisory Team (ATAT), Bike JeffCo, RTD, CDOT, and the senior community. In addition to developing a draft mission and goals statement, the group discussed and identified various needs and issues, such as destinations, gaps, barriers, safety needs, ways to prioritize, and suggestions regarding overall processes and policies.

3. Created a web-site providing information and ways to encourage citizens to provide input for the plan, including an on-line “Wiki-Map;” an interactive map easily accessible on-line where users can click to add suggestions and input directly on to the map.
4. Solicited input through standard City communication channels, including strong promotion through social media. A flyer/handout (in both English and Spanish) was also distributed to encourage participation. In addition, representatives of both the City and the consultant promoted the update and encouraged public input through engagement at community events such as the Carnation Festival and Ridgefest.
5. The City and the consultant hosted two Technical Advisory Committee (TAC) meetings late last year that not only included representatives of the groups previously mentioned, but also neighboring communities such as Lakewood, Arvada, Edgewater, and Jefferson County. This group’s discussion further expanded on the needs and issues discussed at the Vision and Goals workshop, such as connections to neighboring communities, wayfinding, and how the ADA Transition Plan (developed concurrently) should integrate with this plan.
6. A public informational meeting (open house) was held at the Wheat Ridge Recreation Center on October 5, 2016 to provide an opportunity to listen directly to the community and gather additional input. Information regarding the ADA Transition Plan was also provided at this meeting. Turnout for the meeting was strong, with a significant amount of input received on a wide and diverse range of interests.

NEXT STEPS AND ACTIONS

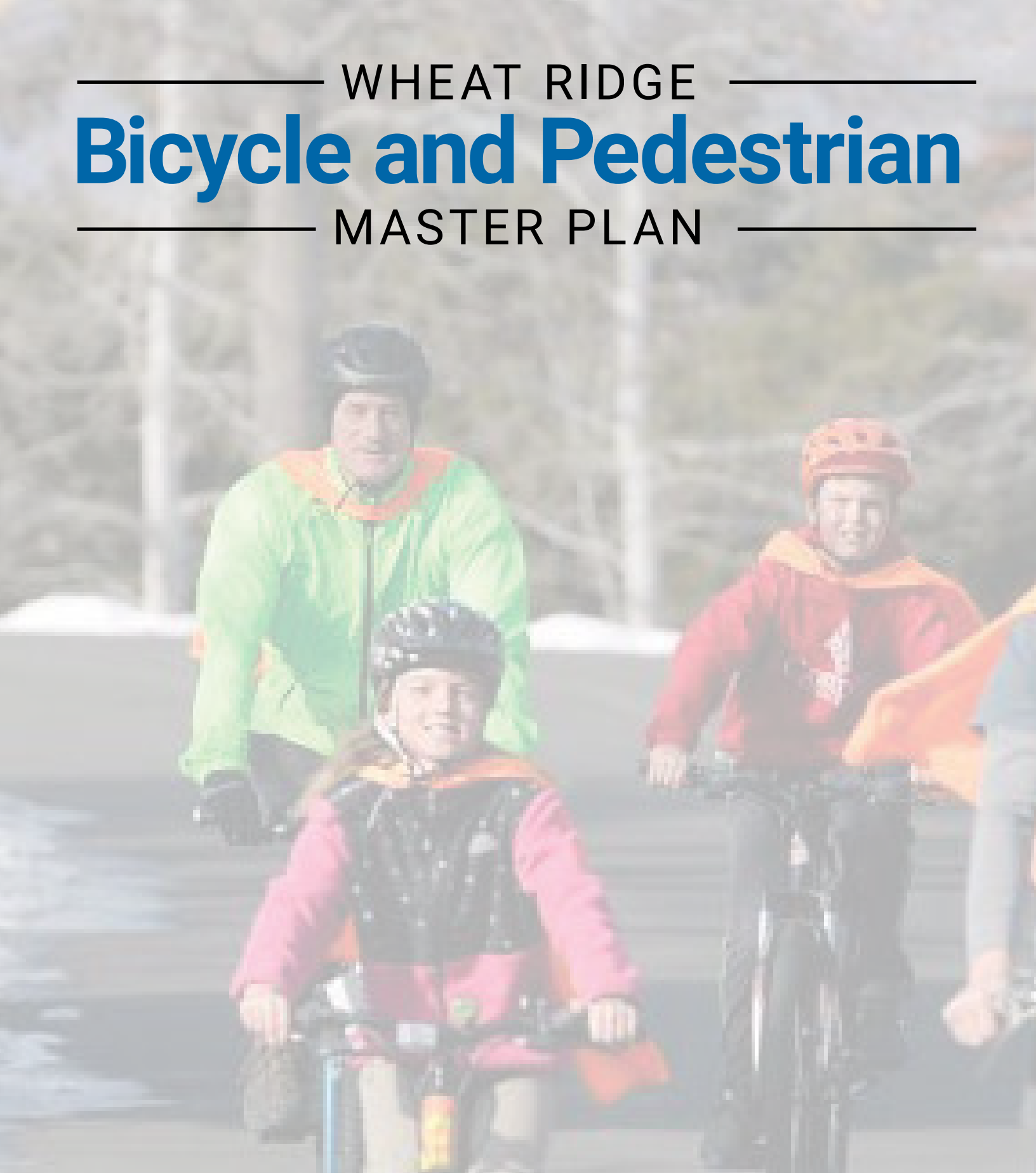
A draft of the Bicycle and Pedestrian Master Plan update has been completed (attached). This draft has been distributed to members of the Technical Advisory Group for further comment, and has been posted on the City website to allow for additional public input. After gathering final input, staff will work with the consultant to finalize the document within the next three to five weeks.

A representative of the Toole Design Group will be present to provide a brief overview of the plan at the study session on May 1. Staff and the consultant will be available to answer any questions and/or receive additional input from Council.

ATTACHMENTS:

1. Bicycle and Pedestrian Plan Update Draft

WHEAT RIDGE **Bicycle and Pedestrian** MASTER PLAN



April 2017 - DRAFT

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Acknowledgments

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CHAPTER 1: INTRODUCTION

Wheat Ridge is a city with strong historical roots, yet it is undergoing change along with the rest of the Denver region. New residents and businesses are bringing fresh ideas to the City and strengthening its character and sense of place. Additionally, the Regional Transportation District (RTD) will begin rail service to downtown Denver on the Gold Line in 2017, potentially catalyzing significant reinvestment along the northern edge of Wheat Ridge. At the same time, there is a strong commitment to preserving the heritage of Wheat Ridge and a desire to ensure long-time residents continue to feel at home in their city. The 2017 Wheat Ridge Bicycle and Pedestrian Master Plan provides a blueprint for creating a more bicycle and pedestrian-friendly city within this dynamic framework.

Plan Purpose

This Plan serves as an update to the 2010 Bicycle and Pedestrian Master Plan, which presented a framework of practical and comprehensive bicycle and pedestrian facilities that promoted safe, sustainable, and healthy travel options. Since the previous Plan was completed, the City has implemented a number of projects to improve conditions for people walking and biking. The 2017 Plan builds on these successes and establishes a vision for a complete and connected network of bicycle facilities and pedestrian routes, along with recommended policies to support active transportation. The Plan's recommendations support the Wheat Ridge community's vision for safe, active transportation that is accessible to a wide range of people, including youth and seniors, families, bicyclists of varying skill levels, and people with disabilities.

The Wheat Ridge Context

The City of Wheat Ridge is in the west Denver metro area and shares borders with Denver, Lakewood, Edgewater, Arvada, and Lakeside. As such, Wheat Ridge plays an important role in regional connectivity. It is generally bounded by Interstate 70 (I-70) to the north and west, Sheridan Boulevard to the east, and West 26th Avenue to the south.

For its 31,000 residents, the city offers a small town feel with access to amenities more commonly found in larger cities. Wheat Ridge is close to the recreational opportunities available in the foothills and provides easy access to the Rocky Mountains via I-70. There are also a large number of City parks and Crown Hill Park, which is owned and maintained by Jefferson County Open Space.

Plan Organization

This Plan is organized into six chapters including this one.

Chapter 1 serves as the introduction to the plan and includes the Wheat Ridge context, recent accomplishments, the planning process, and Plan vision and goals.

Chapter 2 provides an overview of the current status of bicycling and walking in Wheat Ridge.

Chapter 3 summarizes current programs related to bicycling and walking and provides suggestions for possible future program efforts.

Chapter 4 represents the pedestrian element of the Plan, including the identification of priority pedestrian routes and appropriate pedestrian treatments for implementation in Wheat Ridge.

Chapter 5 represents the bicycle element of the Plan, including recommended bicycle facilities and associated costs.

Chapter 6 includes prioritized bicycle and pedestrian projects to conclude the Plan.

Appendices provide supplemental detail on topics such as related plans, priority pedestrian routes, and funding sources.

The city's land use and street network patterns greatly influence how people get around today. In the eastern portion of the city (closer to Denver), the street grid is well connected, but as post-WWII development occurred farther west, streets were built with less emphasis on connectivity. This resulted in high volumes of traffic being funneled onto arterials such as Wadsworth Boulevard and Kipling Street, which now act as barriers for people walking and bicycling. The city's main east/west streets - 44th Avenue and 38th Avenue - provide good connectivity for vehicles, but are less comfortable for bicyclists and pedestrians. Lower-volume city streets are often more comfortable for people walking and biking. However, these streets are generally narrow and lack curbs, creating a character that reflects the city's rural heritage but also poses challenges for retrofitting pedestrian and bicycle facilities.

Recent Accomplishments

The City has implemented many of the proposed projects from the 2010 Bicycle and Pedestrian Master Plan. These projects have been constructed through routine street maintenance and dedicated funding from City Council. Key improvements implemented since 2010 include:

- Sidewalk on Wadsworth Boulevard, between 26th Avenue and 32nd Avenue
- Bike lane, paved shoulder, and shared lane markings on Pierce Street from 26th Avenue to 48th Avenue
- Bike lane along West 32nd Avenue from Sheridan Boulevard to Youngfield Street
- Trail or sidewalk along Kipling Street, from 32nd Avenue to the Clear Creek Trail, including a bicycle and pedestrian bridge over Clear Creek
- Clear Creek Trail trailhead improvements at Kipling Street
- Bike lanes on Tabor Street, north of I-70
- Striped shoulder on Miller Street, north of 44th Avenue

In addition to these accomplishments, several important projects are currently under development. In November 2016, Wheat Ridge residents voted to support Ballot Issue 2E, a 12 year, ½ cent sales tax that will fund four major projects, three of which will create better conditions for walking and bicycling. Revenues from the tax will be used to leverage state and federal grants to reconfigure Wadsworth Boulevard, to fund infrastructure improvements around the 52nd and Ward Gold Line Station, and to implement infrastructure improvements associated with the Clear Creek Crossing development at Youngfield Street and I-70.

The City is currently developing an Americans with Disabilities Act (ADA) Transition Plan to improve accessibility to pedestrian facilities. The Transition Plan includes an assessment of existing pedestrian facilities (i.e., sidewalks and curb ramps) along roadways to document the presence and condition of these facilities. The Transition Plan will catalog existing barriers to ADA access and include strategies to address them.



Active Transportation Advisory Team (ATAT) fun ride to celebrate the Kipling Street Trail Ribbon Cutting, October 2016. (Photo Credit: ATAT)

Public Engagement Process

Wheat Ridge residents and stakeholders played a critical role in shaping the 2017 Plan Update. Public engagement was focused on Wheat Ridge residents and visitors, community stakeholders, the project Technical Advisory Committee (TAC), and City Council to meet the following goals:

- To solicit feedback on existing walking and bicycling issues and successes,
- To educate the public and stakeholders about pedestrian and bicycle facilities,
- To develop proposals for enhancing walking and bicycling in Wheat Ridge,
- To build momentum for plan implementation and related efforts, and
- To be equitable and balanced across the City.

The workshops, events, and meetings conducted as part of this project's community engagement process are discussed in this section of the Plan.

Vision and Goals Workshop

The first official meeting for the project was a Vision and Goals workshop held on August 5, 2016. The purpose of this workshop – held with City staff, stakeholders, advocates, and community members – was to introduce the project and solicit input regarding the future of walking and biking in Wheat Ridge. Attendees answered the following questions:

1. *What three words best describe bicycling in Wheat Ridge today?*
2. *What three words best describe walking in Wheat Ridge today?*
3. *What one word describes your future vision for active transportation in Wheat Ridge?*

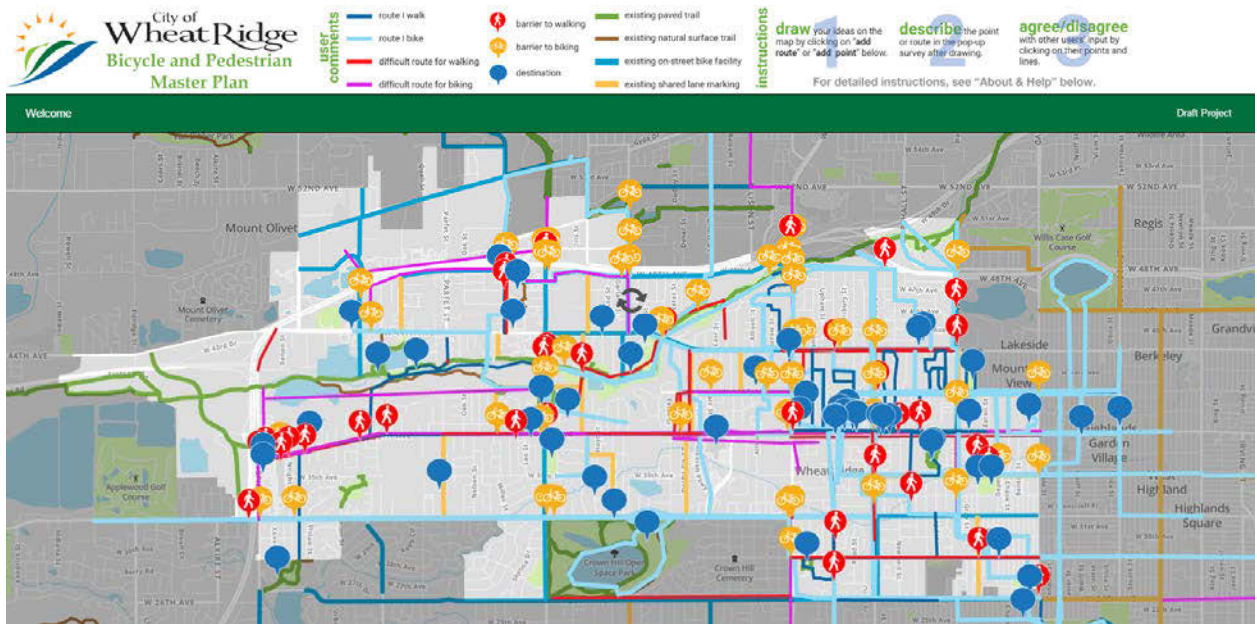
Responses showed that there are major barriers within the City posed by Interstate-70 and principal arterials like Wadsworth Boulevard. However, stakeholders envision a connected, integrated, and intuitive city for people who walk or bike. Responses gathered at this workshop directly influenced the Vision and Goals statements.



August 5, 2016, Vision and Goals Workshop

Online Map-Based Survey

The project team developed an online interactive map that was available for input between June and October 2016. Users were asked to identify routes they already use or would use if made safe and convenient, and any barriers to bicycling or walking (see Chapter 2 for more discussion of the survey results). The map was available as a link from the project page on the City's website, and was widely shared with help from city staff and community members.



Online interactive map

Ridgefest

The project team spoke to approximately 60 people at the Ridgefest event on Saturday, September 10, 2016 in central Wheat Ridge between 3:00 PM and 7:00 PM.¹ This free, all-ages event was an opportunity for the community to celebrate the heritage of Ridge at 38 through diverse offerings like a classic car show, an artisan marketplace, beer tasting and food contests, and local bluegrass music.

This event targeted the citizens of Wheat Ridge and provided a forum to introduce the project, advertise the online interactive map, share information about the RTD Gold Line, and engage in one-on-one dialogue about walking and biking in Wheat Ridge. Using a plotted map with existing bicycle routes and previously planned facilities, the project team asked people where they lived and places they wanted to go, sparking discussions about challenging intersections, streets with missing sidewalks, and much more.



The project team discusses potential new bikeways and pedestrian routes at the 38th Avenue RidgeFest, September 2016 (Photo Credit: ATAT)

¹ Ridge at 38. 2016 RidgeFest. <http://ridgeat38.com/event/2016-ridgefest/>

Technical Advisory Committee (TAC)

The TAC is composed of City staff and representatives from Jefferson County, the Cities of Arvada and Lakewood, the Colorado Department of Transportation, and advocacy organizations.

The TAC met twice over the course of the project and played an important role in the development of this Plan. TAC members guided the overall direction of the project, spread the word about the Plan, contributed ideas and offered local expertise, and reviewed recommendations.

The first TAC meeting was held in September 2016 at City Hall. In addition to an overview of the project's existing conditions and draft themes, the group discussed pedestrian network recommendations.

The second TAC meeting was held in November 2016. The project team presented key recommendation themes which had emerged through the Vision and Goals workshop, meetings with City staff, and public engagement. The following themes emerged:



Pedestrian Themes

- Access to transit
- Focus on key destinations (shopping centers, schools, parks, etc.)
- Integration with ADA Transition Plan
- Serve needs of aging population and younger families

Bicycle Network Themes

- Access to Gold Line Stations (Ward Road, Arvada Ridge, Olde Town Arvada)
- Access to Clear Creek Trail
- Crossing Interstate-70
- Connectivity to neighboring jurisdictions
 - 35th Avenue to Denver
 - Crown Hill Park to Lakewood
 - I-70 crossings and Gold Line Station areas to Arvada
 - Clear Creek Trail to Golden

The team reviewed the online interactive map input which showed that safety concerns at intersections, heavy traffic, and high vehicle speeds were the most common barriers for both walking and bicycling. Additionally, priority pedestrian routes for the Plan and sidewalk walksheds around schools were discussed (see Chapter 4 and Appendix B).

Open House

Over 40 people attended the project open house on Wednesday, October 5, 2016 at the Apex Center between 6:00 PM and 8:00 PM. The team presented information on several topics:

- Project schedule
- Draft vision and goals for the Plan
- Previous planning efforts, including the 2010 Bicycle and Pedestrian Master Plan and the 2015 Parks & Recreation Master Plan
- The ADA Transition Plan
- Non-infrastructure policies and programs in education, encouragement, and enforcement
- Bicycle comfort assessment and the level of traffic stress concept

Attendees provided valuable feedback in several areas:

- Existing education, enforcement and encouragement programs
- Preferred bicycle facility types (e.g., protected bike lanes, sidepaths, trails, and buffered bike lanes) as they relate to levels of traffic stress
- Key bicycle and pedestrian routes between key activity centers within the City
- Streets and intersections where infrastructure improvements, improved crossings, traffic calming, better signal detection for bicyclists, etc. are desired



October 5, 2016 Open House

Open House participants were given three voting dots and were asked ‘*What’s Most Important to You?*’ in each of the following categories: access, facilities, and programs. This exercise was intended as an introduction to the main themes of the Plan and to gauge priorities going forward. Residents showed their overwhelming support for the following:

- Access to transit, e.g., Gold Line Stations
- Better Clear Creek Trail Connections
- Connections to neighboring cities
- Closing sidewalk gaps
- Better street crossings
- More encouragement programs

Plan Vision and Goals

A vision statement is an inspirational description of the future that should be realistic, yet ambitious. It should answer the question, “what will success look like?”. The following vision statement was developed for the Wheat Ridge Bicycle and Pedestrian Master Plan based on input received at the Visioning and Goals Workshop:

The Bicycle and Pedestrian Master Plan envisions Wheat Ridge as a comfortable and safe place to walk and ride a bike for people of all ages and abilities. The network of bicycle and pedestrian facilities is connected, intuitive, and integrated with the local and regional context. The system promotes health, safety, and regional connectivity for all residents.

The following goals support and promote the vision by providing a framework for the development of the Plan’s recommendations:

1. Complete a connected network of comfortable bicycle facilities.
2. Create a walkable city that is comfortable and safe for residents of all ages and abilities.
3. Improve connections between all types of transportation, especially transit.
4. Increase access to the region’s parks, major destinations, and recreational opportunities.
5. Create a plan that is implementable and sensitive to the Wheat Ridge context.

The vision and goals served as the foundation for the development of plan recommendations.

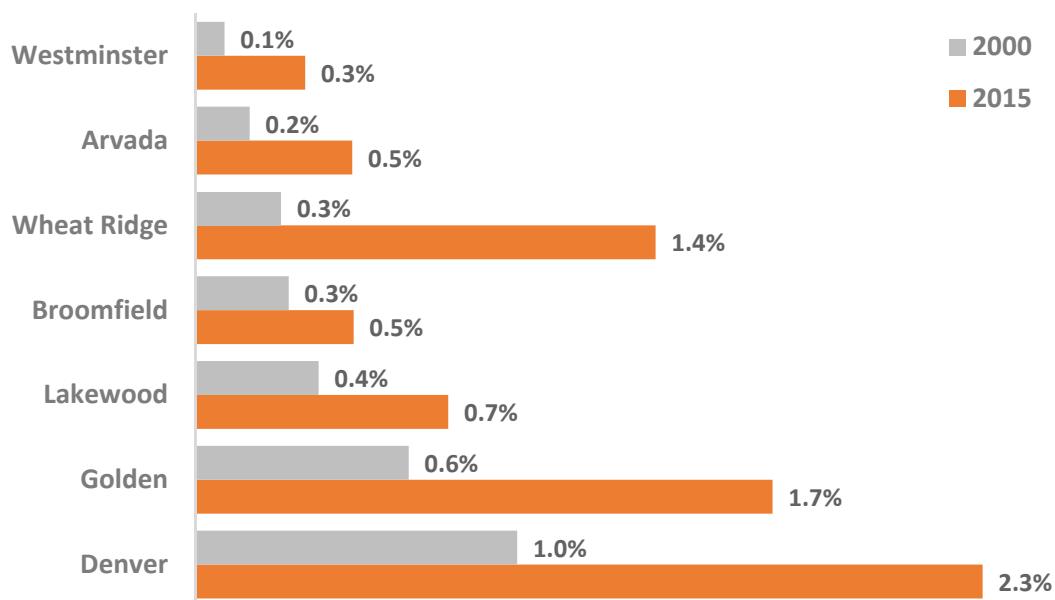
CHAPTER 2: WALKING AND BIKING IN WHEAT RIDGE TODAY

Before making recommendations for the expansion of bicycling and walking programs and facilities, it is important to understand current conditions. This section provides a summary of bicycling and walking trends, facilities, and crashes. This baseline assessment was used to inform the development of recommendations and provide a snapshot for future comparison.

Levels of Bicycling and Walking

Despite have a street network that provides limited connectivity in many areas of the city, there are encouraging trends related to biking and walking in Wheat Ridge. The number of people who bike to work increased from around 40 in 2000 (0.3 percent of commuters) to around 200 per day by 2015 (1.4 percent of commuters), a four-fold increase. By comparison, the statewide average increased from 0.8 percent to 1.3 percent during the same time period. Wheat Ridge had the highest rate of increase among other nearby cities in the Denver Metro Area (Figure 1).²

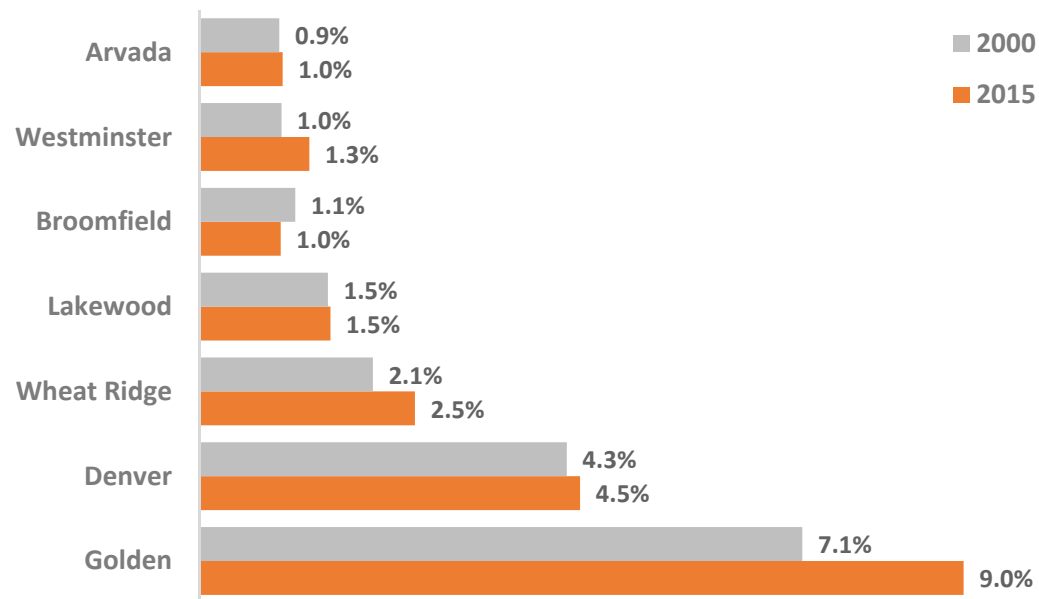
Figure 1. Bicycling Commute Rates in 2000 and 2015 for Nearby Cities



Levels of walking in Wheat Ridge have also increased, although less significantly than bicycling rates. Rates of walking as a share of all work commutes increased from 2.1 percent in 2000 to 2.5 percent by 2015, a 24 percent increase (Figure 2). The statewide average remained constant during this time period, and among the other nearby cities listed in Figure 2, only Golden showed a higher increase than Wheat Ridge (27 percent increase). Furthermore, the combined growth in bicycling and walking was higher in Wheat Ridge than in any other area.

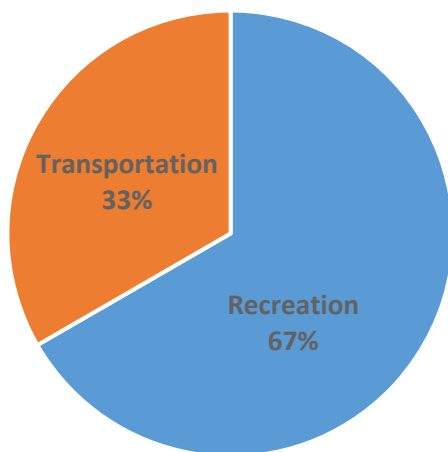
² US Census. American Fact Finder. Means of Transportation to Work, Census 2000 Summary File 3 and 2011-2015 American Community Survey 5-Year Estimates.

Figure 2. Walking Commute Rates in 2000 and 2015 for Nearby Cities



Despite these increases, the change in commute mode share does not tell the whole story. A survey conducted for this project shows that Wheat Ridge residents who walk or bike daily are twice as likely to do so for recreation than for transportation (Figure 3), indicating that levels of bicycling and walking may be higher than suggested by the commute data.³

Figure 3. Trip Purpose among Survey Respondents Who Walk or Bike Daily



³ Bicycle and Pedestrian Master Plan Online Survey.

Pedestrian and Bicycle Crashes

Between 2011 and 2013, there were 51 reported crashes involving a pedestrian and 36 reported crashes involving a bicyclist within or adjacent to the Wheat Ridge city boundary. The injury totals for these crashes are shown in Table 1. Although the overall number of crashes is small compared to the number of motor vehicle crashes, these crashes often result in injury. Fortunately, there were no reported fatalities from 2011 through 2013.

Table 1. Crashes Involving Pedestrians and Bicyclists, 2011-2013⁴

Type	Year	Crashes	Injury Level				
			No Injury	Possible Injury	Minor Injury	Serious Injury	Killed
Pedestrian	2011	20	26	5	8	6	0
	2012	16	19	2	8	3	0
	2013	15	17	2	7	4	0
Bike	2011	11	12	1	7	1	0
	2012	11	13	2	6	1	0
	2013	14	23	4	7	0	0
Total		87	110	16	43	15	0

Facilities

While most streets in the City do not currently have bicycle facilities and many lack sidewalks, bike lanes have been installed on several important through streets, including 32nd Avenue, 26th Avenue, and portions of Pierce Street and Tabor Street. Additionally, the Clear Creek Trail provides an important east/west connection. Residential streets in Wheat Ridge are often very low traffic and may provide a comfortable bicycling experience without a dedicated facility. Lack of sidewalks is more problematic, particularly for young children who are not always aware of nearby dangers such as approaching cars, or for people using wheelchairs or other mobility devices.

⁴ Denver Regional Council of Governments Regional Data Catalog. Crash Points Shapefiles. Crashes within 250 feet of Wheat Ridge City Boundaries are included.



A neighborhood street is comfortable for riders of all ages and abilities. (Photo Credit: ATAT)

Wheat Ridge currently implements high-visibility crosswalks on a routine basis in school zones, adjacent to parks, and at busy intersections. The City has also proactively installed pedestrian crossings in several locations around the City, including:

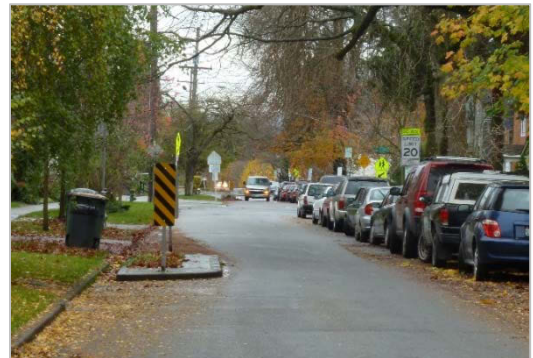
- Rapid Rectangular Flashing Beacons (RRFBs) on West 44th Avenue at Van Gordon Street, Robb Street, east of Miller Street, and at Lamar Street (see below).
- RRFBs on West 32nd Avenue at Wheat Ridge High School/Crown Hill Park.
- Pedestrian signal on West 38th Avenue at Kullerstrand Elementary School.
- Pedestrian signal on West 41st Avenue at Wilmore-Davis Elementary School.



Rectangular Rapid Flashing Beacons provide visibility to pedestrians at crosswalks.

Vehicle speeds have been proven to be the most important factor in determining the level of comfort a person feels while biking or walking on a particular street. For this reason, transportation professionals use a suite of design techniques known as “traffic calming” to help slow traffic on neighborhood streets. Traffic calming solutions may include curb extensions, raised crosswalks, speed humps, or traffic circles, among others.

Traffic calming strategies have not been widely implemented in Wheat Ridge, but the City does have an existing Neighborhood Traffic Management Program (NTMP) that allows residents to request traffic calming measures in response to speeding concerns. The city has implemented a variety of traffic calming treatments such as curb extensions, chicanes, and median dividers (e.g., on Teller Street south of 34th Avenue and on 41st Avenue between Brentwood Street and Wadsworth Boulevard).



Chicane with On-Street Parking



Curb Extensions



Median Divider

City Boundary

Gold Line Stops

Park

Existing Facilities

Trail

Neighborhood Path

Sidepath

Sidewalk

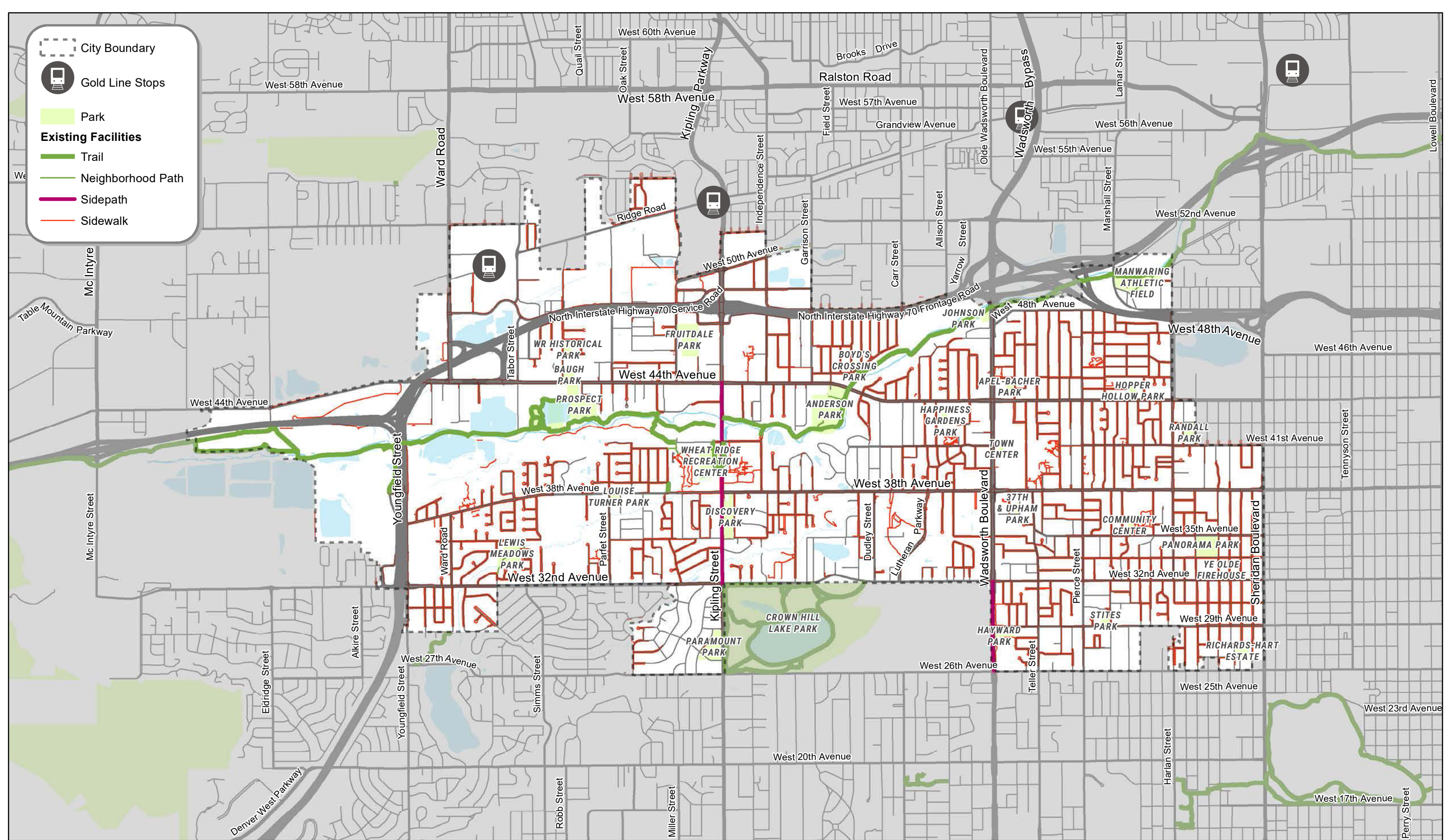


Figure 4. Existing Pedestrian Facilities

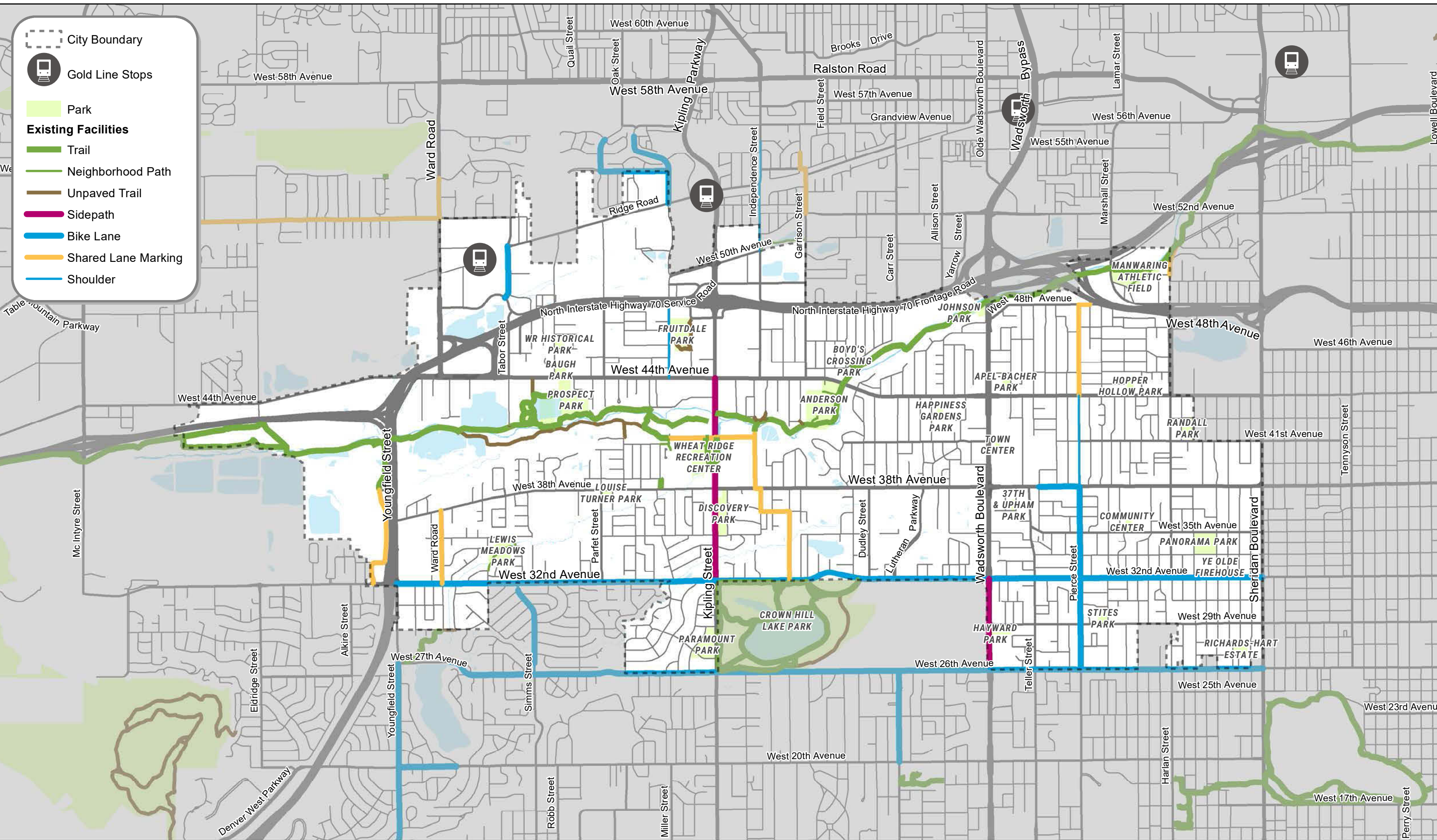


Figure 5. Existing Bicycle Facilities

Barriers to Walking and Bicycling

As part of the 2017 Plan update process, an online map-based survey was implemented to gain a better understanding of important network gaps, physical barriers, and attitudes related to bicycling and walking in Wheat Ridge. The survey was available from the end of July through the middle of October and was promoted through a project flyer distributed at community events, through the City's social media outlets and webpage, by the Active Transportation Advisory Team (ATAT), and at the project Open House. A total of 99 people participated.

When asked why it is difficult to walk in Wheat Ridge, survey respondents listed lack of sidewalks (27 percent), sidewalk gaps (16 percent), or traffic speeds (15 percent) as the most common reasons (see Figure 6). This suggests that completing the sidewalk network and focusing on vehicular speed reductions can improve the pedestrian experience.

Similarly, traffic speeds were the most commonly cited difficulty for bicyclists (Figure 7). These findings are consistent with a 2015 ATAT survey that revealed 40 percent of respondents believe that biking or walking in Wheat Ridge is challenging or in need of improvement.

Sample Comments from Online Survey Respondents

"Many of the existing sidewalks in Wheat Ridge are too narrow and will barely accommodate my wife's walker. She has fallen twice when her walker slipped off the edge of the sidewalks. Also, many bushes and trees extend out over the sidewalks forcing us to walk in the street."

"No sidewalk, narrow pavement, traffic moving quickly makes it very unsafe for pedestrians."

"We bike to the Youngfield trailhead to access the Clear Creek bike path. The route is occasionally difficult and dangerous for a bike, particularly near the Walmart. On Youngfield, we take the sidewalk because we don't feel comfortable on the street."

Figure 6. Summary of Responses to 2016 Bicycle and Pedestrian Master Plan Survey Question, "Why is it Difficult to Walk in Wheat Ridge?"

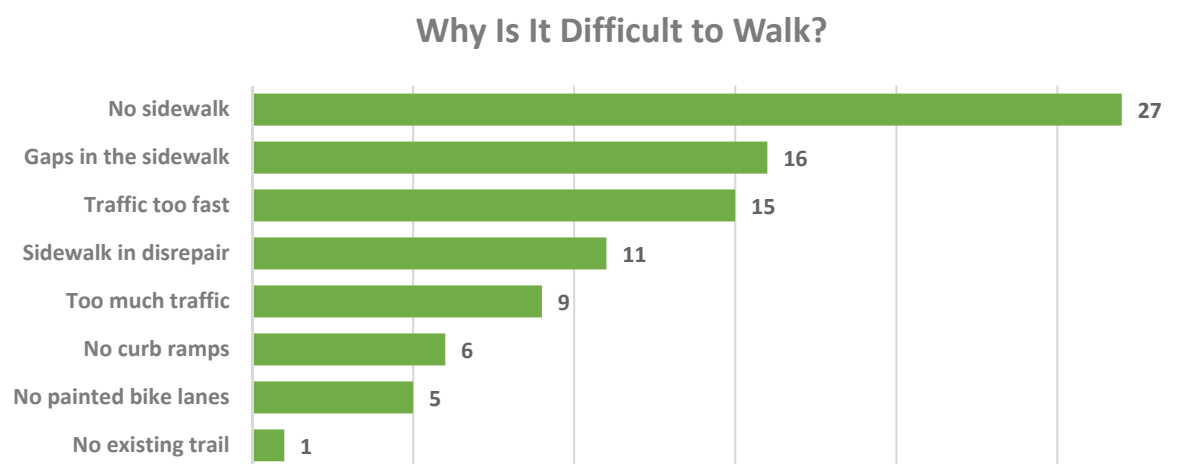
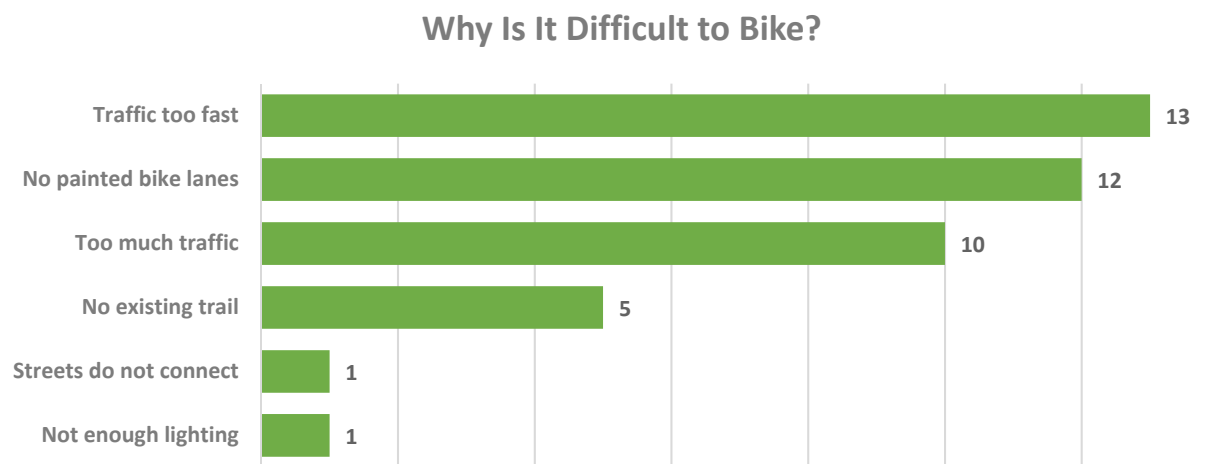


Figure 7. Summary of Responses to 2016 Bicycle and Pedestrian Master Plan Survey Question, “Why is it Difficult to Bike in Wheat Ridge?”



In 2010, the Community Assessment Survey for Older Adults (CASOA™) conducted a statistically valid survey of residents age 60 years or older in Wheat Ridge.⁵ In that survey, 17 percent of respondents reported that the ease of walking is excellent, while 50 percent reported it as good. The remainder (32 percent) reported the ease of walking as fair or poor, suggesting nearly a third of older Wheat Ridge residents find the walking environment deficient. Given the high number of older residents in Wheat Ridge, these findings are particularly noteworthy and were a central focus of this planning process. The report concluded that “the greatest area of resident need [is] civic engagement.” Improving seniors’ mobility choices will greatly benefit their ability to get around and access the various social and engagement opportunities offered throughout the city and region.

Making the city walkable and transit-friendly is about more than transportation. It is a way to ensure people remain connected to the fabric of their community as they age.

⁵ Jefferson County. Community Assessment Survey for Older Adults. Accessed Jan 7, 2017. <http://jeffco.us/human-services/aging-well-project/community-assessment-survey-for-older-adults/>

CHAPTER 3: BICYCLE AND PEDESTRIAN PROGRAMS

An expanded set of bicycle and pedestrian programs, implemented through strong partnerships and collaboration, will support the vision of Wheat Ridge as a comfortable and safe place to walk and bike for people of all ages and abilities.

The League of American Bicyclists (LAB) runs a national program to designate cities as Bicycle Friendly Communities, based on their facilities, levels of biking, and programs. While Wheat Ridge has yet to apply for designation as a Bicycle Friendly Community, LAB provided an informal assessment of Wheat Ridge's status in 2014. Along with engineering-related recommendations, the assessment identified opportunities for improvement in the following broad areas:

- Strengthening youth-focused bike education, recreation, and empowerment programs
- Bicycle skills classes for adults
- Educational messages for all road users
- Encouragement programs such as Open Streets events or other bike-related community celebrations
- Greater promotion of bicycling to boost the local economy
- Participation in the Bicycle Friendly Business program
- Employing law enforcement officers on bikes
- Wayfinding and maps to promote bicycling within the community
- Greater engagement of law enforcement on bicycling issues
- Increased data collection and reporting

This chapter documents current programs and presents ideas for new and expanded programs related to education, encouragement, enforcement, and evaluation. The recommendations are informed by the findings of the LAB assessment as well input from City staff and the community, and are focused on those that will be most effective at helping achieve the 2017 Plan goals.

Current Programs

The majority of bicycle- and pedestrian-related programming in Wheat Ridge is currently conducted by the ATAT, an important driving force behind changes in the city related to bicycling and walking. The “mighty ATATs” (members of the ATAT) strive to build a more inclusive community for all Wheat Ridge residents and visitors through a variety of education and encouragement programs, highlighted in this section.

Ride for Reading

The Ride for Reading program is an ATAT program that collects and donates books and bikes around Wheat Ridge to people of all ages. The program is completely volunteer-run and brings together neighbors, businesses, and students. For example, ATAT hosts Saturday events around town at local businesses and, in exchange for donated books and bikes, people are given bags with coupons and other swag donated by local businesses. Bicycles donated by businesses and community members are inventoried, repaired, and stored around the City in volunteers' homes. When the bikes are given out, ATAT provides a helmet, lock, and light with each bike along with a safety check. This program is a positive example of community-led engagement and should be continued, with greater support from other community partners as possible.



A successful Ride for Reading day (Photo Credit: Ride for Reading program)

Community Bike Rides

Community bike rides provide people of all abilities an opportunity to ride together in a safe, social setting. Currently, ATAT leads two community bike rides. ATAT's "From Here to There" rides show people how to go between popular destinations by bike. This program provides novice riders an opportunity to learn the Wheat Ridge bicycle network with more experienced riders. In summer, ATAT hosts weekly cruiser rides to connect people who walk and bike with local businesses. These family-friendly cruiser rides are advertised as short, slow-paced and locally-focused.

Bike Rodeos

Bike rodeos feature bicycle safety skills instruction, bicycle skills practice, equipment inspections, and helmet fitting for children. ATAT currently hosts bike rodeos in conjunction with other community events. The rodeos educate children and provide a safe, fun and encouraging environment for biking. Where possible, bike rodeos should be co-hosted by elementary schools in Wheat Ridge.

New Program Recommendations

To accomplish the Plan's goals, additional programs and practices may be needed. These additional activities would build greater support for bicycling and walking, which is needed to bolster bold infrastructure investments in the future.

Implementing programs through partnerships with community organizations will likely continue to be the most effective strategy, as nonprofit agencies are often better suited to running education and encouragement programs than city government. However, there are examples where cities have initiated programs like those below on their own.

New funding sources (e.g., state, federal or foundation grants) will likely be needed to accomplish these program recommendations (see Appendix D for a list of potential funding sources). In addition, the City should work closely with regional partners such as Denver Regional Council of Governments (DRCOG) and Jefferson County who share similar goals related to active transportation.

Education

The following programs are proposed to enable people of all ages and abilities to develop the skills and confidence to ride and care for their bikes.

Pedestrian Safety Education Campaign

The City should launch a pedestrian safety education campaign that focuses on both motorists and pedestrians. Regularly reviewing crash data and adapting the messages to meet the needs will help improve pedestrian safety.

Example Program: The City of Newark, NJ developed a pedestrian safety-focused campaign to change pedestrian and motorist behavior and to reduce the incidence of pedestrian injuries and fatalities on New Jersey's roadway. Using the state's crash and fatality data, the campaign targeted all drivers 20-49 years of age and all adult pedestrians. Campaign messages were delivered by outdoor advertising, radio, internet advertising, outreach materials in the street, and social media.

Who: City-led

Bicycle Mentor Events and Partnerships

Bicycle mentor programs (sometimes called bike buddy programs) partner more experienced bicyclists with novice riders for daily commutes or recreational rides. Mentorship programs allow people who are new or novice bike riders to learn more about the bicycle network, rules of the road, and bicycle etiquette through a peer-to-peer, informal social setting. Such rides can happen one-on-one or as part of group rides. Once new riders become more confident, they can mentor new riders.

Example Program: The 511's Bike Buddy Ridematch service in El Cerrito, CA helps people find other local bicyclists. As explained on their website, "new bikers will be 'buddied up' with experienced bicyclists to gather tips, route information and moral support, while experienced bicyclists can find others to ride with or novice bicyclists to assist."⁶

Who: Community-led

Bicycle Maintenance Classes

Low-cost or free bike maintenance classes make it easier for residents with seldom-used or broken bicycles to start riding again. Workshops can be held at schools, parks, or multi-family housing complexes.

⁶ City of El Cerrito California. 511's Bike Buddy Program. Accessed Mar. 29, 2017.
<http://www.el-cerrito.org/index.aspx?NID=535>

Example Program: Washington State’s Cascade Bicycle Club provides several education classes – including those related to riding and maintenance – to help community members “build the knowledge, skills and community support to achieve all your bicycling goals.”⁷ Their maintenance classes include fix-a-flat; maintenance for every rider; chains and derailleurs; and brakes, wheels and tires. They cost between \$30 and \$40, are open to the public, and are easy to find and register for online.

Who: Community-led

Encouragement

The following programs are proposed to help increase ridership, comfort, and connectivity in Wheat Ridge.

Encourage Active Commutes within the City of Wheat Ridge

The City of Wheat Ridge and other Wheat Ridge businesses should encourage their employees to walk, bike, and take transit for daily travel. The City should work to educate people about safe transportation behaviors, available Transportation Demand Management incentive programs, and opportunities to become more involved in the culture of walking and biking in Wheat Ridge. There are a variety of ways to incentivize walking, biking, and transit, including competitions (with transportation or health-related prizes), financial incentives, and free transit passes.

Example Program: The City and County of Denver’s employee wellness program includes education about opportunities for active transportation and wellbeing challenges to incentivize more activity throughout the day, such as by walking and biking.

Who: City-led

Create a City Bike Map

City bike maps help people who are new to bicycling or who are less familiar with the routes in an area to plan their ride. The City should create or partner with Jefferson County to create a bicycle map to show all routes and highlight the network of comfortable facilities across Wheat Ridge. A map may be particularly helpful for bicyclists in Wheat Ridge because covering long distances through local streets often requires the use of indirect routes or navigating offset intersections, which can be confusing. Online maps using existing platforms are likely to be the easiest and quickest approach for publishing a bike map for Wheat Ridge. Bike maps work best in conjunction within implementation of a comprehensive wayfinding system, such as that planned within Jefferson County. Madison, WI and Austin, TX have exemplary city bike maps.

Who: City-led with support from Jefferson County

Increase the Online Presence of Walking and Biking of Wheat Ridge

The City could create a homepage for walking and biking on its website. Providing current and easily-accessible information about walking and biking including the bike network, new City initiatives, bicycle parking, and community events will keep residents informed and involved. In addition, the City should include biking and walking directions to help community members reach city facilities and events.

⁷ Cascade Bicycle Club. Adult Classes. Accessed Mar 29, 2017. <https://www.cascade.org/learn/adult-classes>

Example Program: The City of Fort Collins, CO “FC Bikes” program page provides a comprehensive yet easily-accessible clearinghouse of information.⁸ The page includes an overview of bicycle-related updates with drop-down menus highlighting the City’s encouragement and education programs, plans and projects, and resources.

Who: City-led

Establish Walking School Buses and Bike Trains

Walking school buses and bike trains are adult-supervised groups of students walking or biking to school. They can help alleviate parental concerns about personal security and traffic safety. As the Plan’s engineering recommendations are implemented, walking and biking routes can be created to direct students to intersections with adequate pedestrian facilities and crossing guards. Walkshed maps for K-8 schools in Wheat Ridge are provided in Appendix B.

Example Program: Portland, Oregon’s Safe Routes to School program includes bike trains at participating elementary schools.⁹ One element of their program’s success is building bike trains along the city’s low-stress residential neighborhood greenways.

Who: Community and school-led

Provide Bicycle Parking at Community Events

Provision of high-capacity bicycle parking at community events can be an effective encouragement strategy.¹⁰ Bicycle parking makes the end-of-trip process faster and more convenient, and it provides visibility and legitimacy for biking. Currently, ATAT volunteers provide bike parking at some community events. However, a more formalized process would ensure that all major events have adequate parking to encourage more people arrive by bike.

Example Program: The City of Portland, OR provides temporary event bike parking recommendations, permits for the use of parking lanes, and contact information for local parking providers within the city.

Who: City-led

Highlight National Bicycling and Walking Events

The City and community advocacy groups should continue to highlight national bicycle events like National Bike Month, Bike to Work Day, International Walk to School Day, Spare the Air Day, and car-free commute challenges. These events encourage people to walk, bike, and take transit in a supportive context, and potentially develop new, sustainable habits.

Example Program: The City of Boulder, Colorado’s Walk & Bike Month began as a single day of bicycling events in 1977 and has grown to a month-long celebration of Boulder’s active transportation culture.¹¹ Walk & Bike Month includes a diverse list of more than 60 free events for people of all ages, including mountain bike rides, running activities, scavenger hunts, historical walking tours, hikes, and

⁸ City of Fort Colls. FC Bikes. Accessed Mar 29, 2017. <http://www.fcgov.com/bicycling/>

⁹ Safe Routes Campaigns. Bike Train. Accessed Mar 30, 2017. <https://www.portlandoregon.gov/transportation/article/552063>

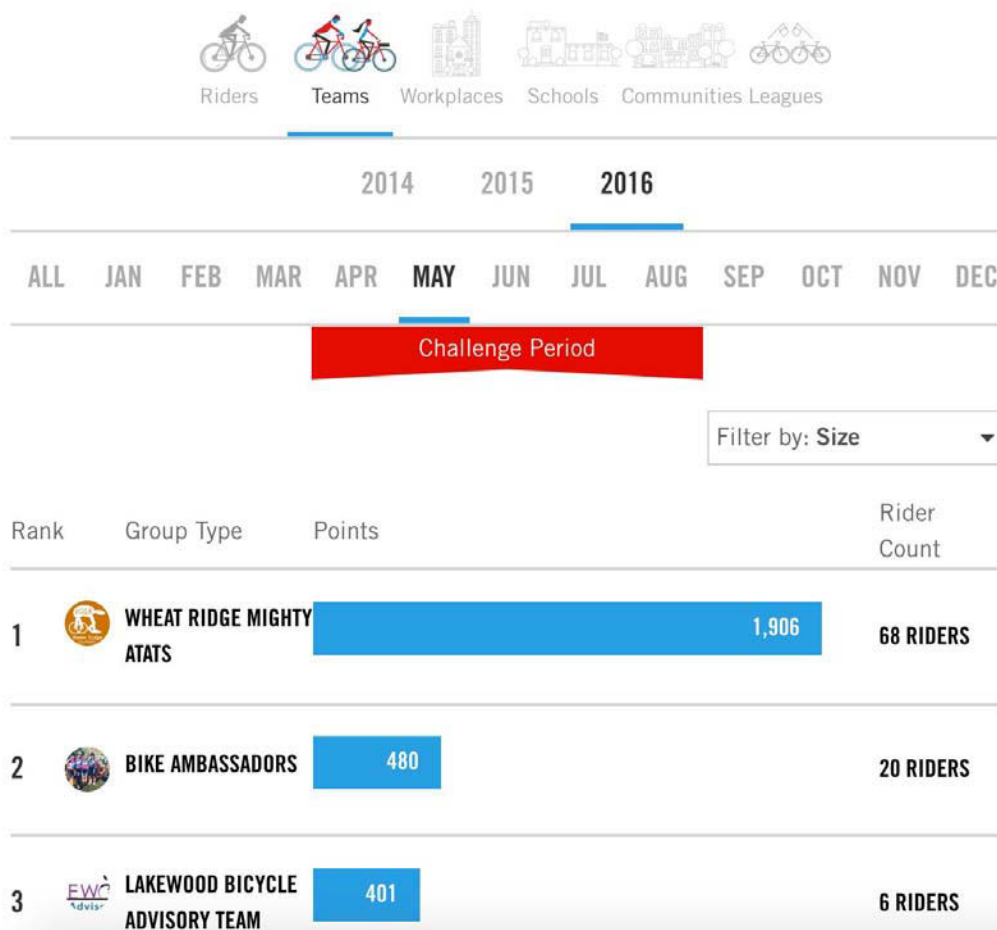
¹⁰ The Association of Pedestrian and Bicycle Professionals’ *Bicycle Parking Guidelines, 2nd Edition*, includes a section on event bicycle parking. For event parking, the Guidelines provide a discussion of three types of parking -- valet, attended (self-park), and unattended -- and recommendations for suitable rack types.

¹¹ Bike and Walk Month. About Boulder Walk & Bike Month. Accessed Mar. 29, 2017. <http://www.walkandbikemonth.org/about/>

more.¹² Bike to Work Day in June is the main event, with almost 50 breakfast stations around Boulder serving free food and drink to the estimated 7,000 participants riding or walking to work.

Walk & Bike Month is sponsored by the City of Boulder and Community Cycles, a local nonprofit that educates and advocates for safe bicycle use, who coordinates activities and volunteers during the month. The month culminates in Bike to Work Day with more than 60 breakfast and bike service stations around the city.¹³

Who: City-led with community support



National Bike Challenge encouragement sponsored by the ATAT (Photo Credit: ATAT)

Enforcement

The following programs are proposed to increase safety for people walking and biking. However, enforcement programs require a commitment of resources from the Wheat Ridge Police Department (WRPD). As resources are limited, this Plan recognizes that infrastructure design is likely to be the most effective way to encourage and ensure safe behavior on the part of motorists, bicyclists, and

¹² Ibid.

¹³ Bike and Walk Month. Bike to Work Day. Accessed Mar. 29, 2017. <http://www.walkandbikemonth.org/events/bike-to-work-day/>

pedestrians. High quality sidewalks, crosswalks, and bicycle facilities should be designed and constructed so that safe and legal use of these facilities is convenient for people walking and biking. Nonetheless, targeted enforcement efforts help encourage civility on public streets.

Improve Enforcement Trainings

Provide regular education about holistic enforcement of traffic laws, including the rights and responsibilities specific to bicyclists and pedestrians, for all officers who conduct enforcement. Consider similar trainings for school bus drivers.

Example Program: In Fort Collins, CO, the 2011 Bicycle Safety Education Plan recommended that Fort Collins Police Services provide with training for officers to help them understand typical behaviors, as well as rights and responsibilities of bicyclists on the road.¹⁴ Currently, Police Services offers a two-hour course on these topics every two years, which is required of all new recruits and optional for others. Additionally, Police Services provides officer education every spring and fall regarding rules of the road and how to cite bicycle infractions.

Who: WRPD-led

Position Speed Feedback Trailers as Needed

As speeding was a top issue cited by community members during this process, the City should work to address vehicular speeds through enforcement and education. One potential solution to mitigate vehicular speeding is to use portable speed feedback trailers to make drivers more aware of their actual speeds.

Example Program: The City and County of Denver uses smart trailers, portable driver feedback signs (“your speed is...”), and a stealth system (involving small boxes temporarily attached to poles) to collect speed data. The stealth stat monitors volume and 85th percentile speed and has been used to monitor speeds before and after installation of a photo radar system. These are also used on streets where public works has had difficulty in collecting speed data. All three tools help Denver to dynamically address speeding issues as they can be repositioned throughout the city.

Who: WRPD-led

Evaluation

The following programs are proposed to collect valuable feedback to ensure an effective use of public resources. While national guidance and best practices should be used where possible, collecting data specific to Wheat Ridge can create a compelling and credible story to support future efforts.

Develop a Strategy for Bicycle and Pedestrian Counting

Wheat Ridge’s current bicycle and pedestrian count data comes from manual counts conducted by volunteers. A routine counting program would help the City evaluate ridership trends and make the case for future investments in active transportation infrastructure. The City should conduct pre- and post-data collection for new bicycle infrastructure projects to determine the effect of different investment decisions. Behavioral observations, such as compliance with signals or jaywalking can also be performed along with volume data collection.

¹⁴ State of Bicycling in Fort Collins. August 2014.

http://www.fcgov.com/bicycling/pdf/appendix_b_state_of_bicycling_in_fort_collins.pdf?1416526711

Example Program: The Colorado Department of Transportation completed a Non-Motorized Count Strategic Plan in 2016 to outline strategies for collecting counts of pedestrians and bicyclists, including counter technologies, location types, data management, and resource needs.

Who: City-led

Analyze Crash Data on a Periodic Basis

Bicycle and pedestrian crash data is collected by Wheat Ridge Police Department and other law enforcement agencies that respond to crashes in Wheat Ridge. Periodic analysis of this data may reveal opportunities for implementing safety projects to reduce pedestrian and bicycle crashes and increase comfort. In particular, the City should review crashes at locations with higher concentrations of crashes as well as contributing factors common throughout the City.

Example Program: The City and County of Denver has conducted pedestrian and bicycle crash studies and is now developing a Vision Zero Action Plan that will include strategies to reduce fatalities and serious injuries throughout the city, but especially along high injury corridors.

Who: City-led

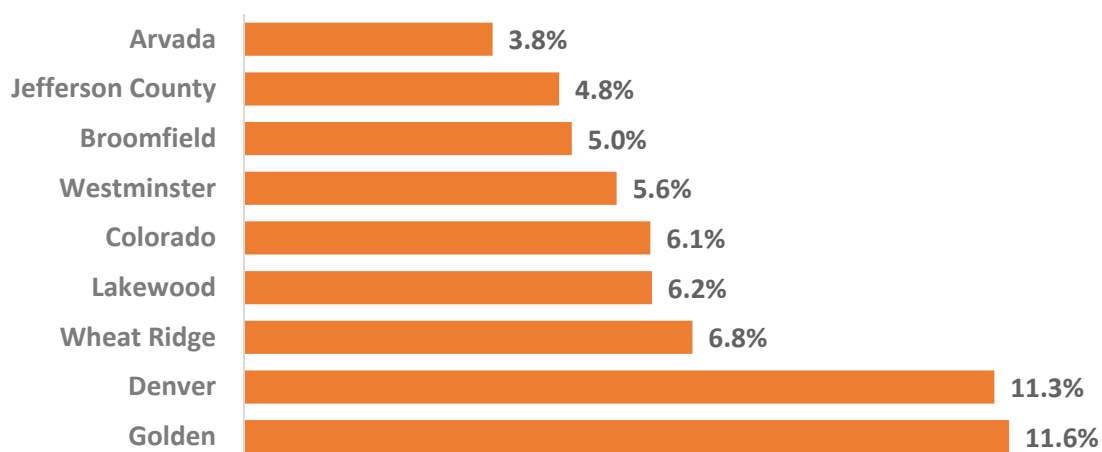
CHAPTER 4: PEDESTRIAN ELEMENT

Introduction

Walking is the most basic and universal form of transportation, yet the needs of pedestrians are often overlooked or considered after those of other modes of transportation. Pedestrians are also the most vulnerable transportation system users. For example, 25 percent of crashes involving a pedestrian in Wheat Ridge from 2011 to 2013 resulted in a serious injury, compared to only 2 percent of all crashes.

Designing a transportation system that works well for pedestrians requires slowing vehicles and providing comfortable walking environments through separation from traffic, thoughtful intersection design, pedestrian amenities, and seamless integration with destinations, including transit facilities. As a community with a high percentage of seniors, many of whom do not or eventually will not drive, providing comfortable and convenient walking facilities is extremely important for Wheat Ridge.¹⁵ Additionally, Wheat Ridge has a relatively high percentage of commuters who use transit. Transit users are an important target audience for pedestrian improvements since they often walk to access transit. Figure 8 shows the combined level of transit and walking as a percentage of all commute trips, across several geographic areas within Colorado. Although lower than Denver and Golden, the combined transit and walk mode share is higher in Wheat Ridge than in many other cities in the west Denver metro area (Figure 8).

Figure 8. Combined Walk and Transit Commute Mode Share for Nearby Cities, 2011-2015



In this section of the plan, options for improving the pedestrian environment are provided. A Pedestrian Facility Toolbox, with treatments suitable for implementation in Wheat Ridge, is first presented. The toolbox includes implementation considerations for pedestrian routes and intersections. These include sidewalks, paths, pedestrian signals, crosswalk markings, and traffic calming measures. Some of the recommendations will also improve conditions for bicyclists. To focus Wheat Ridge's future implementation efforts on the areas with the greatest need, priority pedestrian routes were also identified. Finally, policy and project recommendations are proposed.

¹⁵ This Plan incorporates the ADA Transition Plan's recommendations for improved accessibility and compliance related to walking, especially pertinent for seniors who use mobility devices.

Pedestrian Facilities Toolbox

Sidewalks

Sidewalks are the most common type of pedestrian facility. They play a critical role in the function, enjoyment, and accessibility of neighborhoods, main streets, and other community destinations. They also provide a dedicated space with the primary purpose of accommodating pedestrian travel. In most areas, sidewalks constitute the majority of the pedestrian network. Key considerations related to the comfort of sidewalks include:

- **Width:** Sidewalks less than 5 feet wide do not allow people to comfortably walk side-by-side. Wider sidewalks are needed in areas with high pedestrian traffic or high traffic volumes or speed. In locations where a significant portion of bicyclists are likely to ride on the sidewalk instead of on the street, a sidepath may be constructed instead of a sidewalk to provide adequate space for pedestrians and bicyclists.¹⁶
- **Horizontal separation from traffic:** On streets with higher speeds or volumes, a buffer should be provided between the sidewalks and traffic.
- **Vertical barrier between sidewalk and traffic:** Street trees, light poles, on-street parking, or other vertical barriers provide a sense of enclosure and separation for pedestrians.
- **Shade:** Street trees, awnings, or other shade features create a more comfortable walking environment in the summer months.
- **Other Features:** Benches, lighting, trash cans, wayfinding, and similar features provide a necessary service to pedestrians throughout their journey. They are particularly important around bus stops.



Urban and suburban neighborhoods often have 5-foot sidewalks. It is preferable to have a wide terrace between the curb and the sidewalk to separate pedestrians from the road and to provide room for street trees, utility poles, and other furnishings.

"I walk twice/week to the Walmart /King Soopers center for groceries, lunch, etc. Along my 0.2 mile route, I have to push my child's stroller onto the street three times because of poor sidewalks or no sidewalks. There are many folks who walk this route, pushing grocery utility carts, strollers, walkers."

– Bicycle and Pedestrian Master Plan Survey Respondent

¹⁶ The *Shared-Use Path Level of Service Calculator* (2006) and the American Association of State and Highway Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities* should be referenced for shared use path design guidance.

Curbless Streets

Many of Wheat Ridge's original developments did not include sidewalks, but rather were built with curbless streets and adjacent ditches. This characteristic street type remains prominent today and widespread construction of sidewalks on such streets is neither feasible (from a financial standpoint) or desirable to many Wheat Ridge residents. Although sidewalks are the best way to provide separation from motor vehicles, curbless streets can work well in a residential setting with low levels of vehicle traffic. This condition is most appropriate for streets that serve short, local trips.

Engineering treatments are needed on curbless streets to ensure that vehicle speeds are appropriate for interaction with pedestrians and bicyclists. If drivers are allowed to drive fast on shared streets, the streets will not only be unsafe, but they will discourage people from walking or biking there. Several treatments can be employed to increase comfort for all people within the street right-of-way. In many cases, a combination of treatments should be applied together in order to achieve the best outcome.

Striped Shoulder/Pedestrian Lane

On streets with adequate width, striping a shoulder where pedestrians can walk, provides a dedicated space and visual narrowing of the roadway that may encourage drivers to slow down. This treatment has been implemented on Miller Street, north of 44th Avenue.



Advisory Shoulder

Similar to a striped shoulder, advisory shoulders create a dedicated space for pedestrians or bicyclists, but allow motorists to cross the dashed shoulder marking when pedestrians and bicyclists are not present, in order to pass an oncoming vehicle. They may be useful on streets without adequate width to accommodate a striped shoulder. As a relatively new treatment type in the US, advisory shoulders should be accompanied by education to ensure that they are understood by the public. They also require an approved Request to Experiment from the Federal Highway Administration.¹⁷



¹⁷ Federal Highway Administration. Manual on Uniform Traffic Control Devices: Experimentations. <https://mutcd.fhwa.dot.gov/condexper.htm>

Traffic Calming

Traffic calming is the use of physical engineering measures that change the design of streets to reduce speeds, alter driver behavior, and improve conditions for non-motorized street users. Traffic calming aims to slow the speeds of motorists to a “desired speed” (usually 20 miles per hour [mph] or less for residential streets and 25 to 35 mph for collectors and minor arterials). The greatest benefit of traffic calming is increased safety and comfort for all users, including drivers and people trying to cross the street.

Traffic calming is essential to creating a comfortable, multimodal environment. Vertical treatments such as speed humps, speed cushions, raised crossings, and other similar measures force drivers to slow down. Horizontal treatments such as chicanes have a similar effect. Although not exclusive to curbless streets, they can be used effectively in that context to reduce speeding.

Wheat Ridge has an existing Neighborhood Traffic Management Program, which includes criteria for installation of speed humps and speed radar boards.¹⁸ This program creates a strong foundation for implementation of traffic calming in Wheat Ridge, but could be expanded to address a broader range of strategies. Additionally, as the current policy relies on residents to raise concerns, a more proactive approach to traffic calming is needed to promote safe walking and bicycling in Wheat Ridge.

¹⁸ City of Wheat Ridge. Neighborhood Traffic Management Program (4-28-14). Accessed March 20, 2017. <http://www.ci.wheatridge.co.us/DocumentCenter/View/160>

Figure 9. Traffic Calming Examples



Speed Bump



Speed Hump



Traffic Circle



Median Gateway



Chicanes



Chicane with On-Street Parking

Intersections and Midblock Crossings

Intersections and midblock crossings are a natural point of conflict between all street users. Through careful design, many of the inherent conflicts associated with these locations can be addressed. In this section, treatment options that increase pedestrian safety, comfort, and convenience at intersections and midblock crossings are presented.

High-Visibility Crosswalks

Crosswalks marked with continental, ladder, or zebra patterns have been found to be significantly more visible to motorists¹⁹ and to reduce crashes by 48 percent.²⁰ High-visibility crosswalks are especially beneficial on multi-lane streets in conjunction with additional countermeasures, such as median refuge islands and rectangular rapid-flash beacons. Crosswalks must be a minimum of 6 feet wide, or the full width of the connecting sidewalk or sidepath, whichever is wider.



Advance Yield Lines

Advance yield lines, which are composed of solid white triangles (often referred to as “shark’s teeth”), indicate where drivers should yield to pedestrians in crosswalks. They allow pedestrians to be more easily seen by advancing drivers, whose view might otherwise be blocked by a vehicle in the adjacent lane. When applied to midblock crosswalks, advance yield lines should be 20 to 50 feet from the crosswalk. Wheat Ridge has installed advance yield lines on West 44th Avenue at Robb Street.



¹⁹ K. Fitzpatrick, S. Chrysler, V. Iragavarapu, and E.S. Park. Detection Distances to Crosswalk Markings: Transverse Lines, Continental Markings, and Bar Pairs. Transportation Research Record: Journal of the Transportation Research Board, No. 2250. Transportation Research Board of the National Academies, Washington, DC, 2011.

²⁰ L. Chen, C. Chen, R. Ewing, C. McKnight, R. Srinivasan, and M. Roe. Safety Countermeasures and Crash Reduction in New York City—Experience and Lessons Learned. Accident Analysis and Prevention. In print, 2012. Retrieved August 14, 2015. <http://dx.doi.org/10.1016/j.aap.2012.05.009>

Median Refuge Island

Median refuge islands provide space in the middle of intersections or midblock crossings for pedestrians to wait and look for oncoming traffic. They make crossings easier for pedestrians by providing a refuge area for people crossing the street to wait, rest, or look for oncoming motorists. Median islands should be a minimum of six feet in width, which allows for people using wheelchairs, strollers and bicycles to use them comfortably. Medians also have a traffic calming benefit and limit vehicle turning conflicts.



Curb Extension

Curb extensions or “bulbouts” extend the sidewalk into the parking lane of a street to narrow the roadway, slow traffic, increase visibility of pedestrians, and reduce the distance of the street crossing. Curb extensions can be used at intersections or mid-block crossings. Additionally, curb extensions can be planted with trees or other landscaping.



Pedestrian Countdown Timer

Countdown timers added to pedestrian signals inform pedestrians of the amount of time remaining before the solid “DON’T WALK” phase of the signal cycle. This tool increases compliance by discouraging pedestrians from beginning to cross near the end of the cycle. Reduced crash rates and delays can be realized through the installation of countdown signals.



Leading Pedestrian Interval

Traditional signal timing often results in pedestrian signals entering the “WALK” phase at the same time turning traffic is given the green arrow or straight-through traffic is given the green light, allowing right-turning traffic to cross the crosswalk. This creates conflicts between pedestrians in the crosswalk and turning motorists who either do not see the pedestrian or believe they can pass through the intersection before the pedestrian arrives at the conflict point.

Leading pedestrian intervals (LPIs) start the “WALK” phase three to ten seconds before motor vehicle traffic is allowed to proceed, allowing pedestrians to enter the crosswalk before turning motor vehicles begin moving through the intersection. LPIs may reducing crashes by as much as 60 percent.²¹



Rectangular Rapid Flashing Beacon

Rectangular Rapid Flashing Beacons (RRFBs) are user-actuated systems that supplement warning signs at unsignalized crossing locations. When a pedestrian triggers the system, the lights flash rapidly, drawing attention to the warning sign and the presence of a pedestrian. RRFBs are only active when triggered by a pedestrian either actively (i.e., push button) or passively (i.e., sensor). They cost less than full signals and have been shown to increase driver yielding.²²

RRFBs work best in conjunction with a median refuge island. In such cases, a beacon can be placed in the median, which enhances the visibility of the crossing significantly. This is particularly important for streets with four or



more lanes, as the distance between beacons increases. RRFBs on four lane roads should also be paired with advanced yield lines to reduce the likelihood of multiple threat crashes, which are not solved by the presence of an RRFB. A multiple threat crash involves a driver stopping in one lane of a multilane road to

²¹ A.C. Fayish and Frank Gross. Safety effectiveness of leading pedestrian intervals evaluated by a before–after study with comparison groups. Transportation Research Record No. 2198 (2010): 15–22.

²² Federal Highway Administration. Rectangular Rapid Flash Beacon. May 2009.

https://safety.fhwa.dot.gov/intersection/conventional/unsignalized/tech_sum/fhwasa09009/fhwasa09009.pdf

permit pedestrians to cross while an oncoming vehicle (in the same direction) fails to see or yield to the pedestrian who is crossing.²³

High-Intensity Activated Crosswalk Beacon

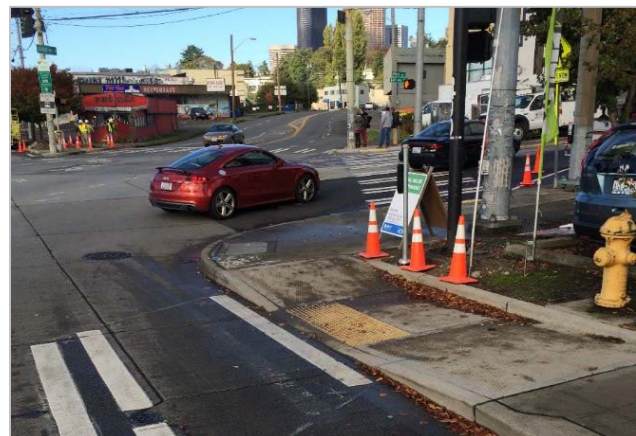
The High-intensity Activated Crosswalk Beacon (HAWK) is a type of signal intended to allow pedestrians and bicyclists to stop traffic to cross high-volume arterial streets. This type of signal may be used in lieu of a full signal or at locations which do not meet traffic signal warrants, but where assistance is needed for pedestrians or bicyclists to cross a high-volume street. HAWK signals should be considered for all trail crossings if other engineering measures are found inadequate to create safe crossings.

There are currently no HAWK signals in Wheat Ridge; however, they may be justified on Sheridan Boulevard, Wadsworth Boulevard, Kipling Street, 44th Avenue, or 38th Avenue. Midblock or unsignalized intersection locations with frequent pedestrian crossings along these streets are good candidates for HAWK signal installation due to high traffic volumes, speed, and number of lanes.



Curb Ramps

Curb ramps provide a transition between sidewalks and crosswalks and must be installed at all intersection and midblock pedestrian crossings, as mandated by federal legislation. They allow people using wheelchairs, strollers, walkers, crutches, handcarts, bicycles, or who have mobility restrictions to more easily navigate the city. They also serve a wayfinding function for visually impaired pedestrians. Curb ramps should be installed at each intersection and midblock crossing throughout Wheat Ridge. These must include detectable warning surfaces (a yellow, bumpy pad, also known as a truncated dome).



Wheat Ridge is currently developing an ADA Transition Plan, which provides more detailed information regarding the highest priorities for implementation of curb ramps. From the standpoint of enhancing mobility throughout the community, curb ramps along priority pedestrian routes should be considered

²³ Federal Highway Administration. "Safety Effects of Marked Versus Unmarked Crosswalks at Uncontrolled Locations Final Report and Recommended Guidelines." Sept. 2005. <https://www.fhwa.dot.gov/publications/research/safety/04100/03.cfm>

for replacement to achieve compliance with national guidance. Additionally, curb ramps should always be evaluated and updated as needed during resurfacing projects.

Priority Pedestrian Routes

Most pedestrian trips are less than a mile in length and are focused around activity centers and in compact neighborhoods where destinations are close together. This Plan's analysis of pedestrian needs and identification of priority routes is based on input from the public received through the project online interactive map, open house, and the Ridgefest event. It also reflects input from the ATAT, which identified high priority pedestrian routes for consideration by the project team (Appendix C).

The route identification process began with a GIS-based demand analysis that incorporated the following spatial data:

- RTD Gold Line Stations and Bus Stops
- Schools
- City and Regional Parks
- Destinations identified by the public through the Online Map-Based Survey or public events
- Other destinations used to develop routes in the 2016 JeffCo [Jefferson County] Regional Bikeways Wayfinding Guide, a study recently completed by Jefferson County.

Based on these datasets, a demand map was developed to identify areas with the greatest potential for walk trips (Figure 10). In addition to the demand map, consideration was given to the priority pedestrian routes provided by ATAT to the project team. The ATAT map divided routes into two tiers indicating higher and lower priorities.

Building from the demand map and preliminary recommended routes, the project team developed a refined set of corridors that are recommended as priority pedestrian routes (Figure 11). These corridors were carefully selected to connect people to important destinations and result in a well-connected and comprehensive pedestrian network. In general, the routes follow major streets, as they are the most likely to serve a higher volume of pedestrians and provide direct access to destinations. However, additional routes that feed into the Clear Creek Trail, connect directly to schools, or provide a high degree of connectivity are also included.

The City recognizes that these are not the only places where people walk, or the only places that need investment to improve walkability. As previously noted, people often walk on residential streets that lack sidewalks, and in some cases this works fine for most people, but in others sidewalks, crosswalks or other improvements may be needed.

Recommendations for Priority Pedestrian Routes

The identified pedestrian routes should be considered as the highest priority for implementation of pedestrian facilities. The following guidelines for implementation should be applied to the priority pedestrian routes to improve conditions for people who walk:

Infrastructure

- **Sidewalks** - Implement sidewalks on both sides of the street and fill high-priority sidewalk gaps along arterials. In some cases, these gaps overlap with gaps in the bicycle network and, as a

result, sidepaths are recommended to serve both user groups. Recommended sidewalk projects are listed in Table 4 and 6 of 'Chapter 6, Implementation.'

- **Curb ramps** - Prioritize installation of curb ramps along priority routes, especially near transit stops or other priority destinations identified in the ADA Transition Plan.
- **Transit amenities** - Provide bus shelters and other amenities to increase the convenience and comfort of pedestrians waiting for the bus.

Increased Separation

- **Separation** - Provide separation from traffic through landscaped buffers and/or on-street parking.
- **Residential streets** - Implement striped shoulders on residential streets within the pedestrian priority route network where adequate width exists. For narrow streets, explore the use of advisory shoulders.

Crossings

- **Frequent crossings** - Implement designated pedestrian crossings at regular intervals (target: approximately every 500 feet).
- **Pedestrian-focused crossings** - Ensure crossings at signals and midblock locations adhere to best practice guidance.

Speed Management

- **Signal timing** - Implement traffic signal timing modifications to support operating speeds of 30 mph or less, where applicable.
- **School zones** - Proactively implement engineering measures to reduce speeds in school zones.
- **Traffic calming on residential streets** - Pilot traffic calming measures on residential streets within the pedestrian priority route network, evaluating outcomes such as vehicle speed, pedestrian and bicycle usage, and resident satisfaction.

Citywide Pedestrian Recommendations

The following pedestrian improvement strategies are intended to improve conditions for pedestrians across Wheat Ridge.:

Programs and Policies

- Expand the City's Neighborhood Traffic Management Program to include other treatments such as chicanes, neighborhood traffic circles, speed cushions, and gateway treatments.
- Develop pedestrian crossing guidelines for arterials, including location criteria and treatment selection.

Crossing Improvements

- **Pedestrian signals** - Upgrade pedestrian signals to include countdown timers where they are not currently installed. Implement LPIs at locations with a high volume of pedestrians or turning conflicts.
- **Advanced stop lines** - Add advanced stop lines to existing midblock crossings on multi-lane streets where not currently installed.
- **Enhance pedestrian crossings** - Evaluate opportunities to implement HAWK signals on arterials such as Sheridan Boulevard, Wadsworth Boulevard, Kipling Street, 44th Avenue, or 38th Avenue.

School Walksheds

In addition to priority pedestrian routes, the project team created a series of maps to identify potential locations for implementation of school-related infrastructure improvements (Appendix B). These maps highlight the areas that are accessible to the school within a half-mile walk, based on the existing street network and trail system. Opportunities to increase levels of walking to school through construction of sidewalks or trails may exist where there are significant differences between the walking distance and straight-line distance.

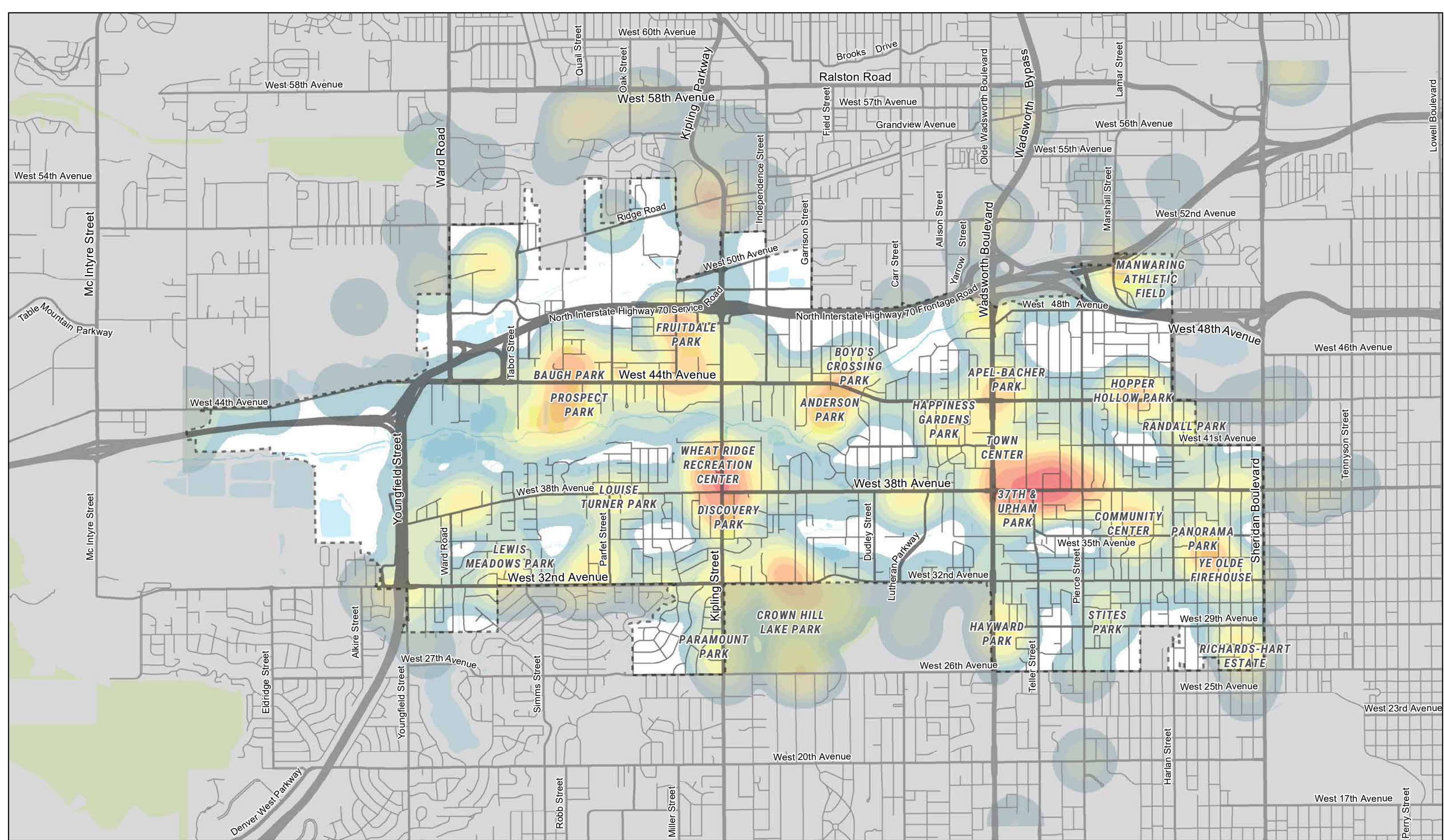


Figure 10. Pedestrian Priority Areas

- City Boundary
- Gold Line Stops
- Park
- Existing Trail
- Existing Neighborhood Path
- Existing Sidepath
- Proposed Pedestrian Facility
- Existing Pedestrian Facility
- Pedestrian Priority Route

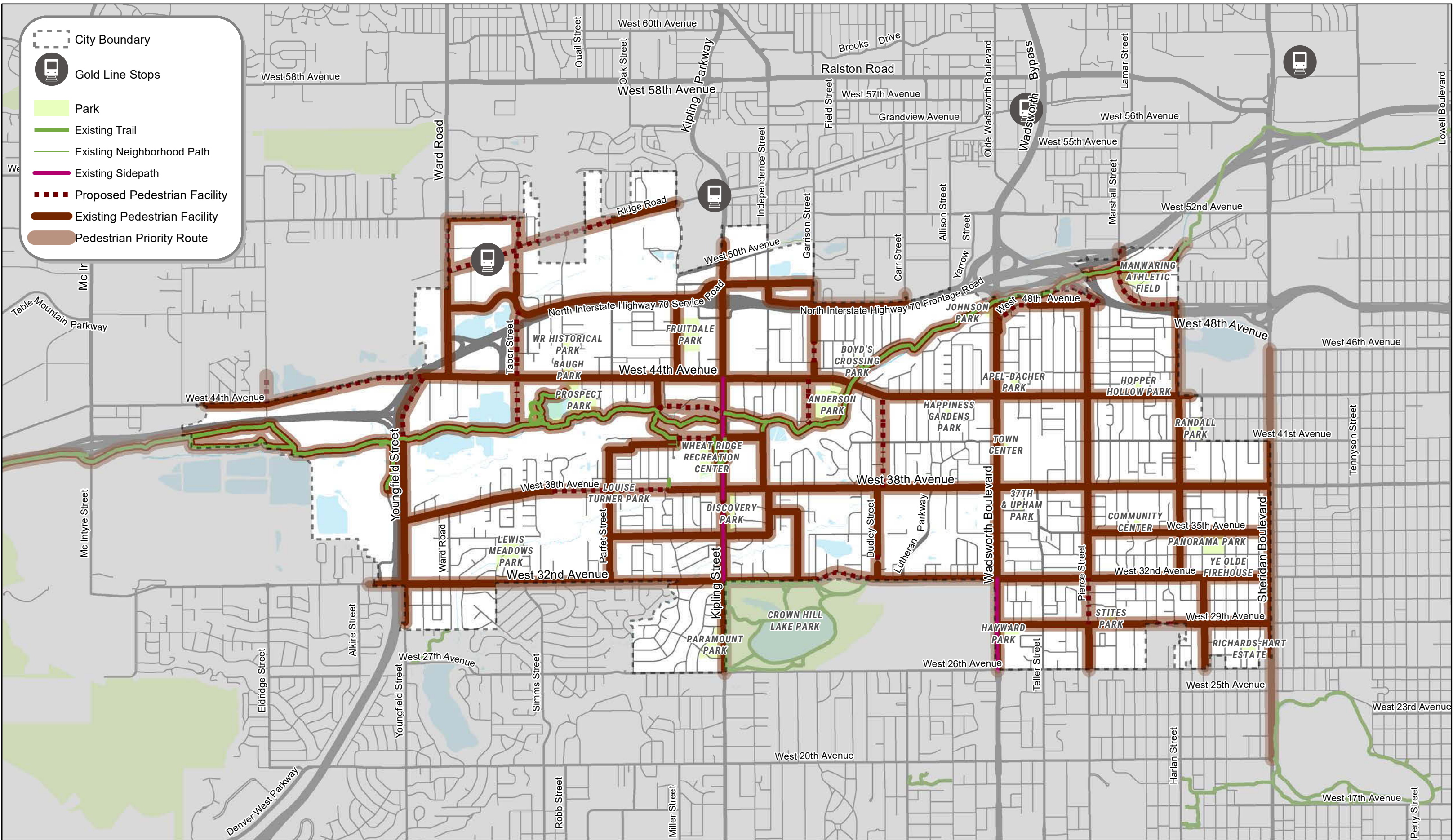


Figure 11. Proposed Pedestrian Routes

CHAPTER 5: BICYCLE ELEMENT

Introduction

Wheat Ridge has made substantial progress implementing bicycle facilities since the adoption of the 2010 Bicycle and Pedestrian Master Plan. Many of the “quick wins,” such as existing roadway shoulders that can easily be striped as bike lanes, have already been achieved. However, through implementation of trail connections, sidepaths along major streets, bike lanes, shared streets, and wayfinding, a well-connected, comfortable bicycle network can be developed.

In this section of the plan, a Bicycle Facilities Toolbox is included to provide context and implementation considerations for treatments that may be appropriate for implementation in Wheat Ridge. Additionally, a comprehensive network map with recommended projects is provided.

Bicycle Facilities Toolbox

The Plan’s bicycle infrastructure recommendations are categorized into four broad categories: paved trails, sidepaths and separated bike lanes, bike lanes, and shared streets. Some of these facility types include variations, such as the addition of a striped buffer to a standard bike lane. Variations and optional treatments are described in more detail in this section of the plan.

Paved Trail

A paved trail or shared use path is an off-street bicycle and pedestrian facility that is physically separated from motor vehicle traffic. Typically, shared use paths are located in parks, stream valley greenways, along a utility corridor, or along abandoned railroad corridors. Shared use paths are for bicyclists, pedestrians, skaters, wheelchair users, and other non-motorized users. They are typically constructed of concrete or asphalt and play an important role in the overall bike network.



Design Criteria

- Minimum width: 10 feet
- Preferred Width: 10-12 feet

References and Resources

- American Association of State and Highway Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities (2012)
- National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide (2012)
- Manual on Uniform Traffic Control Devices (MUTD) (2009)

Sidepath

A sidepath is a shared use path located adjacent to a street. It is designed for two-way use by bicyclists and pedestrians. Sidepaths are sometimes created by designating a wide sidewalk for shared use, or they may be a segment of a longer path system. The use of sidepaths should be limited to roadways with limited points of conflict at intersections and driveways. Special consideration should be given to traffic control where sidepaths pass through signalized intersections. Designating a narrow sidewalk as a sidepath without making improvements to accommodate a mixture of bike and pedestrian traffic is not recommended.



Design Criteria

- Minimum width: 10 feet
- Preferred Width: 12-14 feet

References and Resources

- AASHTO Guide for the Development of Bicycle Facilities (2012)
- NACTO Urban Bikeway Design Guide (2012)

Separated Bike Lane

A separated bike lane, sometimes called a cycle track, is a bicycle facility that is physically separated from both the street and the sidewalk. A separated bike lane may be constructed at street level using street space, or at the sidewalk level using space adjacent to the street. Separated bike lanes isolate bicyclists from motor vehicle traffic using a variety of methods, including curbs, raised concrete medians, bollards, on-street parking, large planting pots/boxes, landscaped buffers, or other methods.



Separated bike lanes designed to be level with the sidewalk should provide a vertical separation between bicyclists and pedestrians, or different surface treatments to delineate the bicycle space from the pedestrian space (such as asphalt versus concrete).

The provision of separated bike lanes should consider the design and function of intersections, which may require adjustments to signal timing and phasing and/or modifications to pavement and curb sections.

Design Criteria

- Minimum width: 5 feet (one-way facility); 8 feet (bi-directional facility)

- Preferred width: 6.5 feet (one-way facility) allows for same-direction passing; 10+ feet (bi-directional facility)

References and Resources

- Federal Highway Administration (FHWA) Separated Bike Lane Planning and Design Guide (2015)
- NACTO Urban Bikeway Design Guide (2012)
- Massachusetts Department of Transportation (MassDOT) Separated Bike Lane Planning and Design Guide (2015)

Bike Lane

Bike lanes use pavement markings to designate a portion of a street for the preferential or exclusive use of bicycles. Bike lane markings are sometimes dashed where vehicles are allowed to cross the bike lane, such as for right turns or at driveway crossings. Bike lanes are best suited for two-way local and collector streets where there is enough width to accommodate a bike lane in both directions, and on one-way streets where there is enough width for a single bike lane.



Design Criteria

- Minimum Width: 4 feet exclusive of gutter, 5 feet next to parked cars
- Preferred Width: 5 feet exclusive of gutter, 6+ feet next to parked cars

References and Resources

- AASHTO Guide for the Development of Bicycle Facilities (2012)
- NACTO Urban Bikeway Design Guide (2012)
- Manual on Uniform Traffic Control Devices (2009)

Buffered Bike Lane

Buffered bike lanes are created by striping a buffer zone between a bike lane and the adjacent travel lane. Some buffered bike lanes also offer a painted buffer between the bike lane and an adjacent parking lane. Buffered bike lanes should be considered at locations where there is excess pavement width or where adjacent motor vehicle traffic speeds exceed 35 mph.

Design Criteria

- Minimum width: See bike lane minima; 2 feet for buffer adjacent to traffic
- Preferred Width: See bike lane minima; 3-4 feet for buffer adjacent to traffic



References and Resources

- FHWA Separated Bike Lane Planning and Design Guide (2015)
- NACTO Urban Bikeway Design Guide (2012)

Shared Lane Markings

Shared lane markings (also known as “sharrows”) are used on streets where bicyclists and motor vehicles share the same travel lane. They may be used to designate a preferred route for bicyclists where there is not sufficient width for bike lanes. The sharrow indicates to bicyclists the most appropriate location to ride. It also provides a visual cue to motorists that bicyclists may be present and have a right to use the street. Sharrows should be placed at least 4 feet (on center) from the face of curb where on-street parking is prohibited, or at least 11 feet (on center) from the face of curb where on-street parking is allowed. Sharrows should be used only on low-volume, low-speed streets and are not appropriate on streets with speed limits greater than 35 mph.



Design Criteria

- Preferred on streets with posted speed limits of up to 25 mph and traffic volumes of less than 4,000 vehicles per day. Maximum posted speed of street: 35 mph
- The marking’s centerline must be minimum 4’ from curb where parking is prohibited.
- The marking’s centerline must be minimum 11’ from curb where parking is permitted, so that it is outside the door zone of parked vehicles.
- For narrow lanes, it may be desirable to center shared lane markings along the centerline of the outside travel lane.

References and Resources

- AASHTO Guide for the Development of Bicycle Facilities (2012)
- NACTO Urban Bikeway Design Guide (2012)
- MUTCD (2009)

Neighborhood Bikeway

A neighborhood bikeway is a street with low motorized traffic volumes and low speeds intended to provide priority to bicyclists and neighborhood motor vehicle traffic. Neighborhood bikeways may simply have signs and shared lane markings, or may include traffic calming elements consisting of speed humps, traffic circles, chicanes, or traffic diverters.



Design Criteria

- Maximum Average Daily Traffic (ADT): 3,000
- Preferred ADT: up to 1,000
- Target motorist speeds are typically around 20 mph
- Speed differential between bicyclists and vehicles less than 15 mph

References & Resources

- NACTO Urban Bikeway Design Guide (2012)

Bicycle Network Development

The plan vision and goals served as the overarching framework for development of bicycle network recommendations. The network, containing both recommended facility locations and types, was crafted to meet the following Plan goals:

- Complete a connected network of low-stress bicycle facilities.
- Improve intermodal connections, especially access to transit.
- Increase access to the region's parks, major destinations, and recreational opportunities.
- Create a plan that is implementable and sensitive to the Wheat Ridge context.

Constraints

While Wheat Ridge has substantial opportunities for promoting and increasing bicycling, significant challenges also exist. Foremost among these is that few streets provide connectivity over long distances. Opportunities for east-west connectivity are particularly constrained. The recommended bicycle network proposes connections using low-stress neighborhood streets, but these routes are less direct than the city's arterials.

Similarly, the Rocky Mountain Ditch, Lena Gulch, and connections through Lutheran Hospital would significantly improve overall connectivity, but development of bicycle facilities through these properties is not viable at this time. Connectivity to the Clear Creek Trail is another substantial challenge, particularly west of Kipling Street, where the topography is steep and much of the adjacent land has been developed and occupied.

While the 2017 Plan is focused on shorter-term, feasible recommendations, opportunities to address significant connectivity gaps should be explored over the long-term. As attitudes toward bicycling change over time, tackling these barriers may become more realistic.

Network Development Process

With consideration of the goals and constraints outlined above, the project team began developing the 2017 network recommendations by reviewing the proposed facilities from the City's previous Bicycle and Pedestrian Master Plan. These facilities (both location and type) were compared to the input received throughout the planning process and consideration of best practices, which have evolved over the last several years. Some facility recommendations were removed, or the facility type recommendation was modified to better fit the plan goals of developing a connected network of low-stress bicycle facilities.

Information reviewed and incorporated into the network development process includes:

- Existing and proposed bicycle network data provided by the City.
- Input received from the TAC, City staff, and the public at the October open house.
- Key activity areas and transit hubs within the City (as noted by the public, the TAC, and the City).
- Information regarding planned developments (e.g., the Applewood Development, Ward Road Station area).
- Key online interactive map inputs, including barrier and line data.
- Bicycle networks of Arvada, Denver, and Lakewood.
- Jefferson County wayfinding network.
- Bike Jeffco's recommendations for north-south connectivity on Marshall Street and Garrison Street.

Using this data, the team evaluated streets for their potential in forming a gridded network of bicycle facilities that are comfortable for a large percentage of Wheat Ridge residents. The resulting network is shown in Figure 12, along with associated facility recommendations. Recommendations are made for paved trails, on-street bicycle facilities (which could include sidepaths, separated bike lanes, or conventional bike lanes), and neighborhood bikeways.

City Boundary

Gold Line Stops

Park

Existing Facilities

Trail

Neighborhood Path

Unpaved Trail

Sidepath

Bike Lane

Shared Lane Marking

Shoulder

Proposed Facilities

Neighborhood Bikeways

Paved Trail

On-Street Bicycle Facilities

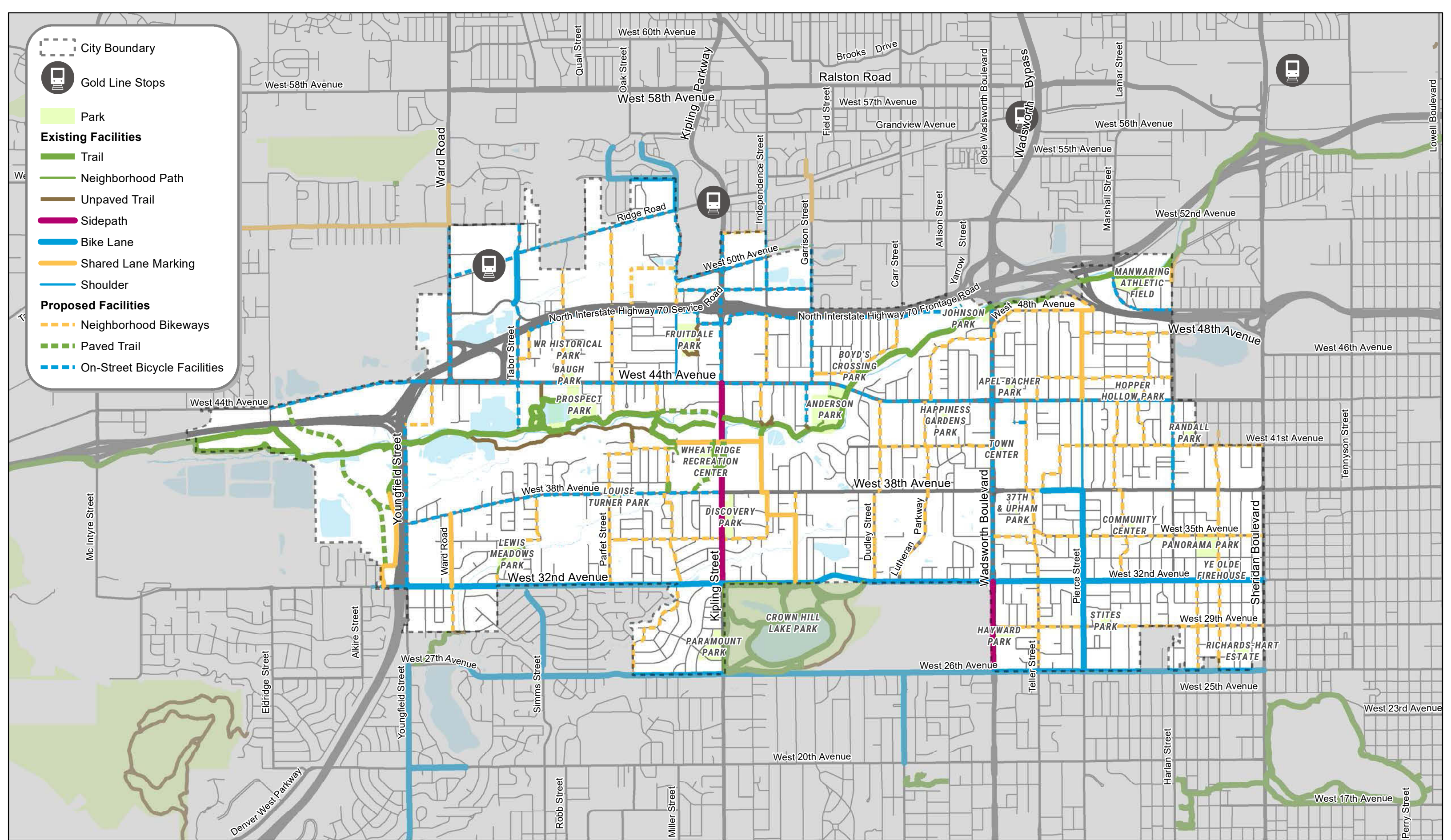


Figure 12. Proposed Bicycle Facilities

Bicycle Facility Recommendations

In this section, brief descriptions of the facility recommendations shown in Figure 12 are provided. Specific projects are also listed in Tables 4 and 6 of 'Chapter 6, Implementation.'

Paved Trails

The Clear Creek Trail forms the spine of Wheat Ridge's bicycle network and attracts bicyclists of all ages and abilities. It is an important regional corridor for transportation and recreation and provides a comfortable means of biking to Golden or Denver.

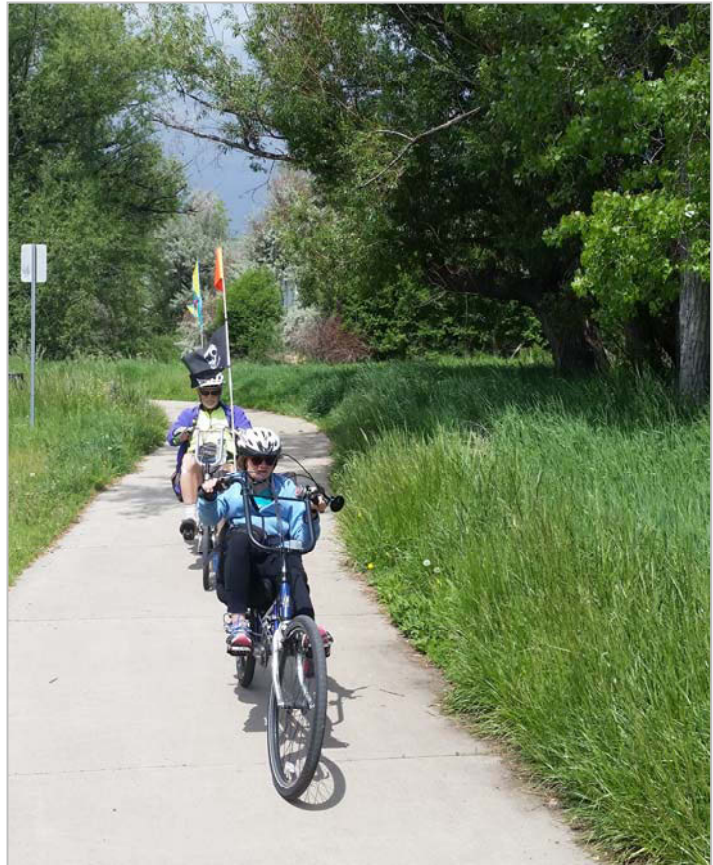
The strong desire to access the Clear Creek Trail was reaffirmed at every stage of the public engagement process. There are many existing access points, but most are informal and unpaved. Additionally, wayfinding to trail access points has not been consistently implemented. Consistent with recommendations from the 2015 Wheat Ridge Parks and Recreation Master Plan, this plan recommends formalizing the connections to the Clear Creek Trail and providing amenities such as benches, trash cans, and informational kiosks (including wayfinding maps) at access points. In addition to trailhead amenities, these locations will require a short length of trail to connect to adjoining streets.

Formalized connections to the Clear Creek Trail are recommended at the following locations:

- Tabor Street (north of trail)
- Oak Street (south of trail)
- Iris Street (north of trail)
- Hoyt Court (north of trail)
- Garrison Street (north of trail)

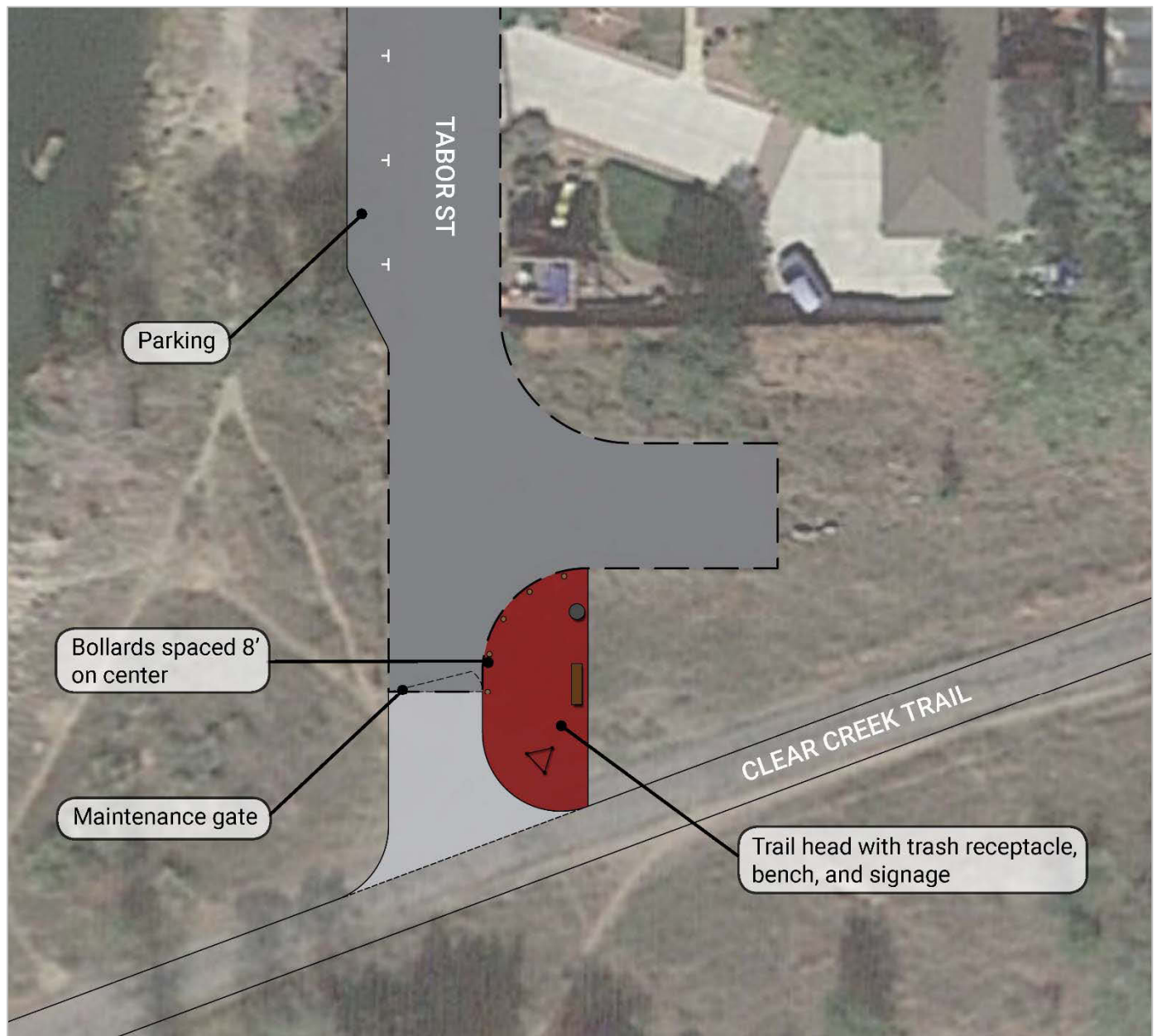
A typical concept for trail access is shown in Figure 13.

In addition to connections to Clear Creek Trail, paved trails are recommended for implementation as part of the Clear Creek Crossing development, southwest of the I-70/CO 58 interchange. The exact alignment of those trails is to be determined in the development review process.



The Clear Creek Trail near Wadsworth Boulevard

Figure 13. Typical Clear Creek Trail Trailhead Diagram



Sidepaths and Separated Bike Lanes

The recently completed sidepath along Kipling Street provides a great connection between two important bike routes – West 32nd Avenue and the Clear Creek Trail. Sidepaths are appropriate for such high-volume, high-speed streets and are recommended on other arterials as discussed below. These projects provide connectivity for bicyclists and also fill important gaps in the pedestrian network. Potential sidepath projects are listed in Table 4.

Bike Lanes

Bike lanes provide delineated space for bicyclists. For the purposes of this plan, this recommendation category includes standard bike lanes and buffered bike lanes. The appropriate variation or treatment type for each recommendation should be investigated in more detail during the development of a specific project. In cases where a lower-stress variation (such as a wider or buffered bike lane) is feasible, it should be implemented to provide greater comfort. Bike lanes are proposed for several corridors, as listed in Table 4.

Neighborhood Bikeways

Neighborhood bikeways encompass a range of strategies intended to increase comfort for bicyclists and pedestrians on streets without dedicated facilities. They are an important part of the overall bicycle network in Wheat Ridge and are especially important because of the lack of connectivity in the street network in many areas, and the limited right-of-way on most streets in the city.

A comprehensive network of neighborhood bikeways is proposed in this plan, in combination with off-street facilities and bike lanes as previously discussed. The proposed network takes advantage of the City's residential streets, which are generally low-volume, low-speed streets with on-street parking. To promote the use of this network, the City can implement pavement markings, signage, traffic calming measures where needed (i.e., where vehicular speeding is high or believed to be an issue), crossing improvements, and wayfinding. Many of the treatments discussed in the curbside streets section of Chapter 4, 'Pedestrian Element,' also contribute to an improved environment for bicycling. Potential neighborhood bikeways are listed in Table 4.

Wayfinding

The 2016 Jefferson County (JeffCo) Regional Bikeways Wayfinding Guide serves as a toolkit for the development of a regional wayfinding network.²⁴ When implemented, the wayfinding signs will form a core component of a more intuitively navigable regional bikeway network. The wayfinding project establishes graphic standards and a framework for implementation, as well as first, second, and third priority wayfinding routes across the County. Within the City of Wheat Ridge, two routes - 32nd Avenue and a north-south route that passes through Crown Hill Park to Arvada by way of Independence Street – are identified as Priority 1 Routes. The regional wayfinding network informed the development of bicycle network recommendations within this Plan as to ensure that bicyclists traveling both within the City and throughout the County are safe and comfortable.

The intent of the JeffCo Wayfinding Guide is for regional routes to be implemented simultaneously, even though many of them cross jurisdictional boundaries. Therefore, the City of Wheat Ridge should

²⁴ Jefferson County. Transportation and Engineering. <http://jeffco.us/transportation-and-engineering/transportation-plans/bicycle-and-pedestrian-plan/>

continue coordinating with Jefferson County, Arvada, Lakewood, Westminster, and Golden, to ensure the signage is fabricated and installed in concert.

Wayfinding is also needed on routes that fall outside the recommendations of the Jeffco Wayfinding Guide. In particular, the following types of wayfinding are needed in Wheat Ridge:

- Signage directing bicyclists to the Clear Creek Trail from feeder streets
- Routes that cross offset intersections
- Sidepaths that cross streets
- Signage from bike facilities to key destinations, such as the Wheat Ridge Recreation Center, Crown Hill Park, other city parks, libraries, schools, and other activity centers

For wayfinding that falls outside the regional priority routes, the City should use the wayfinding standards outlined in the Manual of Uniform Traffic Control Devices (MUTCD) standards.

CHAPTER 6: IMPLEMENTATION

The infrastructure recommendations described in the Pedestrian and Bicycle Elements of this Plan will help Wheat Ridge become a more bicycle- and pedestrian-friendly city. This chapter provides guidance for the City in the selection and funding of pedestrian and bicycle infrastructure projects. The implementation approach focuses on completing gaps in the pedestrian priority route network, improving access to the Clear Creek Trail, and developing a citywide low-stress bike network that is comfortable for all riders.

Prioritization

The recommended pedestrian and bicycle facilities were evaluated across six categories related to the overall goals of the community. For each category, up to four points were awarded based on the criteria described in Table 2.

Table 2. Prioritization Criteria

Local vs. Regional	Regional routes are classified as routes or streets that provide clear and direct bike or pedestrian access into neighboring communities. Proposed facilities along these routes receive 4 points while local proposed facilities receive 2 points.
Access to School	Access to school was determined with the use of ½ mile network walkshed. Proposed facilities that provide a direct connection to a school receive 4 points, while proposed facilities that do not provide a direct connection but are within the ½ mile walkshed receive 2 points. Proposed facilities outside of the ½ mile walkshed received zero points.
Geographic Priority Areas	Proposed facilities along the corridor or directly within a Geographic Priority Area (as defined in the 2010 Bicycle and Pedestrian Master Plan) receive a score of 4 points. Facilities that intersect or cross a corridor identified as a Geographic Priority Area receive 2 points. For example, a proposed neighborhood bikeway along Depew Street crosses 38th Avenue between Wadsworth and Sheridan (a geographic priority area) and receives a score of 2 points.
Serves Multiple User Types	Paved trails and sidepaths are given 4 points because these facilities are used by both bicyclists and pedestrians. Detached sidewalks, bike lanes, and neighborhood bikeways are given a 2 score of 2 points. None of the proposed facilities received a score of zero points.
Connectivity with Other Modes	Proposed facilities within ½ mile of a Gold Line stop receive 4 points and proposed facilities within ¼ mile of a bus stop are given a score of 2 points. There were very few projects that score a zero due to the number of bus stops within the community.
Completes a Gap or Extends Existing Route/Trail	Proposed facilities that complete a gap and connect existing facilities on each end receive 4 points. Proposed facilities that extend existing facilities receive 3 points. Proposed facilities that intersect, but do not connect to existing facilities on either end receive 2 points.

The prioritization criteria were applied to 118 potential projects, including construction of sidewalks, trails, sidepaths, bike lanes, and neighborhood bikeways. These projects are ranked separately for sidewalks and bicycle facilities (trails, sidepaths, bike lanes, and neighborhood bikeways).

Sidewalks

Sidewalk improvements should be focused along priority pedestrian routes as these corridors were carefully selected to connect people to important destinations and establish a comprehensive pedestrian network. Table 3 shows the ranking of sidewalk projects needed to fill gaps in the pedestrian priority network (see also Figure 11).

Table 3. Proposed Sidewalk Projects

Rank	Proposed Route	From	To	Score
1	Ward Road ²⁵	49th Avenue	52nd Avenue	22
2	Kipling Street	35th Avenue	38th Avenue	18
3	32nd Avenue	Garrison Street	Dudley Street	14
4	41st Avenue	Miller Street	Kipling Street	14
5	Ridge Road	Tabor Street	Parfet Street	14
6	Tabor Street	49th Avenue	52nd Avenue	14
7	Tabor Street	Clear Creek Trail	48th Avenue	14
8	38th Avenue	Routt Street	Moore Street	12
9	44th Avenue	Youngfield Street	Existing sidewalk to the West	12
10	52nd Avenue	Taft Court	Tabor Street	12
11	Garrison Street	45th Avenue	46th Place	12
12	Garrison Street	42nd Avenue	44th Avenue	12
13	Pierce Street	29th Avenue	32nd Avenue	12
14	Youngfield Street	Clear Creek Trail	44th Avenue	12
15	48th Avenue	Wadsworth Boulevard	Upham Street	10
16	48th Avenue	Pierce Street	Clear Creek Trailhead	10
17	Dover Street	38th Avenue	44th Avenue	10
18	Dudley Street	32nd Place	34th Avenue	10
19	Eldridge Street	44th Avenue	48th Avenue	9
20	29th Avenue	Jay Street	Ingalls Street	8
21	48th Avenue	Harlan Street	51st Street	8

²⁵ The Ward Road sidewalk gap overlaps with a high-priority sidepath recommendation for bicyclists. To accommodate both pedestrians and bicyclists, a sidepath is recommended for Ward Road.

Bicycle Facilities

Since the existing bicycle facility network is less developed than the sidewalk network, there are more recommendations for new bicycle facilities to be implemented than sidewalks. These recommendations are shown in Table 4, ranked by priority.

Table 4. Proposed Bicycle Facility Projects

Rank	Proposed Route	From	To	Facility Type	Score
1	Kipling Parkway	44th Avenue	51st Place	Sidepath	21
2	Ward Road	44th Avenue	52nd Avenue	Sidepath	20
3	44th Avenue	Eldridge Street	Harlan Street	Sidepath	19
4	32nd Avenue	Zinnia Court	Youngfield Street	Bike Lane	17
5	38th Avenue	Youngfield Street	Kipling Street	Bike Lane	17
6	Ridge Road	Ward Road	Miller Street	Bike Lane	17
7	CC Trail	Moore Street	Kipling Street	Paved Trail	17
8	CC Trail Connector	44th Avenue	Youngfield Service Road	Paved Trail	17
9	Wadsworth Boulevard	32nd Avenue	48th Avenue	Sidepath	17
10	Independence Street	49th Avenue	51st Avenue	Bike Lane	15
11	35th Avenue	Kipling Street	Independence Street	Neighborhood Bikeway	15
12	35th Avenue	Parfet Street	Kipling Street	Neighborhood Bikeway	15
13	CC Trail Connector	Wheat Ridge Rec Center	38th Avenue	Paved Trail	15
14	Pierce Street	36th Avenue	38th Avenue	Bike Lane	14
15	41st Avenue	Dover Street	Wadsworth Boulevard	Neighborhood Bikeway	14
16	41st Avenue	Reed Street	Sheridan Boulevard	Neighborhood Bikeway	14
17	High Court	38th Avenue	39th Avenue	Neighborhood Bikeway	14
18	Youngfield Street	32nd Avenue	42nd Avenue	Sidepath	14
19	Tabor Street	Ridge Road	52nd Avenue	Bike Lane	13
20	35th Avenue	Teller Street	Pierce Street	Neighborhood Bikeway	13
21	Independence Street	35th Avenue	37th Avenue	Neighborhood Bikeway	13
22	CC Trail Connector	Iris Street/42nd Avenue	Clear Creek Trail	Paved Trail	13
23	CC Trail Connector	Hoyt Court	Clear Creek Trail	Paved Trail	13
24	CC Trail Connector	Garrison Street	Clear Creek Trail	Paved Trail	13
25	Tabor Street	Clear Creek Trail	48th Avenue	Bike Lane	12
26	35th Avenue	Wadsworth Boulevard	Upham Street	Neighborhood Bikeway	12
27	Parfet Street	Clear Creek Trail	I-70 Frontage Road South	Neighborhood Bikeway	12
28	Parfet Street	32nd Avenue	41st Avenue	Neighborhood Bikeway	12
29	Upham Street	38th Avenue	44th Avenue	Neighborhood Bikeway	12
30	Harlan Street	38th Avenue	44th Avenue	Sidepath	12
31	Garrison Street	Clear Creek Trail	44th Avenue	Bike Lane	11
32	Miller Street	50th Avenue	Ridge Road	Bike Lane	11
33	35th Avenue	Cul-de-sac	Simms Street	Neighborhood Bikeway	11
34	Holland Street	37th Avenue	38th Avenue	Neighborhood Bikeway	11
35	Moore Street	Clear Creek Trail	44th Avenue	Neighborhood Bikeway	11
36	29th Avenue	Ward Court	Vivian Street	Paved Trail	11
37	50th Avenue	Miller Street	Independence Street	Bike Lane	10
38	34th Place	Upham Street	Teller Street	Neighborhood Bikeway	10
39	39th Avenue	High Court	Reed Street	Neighborhood Bikeway	10
40	Depew Street	26th Avenue	41st Avenue	Neighborhood Bikeway	10
41	Independence Street	44th Avenue	48th Avenue	Neighborhood Bikeway	10
42	Teller Street	26th Avenue	38th Avenue	Neighborhood Bikeway	10
43	29th Avenue	Wadsworth Boulevard	Sheridan Boulevard	Neighborhood Bikeway	9
44	48th Avenue	Wadsworth Boulevard	Pierce Street	Neighborhood Bikeway	9
45	Miller Court	38th Place	41st Avenue	Neighborhood Bikeway	9
46	Ward Court	29th Avenue	32nd Avenue	Neighborhood Bikeway	9
47	Oak Street	41st Place	Clear Creek Trail	Paved Trail	9
48	43rd Avenue	Vance Street	Upham Street	Bike Lane	8
49	49th Avenue	Miller Street	Garrison Street	Bike Lane	8
50	Garrison Street	44th Avenue	51st Avenue	Bike Lane	8
51	I-70 Frontage Road South	Swadley Street	Garrison Street	Bike Lane	8
52	41st Avenue	Parfet Street	Oak Street	Neighborhood Bikeway	8

Rank	Proposed Route	From	To	Facility Type	Score
53	41st Avenue	Oak Street	Miller Court	Neighborhood Bikeway	8
54	45th Avenue	Teller Street	Harlan Street	Neighborhood Bikeway	8
55	Balsam Street	41st Avenue	44th Avenue	Neighborhood Bikeway	8
56	Balsam Street	38th Avenue	41st Avenue	Neighborhood Bikeway	8
57	Depew Street	41st Avenue	43rd Avenue	Neighborhood Bikeway	8
58	Dudley Street	32nd Avenue	38th Avenue	Neighborhood Bikeway	8
59	Fenton Street	26th Avenue	32nd Avenue	Neighborhood Bikeway	8
60	Iris Street	42nd Avenue	44th Avenue	Neighborhood Bikeway	8
61	Lutheran Parkway	32nd Avenue	38th Avenue	Neighborhood Bikeway	8
62	Marshall Street	38th Avenue	44th Avenue	Neighborhood Bikeway	8
63	Marshall Street	32nd Avenue	35th Avenue	Neighborhood Bikeway	8
64	Marshall Street	35th Avenue	38th Avenue	Neighborhood Bikeway	8
65	Miller Street	I-70 Frontage Road North	50th Avenue	Neighborhood Bikeway	8
66	Miller Street	32nd Avenue	35th Avenue	Neighborhood Bikeway	8
67	Morningside Drive	Rangeview Drive	32nd Avenue	Neighborhood Bikeway	8
68	Otis Street	48th Avenue	Clear Creek Trailhead	Neighborhood Bikeway	8
69	Robb Street	I-70 Frontage Road North	Wheat Ridge city limit	Neighborhood Bikeway	8
70	Twilight Drive	26th Avenue	Rangeview Drive	Neighborhood Bikeway	8
71	Union Street	32nd Avenue	32nd Drive	Neighborhood Bikeway	8
72	48th Avenue	Clear Creek Trail	Harlan Street	Bike Lane	6
73	37th Place	Moore Street	Miller Court	Neighborhood Bikeway	6
74	42nd Avenue	Youngfield Street	Xenon Street	Neighborhood Bikeway	6
75	45th Avenue	Garrison Street	Everett Street	Neighborhood Bikeway	6
76	46th Avenue	Tabor Street	Swadley Street	Neighborhood Bikeway	6
77	46th Avenue	Everett Street	Carr Street	Neighborhood Bikeway	6
78	47th Avenue	Balsam Street	Wadsworth Boulevard	Neighborhood Bikeway	6
79	47th Avenue	Pierce Street	Harlan Street	Neighborhood Bikeway	6
80	Balsam Street	44th Avenue	47th Avenue	Neighborhood Bikeway	6
81	Dover Street	38th Avenue	44th Avenue	Neighborhood Bikeway	6
82	Jay Street	44th Avenue	47th Avenue	Neighborhood Bikeway	6
83	Jay Street	41st Avenue	44th Avenue	Neighborhood Bikeway	6
84	Miller Court	35th Avenue	37th Place	Neighborhood Bikeway	6
85	Moore Street	37th Place	38th Avenue	Neighborhood Bikeway	6
86	Oak Street	41st Avenue	41st Place	Neighborhood Bikeway	6
87	Rangeview Drive	Twilight Drive	Morningside Drive	Neighborhood Bikeway	6
88	Robb Street	44th Avenue	I-70 Frontage Road South	Neighborhood Bikeway	6
89	Simms Street	35th Avenue	38th Avenue	Neighborhood Bikeway	6
90	Swadley Street	46th Avenue	I-70 Frontage Road South	Neighborhood Bikeway	6
91	Teller Street	44th Avenue	45th Avenue	Neighborhood Bikeway	6
92	Upham Street	34th Place	35th Avenue	Neighborhood Bikeway	6
93	Xenon Street	42nd Avenue	44th Avenue	Neighborhood Bikeway	6
94	50th Avenue	Oak Street	Miller Street	Neighborhood Bikeway	4
95	Carr Street	46th Avenue	48th Avenue	Neighborhood Bikeway	4
96	Oak Street	I-70 Frontage Road North	50th Avenue	Neighborhood Bikeway	4

Cost Estimates

Implementation of the pedestrian and bicycle facility recommendations described above would require a significant capital investment over the course of several years. To accomplish this, Wheat Ridge would need to dedicate local funding and secure federal funding or funding from other sources.

Planning-level typical bicycle and pedestrian facility cost estimates are shown in Table 5. These are order-of-magnitude estimates and do not include right-of-way acquisition or other unforeseen costs that may be incurred. Actual costs will vary based on the ultimate project scope (i.e. potential combination of projects, or use of city staff) and economic conditions at the time of construction.

Table 5. Bicycle Facility Planning-level Cost Estimates

Facility/Treatment Type	Typical Cost Range		Prevailing Typical Cost
	Low	High	
Paved Trail	\$800,000 per mile	\$1.5 million per mile	\$1 million per mile
A concrete trail in an independent alignment like a greenbelt or former railroad.	<i>Example: An 8-foot wide connector trail linking a neighborhood to a Greenbelt Spine Trail.</i>	<i>Example: A 12-foot wide trail long a wooded greenbelt with undulating topography and numerous drainage crossings. May include boardwalk sections and small bridges.</i>	
Sidewalks and Sidepaths	\$450,000 per mile	\$1.25 million per mile	\$1 million per mile
A concrete sidewalk or path along a roadway.	<i>Example: An 8-foot wide connector sidepath along a roadway as part of a larger reconstruction project with existing cleared and graded right-of-way.</i>	<i>Example: A 12-foot wide sidepath with multiple grade-separated roadway crossings and built in uncleared right-of-way requiring grading.</i>	
Separated Bike Lane	\$250,000 per mile	\$1 million per mile	\$750,000 per mile
Also known as a cycle track, these can be one-way or two-way. Separated from the street by vertical elements (e.g., flex posts, bollards, medians, planters.).	<i>Example: Reconfigure a roadway to include a two-way flex post-separated bike lane on existing pavement as part of a resurfacing project.</i>	<i>Example: Widen a roadway by 14 feet independent of a larger roadway project expressly to add a pair of one-way median-separated bike lanes.</i>	
Bike Lanes	\$20,000 to \$40,000 per mile	\$650,000 per mile	\$25,000 per mile
Includes variations of bike lanes, wide bike lanes, and buffered bike lanes. Significant savings can be realized by constructing as part of a larger roadway project.	<i>Example: Add bike lanes as part of a resurfacing project requiring no additional pavement, but including additional pavement markings and signs. Lower-end estimates do not include resurfacing.</i>	<i>Example: Widen a roadway by 14 feet independent of a larger roadway project expressly to add buffered bike lanes.</i>	
Shared Street	\$10,000 per mile	\$50,000 per mile	

Low-cost, strategically-placed pavement markings (e.g., sharrows) and signage along bike routes.	<i>Example: Add bike route signs or simple wayfinding signs to an existing low-stress bikeway.</i>	<i>Example: Restripe a roadway to provide a wide outside shared lane with sharrows as a stand-alone project.</i>	\$20,000 per mile
Neighborhood Bikeways	\$100,000 per mile	\$500,000 per mile	\$200,000 per mile
Streets with various combinations of traffic calming, traffic diversion, high-visibility pavement markings and enhanced signage (depending on context).	<i>Example: Add bicycle boulevard signs, shared lane markings, and minor traffic calming such as rubberized speed cushions.</i>	<i>Example: Reconfigure or add traffic signals at major intersections and add significant traffic calming features, such as curb extensions, mini traffic circles, traffic diverters, and raised crosswalks.</i>	
Shared Lane Markings	\$10,000 per mile	\$50,000 per mile	\$20,000 per mile
Low-cost, strategically-placed pavement markings (e.g., shared lane markings) and signage along bike routes.	<i>Example: Add Bikes May Use Full Lane signs or simple wayfinding signs to an existing street.</i>	<i>Example: Restripe a roadway to provide a wide outside shared lane with shared lane markings as a stand-alone project.</i>	

In Table 6, the top 10 sidewalk and top 10 bicycle facility projects are listed, along with order of magnitude costs.

Table 6. High Priority Pedestrian and Bicycle Facility Projects²⁶

Category	Description	Cost
Sidewalk	Construct sidewalk on the west side of Kipling Street from 32 nd Avenue to north of 35 th Avenue (south of Sprouts Market)	\$\$
Sidewalk	Construct sidewalk on 32 nd Avenue from Garrison Street to Dudley Street	\$\$
Sidewalk	Construct sidewalk on 41 st Avenue from Miller Street to Kipling Street	\$\$
Sidewalk	Construct sidewalk on Ridge Road from Tabor Street to Parfet Street	\$\$\$
Sidewalk	Construct sidewalk on Tabor Street from 49 th Avenue to 52 nd Avenue	\$\$
Sidewalk	Construct sidewalk on Tabor Street from Clear Creek Trail to I-70 Frontage Road ²⁷	\$\$\$
Sidewalk	Construct sidewalk on 38 th Avenue from Routt Street to Moore Street	\$\$\$
Sidewalk	Construct sidewalk on 44 th Avenue from Youngfield Street to existing sidewalk to the west	\$\$\$
Sidewalk	Construct sidewalk on 52 nd Avenue from west of Taft Court to Tabor Street	\$\$
Sidewalk	Construct sidewalk on Garrison Street from 45 th Avenue to 46 th Place	\$\$
Sidepath	Construct sidepath on Kipling Street, from 44 th Avenue to 51 st Place	\$\$\$
Sidepath	Construct sidepath on Ward Road from 44 th Avenue to 52 nd Avenue	\$\$\$
Sidepath	Construct sidepath on 44 th Avenue from Eldridge Street to Harlan Street	\$\$\$
Bike Lane	Implement bike lanes on 32 nd Avenue from Zinnia Court to Ward Court	\$
Bike Lane	Implement bike lanes on 38 th Avenue from Youngfield Street to Kipling Street	\$
Bike Lane	Implement bike lanes on Ridge Road from Ward Road to Miller Street	\$
Paved Trail	Extend the Clear Creek Trail from 43 rd Avenue to Kipling Street	\$\$
Bike Lane	Implement bike lanes on Independence Street from 49 th Avenue to 51 st Avenue	\$
Neighborhood Bikeway	Implement neighborhood bikeway treatments on 35 th Avenue from Kipling Street to Independence Street	\$
Neighborhood Bikeway	Implement neighborhood bikeway treatments on 35 th Avenue from Parfet Street to Kipling Street	\$\$

²⁶ Sidepath along Wadsworth Boulevard from 32nd Avenue to 48th Avenue and paved trail through the Clear Creek crossing development are also highly ranked, but are not listed here because these facilities will be implemented in conjunction with other planned projects.

²⁷ The northern portion of this project may not be feasible within the constraints of the current Tabor St. bridge over I-70. Bike lanes are also proposed for this section and could provide a minimal level of pedestrian accommodation until the opportunity for implementation of a sidewalk is presented.

Implementation Strategy

Given resource constraints, it is recommended that Wheat Ridge focus its effort on implementing the high priority projects in the near term. However, the city should take advantage of opportunities to implement other proposed projects by leveraging routine maintenance projects, other capital improvement projects, or private funding through new development or redevelopment. The City should remain flexible in elevating the priority of lower-ranked projects, as all the proposed projects would offer a benefit to Wheat Ridge residents.

Appendix D summarizes potential federal, state, regional, and locally-administered funds for bicycle and pedestrian infrastructure. Included within each category are a description of the funding source, eligibility requirements, and direction to additional information where available.

Conclusion

This plan update has confirmed the Wheat Ridge community's interest and dedication to providing a more comfortable and inviting environment for people who walk or bike. Building from the existing base of support and enthusiasm for active transportation, there are several strategic opportunities for the City to make walking and biking more attractive, comfortable, and convenient for all of Wheat Ridge.

Strengthening the base of programs to encourage and educate residents is a low-cost way to improve walking and across the City. In addition, building the network through engineering strategies will improve the City's bicycle and pedestrian network. However, while this Plan outlines several projects for implementation, greater investment in bicycling and walking facilities is needed to complete the network and encourage people of all ages and abilities to get outside and enjoy Wheat Ridge by foot or bike.

APPENDICES

Appendix A: Related Plans

The city, state, and region have adopted a number of plans that include evaluation and recommendations related to walking and bicycling. This section summarizes the relevant recommendations from existing plans that informed this Plan.

Recent planning efforts, including the 2015 *Parks and Recreation Master Plan*, envision a Wheat Ridge in which residents are connected to every park, trail and open space system with routes designed for biking, walking and active transportation. The City is building on these previous efforts by developing the *Bicycle and Pedestrian Master Plan*.

This Plan relates to the Strategic Prioritized Goals for the 2009 Five-year Strategic Plan. These goals address the challenges confronting the community and recognize the valuable community and city assets that can be utilized to successfully meet those challenges. A walkable and bikeable city can help attract and retain a fully engaged workforce (Goal 1: City Services). The goals of this Plan are consistent with the Strategic Plan's goal of Sustainable Growth by promoting the integration of multimodal transportation systems and of the city as a steward of public resources by pursuing activities that support environmental equity and health for all citizens.

Supporting active transportation investments supports and develops "thriving neighborhoods and commercial centers" (Goal 4: Economic Vitality). Finally, this relates to Goal 5: Quality of Life by preserving environmental resources, enhancing Wheat Ridge's small town values, providing a safe environment, and promoting opportunities for citizens to engage in an active lifestyle. It also promotes civic engagement (Goal 6) by enhancing the sense of community.

Jefferson County – Countywide Transportation Plan (1998, amended 2002 and 2014)

Jefferson County's *Countywide Transportation Plan* identifies four primary policy areas to guide bicycle and pedestrian investments in the County, including:

- **Coordination** - All agencies involved with the planning and implementation of pedestrian and bicycle facilities should work together to develop a coordinated effort to complete a project which is safe and convenient for alternative modes.
- **Maintenance** - It is recommended that the Cities and County evaluate how issues such as citizen concerns, regular maintenance and snow/sand removal are addressed. If deficiencies exist, appropriate departments would set up programs to meet the needs of people using alternative mode facilities.
- **Right-of-Way** - The inclusion of the acquisition of Right-of-Way (ROW) for the construction of safe and convenient pedestrian and bicycle facilities is needed when building new roadways.
- **Funding** - There should be coordinated efforts to actively compete for alternative mode funding sources through the Denver Regional Council of Governments (DRCOG) and the Colorado Department of Transportation (CDOT).

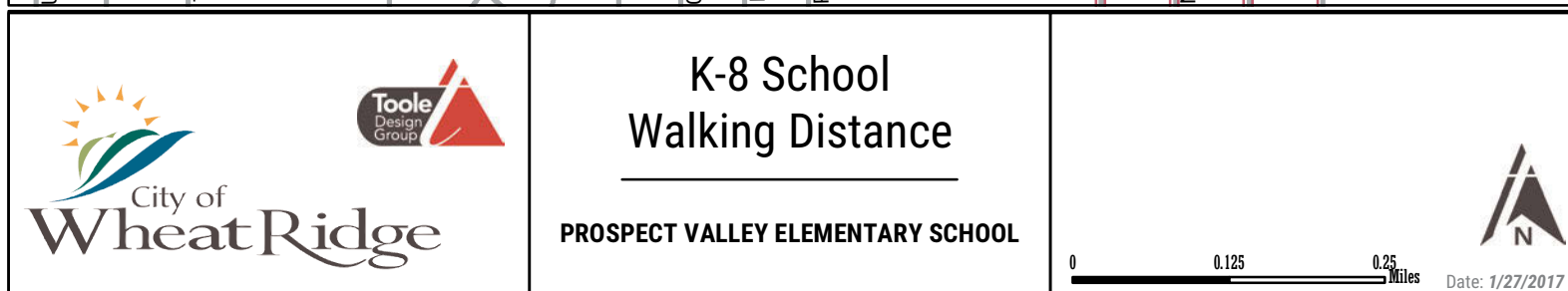
Jefferson County Bicycle and Pedestrian Plan (2012)

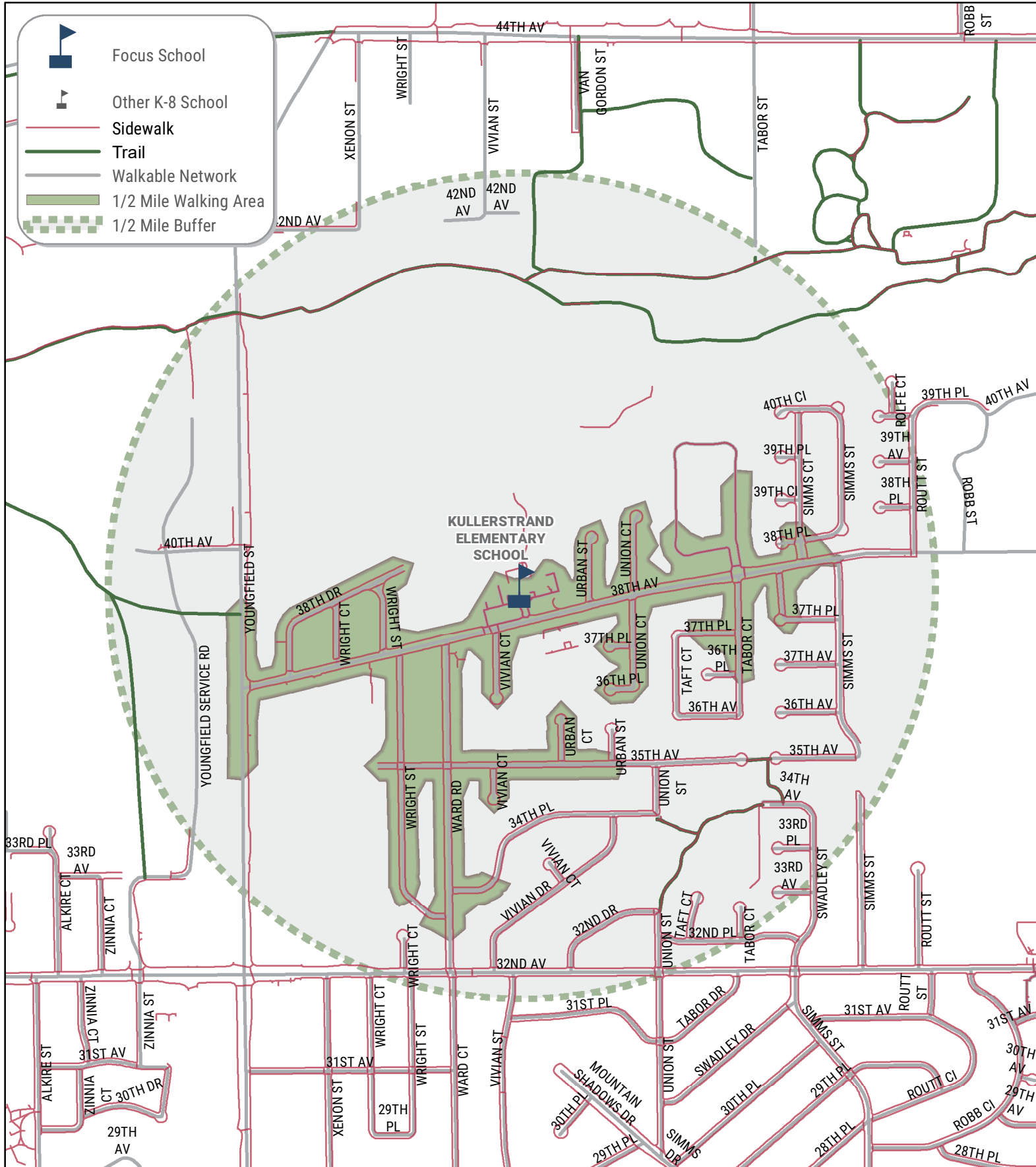
The *Jefferson Bicycle and Pedestrian Plan* supports the goals and policies identified in the *Jefferson Countywide Transportation Plan* and *County Comprehensive Master Plan*, and outlines a long-term vision for the County by providing details about future transportation investments to help the County achieve its goal of increasing the number of bike and walk trips. A regional approach that focuses on bicycle and pedestrian accommodations that are continuous and consistent throughout the cities, towns, and unincorporated areas of Jefferson County is also identified.

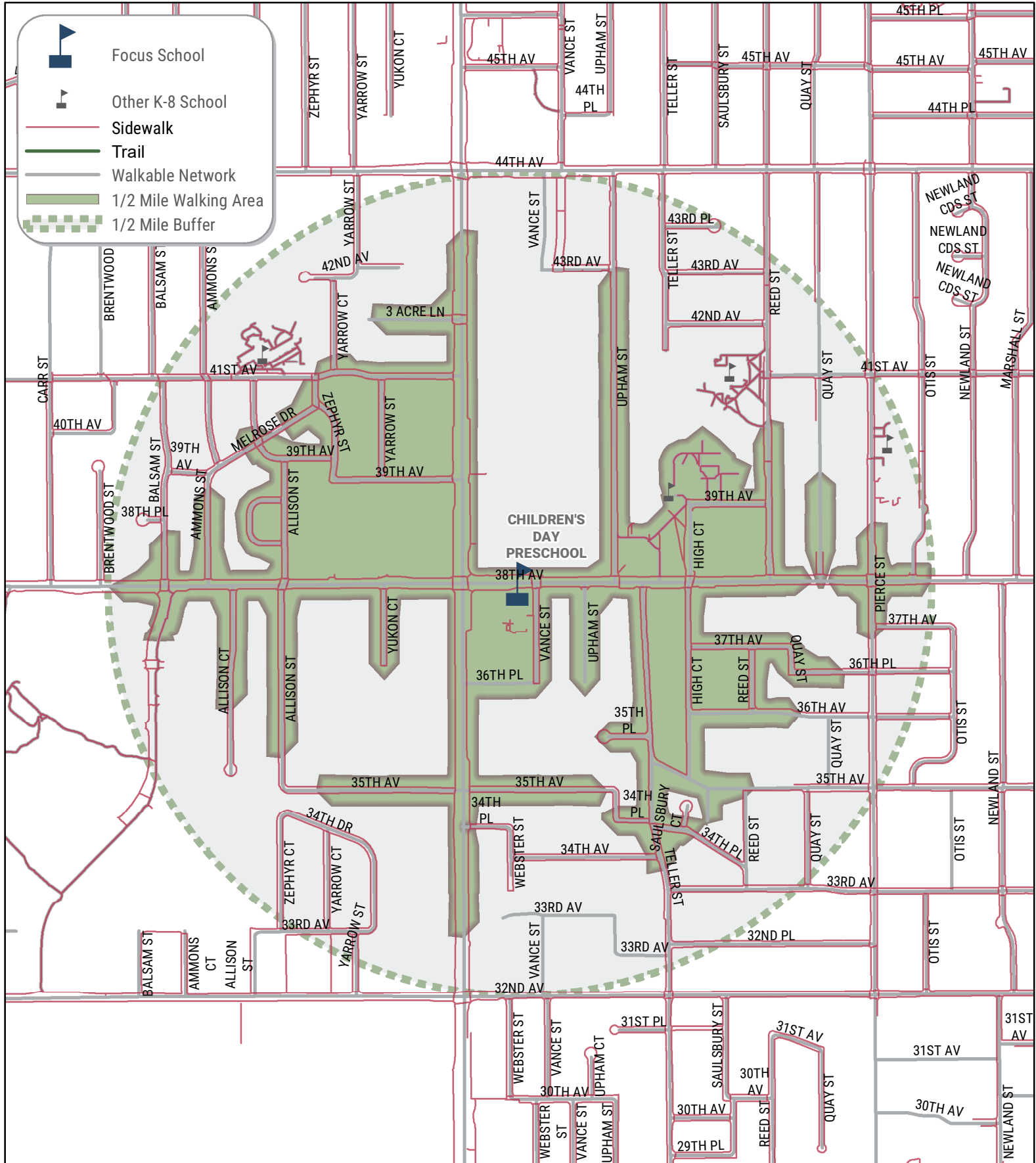
The JeffCo Regional Bikeways Wayfinding Guide (2016)

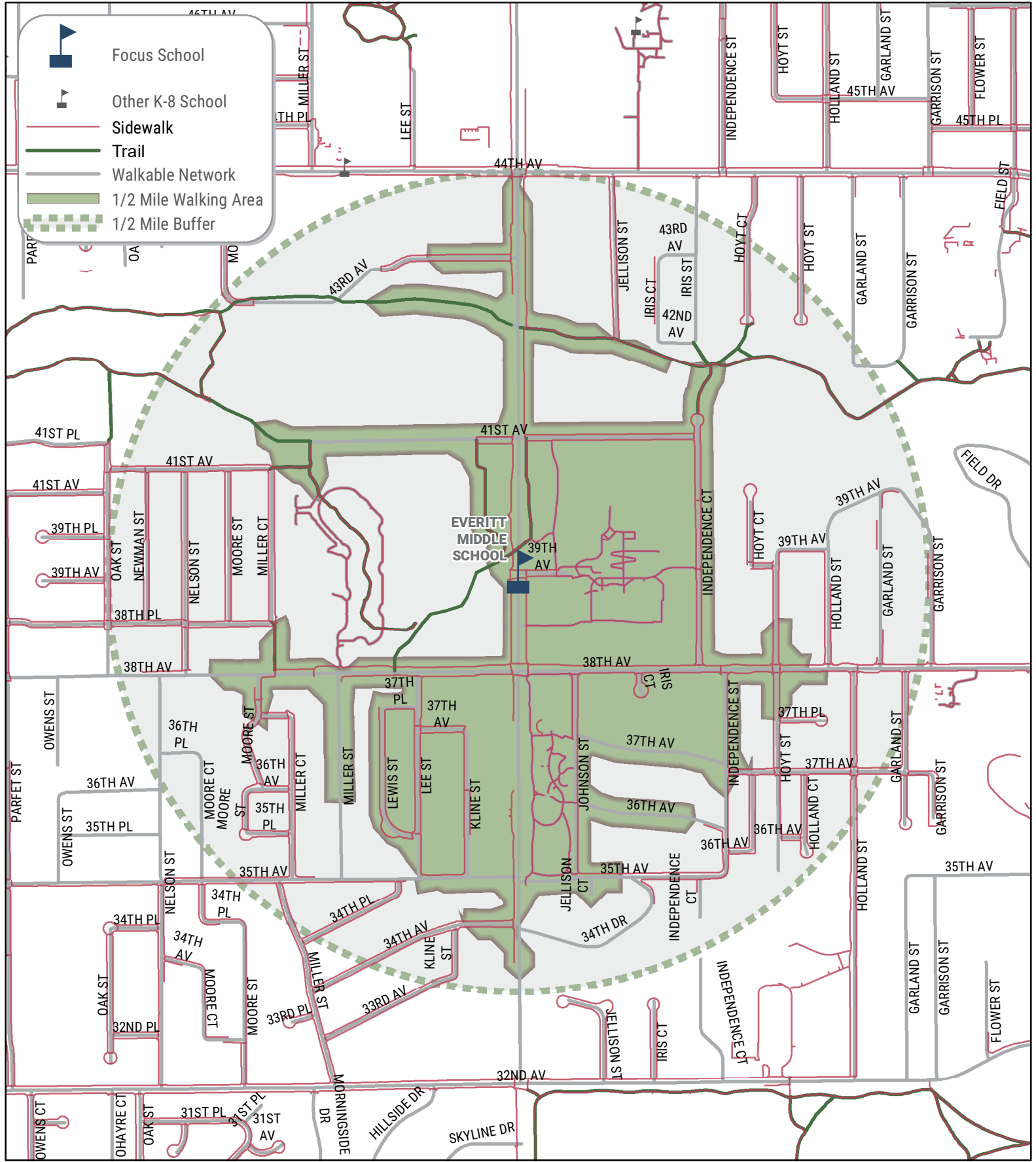
The *JeffCo Regional Bikeways Wayfinding Guide* serves as a toolkit for the development of a regional wayfinding network. When implemented, the wayfinding signs will be a core component of the well-used, more intuitively navigable, and memorable JeffCo Regional Bikeway network. Through this Guide, a clearer visual language and universal graphic standards were created to guide residents and visitors along regional bikeways and to destinations throughout the county. The signage includes tier one, two, and three tier destinations with mileage, distance, and travel time estimates. The Central Corridor (Chatfield Reservoir, Kipling Street, US-285, to Estes connection to Lakewood will pass through Wheat Ridge and 32nd Avenue).

Appendix B: K-8 School Walkshed Maps

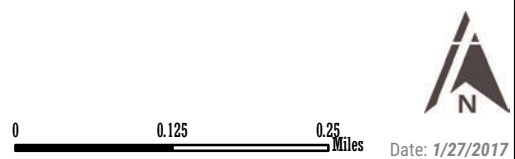


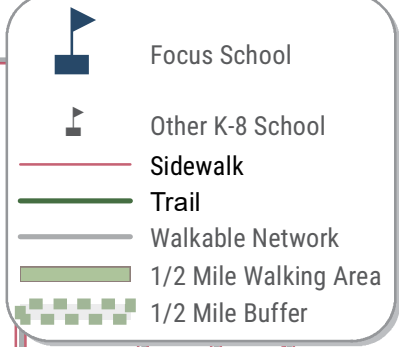






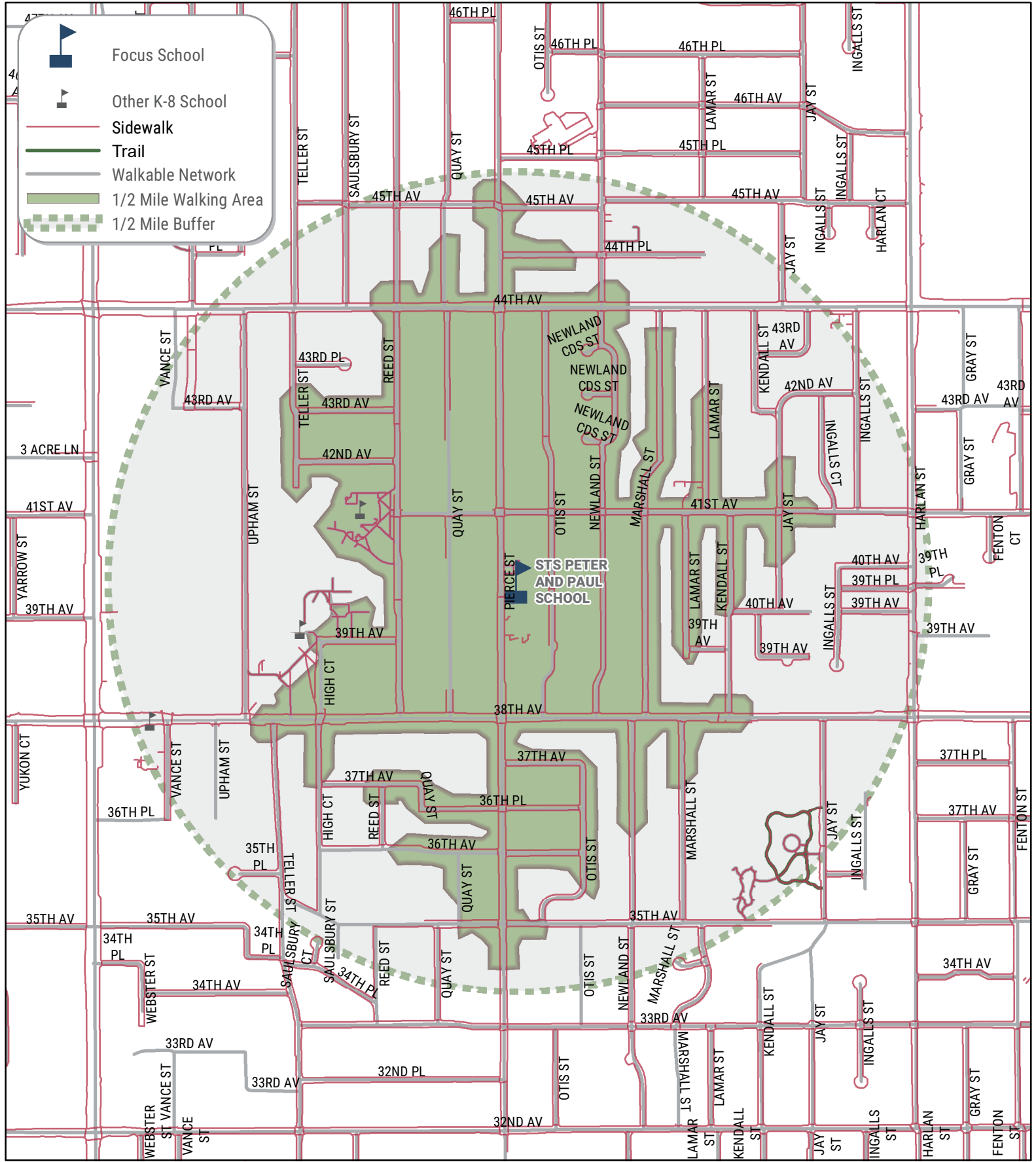
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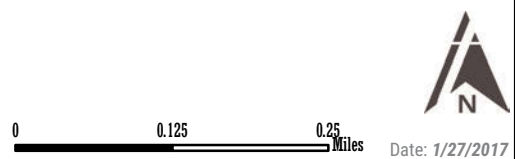
WHEAT RIDGE 5-8

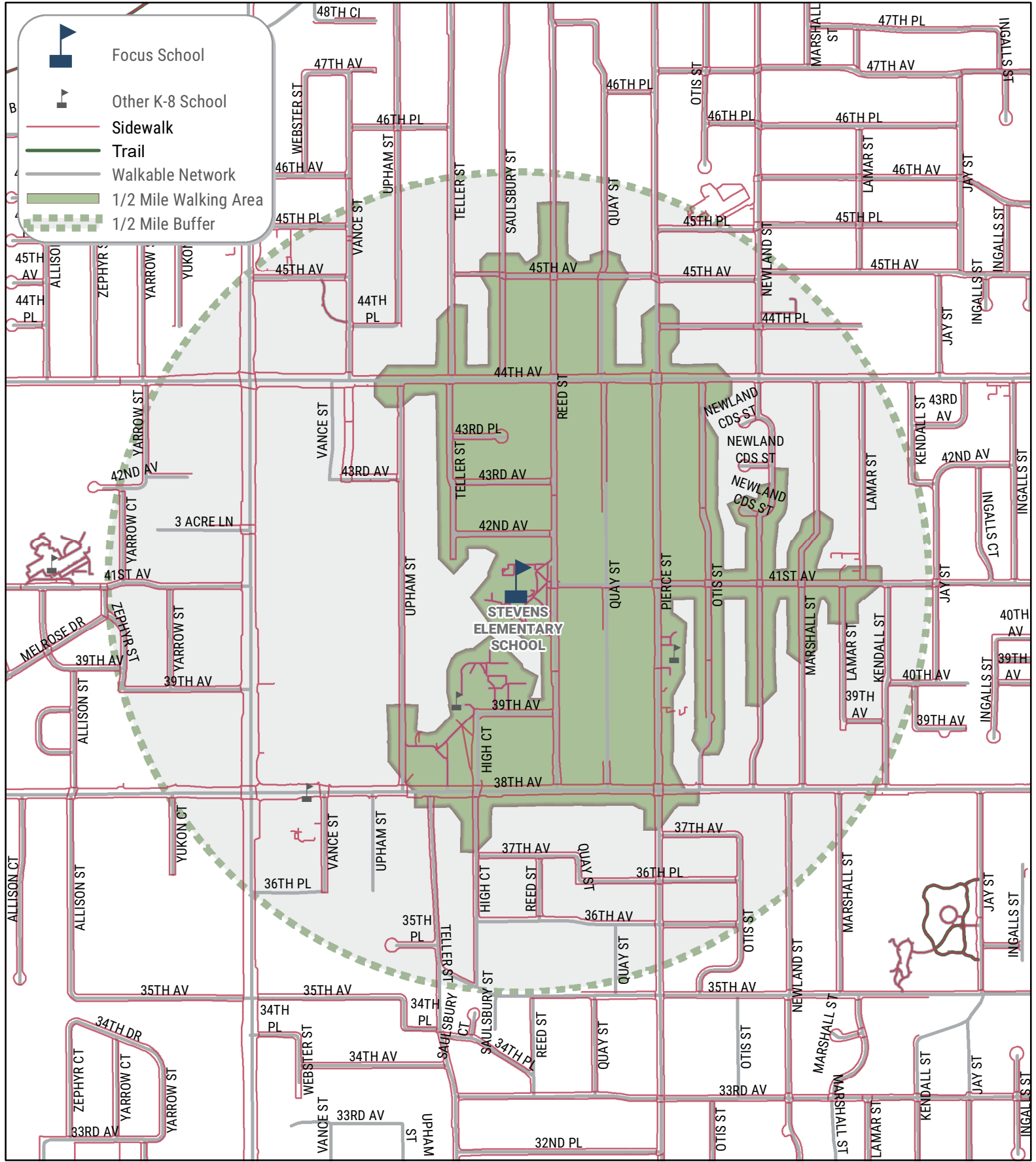




K-8 School Walking Distance

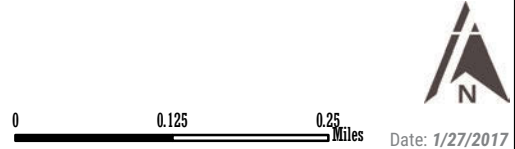
STS PETER AND PAUL SCHOOL

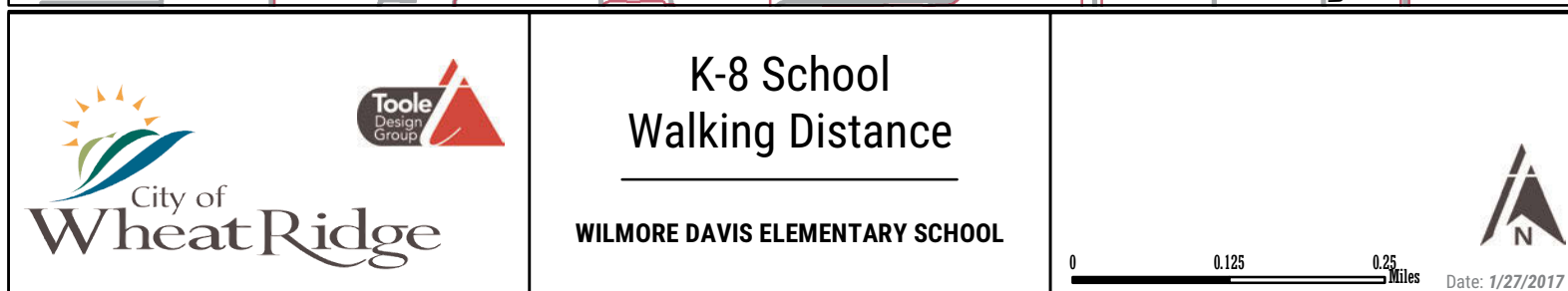


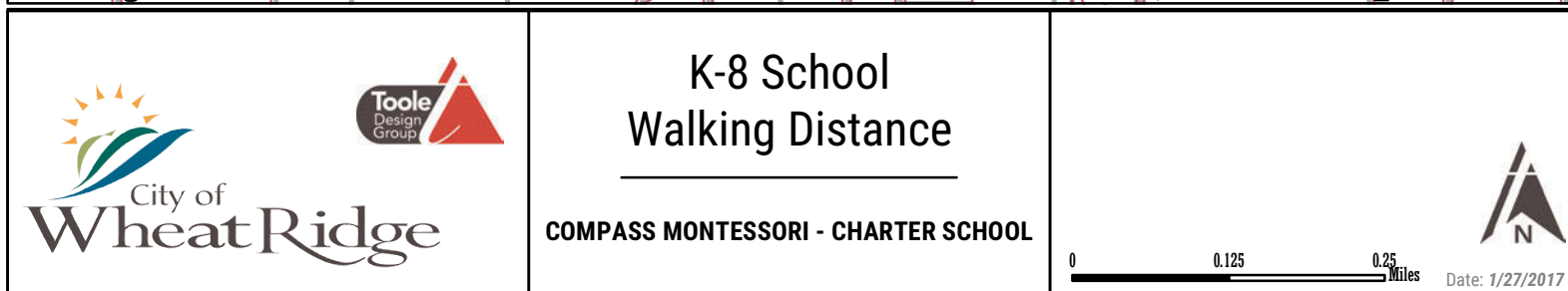


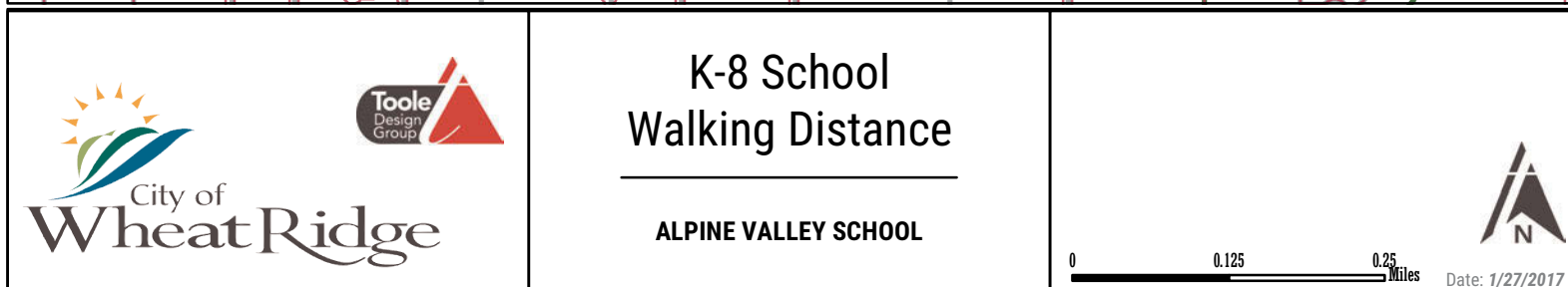
K-8 School Walking Distance

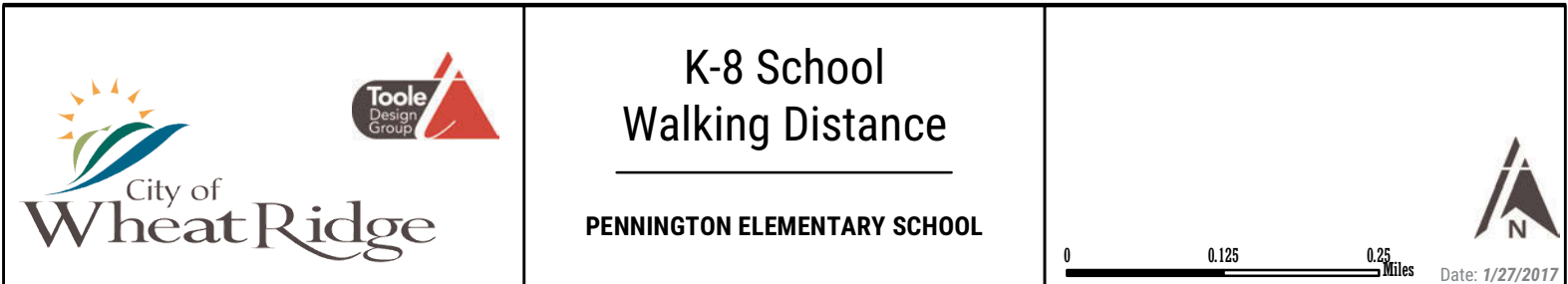
STEVENS ELEMENTARY SCHOOL



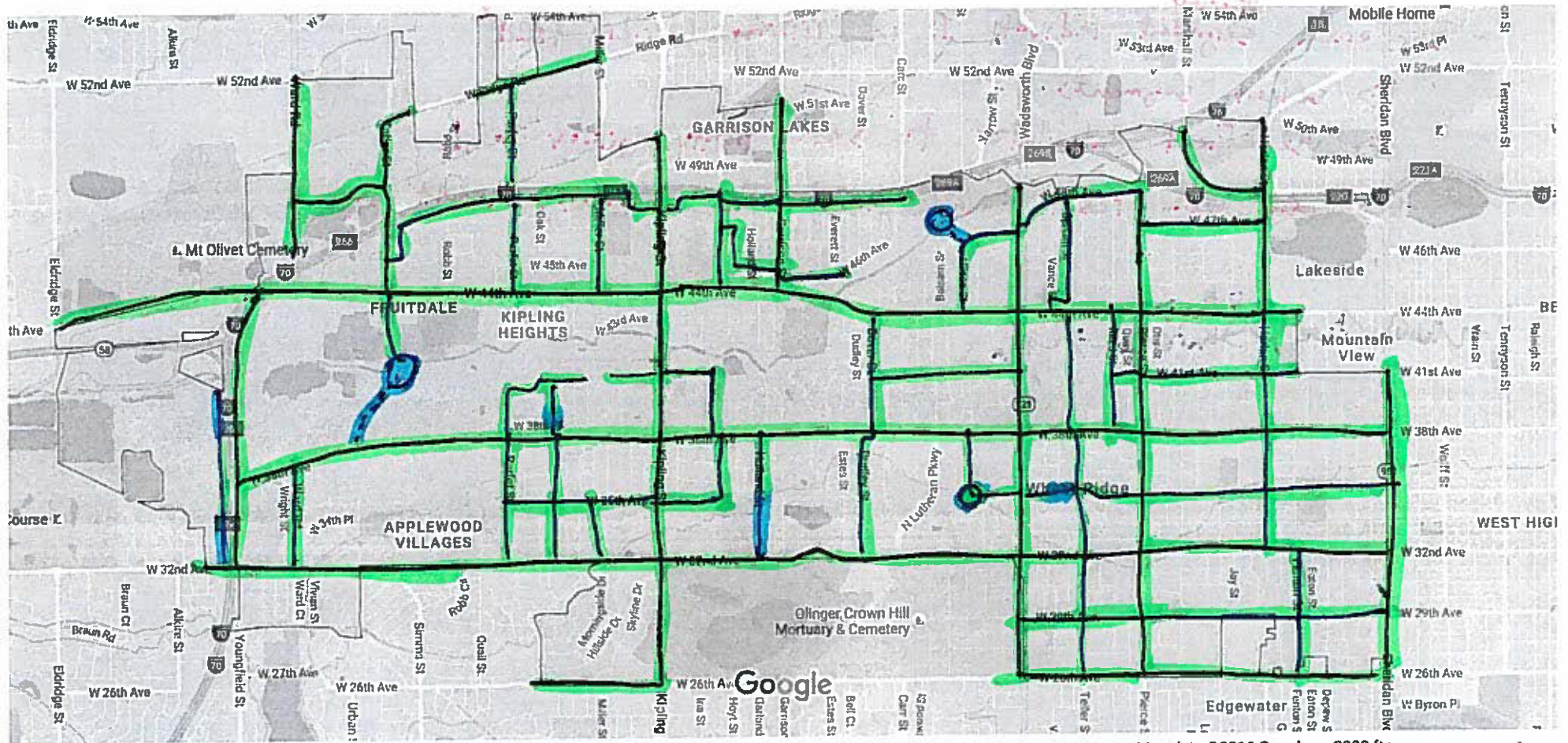








Appendix C: ATAT Pedestrian Priority Routes



Map data ©2016 Google 2000 ft

Wheat Ridge
 Rec. High Priority
 Pedestrian corridors
 11-2016

Black = 1st tier
 Blue = 2nd tier

Appendix D: Funding Sources

Summarized here are potential Federal, State, regional, and locally-administered funds for bicycle and pedestrian infrastructure. Included within each category are a description of the funding source, some eligibility requirements, and direction to additional information where available.

Federal Funding

In December 2015, President Obama signed the newest transportation authorization bill, Fixing America's Surface Transportation Act (the FAST Act), into law. The FAST Act streamlines some programs but is not expected to substantially affect program eligibility or funding requirements at the local level. As with any new legislation, it is possible that some of the individual components of specific programs will change in the near future. Therefore, the City of Wheat Ridge should use up-to-date information, regulations, and requirements when pursuing grant money.

Transportation Alternatives

The FAST Act replaced the former Transportation Alternatives Program (TAP) with a set-aside of funds under the Surface Transportation Block Grant Program (STBG). For administrative purposes, the Federal Highway Administration (FHWA) will refer to these funds as the TA Set-Aside. The TA Set-Aside authorizes funding for programs and projects defined as transportation alternatives, including on- and off-road active transportation facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, recreational trail projects, and safe routes to school projects.

Transportation Investment Generating Economic Recovery (TIGER) Grant

TIGER grants fund a broad array of road, rail, transit, bicycle, and pedestrian projects. The program focuses on capital projects that generate economic development and improve access to reliable, safe, and affordable transportation, especially for disadvantaged communities. TIGER grants only fund projects that have gone through preliminary design and there is typically preference given to projects with broad stakeholder support. Applicants are required to demonstrate that project benefits outweigh costs. Projects in urban areas, such as in Wheat Ridge, must request at least \$10 million with a minimum 20 percent match.

Enhanced Mobility of Seniors and Individuals with Disabilities Program

This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services (this program consolidates New Freedom eligible projects). Bicycle and pedestrian improvements that provide access to an eligible public transportation facility and meet the needs of the elderly and individuals with disabilities can receive funding.

Section 402 State and Community Highway Safety Grant Program

The Section 402 program provides grants to states to improve driver behavior and reduce deaths and injuries from motor vehicle-related crashes. The program is jointly administered by the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA) at the federal level and by State Highway Safety Offices at the state level. Funds may be used to reduce impaired driving, reduce speeding, improve pedestrian and bicycle safety, and reduce school bus deaths and injuries, among other activities. Child and adult bicycle safety education is eligible for funding.

State-Administered Funding

This section describes State-administered funding sources, including those that use Federal funds and those that use state-generated revenue:

- Safe Routes to Schools (SRTS)
- Colorado Parks and Wildlife (CPW) Trails Program
- Highway Safety Improvement Program (HSIP)
- Federal Lands Access Program (FLAP)
- Land and Water Conservation Fund
- Safe Sidewalk Program

Safe Routes to Schools (SRTS)

This program provides funding for education, enforcement, evaluations, and infrastructure improvements near elementary and middle schools that promote students walking and biking to school. Currently, the SRTS program is administered by CDOT. Interested communities can apply for infrastructure and non-infrastructure projects through a competitive application process.

Recreational Trails Program (RTP) Funds

CPW's Trails Program receives RTP funds through FHWA. Eligible grant applicants for this funding include local, state, and federal agencies, non-profits, clubs, recreation and metro districts.

Highway Safety Improvement Program (HSIP)

HSIP funds are available for safety projects aimed at reducing traffic fatalities and serious injuries. Bike lanes, roadway shoulders, crosswalks, intersection improvements, underpasses, and signs are examples of eligible projects. Projects in high-crash locations are most likely to receive funding. Colorado has identified bicycle and pedestrian safety as Emphasis Areas and is more likely to fund bicycle and pedestrian safety projects as a result.

Colorado Parks and Wildlife (CPW) Trails Program

CPW receives four types of grant funds which are distributed annually to successful trail grant applicants: Great Outdoors Colorado (GOCO) Local Government matching grants, Great Outdoors Colorado (GOCO) State Parks matching grants, Federal Recreational Trails Program (RTP) Funds, and Federal Land and Water Conservation Funds (LWCF).

Regionally Administered

This section describes funding sources administered by the Denver Region Council of Governments (DRCOG), including several Federal funding programs. In the descriptions below, the programs are referred to by their new names under the FAST Act:

- Surface Transportation Block Grant Program
- Surface Transportation Block Grant Program Set-Aside
- Congestion Mitigation and Air Quality Improvement (CMAQ) Program
- Community Services Block Grant Program (CSBG)
- Racial and Ethnic Approaches to Community Health (REACH)

Surface Transportation Block Grant Program

The STBG Program is the new name for the Surface Transportation Program. This flexible program may be used by States and localities for projects to preserve and improve the conditions and performance on

any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure anywhere, and transit capital projects, including intercity bus terminals. Eligibility includes bicycle transportation and pedestrian walkways, ADA sidewalk modification, recreational trails, and any activity eligible under the Set-Aside program (see below). DRCOG and the State control funds which they can spend or distribute within the region.

Surface Transportation Block Grant Program Set-Aside

This Set-Aside, established in the FAST Act, replaces the Transportation Alternatives Program (TAP).²⁸ Funding through the Set-Aside can be used for the construction of sidewalks, walkways or curb ramps; bike lane striping, bike parking and bus racks; traffic calming; off-road trails; bike and pedestrian bridges and underpasses; ADA compliance; acquisition of railroad rights-of-way; and planning, design and construction of multiuse trails and rail-with-trail projects. Larger Metropolitan Planning Organizations, such as DRCOG, control a share of the funds to distribute locally through a competitive process.

Congestion Mitigation and Air Quality Improvement (CMAQ) Program

The CMAQ program supports surface transportation projects, like those for active transportation projects, due to their linkage to air quality improvements. Because Wheat Ridge is within the larger Nonattainment and Maintenance Areas that are not in compliance with the National Ambient Air Quality Standards, projects to improve air quality via active modes could be eligible for CMAQ funding.

Local Funding

This section describes locally-administered funding sources:

- General Fund
- Bond Financing
- Impact Fees
- Special Assessment or Taxing Districts
- Development-driven Projects

General Fund

General funds, like those used for maintenance and some capital improvement projects, can be leveraged to enhance bicycle and pedestrian access. For example, streets identified for reconstruction or repaving should be evaluated for their potential to complete or augment the existing bicycle and pedestrian networks.

Bond Financing

Bond financing is a long-term borrowing tool used to provide funds for capital projects. Bond measures are approved by voters and can authorize specific projects, including transportation improvements identified through the legislative process.

Impact Fees

Impact fees are paid by the developers to fund a fraction of the improvements that are required because of the new growth. Impact fees can be instituted to fund bicycle and pedestrian projects, such as trails. Impact fees are typically tied to trip generation rates and traffic impacts produced by a

²⁸ The TAP included the former Transportation Enhancements Program, the Safe Routes to School Program, and the Recreational Trails Program.

proposed project. Establishing a clear nexus between the impact fee and the project's impacts is critical. Impact fees may be considered at a citywide scale or for new developments within the city.

Special Assessment or Taxing Districts

Special districts are organized to fund a specific project that benefits an identifiable group of properties. They are designated areas within which property owners are assessed a charge to defray the costs of capital improvements that can benefit the properties within the district. The costs of improvements are generally divided among property owners within a specified area. The contribution by owner can be allocated based on property frontage or other methods such as traffic trip generation. Transportation Development Districts (TDD) are one example of these districts used to finance transportation improvements, such as bicycle and pedestrian amenities. A TDD has the power to issue a bond to pay for the construction of projects that can benefit the district. Special districts may be considered for some areas within the study area; especially within downtown cores.

Development-Driven Projects

Developers construct the local streets within subdivisions and may participate in the construction of collector/arterial streets and trails adjacent to their properties

Other Sources

This section describes other potential funding sources:

- The Kresge Foundation
- The Conservation Fund
- People for Bikes
- The Walmart Foundation
- Robert Wood Johnson Foundation
- Bike Shop Sponsorships
- Home Owners' Associations
- Crowdfunding

The Kresge Foundation

The Kresge Foundation provides grants to nonprofit organizations and government agencies seeking financial assistance for projects that contribute to improving health at the community level. The goal of these grants is to create a comprehensive system that improves health outcomes, promotes health equity, reduces per-capita health costs, remove barriers to health, and offers the greatest promise for adoption on a larger scale. Active transportation facilities may be competitive for this funding.

The Conservation Fund

The Conservation Fund provides loans for land acquisition to support the creation of bicycle and pedestrian facilities. Their loan program offers flexible financing as well as sustained and expert technical assistance to organizations aiming to protect key properties in their communities.

People for Bikes

People for Bikes supports bicycle infrastructure projects and advocacy initiatives that make it easier and safer for all people to ride. Their grant funds are awarded to infrastructure projects such as bike paths, lanes, trails, bridges, and end-of-trip facilities such as bike racks, bike parking, and bike storage. Some examples of People for Bikes grants in the Denver region.

- Denver-Boulder Bikeway – In 2001, a \$10,000 grant to Bicycle Colorado to ensure the US-36 bikeway was included as the preferred alternative.
- BikeDenver – In 2009, BikeDenver received \$10,000 to implement a bike share program and improve city infrastructure and policies related to bicycling. Similarly, in 2011 they received \$2,500 to launch their first Viva Streets event in August 2011.

Walmart Foundation

Walmart Foundation provides significant funding for projects that align with their key focus areas: Opportunity, Sustainability and Community. In addition, staff are encouraged to participate in volunteer projects and can provide smaller levels of financial support.

Robert Wood Johnson Foundation

The Robert Wood Johnson Foundation provides grants for projects that improve community health and the health care system with a focus on non-infrastructure projects. Most grants are awarded through calls for proposals (CFPs) available on their website. Brief proposals for projects that suggest new and creative approaches to solving health and health care problems can be submitted at any time.

Bike Shop Sponsorships

Trail and bicycle programs have a positive effect on the economy. Many of those who benefit would like to give back. Bike shops are often willing to donate a portion of their proceeds towards community events or the completion of a particular project.

Home Owners' Associations

As more and more communities recognize the benefits of biking and walking, they are willing to support extensions of existing systems or connections to their neighborhood. Home Owners Associations and other neighborhood groups are often willing to fund all or part of a project to hasten its completion.

Crowdfunding

Crowdfunding focuses on raising money for projects through many small donations. Websites, such as gofundme.com, ioby.com, and indiegogo.com, allow fundraising campaigns to be easily established. In 2014, Memphis raised \$70,000 through crowdfunding to build a separated bicycle lane. In 2015, Denver launched a crowdfunding campaign focused on corporate donors for the planning and design of a protected bike lane in downtown. Crowdfunding can be a creative approach to using community-based donations to leverage public funding.

Memorandum

TO: Mayor and City Council

THROUGH: Patrick Goff, City Manager

FROM: Scott Brink, Public Works Director

DATE: April 21, 2017 (For May 1, 2017 Study Session)

SUBJECT: ADA Transition Plan Update

ISSUE:

The City of Wheat Ridge is required, under Title II of the Americans with Disabilities Act (ADA) and 28CFR35.105, to perform a self-evaluation of its current transportation infrastructure and to develop policies, practices, and programs to address this mandate (development and adoption of an ADA Transition Plan). In cooperation with staff, the City's consultant, Alfred Benesch and Company, has completed a draft plan.

PRIOR ACTION:

Staff completed a standard solicitation and procurement process, and on May 23, 2016, the City Council awarded a contract to Alfred Benesch & Company, Denver, CO., to assist the City in developing, adopting, and implementing an ADA Transition Plan. After an extensive amount of data collection, and the initiation of a public process, staff provided an update to Council on October 3, 2016.

FINANCIAL IMPACT:

Funding for the ADA Transition Plan was approved in the 2016 Capital Improvement Plan under line item 30-303-800-861 in the amount of \$43,247.

BACKGROUND:

The City has engaged in the process of addressing the requirements of Title II of the Americans with Disabilities Act, which applies to the operations of state and local governments, specifically related to providing mobility in the public street right-of-way.

In 2010, the United States Department of Justice (DOJ) issued a final rule in order to adopt enforceable accessibility standards under the ADA. These standards ensure that state and local government services do not discriminate against individuals on the basis of disabilities and require state and local governments to make their programs and services accessible to persons with disabilities. These requirements focus on providing accessibility by addressing and eliminating structural barriers associated with public facilities.

The development of an ADA Transition Plan addresses this mandate. The plan will cover access in public rights-of-way, including sidewalks, intersections, and street crossings. The plan also provides guidance for public rights-of-way to address various issues, such as access for individuals with disabilities, access to on-street parking, and various constraints posed by space limitations, including roadway design practices, slope, and terrain. The new guidelines will cover pedestrian access to sidewalks and streets, including crosswalks, curb ramps, street furnishings, pedestrian signals, transit stops, and other components of public rights-of-way. The City's purpose in developing these guidelines is to ensure that access for persons with disabilities is provided wherever a pedestrian way is newly built or altered, and that the same degree of convenience, connection, and safety afforded the public generally is available to pedestrians with disabilities.

Prior to engaging with the consultant last year, staff completed a substantial amount of survey work on curb ramps. This data, an essential component of the plan, was evaluated and utilized by the consultant as part of the plan development, including categorizing for use in long-term capital planning.

As previously stated, this plan is necessary in order for the City to adhere to federal and state compliance requirements of the ADA. The scope of the plan addresses and includes the following required elements:

- A self-evaluation that reviews all services, programs and activities that identify any architectural barriers, policies, or practices that may limit or exclude participation by people with disabilities. The City has already completed this work for City-owned facilities such as municipal buildings and parks through an earlier process.
- A public notification and information system that is accessible to the public, including people who have disabilities.
- Identification of an ADA compliance coordinator who will be available to the public. This person is responsible for implementing the transition plan and providing information related to accessibility programs and services.
- Adoption of a formal grievance procedure for filing of complaints.
- Development of a multi-year program to correct deficiencies, based in part on a prioritization method, condition, and available funding.

Completed Activities

The following activities and tasks have been completed to date as part of the draft ADA Transition Plan document:

1. Staff completed an inventory of existing right-of-way facilities and conditions.
2. The consultant conducted a review and verification of the survey data collected by the City by conducting spot verifications for accuracy, identifying additional needed mapping, and compiling other data and information as required. This effort also included working with Public Works and IT staff to complete all mapping needed for the plan.

3. A public process was initiated that included a significant amount of outreach through a public informational meeting on October 3, 2016, solicitation of public input through an on-line survey, and additional promotion of the plan development through other communication outlets such as social media channels and the City website.
4. The consultant completed a policy and procedure draft in accordance with the requirements as described in the plan scope.
5. After reviewing the completed inventory and condition assessment of curb ramps and associated facilities, the consultant developed a tiered grouping, based on specific categories of accessibility (meets standard, does not meet and level of deficiency, etc.). Based on specific priorities and needs, these categorized groupings were then utilized to develop a proposed multi-year improvement program, based on certain amounts and years of funding levels. This will be explained by the consultant further at the Study Session.

Next Steps and Actions

The project manager from Alfred Benesch and Company will provide a brief presentation to Council on May 1, describing the plan, recommendations, and possible funding and improvement scenarios for Council consideration.

Any questions, comments, and input provided by Council at this time will be welcome and appreciated. Upon the receiving of additional input, staff and the consultant desire to move forward with finalizing the plan and commencing implementation.

ATTACHMENTS:

1. ADA Transition Plan Draft
2. Transition Plan Draft Presentation for May 1, 2017
3. Proposed Alternative Schedules and Budgets
4. Classifications and Costs



Americans with Disabilities Act
Transition Plan

DRAFT
April 2017

Attachment 1

Original Plan Prepared in 2017

This publication has been prepared by Alfred Benesch & Company in partnership with the City of Wheat Ridge.

All information contained herein is expressly prepared for the sole use of the City of Wheat Ridge. Should any portion of this publication be duplicated elsewhere, we request appropriate attribution for such usage.

Acknowledgements

Many individuals were involved with the development of the ADA Transition Plan and other accessibility improvements within Wheat Ridge. The active participation of City staff from the Public Works and Engineering Divisions, the City Council and Leadership, and other stakeholders within the community indicates the level of engagement and commitment to improving accessibility in our Community. This assignment could not have been completed without the efforts and cooperation from these the following:

City of Wheat Ridge City Council

City of Wheat Ridge Public Works Department – Engineering Division

Prepared By:



Alfred Benesch & Company

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EXECUTIVE SUMMARY

While the City has been improving accessibility within their corporate limits for years, in 2016, the City's Engineering Division continued the process of developing a published ADA Transition Plan. The purpose of this Plan is to provide formal guidelines and goals to improve accessibility throughout the City's transportation network, and serve as a means of formal documentation of the procedures and progress already taken place in accordance with Title II of the Americans with Disabilities Act (ADA). Enacted in 1990, the ADA mandates equal opportunity for individuals with disabilities.

The current self-evaluation focused on pedestrian facilities within the City's transportation network maintained by the Engineering Division. These facilities include curb ramps and pedestrian pushbuttons within the public right-of-way (ROW) throughout the City. In 2017, the City anticipates beginning the process to assess sidewalk accessibility within the public ROW. In conjunction with the sidewalk assessment efforts, the City will also update their GIS database to document those pedestrian facilities with improved accessibility based upon work performed since the last assessment. The past and anticipated future evaluations will provide a basis for a more robust assessment of accessibility in and along City facilities; allow for planning and prioritizing removal of barriers; and develop a road map for any remaining assessments needed. This Transition Plan addresses proposed timelines and anticipated costs associated with the removal of barriers and completing the remaining assessments.

Along with the assessment of pedestrian facilities in the City's transportation network, the self-evaluation also reviewed the Engineering Division's programs, procedures, and policies. This process included meetings with different department staff and disseminating an internal staff questionnaire. Public outreach and involvement was also conducted consisting of public meetings, user surveys, and an online website.

This Transition Plan is a living document intended to be regularly monitored and updated. Updated versions will incorporate future findings from the actions identified above as well as advancements made towards improving accessibility, implementation of the Plan, and progress towards identified goals.

1. Overview

The purpose of this Transition Plan is to provide guidance to improve accessibility to the City of Wheat Ridge's transportation network in accordance to Title II of the Americans with Disabilities Act (ADA). The ADA requires a public entity to modify its policies, practices, or procedures, within reason, to avoid discrimination against people with disabilities. This Plan will assist the City's Engineering Division to identify both physical and non-physical barriers to accessibility and to develop solutions to increase the opportunity of accessibility to all individuals. The main components included:

- Performing a self-evaluation of the City's current practices, guidelines, standards, policies, and/or procedures or recommended for future use to minimize or eliminate barriers to accessibility within the City of Wheat Ridge public ROW.
- Designating the Department's ADA Coordinator and their role and responsibilities.
- Developing a formal ADA complaint procedure.
- Performing Public Involvement to seek input on the Transition Plan and accessibility issues.

This Plan describes the process the City used to perform a self-evaluation and provides recommendations and goals identified as a result of the self-evaluation. The Plan also addresses training provided regarding guidelines, standards, policies, procedures, and/or practices to minimize or eliminate barriers to access within the City.

The City of Wheat Ridge elected officials and staff believe promoting an accessible environment for all persons is essential to good customer service and in line with the quality of life that its residents desire.

The Plan is a living document, subject to review and update periodically.

2. Federal, State, and City Legal Accessibility Requirements

The Americans with Disabilities Act (ADA), enacted on July 26, 1990, is a civil rights law prohibiting discrimination against individuals on the basis of disability. The ADA consists of five titles outlining protections in the following areas:

- Title I - Employment
- Title II - State and local government services
- Title III - Public accommodations
- Title IV - Telecommunications
- Title V - Miscellaneous Provisions

Title II of ADA pertains to the programs, activities, and services public entities provide and extend the application of the ADA to include those provided by all state and local government entities. Title II regulations expand upon the general prohibitions of discrimination established under Section 504 of the Rehabilitation Act of 1973. As such, policies, practices, and programs, must comply with the appropriate sections of the ADA.

The ADA requires the City operate their programs so that, when viewed in their entirety, the programs are accessible to and useable by individuals with disabilities. This includes making reasonable

modifications in policies, practices, and procedures that deny equal access to individuals with disabilities unless it would result in a fundamental alteration in the program. The City can provide services or benefits to individuals with disabilities through programs that are separate or different such that the separate or different measures are necessary to ensure that benefits and services are equally effective.

A large part of the effectiveness of increasing accessibility and complying with the ADA is taking appropriate steps to ensure that communications with persons with disabilities are as effective as communications with others. This also includes establishing a grievance procedure to provide prompt and equitable resolution of complaints.

Title II of ADA, 28 CFR. Part 35 Sec. 35.105 and Sec. 35.150 requires agencies to conduct a self-evaluation of its facilities, policies, practices, and programs and develop a Transition Plan to outline how reasonable accessibility improvements for individuals, when needed, will be addressed. This Plan includes the findings of the self-evaluation and addresses areas of potential improvement as they pertain to public ROW within and maintained by the City. This Plan also identifies alternative methods of service delivery permissible under 28 CFR Part 35. I 50(a) and (b).

Once a Transition Plan is developed, it must be submitted for public review before final approval and adoption. At a minimum, a Transition Plan shall include the following elements:

- Identify ADA Coordinator
- Identify Physical and Programmatic Barriers
- Schedule and Method to Mitigate Barriers
- Complaint & Grievance Procedure
- Provide Public Participation Opportunities During Development

While the ADA requires agencies to reasonably modify its policies, procedures, and facilities to avoid discrimination towards persons with a disability, it is not required to remove all barriers in all situations. The ADA does not require the City to undertake any action that would fundamental alter the intent of a program or activity, create a hazardous condition, or result in an undue financial burden.

3. Policies and Practices

3.1 Design Standards

The ADA Standards and Specifications described in this section are intended to apply to all construction of city streets and the transportation network within the City of Wheat Ridge required to adhere to City requirements under the Engineering Division's jurisdiction. Pedestrian facilities within the City's parks and trails network adhere to the Parks and Recreation Department's standards.

Currently the City utilizes the Americans with Disabilities Act Accessibility Guidelines (ADAAG) and portions of the 2011 Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) as the basis for transportation facilities. The City maintains standard construction details for transportation facilities intended to provide accessibility within the transportation network. Additionally, the City utilizes Colorado Department of Transportation requirements for some projects.

For public ROW adjacent to private property, the *Streetscape Design Manual* was adopted by City Council on March 28, 2011, through Ordinance 1481. This document establishes streetscape design requirements (such as sidewalks and street trees).

The City's Engineering Standard Construction Details are available at:

<http://www.ci.wheatridge.co.us/71/Standard-Construction-Details>

CDOT standards are available at:

<https://www.codot.gov/business/designsupport/standard-plans/2012-m-standards-plans/2012-m-standards-pdfs/>

The *Streetscape Design Manual* is available at:

<http://www.ci.wheatridge.co.us/431/Guiding-Documents>

In an effort to account for construction tolerances and to avoid exceeding listed thresholds, designers and construction crews shall target specified slopes and dimensions below the maximum or above the minimum requirements stated in these standards while maintaining positive drainage to the maximum extent possible.

In alterations to existing facilities, where compliance with applicable standards and specifications is technically infeasible or result in undue burden, the alteration shall conform to standards to the maximum extent possible. Such exceptions shall be documented on the ADA Design and Construction Exception Form contained in Appendix C and submitted to the ADA Coordinator for documentation.

All future enactments and revisions to legally applicable Federal, State, or City accessibility codes, standards or guidelines, shall be incorporated into these ADA Codes and Standards to the extent that such enactments or revisions exceed the requirements contained herein. Nevertheless, such enactments or revisions shall not decrease any requirement as contained herein.

3.2 Accessibility Practices

The City strives to improve accessibility by leveraging many of its existing and programs. While most of these programs listed below are not intended to specifically address accessibility, they often result in accessibility upgrades or improvements to some extent. These programs include the following:

- Street Resurfacing Program
- Capital Investment Program
- Traffic Signal Maintenance
- Targeted Accessibility Projects
- Private Development Review

Section 7 further explains the implementation and scope of these programs as they relate to accessibility improvements.

The City's goal is to provide an accessible route throughout the transportation network whenever possible. This does not require the City to construct sidewalk where it does not currently exist or remove physical barriers to all existing pedestrian facilities as long as they provide and identify an accessible route to individuals with disabilities, however, the City is working towards improving connectivity and accessibility. Under this concept, the City may choose not to install curb ramps or

sidewalks at some locations (or to install them as a lower priority later), as long as a reasonable path of travel is available even without those pedestrian facilities. Installing new sidewalk within residential areas which do not have existing sidewalks is the responsibility of the property owners.

3.3 Program Access and Effective Alternative Communication

The City makes every effort to provide access to its programs for all citizens. Beyond physical access, this includes program access. In order to effectively communicate with individuals with disabilities, the City provides alternative effective communication methods to its staff members and the public when requested and possible. The following statement is currently included in all City Council Meeting agendas and will be included in public notifications from the Engineering Division:

“Individuals with disabilities are encouraged to participate in all public meetings sponsored by the City of Wheat Ridge. Contact the Public Information Officer at least one week in advance of a meeting if you are interested in participating and need inclusion assistance.”

The ADA does not require the City to undertake any action that would result in a fundamental alteration in the intent of its program or activity, would create a hazardous condition, or would represent an undue financial and administrative burden. If such a situation should arise, the City will make sure proper documentation is provided as outlined in the ADA and explore potential accommodations that may be appropriate for providing program accessibility in lieu of making actual physical changes in an effort to make their programs and services as accessible as possible.

The majority of the programs the Engineering Division are involved with are Public Meetings. Public Meetings are typically conducted as close to the specific project’s location as possible in an accessible facility. Accommodations and alternative forms of effective communication are made available to the public upon request.

4. ADA Coordinator Role & Responsibilities

The ADA requires public entities with fifty (50) or more employees to designate one or more individuals as responsible employees for monitoring compliance with and investigating potential violations of the ADA. This individual(s) is the primary point of contact for individuals with disabilities to:

- Request auxiliary aids and services, policy modifications, and other accommodations;
- File a complaint with the City regarding accessibility to City programs, activities and services; and/or
- Address ADA concerns from the general public and from other departments and employees of the public entity.

In addition to providing public service, an ADA Coordinator is a valuable resource for City as well. They provide a specific contact person knowledgeable with the ADA to answer questions and provide support. The ADA Coordinator also provides consistent feedback on reasonable accommodations, undue burden decisions, and potential accessibility measures.

The ADA does not require the City to undertake any action that would result in a fundamental alteration in the intent or nature of its program or activity, would create a hazardous condition, or would represent an undue burden. Undue burden means significant difficulty or expense when considering

the nature and cost of the accommodation in relation to the size, resources, and facility of the specific operation. Undue burden is determined on a case-by-case basis and shall include concurrence of the ADA Coordinator and must be accompanied by a statement citing the reasons for reaching the conclusion. The determination that undue burdens would result must be based on an evaluation of all resources available for use in the programs.

The Engineering Division currently has a Department ADA Coordinator to serve in this role. A Departmental ADA Coordinator system is anticipated to be implemented in the future to address the needs of employees and citizens with disabilities for the programs and facilities each department is responsible for within the City. A single ADA Coordinator may be designated in the future for the entire City with each Department ADA Coordinator handling their respective departments. If implemented, this system will identify a Departmental ADA Coordinator within each department who will collaborate with the City's ADA Coordinator regarding the needs of their department and the programs their department is responsible to manage. The benefit of having a Departmental ADA Coordinator for each department is it provides a subject matter expert and someone with knowledge of department operations and budgets for the ADA Coordinator to work. The City's ADA Coordinator, or designee, will follow-up with each Departmental ADA Coordinator to coordinate the implementation of plans, programs, policies and procedures and to determine any undue burden specific to that department.

Appendix D identifies the office, address, and telephone number of the Engineering Division's ADA Coordinator.

5. Public Involvement

The City provided several opportunities to receive and encourage the public, advocacy groups, and other stakeholders to provide input and identify areas of concern during the development of this Plan.

The City utilized several different methods of public outreach and involvement including public meeting and open houses, informational handouts, online surveys, and press releases. A Transition Plan webpage was also provided within the City's website specifically intended for providing updates and soliciting input.

A public open house was held at the Wheat Ridge Recreation Center, a fully accessible facility, on October 5, 2015. Notifications for the event were disseminated on multiple platforms including the City's webpage, social media outlets, a press release, and flyers to various City facilities and community living centers. The public open house was for both the ADA Transition Plan and the Bicycle & Pedestrian Master Plan Update projects in an effort to increase public turn out and because of the synergies between the two projects. The open house provided an opportunity for interested parties to visit with the Plan development team, provide input on areas of concern, and a handout regarding the Plan's goals and objectives.

Another method of soliciting input for the Transition Plan was through a public survey made available in a variety of formats (paper, online, audio, etc.). The purpose of this survey was to help identify specific accessibility issues as well as potential areas of improvement throughout the City overall. Input received from the survey and meetings was evaluated and included in the Transition Plan.

A second public open house was held at the same Wheat Ridge Recreation Center, on May ## 2017. Notifications for the event were disseminated on multiple platforms including the City's webpage, social media outlets, a press release, and bi-lingual flyers. The open house included a presentation of the Transition Plan draft and findings from the self-evaluation. The open house also provided an opportunity for interested parties to visit with the Plan development team and provide input on the draft Transition Plan.

A draft version of the Plan was made available to the public through the project webpage for a period of 30 days. Feedback received was evaluated and the Plan modified as deemed appropriate by the Plan development team.

Appendix E shows the different forms of public involvement used during the development of the Transition Plan described in this section.

6. Self-Evaluation

There are two kinds of accessibility, program accessibility and physical accessibility. The City must provide both types of accessibility in order to be free of discrimination. In addition to physical access, programmatic accessibility also includes all of the policies, practices, and procedures allowing people with disabilities an equally effective opportunity to participate in programs and services. Physical accessibility requires a facility provide for an accessible path free of barriers.

6.1 Programmatic Accessibility

The ADA requires the City to evaluate current policies and practices to identify and correct any barriers inconsistent with the intent of the law. Representatives from the Engineering Division have examined current practices and policies related to the ADA, and identified gaps in information or training to address in the Transition Plan. To further refine and understand accessibility issues needing to be addressed, the City administered a questionnaire to department staff in order to provide information on the following:

- Overall accessibility of the City's facilities and programs,
- Level of staff training and understanding of the ADA,
- Accommodations made for individuals with disabilities to access these services, and
- Encounters with physical obstructions and staff disabilities.

A sample of the questionnaire and an overview of the responses are in Appendix F.

6.2 Physical Accessibility

The Engineering Division is responsible for maintaining the City's transportation network defined as all roadways, sidewalks, on-system shared-use trails, curb ramps, bridges, and other pathways designated for public transportation within City limits and owned by the City. This Plan intends to address accessibility adjacent to or crossing roadways and bridges and accessibility on facilities designated for shared-use or non-vehicular public transportation. The transportation network does not include facilities maintained by or owned by other agencies or private entities within the jurisdictional boundaries of the City.

The ADA requires the City to address accessibility across all public facilities under the jurisdiction of the City. For the purpose of this Transition Plan, the Engineering Division focused on the following categories within the public ROW:

- Curb Ramps
- Sidewalk
- Pedestrian Pushbuttons

Accessibility issues related to other City facilities will be addressed under a separate plan(s).

6.2.1 Method for Evaluations, Data Collection, and Processing

As part of the self-evaluation, the City outlined a comprehensive evaluation strategy consisting of physical review and measurement of curb ramps and sidewalks and other pedestrian transportation assets adjacent to or crossing roadways and bridges. At the time of this Plan, the City has evaluated curb ramps and pedestrian pushbuttons and are implementing the evaluation strategy for sidewalks.

These evaluations are based on the 2011 Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) published by the United States Access Board. The PROWAG document has not been adopted or approved. PROWAG is recognized as a best practice and has been recommended for use by the Federal Highway Administration (FHWA). Compliance or non-compliance as noted herein, is in reference to PROWAG, assuming it is the standard by which accessibility should be measured.

The City cataloged all existing curb ramps and pedestrian pushbuttons utilizing their Geographic Information System (GIS) database. In 2015 and 2016 the City performed field evaluations and documented a variety of attributes for these assets to determine compliancy. The attributes evaluated generally include the following:

- Curb ramp configuration, geometry, grades, vertical discontinuities, and condition
- Detectable warnings panel presence, geometry, and contrast
- Clear space location and geometry
- Turning space geometry and grades
- Pedestrian pushbutton presence, location, accessibility, and audible features
- Pedestrian signals presence and audible features
- Adjacent street grades and stop control presence

The City is currently populating its sidewalk network in its GIS database and evaluating segments for compliancy. The attributes being evaluated generally include the following:

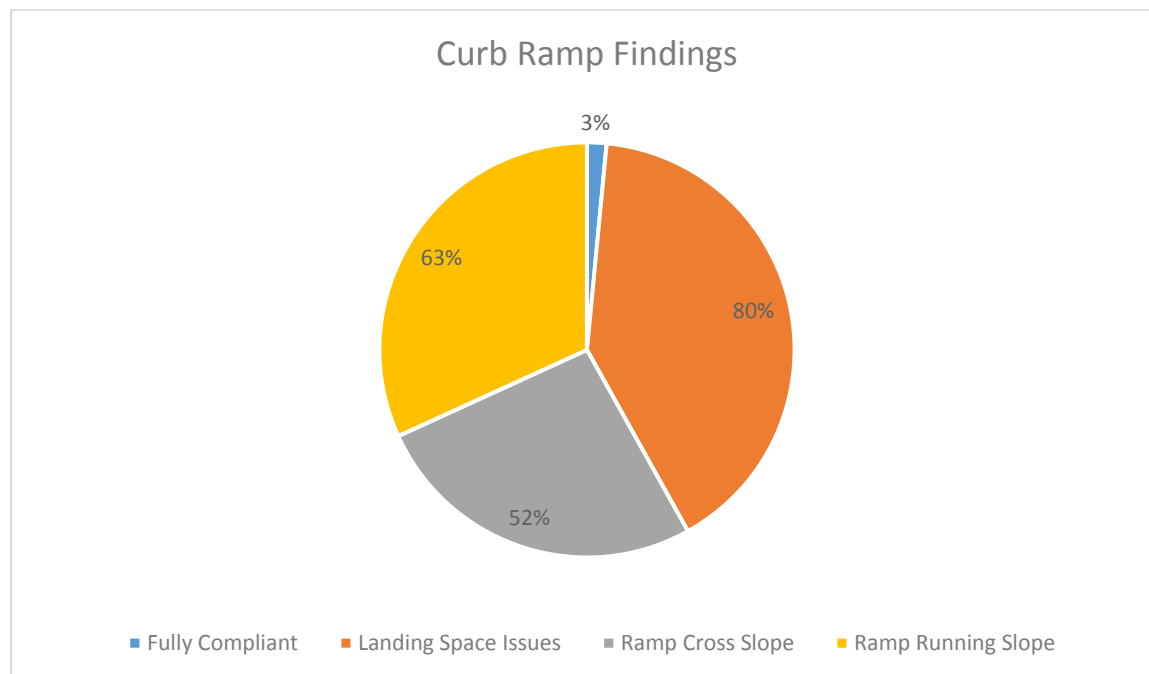
- Sidewalk presence, material, geometry, grades, and condition
- Presence of vertical faults, horizontal gaps, obstructions of width, or non-compliant driveway crossings

To be compliant under PROWAG, these features must satisfy established criteria specific to each asset type and purpose. If one criteria of an asset is non-compliant, the asset technically does not meet

accessibility requirements even though it may be substantially compliant. Appendix G provides information related to the assets surveyed. This information is maintained in the City's GIS database for easy reference and query for internal staff. It should be noted, all information related to the findings is based upon the self-evaluation performed in 2015 and 2016 for curb ramps and pedestrian pushbuttons.

6.2.3 Overview of Findings

The City has approximately 1,707 locations under their jurisdiction with curb ramps present and constructed to old or non-compliant standards. These locations, while not fully compliant, provide some degree of accessibility. Based upon the self-evaluation field survey, approximately 3% of the curb ramp locations were fully compliant and provided compliant accessibility. Approximately 1,354 locations did not have an acceptable detectable warning panel present. The most prevalent issues with non-compliant curb ramps included improper landing slopes and/or dimensions (80%); improper cross slope or geometry along the ramp or at the curb drop (52%); and/or running slope of the ramp (63%).



Based on the self-assessment, the City has approximately 153 locations with pedestrian pushbuttons under their jurisdiction throughout the transportation network. Based on the self-assessment, only 10% of the pushbuttons meet accessibility requirements (excluding audible features and distance from curb ramp not previously required under PROWAG or ADAAG). The most prevalent issues encountered on non-compliant pushbuttons included improper mounting height, improper location (distance) relative to the curb, and/or no clear space along the travel path. These issues either singularly or in combination were present on approximately 68% of the segments assessed. Approximately 118 pushbutton

locations were not equipped with audible features¹. Currently, audible features are not mandates at all pedestrian signals and should be evaluated on a case-by-case basis.

Based on the self-assessment, the City has approximately 162 locations with pedestrian signals under their jurisdiction throughout the transportation network. Of the 162 locations, 9 did not have pedestrian pushbuttons present. Based on the self-assessment, approximately 72% of the pedestrian signals were not equipped with audible features.

It should be noted for locations with non-compliant curb ramp, pedestrian pushbuttons and/or pedestrian signals, an accessible route may exist within reasonable proximity to some of these locations.

At the time of this Plan, it is estimated the City has approximately and 150 miles of sidewalk. Summaries of findings will be updated once existing accessibility reviews have been analyzed and additional field surveys have been conducted.

Appendix I provides a summary of curb ramp and pedestrian signal findings.

7. Transition Plan Implementation

7.1 Goals for the Program

The overall goal of the Transition Plan is to improve accessibility to the programs, activities, and services provided by the Engineering Division. In order to achieve this goal, the City prioritized the list of identified barriers, identified potential strategies and methods to remove barriers within fiscal constraints, and provided additional guidance to City staff and the public on the requirements of the ADA and the City's approach to improve accessibility. The City also developed a realistic schedule based on estimated available budget for the removal of barriers and identified potential funding sources and opportunities to remove identified barriers.

7.2 Prioritization of Barriers

Currently, the City primarily addresses identified accessibility issues on a case-by-case basis as determined by the department responsible for the facility and based on available resources. The Engineering Division assesses and updates curb ramps as necessary adjacent to street segments included in their annual Street Resurfacing Project.

Due to differing levels of severity regarding impacts to accessibility and fiscal constraints, the City developed a system to classify, prioritize and schedule implementation of accessibility improvements and barrier removal. This system consists of proximity to public facilities and public transit, level of use by the public, severity of barriers, geographic distribution, and cost.

Considering these factors, along with due consideration of the often conflicting nature of these challenges, the City anticipates utilizing the following criteria to assist staff in prioritizing implementation of accessibility improvements.

1. Locations where adjacent roadway or infrastructure improvements are taking place.

¹ MUTCD, ADAAG, or PROWAG did not require pedestrian signals/pushbuttons be audible prior to 2012. Upgrading the controller, software, or replacing the pedestrian signal heads may require updating the pedestrian signals to include audible features.

2. Locations in close proximity to public facilities and high pedestrian traffic areas such as schools, hospitals, City owned facilities, churches, and group living communities.
3. Locations having a higher degree of non-compliance or more significant barriers to accessibility.
4. All other locations not listed above as funding and resources are available.

The Intersection Prioritization Tool provided through the link and available from the Traffic Operations Division was recreated from National Cooperative Highway Research Program (NCHRP) 3-62 research. The worksheets are a product of NCHRP 3-62 and are published in the Transportation Research Record, Journal of the Transportation Research Board, No. 1982, pp. 13-20, entitled “Development of an Intersection Prioritization Tool for Accessible Pedestrian Signal Installation”. The Intersection Prioritization Tool consists of two worksheets.

To prioritize installing accessible pedestrian signals, the City will analyze traffic volumes, current traffic-signal patterns and the complexity of the intersection's geometry. The City will utilize the Intersection Prioritization Tool criteria created by the National Cooperative Highway Research Program (NCHRP) 3-62 research and the Manual on Uniform Traffic Control Devices to evaluate and prioritize each intersection under consideration, including new traffic signal installations. The Intersection Prioritization Tool provides a method of scoring individual crossings for relative crossing difficulty to visually impaired individuals. This provides a method to compare crossings for priority for installation of accessible pedestrian signals. The worksheets and detailed instructions on completing the worksheets are located at http://www.apsguide.org/appendix_d.cfm.

While the City intends to use these criteria as a guide for prioritization, project level decisions to improve accessibility or modify existing pedestrian facilities will be based on a variety of other contributing factors including efficiency of construction efforts and budget, upcoming infrastructure projects which may impact pedestrian facilities, program and master planning input, etc.

Locations identified from the grievance process will be addressed and prioritized on a case-by-case basis.

7.3 Strategies to Improve Accessibility

Implementing physical changes to the City's infrastructure will take time and resources to properly plan, design, and upgrade existing facilities and remove identified barriers. Beyond targeted barrier removal projects, the City incorporates improving accessibility on capital improvement projects. These projects, both public and private, currently require ADA compliance and review by City staff or designated representatives.

Additionally, the City plans to include annual budgetary allotments for projects targeting accessibility on top of what is currently programmed, with emphasis given to the removal of barriers based on the Transition Plan priorities. Where access cannot immediately be provided, interim measures will be explored and potentially implemented in order to provide programmatic access to persons with disabilities to the extent feasible pending the remediation of physical barriers.

Recently, the City completed its Bicycle & Pedestrian Master Plan Update. This effort helped identify specific locations and corridors throughout the City where the public desires increased connectivity. This update will afford the City the benefit of improving accessibility in these highly desired locations during the implementation of the improvements identified. Improving accessibility and potentially

expanding the pedestrian facilities network may be done in coordination with the guidance of this master plan.

7.4 Implementation Schedule

The City plans to address and remove barriers to accessibility based upon the priorities outlined in this Transition Plan systematically based on established program priorities and standard City processes and procedures.

The City reserves the right to modify barrier removal priorities in order to allow flexibility in addressing reasonable accommodations for persons with disabilities, community requests, changes in City programs or facility usage, funding availability and constraints, and opportunities with similar capital improvement projects.

For the development of this Transition Plan, the City based programming costs of the different project components on a per ramp, per linear foot of curb and gutter, and per each pedestrian pushbutton and signal basis. These programming costs include an allowance for different elements typically associated with the specific improvements and severity of non-compliance. Examples of these components include additional adjacent sidewalk or curb and gutter required to construct curb ramp, retaining walls, landscaping, pavement patching, and ROW. The estimated programming costs also include contingencies for engineering design, construction and surveying. Because of the unknown nature of future capital improvement program projects and budgets, private development and re-development, federal grants, and general operating budgets; the City cannot accurately predict available future annual spending towards improving accessibility. Estimated costs and potential timelines to address the findings of the self-evaluation are provided in Appendix J.

7.5 Implementation Strategy

In general, accessibility improvements along the transportation network addressing curb ramps and sidewalks occur as part of contracted construction projects and activities. The City has legal authority to require new sidewalks and accessible ramps being constructed or existing facilities with a demonstrated need within the public ROW meet current accessibility requirements.

It is anticipated the majority of the accessibility improvement will be performed in conjunction with other projects and activities occurring within the City. The following illustrates the most anticipated efforts and how each may improve accessibility:

New Construction Projects: Work involving constructing new pedestrian or transportation features in locations within current or future public ROW shall provide accessible features in the project that meet current ADA design standards.

New Improvements Projects: Work involving improving existing public ROW transportation features will provide new or necessary upgrades to existing accessible features in the project area to meet current ADA design standards. Such projects may include road widenings as part of the Capital Improvement Program with associated sidewalk improvements or connectivity projects identified in the Bicycle & Pedestrian Master Plan Update.

Major Maintenance and Rehabilitation Projects: Work involving any alteration or major maintenance activity performed on transportation assets in the existing public ROW shall

provide or upgrade accessible features in, or immediately adjacent to, the project to meet current ADA design standards to the extent feasible. Such projects shall include any project requiring pavement reconstruction, major pavement rehabilitation, sidewalk improvements, or the reconstruction of accessibility facilities caused by private permittees. Minor or routine maintenance activities (patching, sealing, etc.) will include accessibility improvements when required by the ADA or when such improvements are consistent with the scope of the activity being performed.

Routine Maintenance & Repair Projects: Work that is limited to specifically repairing spot areas in the public ROW directly affecting accessibility shall provide new or necessary upgrades to impacted existing accessible features to meet current ADA design standards.

Training & Education Projects: The City may provide training, formal or informal, to staff, contractors, engineers, developers, partners, and the general public as deemed appropriate for the purpose of educating and training individuals and entities on ADA requirements, construction standards and processes, and City expectations for projects within the transportation network.

7.6 Funding

Funding is an important component for improving accessibility within the transportation network. The City endeavors to responsibly fund efforts to improve accessibility whenever practical. It is anticipated funding for improvements and mechanisms for project delivery may come from the following sources:

- Annual Capital Improvement Program Projects
- Federal Aid or Grants² – State Transportation Improvement Program (STIP), Highway Safety Improvement Program (HSIP), Safe Routes To Schools (SRTS), Congestion Mitigation and Air Quality Improvement (CMAQ), Surface Transportation Program (STP), Colorado Office of Transportation Safety (OTS) grants, Centers for Disease Control and Prevention (CDC), Community Development Block Grant (CDBG), Road Diet Projects, Multi-Modal Transportation Programs, Transportation Enhancement Activities (TEA), Transportation Alternatives (TA), Railway-Highway Crossing Program (RHC), and other pedestrian, mobility, development grants
- Intergovernmental Agreement (IGA) with neighboring jurisdictions
- Bonding
- Reallocation of departmental budgets (e.g. dedicating more from General Fund)
- Creation of Taxing Districts - Tax Increment Financing District (TIF), Community Improvement District (CID), Tax Allocation District (TAD)
- Adoption of Fees to fund an Enterprise associated with Accessibility

The ADA does not require the City to undertake any action that would result in a fundamental alteration in the intent of its program or activity, would create a hazardous condition, or would represent an undue financial and administrative burden. This determination shall include concurrence of the ADA Coordinator and must be accompanied by a statement citing the reasons for reaching the conclusion. The

² NOTE: Many of these programs or types of programs are competitive type grants, therefore, agencies aren't guaranteed to receive these funds. The City will need to monitor these programs and decide whether to pursue the funds.

determination that undue burdens would result must be based on an evaluation of all resources available for use in the programs.

The following outlines the anticipated process for addressing accessibility barriers within the City's transportation system:

Coordinated/Included with another Project(s):

1. Annually review planned projects and compare project locations to locations of known accessibility issues.
2. Review project areas to identify or confirm and quantify accessibility barriers.
3. Identify available funding to allocate towards accessibility improvements.
4. Develop necessary Contract Document changes to incorporate proposed improvements into the overall project.
5. Inspect constructed improvements and document resolution of accessibility barrier(s).

Standalone Project(s):

1. Review documented accessibility barriers and identify locations without undue burdens to target, consistent with the Plan priorities, construction economics and other environmental factors, and available funding.
2. Identify available funding to allocate towards accessibility improvements.
3. Develop necessary Contract Document changes to incorporate proposed improvements into the overall project.
4. Inspect constructed improvements and document resolution of accessibility barrier(s).

Prior to initiating the formal development of the Transition Plan, the City commenced efforts to improve accessibility. These efforts are ongoing and will be re-focused as needed to maintain consistency with the vision of the Plan.

In an effort to provide a better understanding of the ADA and its requirements, the City is developing and will be providing two different ADA training measures. The first training measure will address City specific items such as the Departmental ADA Coordinator, requirements and best practices for public meetings, standardized language for public outreach and correspondence, and ADA support provided by the City. The second training measure will address issues more technical in nature such as current ADA standards and specifications; requirements for providing an accessible route; reasonable accommodations; and the design, construction, maintenance, and inspection of accessible improvements. The measures provided may focus on a combination of these elements or single elements depending on the intended specific purpose or audience. Additional details of the anticipated training program are provided in Appendix K.

8. Public Information Sharing & Grievance Procedure

8.1 Public Information Sharing

The City makes information available to all applicants, participants, beneficiaries, and interested persons regarding the provisions of the ADA and its applicability to the services, programs or activities of the City.

The City is committed to sharing information with the public regarding efforts to improve accessibility throughout the City. Information sharing occurs mostly through contact with the ADA Coordinator, the City's webpage, press releases and other public notifications, and other typical public outreach methodologies.

The Transition Plan will continuously be available by contacting the ADA Coordinator or on the City's website <http://co-wheatridge3.civicplus.com/1543/ADA-Transition-Plan>.

8.2 Grievance Procedure

The City of Wheat Ridge has a formal grievance procedure in place to provide citizens with a way to file complaints regarding accessibility and a documented method for the City to handle complaints.

Appendix L identifies the City's grievance procedure and responsibilities towards filing, investigating, and initiating a response and the complaint form.

In the event available funds are insufficient for responding to grievances that request barrier removal or structural modifications, improvements will be prioritized and scheduled, as resources are available.

9. Monitoring Progress & Updating Plan

The ADA Transition Plan is a living document. The City will review the ADA Transition Plan on a periodic basis and update it as deemed appropriate to address progress towards improving accessibility and provide for any Plan modifications. The Department ADA Coordinator and appropriate staff will review the Plan to identify updates and incorporate new information pertaining to accessibility and the ADA into the Plan. Public comments or suggestions received will be incorporated as deemed appropriate.

City staff or representatives will monitor barrier removal and remediation periodically in the field. Their goal is to ensure alterations and newly constructed facilities meet ADA Codes and City Standards. City ADA guidelines will be made available to contractors prior to performing any work. Field inspections may be performed both during and after work is performed.

As new facilities are constructed or re-constructed such as curb ramps, sidewalks, or pedestrian pushbuttons and signals; the Engineering Division will update their GIS database to reflect these improvements.

Updating the GIS database will allow the City to monitor accessibility in specific areas, as well as the City's overall transportation network. The GIS database can also be used to re-prioritize and allocate budget appropriately. The database is intended to be a tool to assist the City with accessibility improvements and not the sole method for determining accessibility improvement projects. The Department ADA Coordinator will be available to the general public to provide updated monitoring and status reports upon request.

APPENDIX A – Glossary of Terms

Accessible Pedestrian Signal – An integrated device that communicates information about the pedestrian walk phases in non-visual formats.

Accessible Route – a continuous, unobstructed path connecting all accessible elements and spaces including public transportation facilities, parking access aisles, curb ramps, crosswalks at vehicular ways, walks, ramps and lifts.

ABA – means and refers to the Architectural Barriers of 1968 which requires facilities designed, built, altered, or leased with funds supplied by the United States Federal Government be accessible to the public.

ADA – means and refers to the Americans with Disabilities Act as contained and explained in Title 42, Chapter 126 of the United States Code.

ADAAG – Americans with Disabilities Act Accessibility Guidelines, codified at Appendix A to 28 Code of Federal Regulations Part 36 and at Appendix A to 49 Code of Federal Regulations part 37.

Auxiliary Aids and Services – services and devices promoting effective communication or allowing access to goods and services as defined by Titles II and III of the ADA.

Complaint – a claimed violation of the ADA.

Curb Ramp – a short ramp cutting through a curb or built up to it.

Detectable Warning – truncated domes, typically pre-fabricated and installed or stamped into a walkway, providing a tactile surface at the transition from a curb and the street or other hazardous vehicular crossings, assisting pedestrians with vision disabilities in determining when they enter the street.

Disability – a physical or mental impairment substantially limiting one or more of the major life activities of an individual as defined by the ADA.

Facility – All or any portion of buildings, improvements, elements, and pedestrian or vehicular routes located on a site or in a public right-of-way.

Impairment – any physiological disorder, or condition, cosmetic disfigurement, or anatomical loss affecting one or more body systems or any mental or psychological disorder, such as mental retardation, organic brain syndrome, emotional or mental illness, and specific learning disabilities.

Pedestrian Rights-of-Way (PROW) – sidewalks, curb ramps, crosswalks serving such sidewalks, and any other designated routes or pathways used by pedestrians along public rights of way.

Program Accessibility – The City's services, programs, or activities, when viewed in their entirety, must be readily accessible to and usable by individuals with disabilities.

PROWAG – Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way. At the time of this Initial Plan the most current version of the PROWAG is the 2011 Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way published by the United States Access Board. This document provides guidelines for public rights-of-way addressing various issues, including access for blind pedestrians at

street crossings, wheelchair access to on-street parking, and various constraints posed by space limitations, roadway design practices, slope, and terrain.

Reasonable Accommodation – changes or adjustments providing, without undue burden, means for an individual with a disability to perform the duties or tasks required. Where existing physical constraints make it impractical for altered elements, spaces, or facilities to fully comply with new construction requirements, compliance is required to the extent practicable within the scope of the project. Existing physical constraints include, but are not limited to, underlying terrain, right-of-way availability, underground structures, adjacent developed facilities, drainage, or the presence of a notable natural or historic feature. See 2011 PROWAG and 28 C.F.R. § 35.130(b)(7).

Undue Burden – excessive or disproportionate financial and administrative burdens associated with modifying an existing facility and incurred by a covered entity, likely due to factors including, but not limited to, the nature and cost of the action; the overall financial resources of the owner(s); the number of persons employed at the site; the effect on expenses and resources; legitimate safety requirements necessary for safe operation, including crime prevention measures; or any other impact of the action on the operation of the site; the geographic separateness, and the administrative or fiscal relationship of the site or sites in question to any parent corporation or entity; if applicable, the overall financial resources of any parent corporation or entity; the overall size of the parent corporation or entity with respect to the number of its employees; the number, type, and location of its facilities; and if applicable, the type of operation or operations of any parent corporation or entity, including the composition, structure, and functions of the workforce of the parent corporation or entity

APPENDIX B – CITY POLICY REGARDING THE ADA

NOTICE UNDER THE AMERICANS WITH DISABILITIES ACT

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 ("ADA"), the City of Wheat Ridge will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities.

Employment: It is the policy of the City of Wheat Ridge not to unlawfully discriminate on the basis of race, color, religion, creed, gender, sexual orientation, gender identity, age, national origin, ancestry, disability, or any other characteristic protected by law. The City of Wheat Ridge will consider reasonable accommodations for employment to qualified applicants UPON REQUEST to the Human Resources Office

Effective Communication: Anyone desiring or requiring an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of the City should contact the ADA Coordinator identified in Appendix C of the Plan as soon as possible but no later than seven days before the scheduled event.

Modifications to Policies and Procedures: The City of Wheat Ridge will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all of its programs, services, and activities. For example, individuals with service animals are welcomed in City of Wheat Ridge facilities, even where pets are generally prohibited.

The ADA does not require the City of Wheat Ridge to take any action that would fundamentally alter the nature of its programs or services, or impose an undue financial or administrative burden.

Complaints that a program, service, or activity of the City of Wheat Ridge is not accessible to persons with disabilities should be directed to the ADA Coordinator.

APPENDIX C –ADA DESIGN & CONSTRUCTION EXCEPTION FORM

ADA Design and Construction Exception Form

Please fill out this form completely if an element of new construction or alteration to an existing facility seemingly cannot meet the ADA requirements or creates undue financial or administrative burden and return to the ADA Coordinator at:

City of Wheat Ridge
7500 W. 29th Avenue
2nd Floor – Engineering Division
Wheat Ridge, CO 80033

This form applies to facilities located in public right-of-way of the City of Wheat Ridge or property owned by the City.

Project: _____

City Project No.: _____ Location/Intersection: _____

New Construction: ☐ Alteration to Existing Facility: ☐

ADA requirement seemingly not being satisfied or creating undue burden: _____

Reason for perceived non-compliance: _____

Reasonable accommodation provided: _____

Sketch of area (if needed) or indicate if attached ☐

City Representative/Title: _____ Date: _____

If you have questions about this form please contact the ADA Coordinator at (303) 235-2866 or krosson@ci.wheatridge.co.us.

APPENDIX D – ADA COORDINATOR CONTACT INFO

**City of Wheat Ridge
Engineering Department
ADA Coordinator**

Kelly Rosson, ADAC
City of Wheat Ridge City Hall
7500 W. 29th Avenue
Wheat Ridge, Colorado 80033

Phone: 303-235-2866
Email: krosson@ci.wheatridge.co.us

Hours

Monday - Friday
8:00 a.m. - 5:00 p.m.
(Excluding City holidays)

APPENDIX E – PUBLIC OUTREACH MATERIALS AND RESULTS

[Wadsworth Widening](#)

[Bicycle & Pedestrian Master Plan Update](#)

[I-70/Kipling Interchange PEL Study](#)

[Ward Station/Ridge Road Catalytic Project](#)

[I-70/32nd Ave Interchange EA](#)

[ADA Transition Plan](#)



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ADA Transition Plan

About the Project

As required by Title II of the Americans with Disabilities Act (ADA) and 28 CFR 35.105, the City is developing a Transition Plan to improve accessibility to pedestrian facilities within the City's jurisdiction. As part of this effort, the City has retained an engineering consultant, Alfred Benesch & Co., to assist City staff in developing the ADA Transition Plan.

The City has developed a process for creating and implementing the Transition Plan. The first step in this process is to conduct self-evaluation by inventorying and assessing existing pedestrian facilities to identify access barriers to persons with disabilities within the public Right-of-Way. The inventory will assess pedestrian facilities along roadways, primarily sidewalks and curb ramps, to document what facilities are present and in compliance with the applicable standards or are needing to be constructed or improved to be compliant. Part of the self-evaluation process includes a public outreach program to gain public input on and help identify particular existing areas of concern. Public meetings will be conducted and user surveys will be distributed to provide information and solicit input.

The self-evaluation findings will provide the framework for developing the City's ADA Transition Plan. Besides identifying the results of the self-evaluation, the Transition Plan will prioritize addressing the identified existing barriers and identify strategies for addressing them. It will also provide standards and guidelines for future improvements to the pedestrian network within the City's public Right-of-Ways.

What's Happening?

Currently, analyzing the inventory of existing pedestrian facilities is underway. A pedestrian user survey will be posted to the project webpage soon and distributed to City facilities, so be sure to check back.

Get Involved!

We would love to hear from you! If you missed the Public Open House held October 5th don't worry, there will be future opportunities to interact with the project team. Feel free to reach out to either of the individuals listed below.

Contacts

Russ Higgins, PE
City of Wheat Ridge Project Manager
rhiggins@ci.wheatridge.co.us
(303) 235-2869

Jess Hastings, PE
Consultant Project Manager
jhastings@benesch.com
7979 E. Tufts Avenue, Suite 800 Denver, CO 80210
(303) 771-6868





ADA TRANSITION PLAN PROJECT UPDATE

ABOUT THE PROJECT

Thank you for your interest in the development of the City's Americans with Disabilities Act (ADA) Transition Plan Project. The City strives to provide an accessible environment for all of its citizens and visitors. Earlier this summer, the City contracted with Alfred Benesch & Company through a qualifications-based selection process to assist with the development of an ADA Transition Plan for the transportation network within the City's Public Right-of-Way.

To develop the Transition Plan, we are:

- Documenting Existing Pedestrian Facilities within the City's Transportation Public Right of Way
- Soliciting Input from Interested Parties
- Categorizing Accessibility Challenges
- Identifying Potential Standards, Guidelines, and Training Programs to Improve Accessibility
- Identifying Potential Strategies to Address Accessibility Challenges

The City has established an initial program for providing information to and accepting input from its citizens and other interested parties. This project includes:

- Transition Plan Website (Coming Soon!)
- Public Meetings
- Targeted Outreach & Surveys
- Formal Accessibility Concern / Complaint Reporting and Tracking Process



GET INVOLVED!

OPEN HOUSE

Wednesday, October 5th, 5:00 to 7:00 pm
Wheat Ridge Recreation Center
4005 Kipling Street, Wheat Ridge, CO

This open house is intended to provide information about the plan development process and goals, answer questions about the Transition Plan, and provide interested parties means of providing input towards plan development or prioritization of addressing existing accessibility challenges or issues.

CONTACT US

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WELCOME

Please take a moment to sign in.

ADA TRANSITION PLAN

PUBLIC OPEN HOUSE



Wheat Ridge Bicycle and Pedestrian Master Plan

Open House | October 5, 2016



NAME	EMAIL ADDRESS
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+ 2 who decided not to sign in.	
+ 5 kids.	
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Wheat Ridge Bicycle and Pedestrian Master Plan

Open House | October 5, 2016



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Thank you for your interest in the development of the City's Americans with Disabilities Act (ADA) Transition Plan Project. The City strives to provide an accessible environment for all of its citizens and visitors. Earlier this summer, the City contracted with Alfred Benesch & Company through a qualifications-based selection process to assist with the development of an ADA Transition Plan for the transportation network within the City's Public Right-of-Way. This open house is intended to provide information about the plan development process and goals, answer questions about the Transition Plan, and provide interested parties means of providing input toward plan development or prioritization of addressing existing accessibility challenges or issues.

To develop the Transition Plan, we are:

- Documenting Existing Pedestrian Facilities within the City's Transportation Public Right of Way
- Soliciting Input from Interested Parties
- Categorizing Accessibility Challenges
- Identifying Potential Standards, Guidelines, and Training Programs to Improve Accessibility
- Identifying Potential Strategies to Address Accessibility Challenges

Data has been collected and is being analyzed on the existing sidewalk and curb ramps throughout the City. Primary data being captured or confirmed includes:



Sidewalks

- Width
- Longitudinal and Transverse (Cross) Slope
- Presence of Tripping or Navigation Hazards

Pedestrian Push Buttons

- Location Relative to Sidewalk/Curb Ramp
- Compliant Sidewalk Area Adjacent to Button

Curb Ramps

- Configuration and Orientation
- Dimensions and Slopes
- Landing Dimensions
- Presence of Tripping or Navigation Hazards
- Presence of Compliant Dome Panels

ADA TRANSITION PLAN PROJECT UPDATE

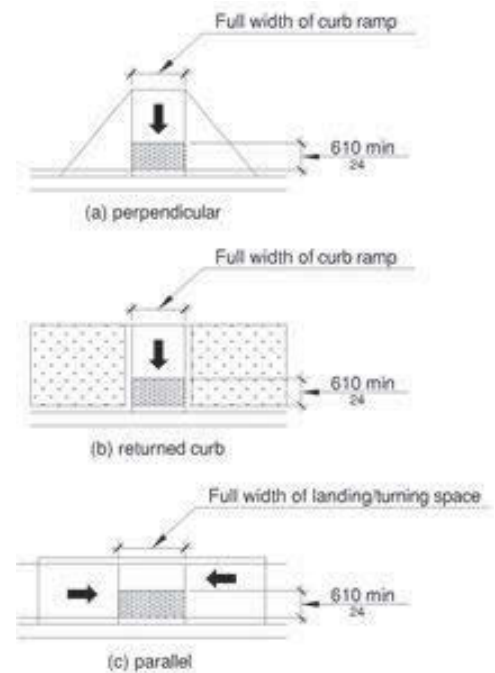


The City has established an initial program for providing information to and accepting input from its citizens and other interested parties. This program includes:

- Transition Plan Website (*Coming Soon!*)
- Public Meetings
- Targeted Outreach and Surveys
- Formal Accessibility Concern / Complaint Reporting and Tracking Process

A key component of the Transition Plan will be analyzing the information gathered on the existing facilities and developing potential strategies to improve accessibility. These strategies may include improvements constructed as part of future projects; additional training and education of design and construction personnel; and/or modification of City ordinances, policies, or requirements.

We thank you again for your interest in this important project. We look forward to hearing your thoughts and concerns.



CONTACT US

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Place
Stamp
Here

Jess Hastings, PE
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[ADA Transition Plan](#)

[Bicycle & Pedestrian Master Plan Update](#)

[I-70/32nd Ave Interchange EA](#)

[I-70/Kipling Interchange PEL Study](#)

[Wadsworth Widening](#)

[Ward Station/Ridge Road Catalytic Project](#)



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ADA Transition Plan

About the Project

As required by Title II of the Americans with Disabilities Act (ADA) and 28 CFR 35.105, the City is developing a Transition Plan to improve accessibility to pedestrian facilities within the City's jurisdiction. As part of this effort, the City has retained an engineering consultant, Alfred Benesch & Co., to assist City staff in developing the ADA Transition Plan.

The City has developed a process for creating and implementing the Transition Plan. The first step in this process is to conduct self-evaluation by inventorying and assessing existing pedestrian facilities to identify access barriers to persons with disabilities within the public Right-of-Way. The inventory will assess pedestrian facilities along roadways, primarily sidewalks and curb ramps, to document what facilities are present and in compliance with the applicable standards or are needing to be constructed or improved to be compliant. Part of the self-evaluation process includes a public outreach program to gain public input on and help identify particular existing areas of concern. Public meetings will be conducted and user surveys will be distributed to provide information and solicit input.

The self-evaluation findings will provide the framework for developing the City's ADA Transition Plan. Besides identifying the results of the self-evaluation, the Transition Plan will prioritize addressing the identified existing barriers and identify strategies for addressing them. It will also provide standards and guidelines for future improvements to the pedestrian network within the City's public Right-of-Ways.

Get Involved!

We would love to hear from you! Please take a moment to fill out the survey by clicking the link below or filling out a copy of the [survey form](#). In addition to this survey, there will be future opportunities to interact with the project team. Feel free to reach out to either of the individuals listed below.

[ADA Transition Plan Survey](#)

What's Happening?

Currently, analyzing the inventory of existing pedestrian facilities is underway. A pedestrian user survey will be posted to the project webpage soon and distributed to City facilities, so be sure to check back.

Contacts

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Jess Hastings, PE
Consultant Project Manager
jhastings@benesch.com
7979 E. Tufts Avenue, Suite 800 Denver, CO 80210
(303) 771-6868





Wheat Ridge, Colorado - ADA Transition Plan Survey

The City of Wheat Ridge is performing a public outreach program toward the development of an Americans with Disabilities Act (ADA) Transition Plan (Plan). The purpose of this Plan is to eliminate pedestrian facilities barriers within public right-of-ways in the City of Wheat Ridge. Barriers are typically eliminated by adding or correcting sidewalks and curb ramps. One component of the public outreach program is this survey. It will be used to help document concerns and locations of needed improvements to accommodate disabled users of pedestrian facilities in the City. While efforts won't immediately result in improvements, the resulting Plan will provide the City a document that will provide guidance to making accessibility related improvements, as funding allows.

It is the City's preference that this survey be taken online at <https://www.surveymonkey.com/r/wradatransitionplan> to help reduce misinterpretation of information and data entry errors and reducing paper consumption. However, if you require this survey in an alternate format (paper, large font, audio), please contact Jess Hastings at 720-473-7576; or jhastings@benesch.com.

We would like your contact information to allow the ADA Transition Plan team to keep you up to date via email on Plan progress and follow up. Any information provided will remain confidential and will not be posted, shared, or otherwise made available to anyone outside the ADA Transition Plan team. Only comment summaries will be documented in the ADA Transition Plan. Thank you for your input!

First Name*:	Last Name*:
--------------	-------------

and/or Business Name*:	
------------------------	--

Street Address:	
-----------------	--

City:	State:	Zip:	Phone Number:
-------	--------	------	---------------

Email Address*:	(BCC distribution emails only)
-----------------	--------------------------------

1. Have you experienced physical barriers or constraints on a pedestrian path you currently use or would like to use?

Yes ☐No ☐

2. Have you encountered missing sections, inaccessible locations or poor conditions related to Sidewalks?

Yes ☐No ☐

If yes, please provide the location and any general comments to describe your concerns:

Name:

3. Have you encountered areas where curb ramps are missing or inaccessible?

Yes ☐ No ☐

If yes, please provide the location and any general comments to describe your concerns:

4. Have you encountered street or intersection crossings where lack of curb ramps, pedestrian crossing signals or medians affect your ability to cross the street?

Yes ☐ No ☐

If yes, please provide the location and any general comments to describe your concerns:

5. Have you encountered any physical obstructions like trees / low hanging branches, bushes, retaining walls, signs or fire hydrants?

Yes ☐ No ☐

If yes, please provide the location and any general comments to describe your concerns:

6. Are there any City programs or services you would like to participate in or utilize but cannot due to accessibility challenges?

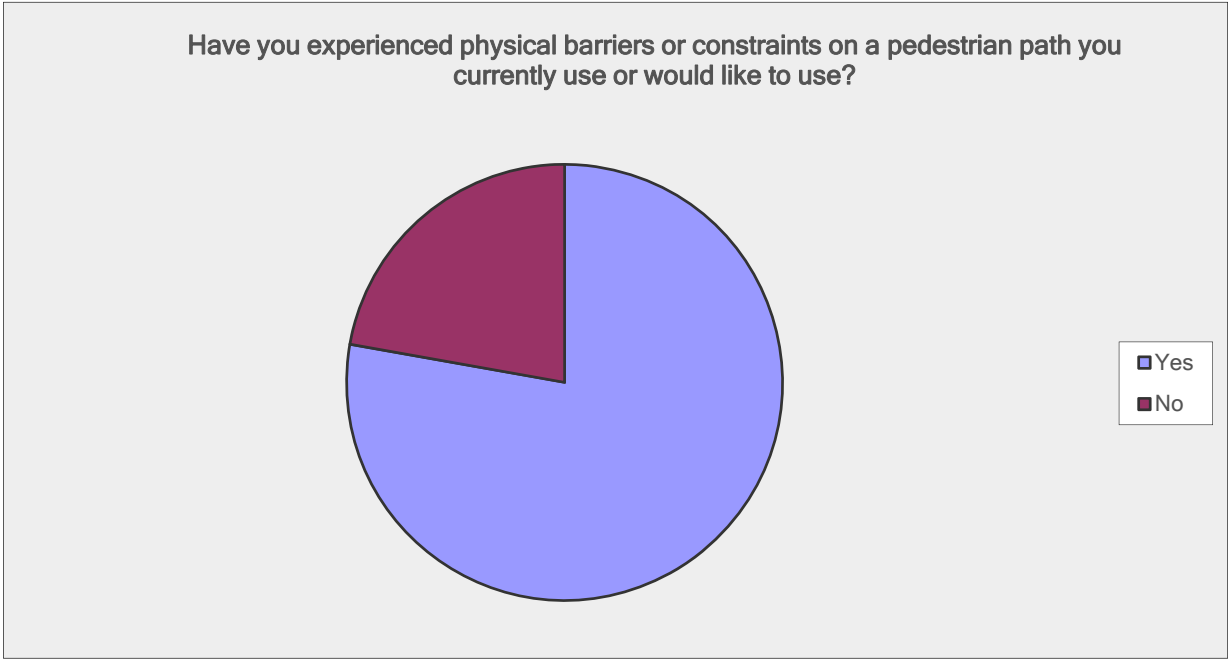
Yes ☐ No ☐

7. Do you have any general comments or items that you feel the ADA Transition Plan team should be aware of related to pedestrian facilities?

Thank you for participating in this survey!

Wheat Ridge ADA Transition Plan Survey

Have you experienced physical barriers or constraints on a pedestrian path you currently use or would like to use?		
Answer Options	Response Percent	Response Count
Yes	77.8%	7
No	22.2%	2
answered question		9
skipped question		4



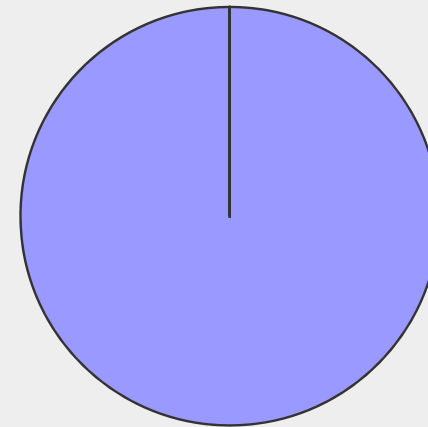
Wheat Ridge ADA Transition Plan Survey

Have you encountered missing sections, inaccessible locations or poor conditions related to Sidewalks?

Answer Options	Response Percent	Response Count
Yes	100.0%	9
No	0.0%	0
If yes, please provide the location and any general comments to describe		8
<i>answered question</i>		9
<i>skipped question</i>		4

Number	Response Date	If yes, please provide the location and any general comments to describe your concerns:	Categories
1	Dec 13, 2016 9:52 PM	29th Avenue between Fenton and Gray. I understand this will be remedied following the completion of the Ashland Reservoir project, but the current work has made it worse and even more dangerous.	
2	Dec 5, 2016 7:36 PM	In some areas I have experienced incomplete sidewalks that end at a property line rather than a street. I have experienced tripping hazards where sections of sidewalks have heaved over time. I have encountered debris in downhill ramps that make it very difficult to navigate with a stroller.	
3	Dec 5, 2016 7:26 PM	wadsworth from 32ave to 38th ave bad walkway, 44th ave to 45th ave cant pass	
4	Dec 3, 2016 3:46 AM	In general, people putting garbage cans on pick-up day on the sidewalks; snow and ice on 44th making it nearly impossible to get to a bus stop in the winter.	
5	Dec 3, 2016 12:18 AM	On 38th Avenue between Rout and Kipling. The worst sections are on the south side of 38th when part of the street has been taken up with a turn lane. Near Miller and 38th there is just a few feet to get by on the south side of the street, right next to the main lane of traffic.	
6	Dec 2, 2016 11:27 PM	East Wheat Ridge has alot of areas without sidewalks. Makes pushing a stroller difficult and we have seen parents walking in the street to be able to push their stroller. One neighbor in a wheelchair has to wheel down the middle of Depew going north because there are no sidewalks from 33-38th. Very dangerous hill to stop on. Gravel at side of road is also an issue. We have watched a father with at toddler pushing her stroller in street with cars whizzing by.	
7	Dec 2, 2016 11:10 PM	38th west to Youngfield from Kipling	Many other various areas of Wheat Ridge
8	Dec 2, 2016 10:23 PM	All over the city. Many areas have no sidewalks.	

Have you encountered missing sections, inaccessible locations or poor conditions related to Sidewalks?



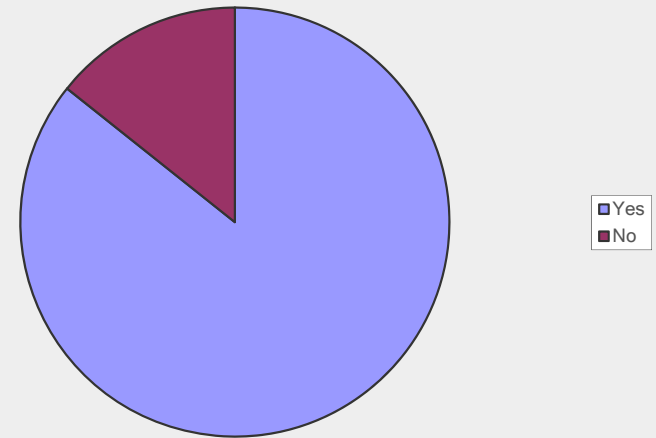
Wheat Ridge ADA Transition Plan Survey

Have you encountered areas where curb ramps are missing or inaccessible?

Answer Options	Response Percent	Response Count
Yes	85.7%	6
No	14.3%	1
If yes, please provide the location and any general comments to describe		6
<i>answered question</i>		7
<i>skipped question</i>		6

Number	Response Date	If yes, please provide the location and any general comments to describe your concerns:	Categories
1	Dec 13, 2016 9:52 PM	29th Ave west of Fenton doesn't have much in the way of sidewalks, so there is no place for curb ramps.	
2	Dec 5, 2016 7:26 PM	wadsworth and sheridan	
3	Dec 3, 2016 12:18 AM	38th avenue, between Rout and Kipling - both sides of the street.	
4	Dec 2, 2016 11:27 PM	See answer above.	
5	Dec 2, 2016 11:10 PM	Sorry, can't think of exact spots right now. More just missing sidewalks.	
6	Dec 2, 2016 10:23 PM	Many areas of city have none	

Have you encountered areas where curb ramps are missing or inaccessible?



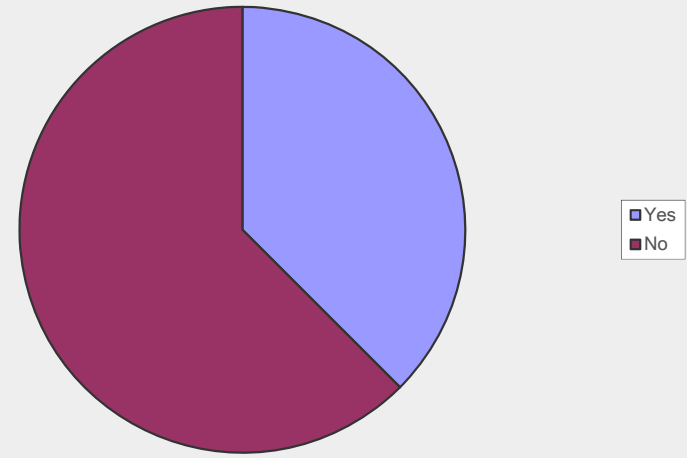
Wheat Ridge ADA Transition Plan Survey

Have you encountered street or intersection crossings where lack of curb ramps, pedestrian crossing signals or medians affect your ability to cross the street?

Answer Options	Response Percent	Response Count
Yes	37.5%	3
No	62.5%	5
If yes, please provide the location and any general comments to describe		3
<i>answered question</i>		8
<i>skipped question</i>		5

Number	Response Date	If yes, please provide the location and any general comments to describe your concerns:	Categories
1	Dec 13, 2016 9:52 PM	26th Ave. between Sheridan and Pierce constitutes almost exactly one mile without any designated pedestrian crossings. As more traffic uses 26th Avenue, it can sometimes be difficult to cross.	
2	Dec 5, 2016 7:36 PM	Near 38th and Miller there is a pedestrian crossing signal that has no real area to land a wheelchair or wait when activating the	
3	Dec 2, 2016 11:27 PM	Not me personally but see #2	

Have you encountered street or intersection crossings where lack of curb ramps, pedestrian crossing signals or medians affect your ability to cross the street?



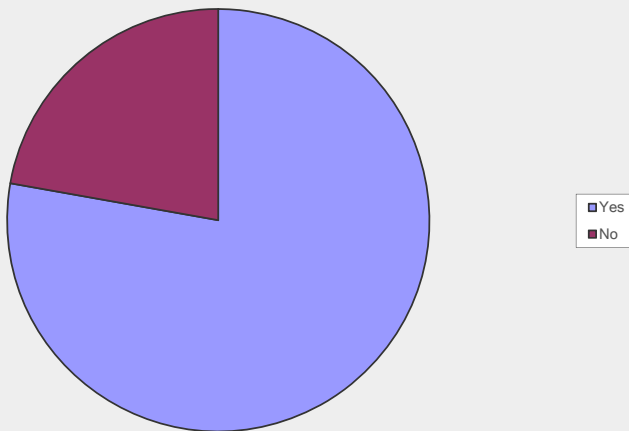
Wheat Ridge ADA Transition Plan Survey

Have you encountered any physical obstructions like trees / low hanging branches, bushes, retaining walls, signs or fire hydrants?

Answer Options	Response Percent	Response Count
Yes	77.8%	7
No	22.2%	2
If yes, please provide the location and any general comments to describe		6
answered question		9
skipped question		4

Number	Response Date	If yes, please provide the location and any general comments to describe your concerns:	Categories
1	Dec 13, 2016 9:52 PM	I don't know the city requirements for landowner snow removal, but what sidewalks do exist in southeast Wheat Ridge can get dicey in the winter, particularly when we get a thaw/freeze cycle like we have recently.	
2	Dec 5, 2016 7:36 PM	Yes, branches and bushes are frequently covering portions of sidewalks.	
3	Dec 5, 2016 7:26 PM	Bradleys gas station does not have a ramp for wheel chairs they won't cooperate. Hung phone up on me would not give me phone number for main office. I ride all over Wheat Ridge and there are many areas that don't comply with ADA. I am sorry but I can't write or spell very good.	
4	Dec 3, 2016 3:46 AM	There's a stretch on 44th from about Allison going east. That sidewalk has some obstructions and getting to the corner of 38th and Wadsworth is really ridiculous. Also, check the shrubs on the Northwest corner of WW and 38th by the muffler shop.	
5	Dec 2, 2016 11:27 PM	37th PI is very dangerous to walk along going east between Fenton and Eaton. No sidewalk, lots of grape vines bend over to make street even narrower.	
6	Dec 2, 2016 10:23 PM	Tree overhang approx 35th Newland. Huge weeping willow tree	

Have you encountered any physical obstructions like trees / low hanging branches, bushes, retaining walls, signs or fire hydrants?



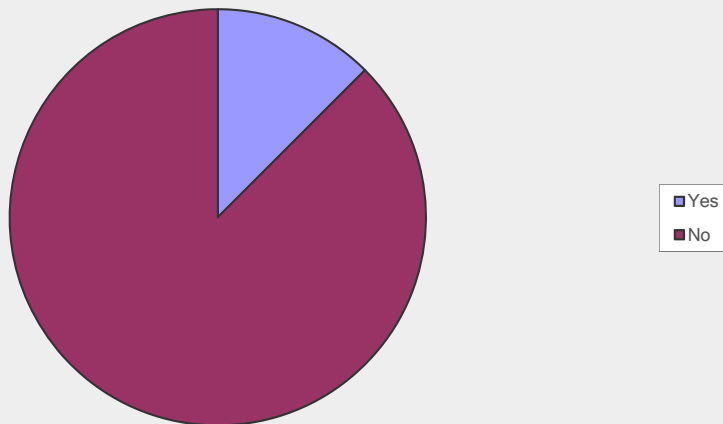
Wheat Ridge ADA Transition Plan Survey

Are there any City programs or services you would like to participate in or utilize but cannot due to accessibility challenges?

Answer Options	Response Percent	Response Count
Yes	12.5%	1
No	87.5%	7
If yes, please list programs or services below:		2
<i>answered question</i>		8
<i>skipped question</i>		5

Number	Response Date	If yes, please list programs or services below:	Categories
1	Dec 5, 2016 7:26 PM	just trying to go to the grocery store in my power chair would be great. just going from 38th ave down wadsworth to 44th ave is a nitemair. thr riding a wheel chair around this city and you will se all the pitfalls.	
2	Dec 2, 2016 11:27 PM	NA	

Are there any City programs or services you would like to participate in or utilize but cannot due to accessibility challenges?



Wheat Ridge ADA Transition Plan Survey

Do you have any general comments or items that you feel the ADA Transition Plan team should be aware of related to pedestrian facilities?

Answer Options	Response Count
	5
<i>answered question</i>	5
<i>skipped question</i>	8

Number	Response Date	Response Text	Categorie s
1	Dec 5, 2016 7:36 PM	When we see our neighbors in motorized wheelchairs going down the middle of the street because of the many narrow and hard to navigate sections of sidewalk, it makes me sad. Also, there are many people who consistently park their vehicles across sidewalks and either are unaware or uncaring in the impacts this has on neighbors needing to walk or wheelchair roll past the property.	
2	Dec 5, 2016 7:26 PM	fell on wheal chair on wadsworth down in bankmont had to call 911	
3	Dec 3, 2016 12:18 AM	38th avenue between Rout and Kipling is very hazardous for a pedestrian. It is made worse by the addition of car turn lanes, which push the fast moving traffic closer to the sides of the street - often leaving just a few feet for a pedestrian to get through. It is really a disgrace.	
4	Dec 2, 2016 11:27 PM	After construction or events, barriers often get left along 38th for no reason, especially around Harlan St. south side both corners.	
5	Dec 2, 2016 10:23 PM	Based on numerous areas in Wheat Ridge, I believe it would be cost prohibitive to add sidewalks to all these areas or take many years. Many citizens don't want to see sidewalks in areas where they dont exist, as they feel it would ruin the rural feel of their area	

APPENDIX F – INTERNAL STAFF QUESTIONNAIRE AND RESULTS



ADA Transition Plan - City Staff Survey

As part of the development of the City's Americans with Disabilities Act (ADA) Transition Plan, this internal survey was developed to help identify specific areas of improvement for overall understanding and knowledge of the City's approach to accessibility and available resources. The City strives to provide access to its programs, services, and facilities.

Part of providing an accessible environment includes providing the necessary resources and training for its staff to handle accessibility issues that may arise and understanding the proper protocol to address any issues which may arise. In addition to providing staff with the proper resources, encouraging a welcoming environment, free from discrimination of persons with disabilities and an accessible workplace, is very important.

The purpose of this survey is not to identify shortcomings or single out specific issues, but rather to identify opportunities to improve accessibility through new or revised programs, policies, and training as resources allow and to provide employees with opportunities to offer suggestions for ways to make the City a more welcoming and inclusive place for persons with disabilities.

Any personal information provided through this survey will remain confidential. This survey can be made available in paper copy, in a larger font size and in audio format. To receive this survey in an alternate format, please contact Jess Hastings with Alfred Benesch & Co. (ADA Consultant) at 720-473-7576; or jhastings@benesch.com.

1. How would you rate the overall accessibility of the City's facilities and programs?

☐ Poor ☐ Fair ☐ Good ☐ Very Good

2. How would you describe your understanding and knowledge of the Americans with Disabilities Act (ADA) as it pertains to your day to day job duties?

☐ Poor ☐ Fair ☐ Good ☐ Very Good

3. Have you been provided any ADA training by the City or others for working with people with disabilities or the technical aspects related to complying with the ADA (if applicable)?

☐ Yes ☐ No

4. Is there a specific type(s) of ADA related training you would be interested in not currently being offered?

☐ Yes ☐ No

If yes, please provide the type of training and any general comments to describe:

ADA Transition Plan - City Staff Survey

5. Do you know what a reasonable accommodation is and how to handle a request for a reasonable accommodation? ☐ Yes ☐ No
6. Do you know where to find the rights of persons with disabilities and the responsibilities for accessibility at the City? ☐ Yes ☐ No
7. Do you believe the City is generally accepting/accommodating of persons with disabilities? ☐ Yes ☐ No
8. Have you encountered or observed any discrimination towards persons with a disability? ☐ Yes ☐ No
9. Do you feel your supervisor(s) is knowledgeable regarding the ADA and supports a welcoming environment? ☐ Yes ☐ No
10. Have you encountered any physical obstructions which prevent you from performing your job or accessing the workplace? ☐ Yes ☐ No

If yes, please provide the location and any general comments to describe the obstruction(s) (i.e. bathrooms, doors, sidewalks, etc.):

11. Are there any City programs or services you believe persons with disabilities would like to participate in or utilize but cannot due to accessibility challenges? ☐ Yes ☐ No

If yes, please provide the program or service and any general comments to describe the accessibility challenge(s):

12. Do you have a disability? ☐ Yes ☐ No

If yes, do you feel generally accepted at the workplace?

ADA Transition Plan - City Staff Survey (continued)

13. Have you self-identified your disability to your supervisor? ☐ Yes ☐ No

If you have not self-identified your disability, please provide the reason:

- | | |
|---|--|
| <input type="radio"/> I do not want anyone to know | <input type="radio"/> I am concerned of negative effects |
| <input type="radio"/> I do not know the procedure to do so | <input type="radio"/> I do not want to be treated differently |
| <input type="radio"/> I do not need special treatment or accommodations | <input type="radio"/> I do not believe my supervisor would be receptive to accommodating my disability |
| <input type="radio"/> Other: | |

14. Do you have any general comments or items that you feel the ADA Transition Plan team should be aware of related to pedestrian facilities?

Information about the ADA Transition Plan will be provided on the project webpage at <http://co-wheatridge2.civicplus.com/1543/ADA-Transition-Plan> or may be obtained by contacting Jess Hastings with Alfred Benesch & Co. (ADA Consultant) at 720-473-7576; or jhastings@benesch.com. If you wish to receive information directly or would allow us to contact you regarding any follow-up questions related to your concerns please include your contact information below. Any information shared will remain confidential and will not be posted, shared, or otherwise made available to anyone outside the ADA Transition Plan team. Only comment and question summaries will be documented in the ADA Transition Plan. Thank you for your input!

Name:

Department:

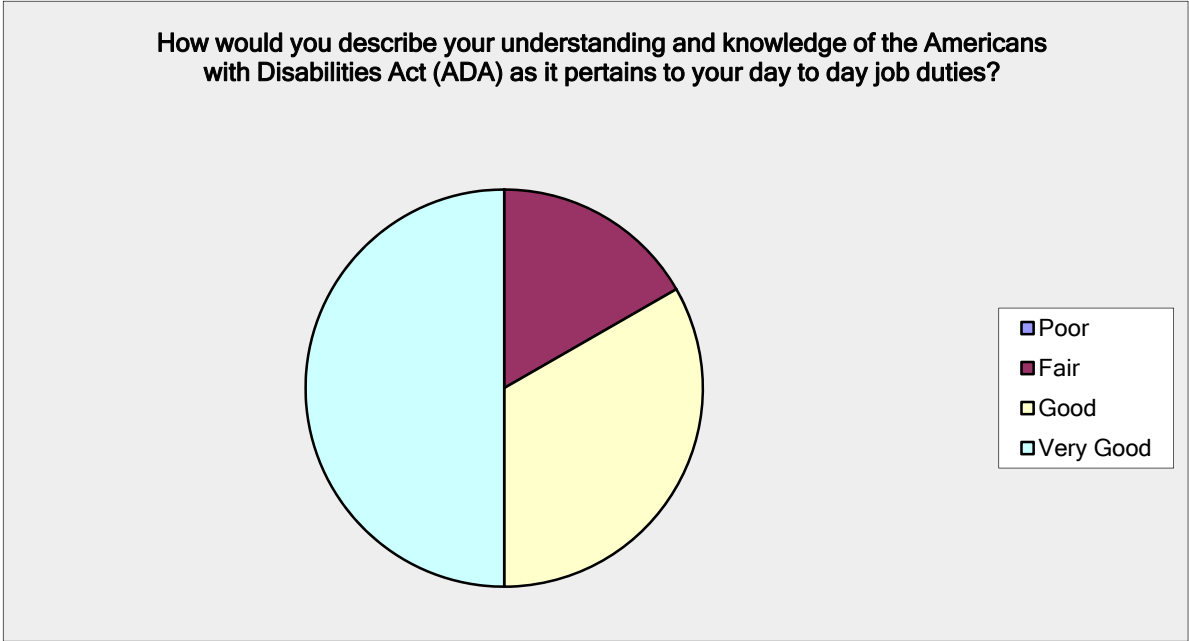
Position:

Email Address:

Phone Number:

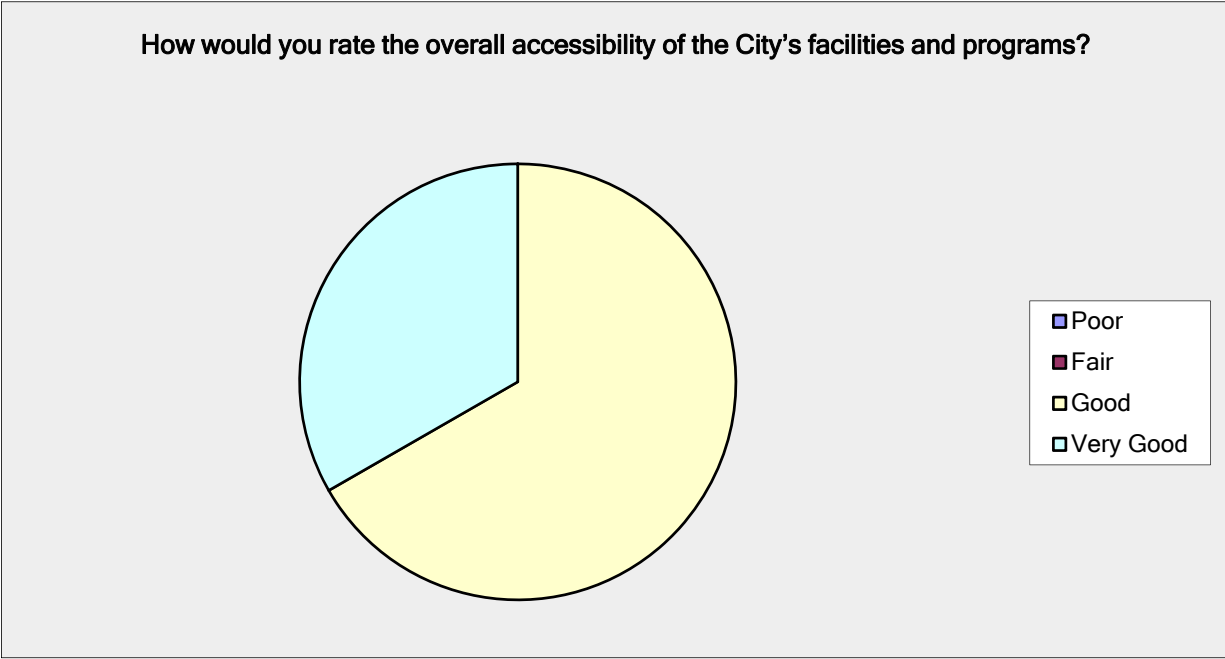
Wheat Ridge ADA Transition Plan Staff Survey

How would you describe your understanding and knowledge of the Americans with Disabilities Act (ADA) as it pertains to your day to day job duties?		
Answer Options	Response Percent	Response Count
Poor	0.0%	0
Fair	16.7%	1
Good	33.3%	2
Very Good	50.0%	3
answered question		6
skipped question		0



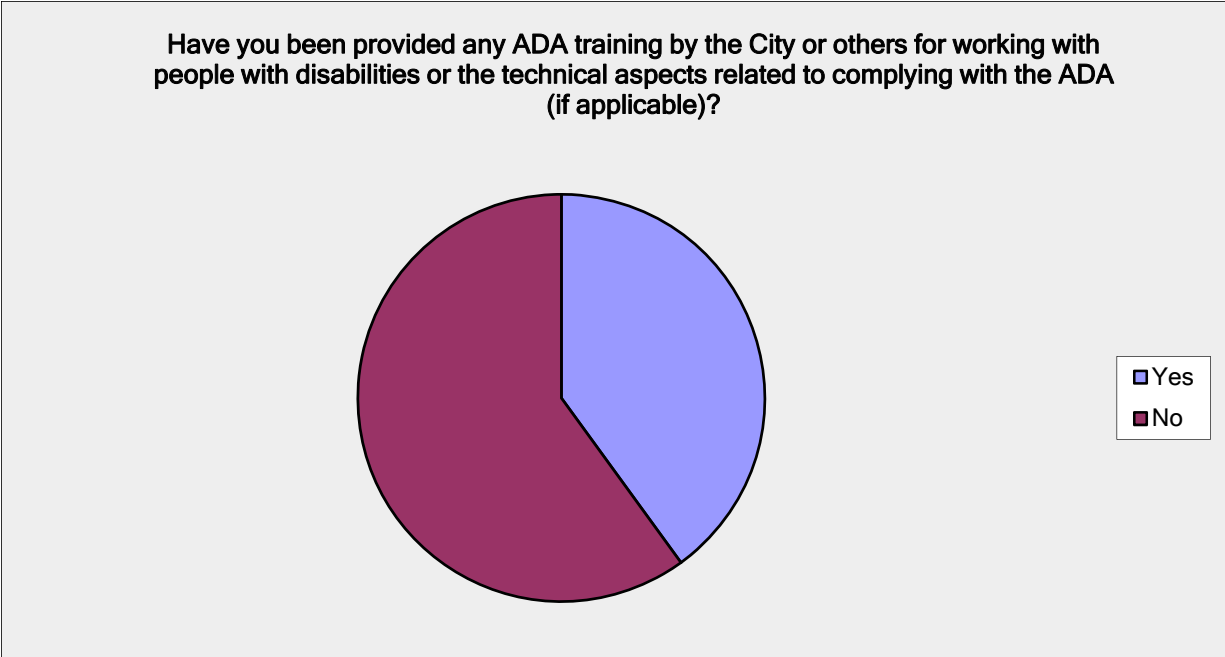
Wheat Ridge ADA Transition Plan Staff Survey

How would you rate the overall accessibility of the City's facilities and programs?		
Answer Options	Response Percent	Response Count
Poor	0.0%	0
Fair	0.0%	0
Good	66.7%	4
Very Good	33.3%	2
answered question		6
skipped question		0



Wheat Ridge ADA Transition Plan Staff Survey

Have you been provided any ADA training by the City or others for working with people with disabilities or the technical aspects related to complying with the ADA (if applicable)?		
Answer Options	Response Percent	Response Count
Yes	40.0%	2
No	60.0%	3
<i>answered question</i>		5
<i>skipped question</i>		1



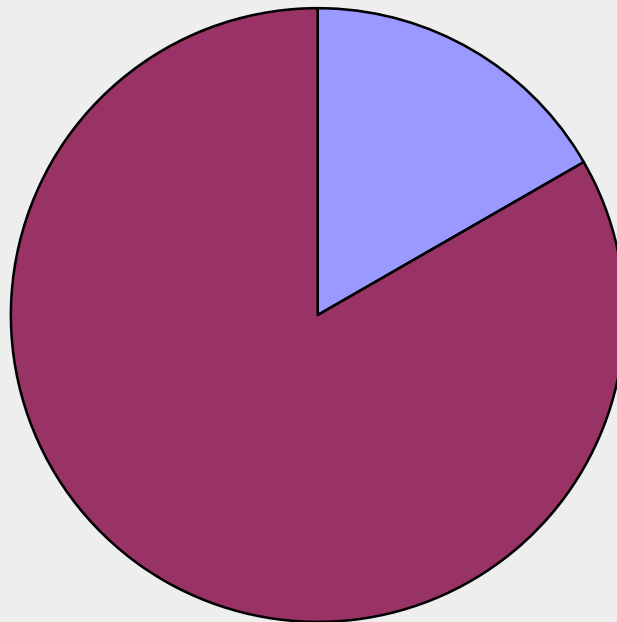
Wheat Ridge ADA Transition Plan Staff Survey

Is there a specific type(s) of ADA related training you would be interested in not currently being offered?

Answer Options	Response Percent	Response Count
Yes	16.7%	1
No	83.3%	5
If yes, please provide the type of training and any general comments to		1
<i>answered question</i>		6
<i>skipped question</i>		0

Number	Response Date	If yes, please provide the type of training and any general comments to describe:	Categories
1	Dec 9, 2016 10:06 PM	Training at FHWA site with state and federal input	

Is there a specific type(s) of ADA related training you would be interested in not currently being offered?

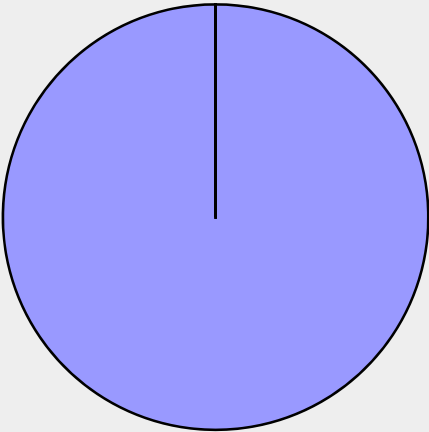


Wheat Ridge ADA Transition Plan Staff Survey

Do you know what a reasonable accommodation is and how to handle a request for a reasonable accommodation?

Answer Options	Response Percent	Response Count
Yes	100.0%	5
No	0.0%	0
<i>answered question</i>		5
<i>skipped question</i>		1

Do you know what a reasonable accommodation is and how to handle a request for a reasonable accommodation?

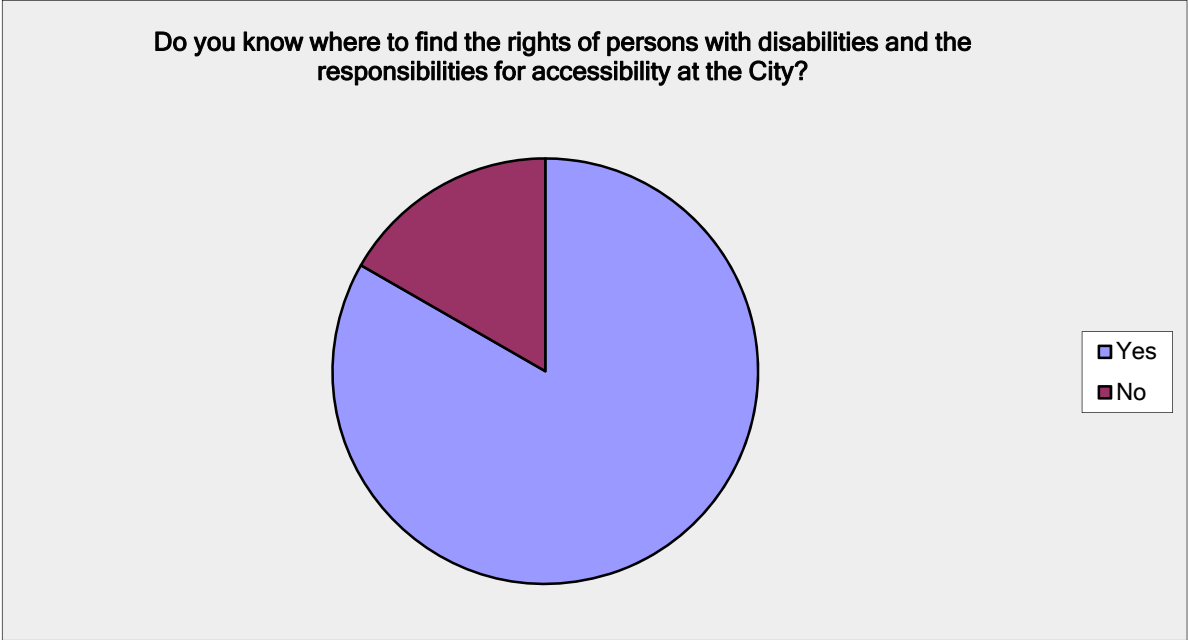


- Yes
- No

Wheat Ridge ADA Transition Plan Staff Survey

Do you know where to find the rights of persons with disabilities and the responsibilities for accessibility at the City?

Answer Options	Response Percent	Response Count
Yes	83.3%	5
No	16.7%	1
<i>answered question</i>		6
<i>skipped question</i>		0



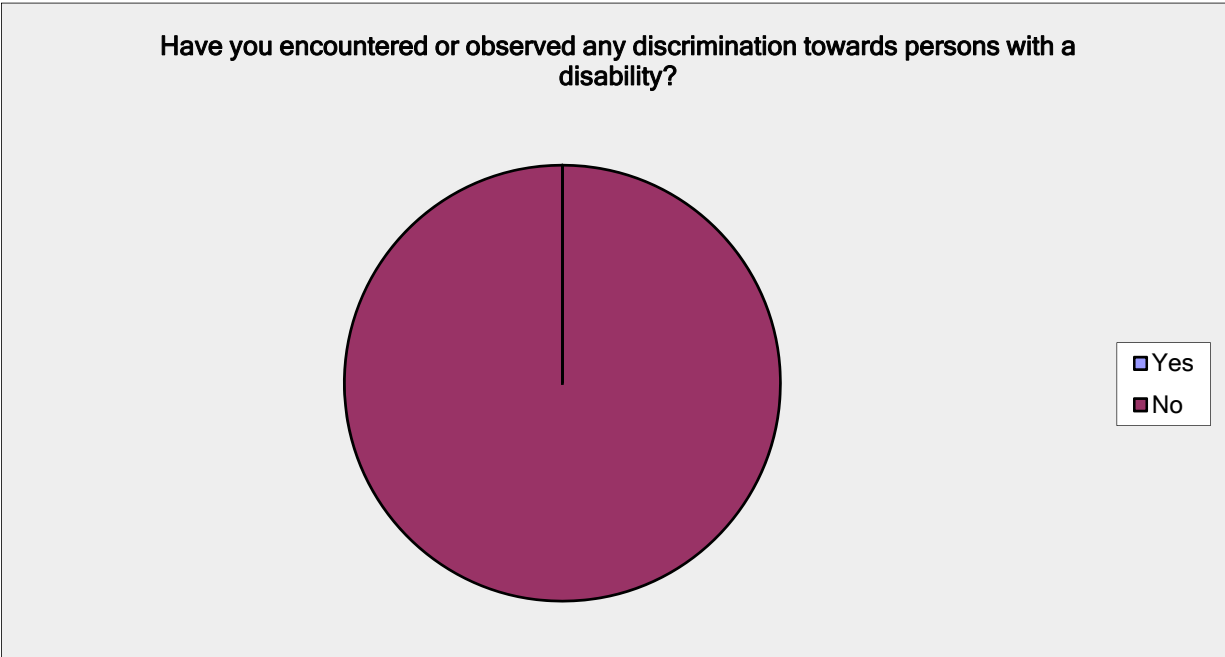
Wheat Ridge ADA Transition Plan Staff Survey

Do you believe the City is generally accepting/accommodating of persons with disabilities?		
Answer Options	Response Percent	Response Count
Yes	100.0%	6
No	0.0%	0
<i>answered question</i>		6
<i>skipped question</i>		0



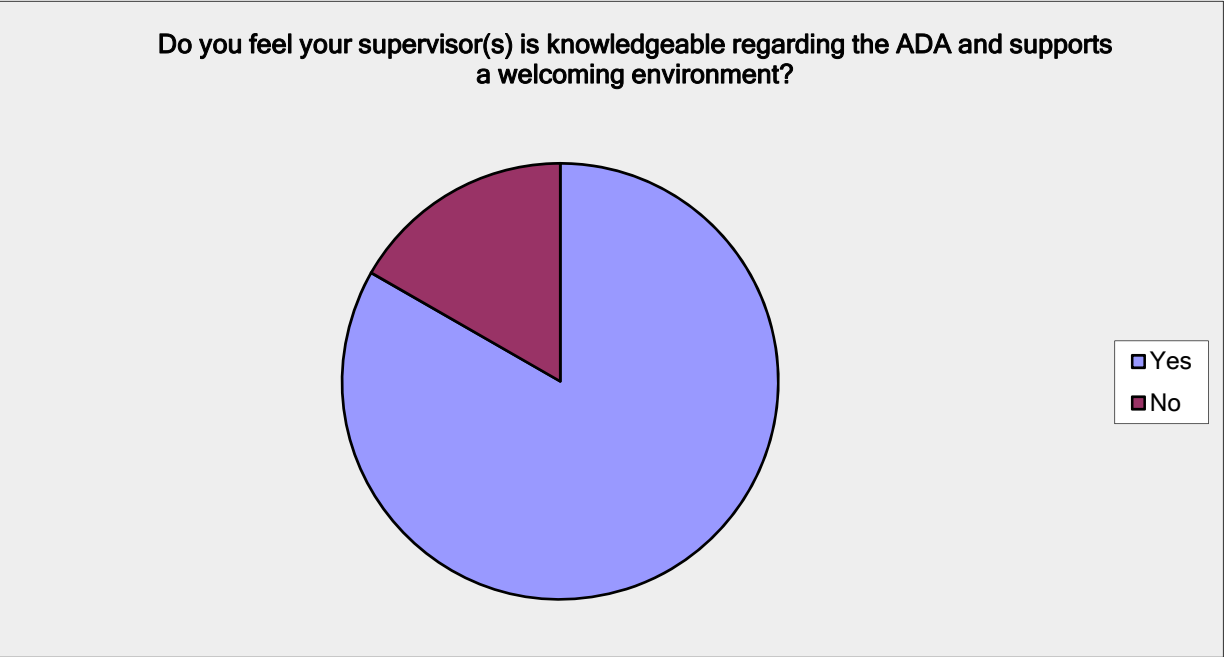
Wheat Ridge ADA Transition Plan Staff Survey

Have you encountered or observed any discrimination towards persons with a disability?		
Answer Options	Response Percent	Response Count
Yes	0.0%	0
No	100.0%	6
<i>answered question</i>		6
<i>skipped question</i>		0



Wheat Ridge ADA Transition Plan Staff Survey

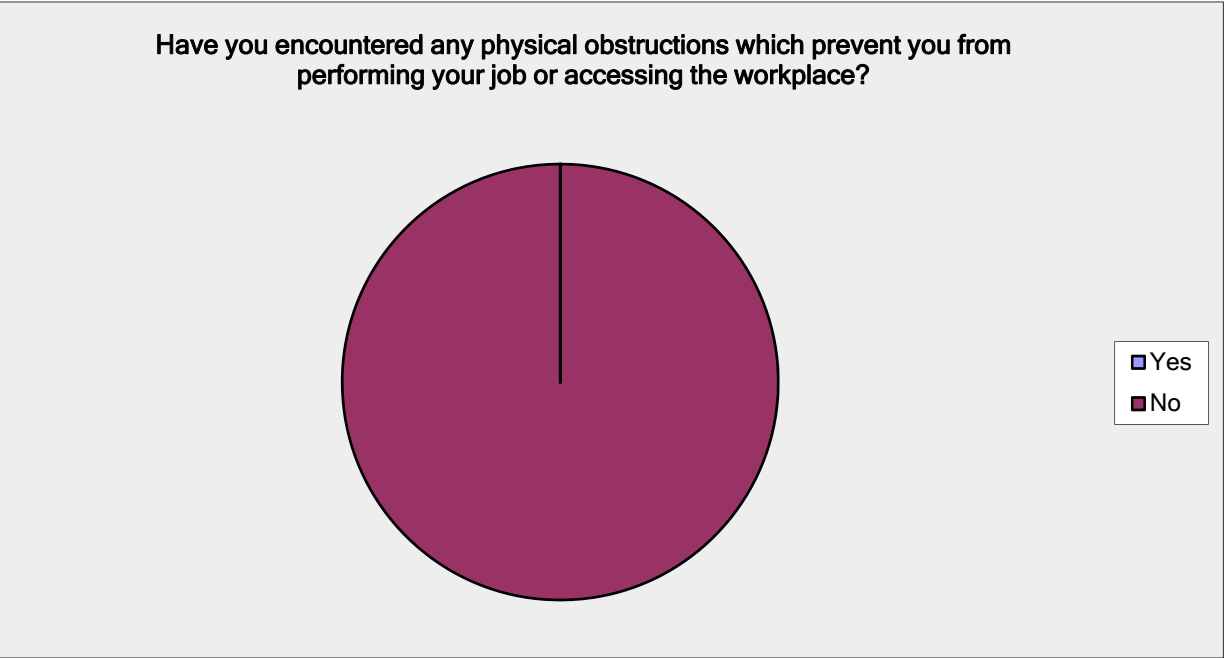
Do you feel your supervisor(s) is knowledgeable regarding the ADA and supports a welcoming environment?		
Answer Options	Response Percent	Response Count
Yes	83.3%	5
No	16.7%	1
answered question		6
skipped question		0



Wheat Ridge ADA Transition Plan Staff Survey

Have you encountered any physical obstructions which prevent you from performing your job or accessing the workplace?

Answer Options	Response Percent	Response Count
Yes	0.0%	0
No	100.0%	6
If yes, please provide the location and any general comments to describe		0
<i>answered question</i>		6
<i>skipped question</i>		0

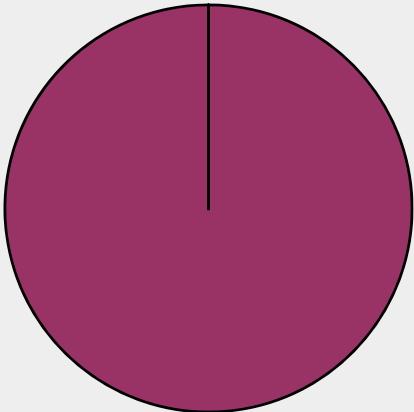


Wheat Ridge ADA Transition Plan Staff Survey

Are there any City programs or services you believe persons with disabilities would like to participate in or utilize but cannot due to accessibility challenges?

Answer Options	Response Percent	Response Count
Yes	0.0%	0
No	100.0%	6
If yes, please provide the program or service and any general comments to		0
<i>answered question</i>		6
<i>skipped question</i>		0

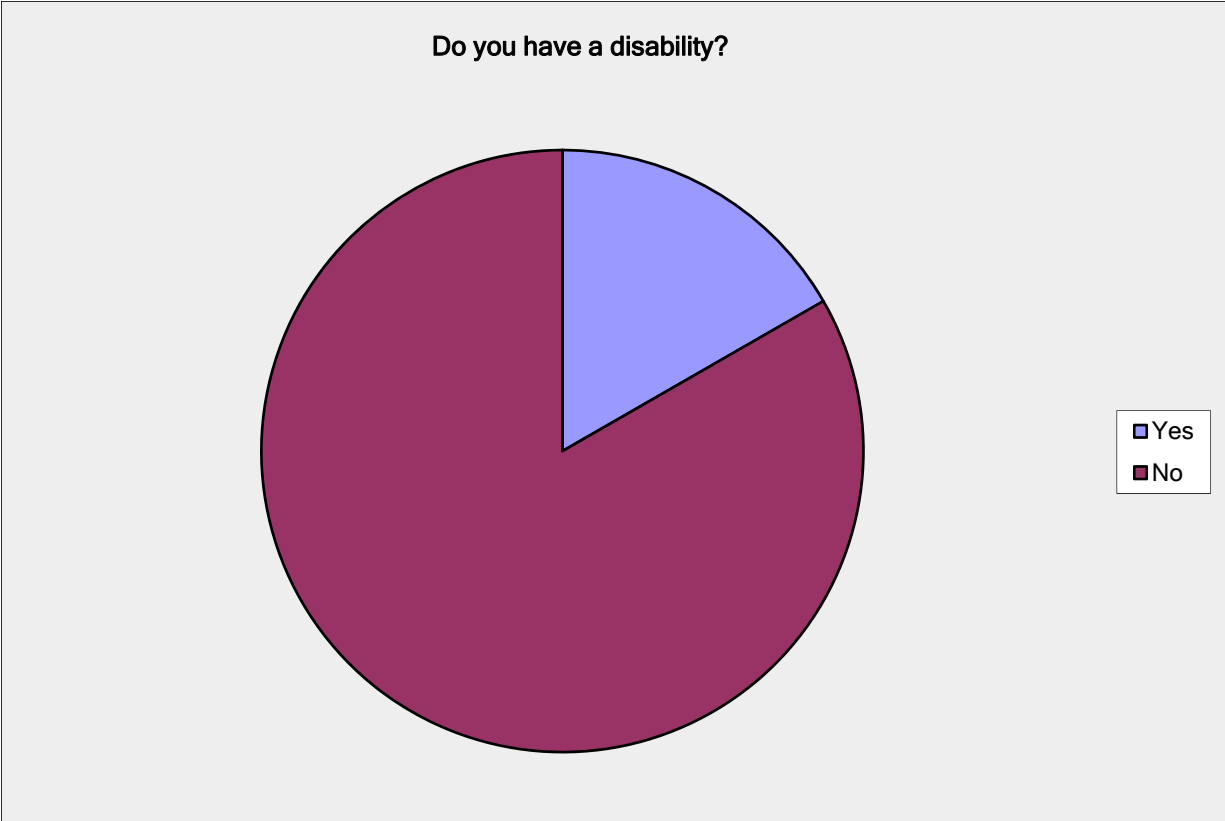
Are there any City programs or services you believe persons with disabilities would like to participate in or utilize but cannot due to accessibility challenges?



Wheat Ridge ADA Transition Plan Staff Survey

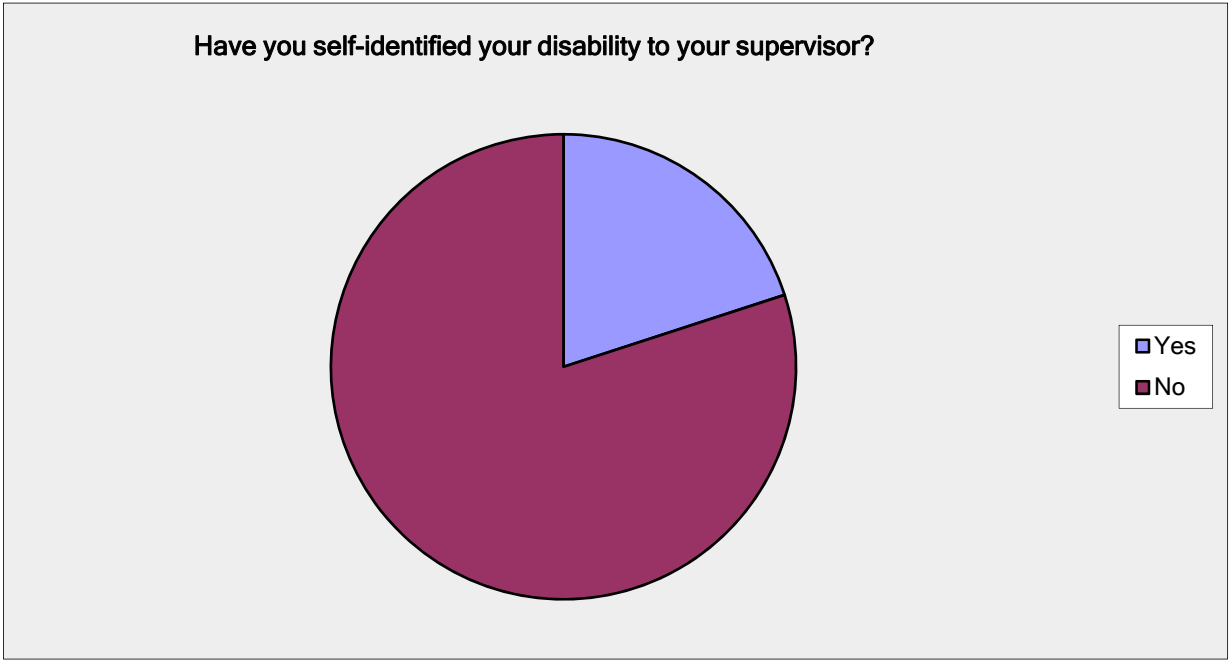
Do you have a disability?		
Answer Options	Response Percent	Response Count
Yes	16.7%	1
No	83.3%	5
If yes, do you feel generally accepted at the workplace?		1
<i>answered question</i>		6
<i>skipped question</i>		0

Number	Response Date	If yes, do you feel generally accepted at the workplace?	Categories
1	Dec 9, 2016 10:06 PM	a temporary disability, which should end soon	



Wheat Ridge ADA Transition Plan Staff Survey

Have you self-identified your disability to your supervisor?		
Answer Options	Response Percent	Response Count
Yes	20.0%	1
No	80.0%	4
<i>answered question</i>		5
<i>skipped question</i>		1



Wheat Ridge ADA Transition Plan Staff Survey

If you have not self-identified your disability, please provide the reason(s):

Answer Options	Response Percent	Response Count
I do not want anyone to know	0.0%	0
I do not know the procedure to do so	0.0%	0
I do not need special treatment or accommodations	0.0%	0
I am concerned of negative effects	0.0%	0
I do not want to be treated differently	0.0%	0
I do not believe my supervisor would be receptive to	0.0%	0
Other:		0
answered question		0
skipped question		6

If you have not self-identified your disability, please provide the reason(s):

- ☐ I do not want anyone to know
- ☐ I do not know the procedure to do so
- ☐ I do not need special treatment or accommodations
- ☐ I am concerned of negative effects
- ☐ I do not want to be treated differently
- ☐ I do not believe my supervisor would be receptive to accommodating my disability

Wheat Ridge ADA Transition Plan Staff Survey

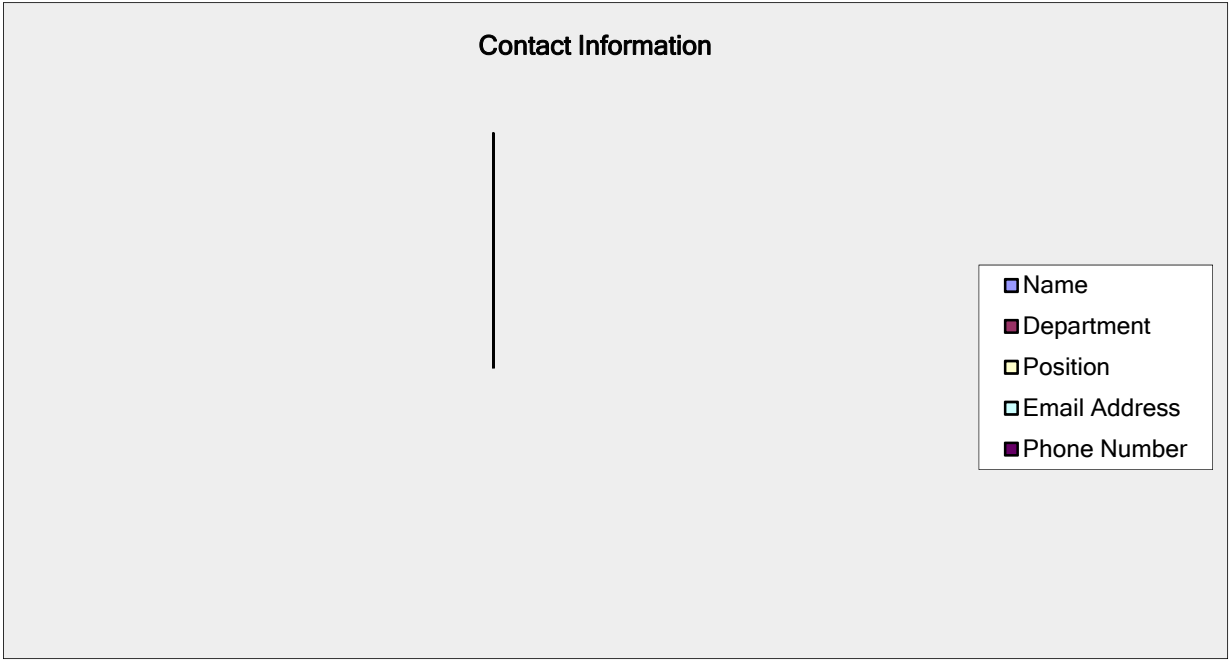
Do you have any general comments or items that you feel the ADA Transition Plan team should be aware of related to pedestrian facilities?

Answer Options	Response Count
	1
<i>answered question</i>	1
<i>skipped question</i>	5

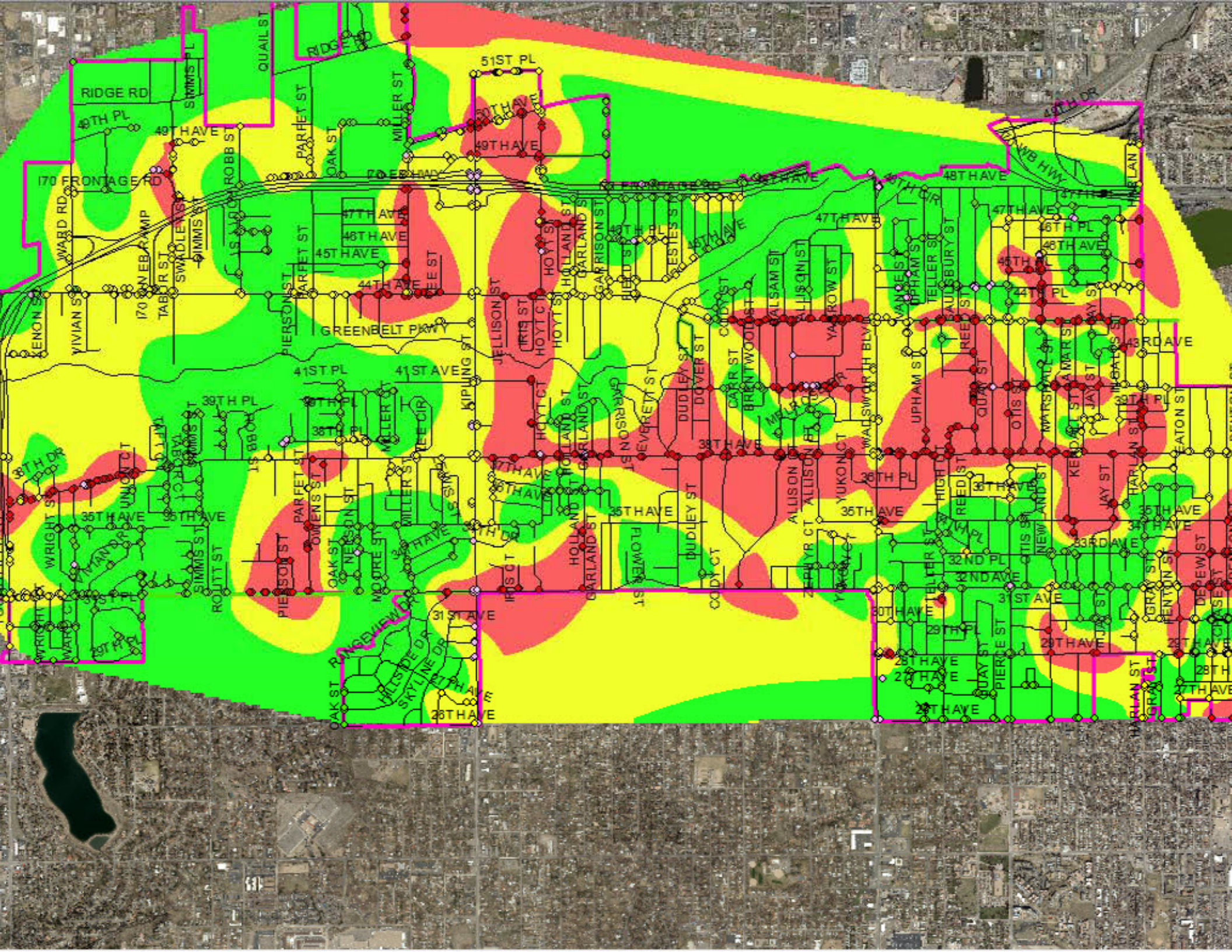
Number	Response Date	Response Text	Categories
1	Dec 12, 2016 4:40 PM	Increase their availability	

Wheat Ridge ADA Transition Plan Staff Survey

Contact Information		
Answer Options	Response Percent	Response Count
Name	0.0%	0
Department	0.0%	0
Position	0.0%	0
Email Address	0.0%	0
Phone Number	0.0%	0
answered question		0
skipped question		6



APPENDIX G – AREA OF PUBLIC FACILITIES ASSESSED



APPENDIX H – OVERVIEW OF ASSESSMENT ATTRIBUTES/PARAMETERS

I. Curb Ramp Assessment Elements

1. Is Curb Ramp present?
2. Is a sidewalk present?
3. Is there a marked crosswalk?
4. Is there intersection stop or yield controlled?
5. What is the adjacent street grade?
6. What type of curb ramp configuration is present?
7. Is the ramp free of any vertical discontinuities >0.5" from the curb lip to the top of the ramp?
8. Is the area at the base of the ramp clear of parallel vehicle traffic?
9. What is the ramp width?
10. What is the ramp length?
11. What is the cross slope of the ramp?
12. What is the running slope of the ramp?
13. Are compliant wings present?
14. Are there prefabricated domes panels present?
15. Does the dome panel have the correct placement and orientation?
16. Does the dome panel color contrast with the surrounding material?
17. Is the dome panel 2' long and the full width of the ramp?
18. Is there a defined turning space with the proper minimum dimensions?
19. Does the defined turning space have a max slope less than 2%?
20. What is the general condition of the curb ramp?

II. Pedestrian Pushbutton & Signal Assessment Elements

1. Are pedestrian pushbuttons or signals present?
2. Are pedestrian pushbuttons in an accessible location on the pole or mounted surface and along an accessible path?
3. What type of pedestrian pushbutton is present?
4. What is the distance between the pedestrian pushbuttons?
5. Are the pedestrian pushbuttons and signals equipped with audible features?

APPENDIX I –ASSESSMENT FINDINGS

CURB RAMPS

Presently, there are 1,707 corner, midblock or median crossing locations within the City of Wheat Ridge where curb ramps exist. The following identifies the existing ramp configuration present.

Parallel	19%	Combination	<1%
Perpendicular	12%	Island/Median	2%
Diagonal	66%		

The following provides other data on the existing curb ramps present.

RUNNING SLOPE OF RAMPS

< 5.0%	20%	8.3 – 12.0%	33%
5.0 – 8.3%	37%	> 12.0%	10%

WIDTH OF RAMPS

< 4'	17%	5' – 6'	11%
4' – 5'	39%	> 6'	33%

OTHER CURB RAMP PROPERTIES

	<u>YES</u>	<u>NO</u>
Ramp is Fully Compliant	<1%	>99%
Profile is Free of Obstructions	82%	18%
Base of Ramp Clear of Parallel Traffic	95%	5%
Maximum Cross Slope is <2%	48%	52%
Compliant Flared Sides	84%	16%
Compliant Dome Panel(s)	21%	79%
Compliant Landing Area	20%	80%

PEDESTRIAN PUSHBUTTONS

Pedestrian pushbuttons are currently installed at 9% of the curb ramp locations. For the locations having pedestrian pushbuttons, 10% are in accessible locations.

PEDESTRIAN SIGNALS

Pedestrian signals are currently installed at nearly 10% of the curb ramp locations. For the locations installed, 94% have pedestrian pushbuttons and 72% are not audible.

ESTIMATED COSTS TO CORRECT ACCESSIBILITY CHALLENGES³

The following provides present day cost estimates and annual budgets to construct or reconstruct pedestrian transportation assets to improve accessibility. Market forces and packaging may result in these costs varying.

<u>ASSET ELEMENTS</u>	<u>ESTIMATED COST</u>	<u>YEARS 1 – 20</u>	<u>YEARS 21 – 30</u>	<u>YEARS 31 – 50</u>
Curb Ramps	\$3.8 million	\$TBD	\$TBD	\$TBD
Sidewalk	\$TBD	\$TBD	\$TBD	\$TBD
<u>Pedestrian Pushbuttons</u>	<u>\$TBD</u>	<u>\$TBD</u>	<u>\$TBD</u>	<u>\$TBD</u>
Total	\$TBD	\$TBD	\$TBD	\$TBD

³ Estimated costs include planning, engineering, and construction costs. Due to the large volume of sidewalk infrastructure and the need to prioritize funds, it is not reasonable or feasible to remove and replace all sidewalk segments with global, linear issues as a targeted standalone project or projects. Because of this, when considering a long term strategy to improve accessibility, targeting single point or small area issues initially and address linear issues under a future initiative or as part of other infrastructure improvement projects as opportunities become available is recommended.

APPENDIX J – BARRIER REMOVAL SCHEDULES & BUDGETS

APPENDIX K –FUTURE TRAINING PROGRAM

City of Wheat Ridge, Colorado
Americans with Disabilities Act (ADA)
Public Works – Engineering Division Training Program

While the ADA does not mandate a specific program of training for Title II ADA practices and principles, Title II entities are expected to comply with ADA requirements. Formalized training improves knowledge, promotes a culture of commitment to improving accessibility, and more effectively improves accessibility within the City. Formal ADA compliance training educates City staff, and the contractors and consultants they work with, on the following:

- ADA guidelines and legal requirements,
- Understanding physical barriers and strategies to mitigate them,
- Common issues and pitfalls to be aware of, and
- City-specific policies and procedures, grievance procedures, and the overall Transition Plan for meeting ADA requirements.

Continued education and staff development will assist the City in meeting ADA requirements and improving accessibility going forward. It is advisable for the ADA Coordinator to conduct a yearly training of at least one or more employees to review ADA responsibilities, review common practices affecting ADA compliance, and identify areas for improvement or if additional training or more focused training may be beneficial towards satisfying the City's goals for accessibility and overall ADA compliance. The City should also provide all employees with periodic notifications and reminders regarding ADA requirements and updates along with internal and external resources for additional information or questions.

During the self-evaluation phase of the ADA Transition Plan development, the City identified an intent to provide formal training for the Engineering staff involved with the implementation of the City's Transition Plan. The following identifies some steps to enact a formal ADA training program and to identify specific focus topics to improve the immediate impact of a program.

An ADA training program should be tailored to address the needs or high priority target areas identified by the ADA Coordinator or the Engineering Division. The following are potential training topics for the various individuals or organizations involved with the implementation of the Transition Plan.

All Employees

- Common ADA Issues and Requirements
- Overview of the City's ADA Transition Plan(s)
- Procedures for handling requests for reasonable accommodations
- Procedures for filing or receiving grievances including those from the public or from City staff
- Methods to provide effective alternative communication or readily available resources or assistance to provide effective alternative communication
- Overview of emergency evacuation routes or plans for individuals with disabilities within City facilities

Supervisors/Managers

- Standard ADA notices for public notices and advertisements
- Facility and meeting location requirements to provide for accommodation to public or internal meetings
- Requirements for providing interpreters, multi-lingual communications, alternative communication or other reasonable accommodation for routine City business
- Expectations and resources available to evaluate accommodations associated with special City meetings or atypical business operations
- Expectations for ADA requirements to be addressed or required when contracting for services, equipment, or supporting functions
- Transition Plan monitoring and progress updating expectations

Technical Staff

- Overview of PROWAG and ADAAG with specific focus on sections pertaining to the Transition Plan for pedestrian facilities along the transportation network
- City Design Standards, Exception Form, and guidelines for initiating the exception process
- Identifying proper scope and limits of construction during project development
- Pedestrian accessible route definition and critical elements to evaluate
- Requirements for alteration of existing pedestrian facilities versus new or full reconstruction projects
- Protocol for reviewing plans or overseeing construction activities for ADA compliance
- Using and updating the GIS Database when considering or performing activities or projects affecting mobility or accessibility along the transportation network

Contractor / Consultant / Field Personnel Training

- Common ADA requirements to consider when constructing pedestrian facilities
- City expectations regarding contractor or consultant supervisor and staff knowledge of ADA requirements
- Proper techniques and tolerances for constructing a curb ramp including means to verify or document compliance
- Process for identifying a potential ADA exception and the formal approval process for allowing an exception
- Performing accessibility reviews and quality control procedures to verify constructed elements satisfy ADA requirements

APPENDIX L –GRIEVANCE PROCEDURE & FORM

City of Wheat Ridge, Colorado

Americans with Disabilities Act (ADA) Grievance Procedure

This Grievance Procedure is established to meet the requirements of the Americans with Disabilities Act of 1990 ("ADA"). Complaints that a program, service, activity, or facility of the City of Wheat Ridge is not accessible to persons with disabilities should be directed to the ADA Coordinator located in **Appendix D**. Employment-related complaints of disability discrimination are governed by the City's Personnel Policies Manual through the Human Resources department and can be found at <http://www.ci.wheatridge.co.us/135/Human-Resources>.

Persons Eligible to File: Any individual or group of individuals, or entity who believes that he or she or any specific class of persons has been subjected to discrimination or retaliation prohibited by any of the Civil Rights authorities based upon race, color, sex, age, national origin or disability may file a written complaint.

Step 1 - Filing of Complaint

Complaints may be filed by the affected individual or a representative of that individual.

Complaints must be in writing and contain as much information as possible about the alleged discrimination. The City has prepared a Complaint Form to be used for the convenience of the complainant. The Complaint form may be obtained by visiting or contacting the ADA Coordinator located at 7500 West 29th Avenue, Wheat Ridge, CO 80033 or by telephone at 303-235-2866. The written complaint should include:

- a. Complainant's name, address and telephone number
- b. A detailed description of the name of the organization that has allegedly discriminated, its address and telephone number and any other identifying information (dates, times, etc.)
- c. A detailed description of the allegedly discriminatory action that are the basis for the complaint (dates of the actions, names of those who allegedly discriminated, and any witnesses)
- d. Name and job titles of individuals perceived as parties in the complaint

Upon request, reasonable accommodations will be provided in completing this form. Complaints received by telephone will be reduced to writing and provided to complainant for confirmation or revision, and signature before processing.

Completed forms should be returned to the ADA Coordinator.

A complaint should be filed as soon as possible but must be no later than sixty (60) calendar days after an incident or the receipt of information of such alleged non-compliance, unless the time for filing is extended by the designated agency for good cause shown.

Step 2 – Conduct Investigation

The ADA Coordinator, or other authorized representative, will contact the complainant within fifteen (15) working days to:

- a. Acknowledge receipt of the complaint by the investigator,

- b. Confirm the complainant wishes to go forward with the complaint, and
- c. Confirm there are allegations that need to be investigated and resolved.

Within thirty (30) calendar days of the receipt of the complaint, the ADA Coordinator or authorized representative will commence the investigation into the merits of the complaint. If necessary, the ADA Coordinator or other authorized city associate will contact the complainant directly to obtain additional facts or documentation relevant to the grievance.

Step 3 – Written Response to Complaint

The ADA Coordinator or other authorized city representative shall prepare a written decision, after full consideration of the merits of the grievance, no later than sixty (60) calendar days following the receipt of the grievance. A copy of the written decision shall be mailed to the complainant no later than five (5) working days after preparation of the written decision. The response will explain the position of the City and offer options for substantive resolution of the complaint when appropriate. The resolution by the City of any one grievance does not constitute a precedent upon which the City is bound or upon which other complaining parties may rely.

Step 4 – Appeal to the ADA Coordinator (if required)

If the complainant is dissatisfied with the written decision or the City's handling of the complaint at any stage of the process, he or she may file a written appeal to the City ADA Coordinator no later than thirty (30) calendar days of the date of the mailing of the decision. The appeal must contain a statement of the reasons why the complainant is dissatisfied with the written decision, and must be signed by the complainant or by someone authorized to do so on the complainant's behalf. The City ADA Coordinator will act upon the appeal no later than thirty (30) calendar days after receipt, and a copy of the City ADA Coordinator's written decision shall be forwarded to the complainant no later than five (5) working days after preparation of the decision.

Dismissal of Complaint

A complaint may be dismissed for the following reasons:

- a. The complaint is untimely filed.
- b. The complaint does not allege a basis covered by the statutes for which the City of Wheat Ridge is responsible.
- c. The complaint does not allege any harm with regard to covered a program, service, activity or facility.
- d. The complainant requests the withdrawal of the complaint.
- e. The complainant fails to respond to repeated requests for additional information needed to process the complaint.
- f. The complainant cannot be located after reasonable attempts.

The ADA Coordinator shall maintain the confidentiality of all files and records relating to grievances filed, unless disclosure is authorized or required by law. Any retaliation, coercion, intimidation, threat, interference, or harassment for the filing of a grievance, or used to restrain a complainant from filing, is prohibited and should be reported immediately to the City ADA Coordinator.

Filing a complaint with the City ADA Coordinator does not preclude a complainant from filing a

grievance directly with the United States Department of Justice (USDOJ) or other appropriate state or federal agency.

All written complaints received by the ADA Coordinator and responses will be retained by the City for at least three (3) years.

ADA Complaint Form

Please fill out this form completely and return to the Public Works ADA Coordinator's Office at:

City of Wheat Ridge
7500 W. 29th Avenue
2nd Floor – Engineering Division
Wheat Ridge, CO 80033

This form applies to services, programs, and facilities located in public right-of-way of the City of Wheat Ridge or property owned by the City.

Individual, Group of Individuals, or Entity Name (Complainant): _____

Street Address: _____

Neighborhood (if applicable): _____

City: _____ State: _____ Zip: _____

Email Address: _____ Phone Number: _____

Person(s) thought to be discriminated against (if other than the Complainant): _____

Location and/or individual believed to be responsible for the discrimination (Name, Address, Telephone Number):

Reason for Grievance/Complaint: _____

When and where (if not stated above) did this discrimination occur: _____

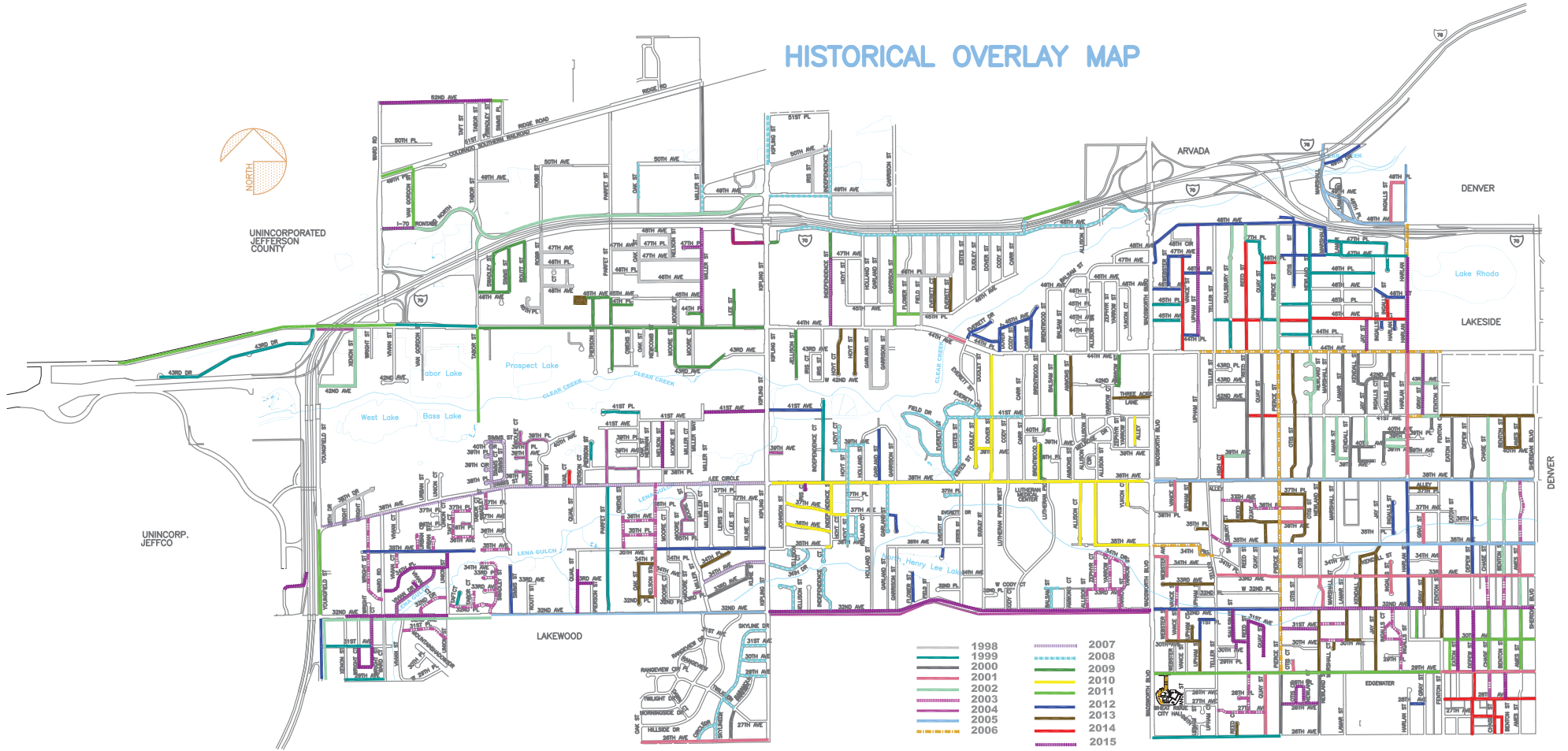
Do you require an alternative form for any written follow-up communication: _____

Signature: _____ Date: _____

If you have questions about this form, need an accommodation, or a different format, please contact the ADA Coordinator at 303-235-2866 or krosson@ci.wheatridge.co.us. Please allow up to fifteen (15) business days to respond to your complaint.

APPENDIX M – SUMMARY OF REMEDIATION WORK COMPLETED

HISTORICAL OVERLAY MAP





ADA Transition Plan

DRAFT PLAN PRESENTATION TO CITY COUNCIL

MAY 2017

Attachment 2



Introductions

CITY OF WHEAT RIDGE REPRESENTATIVES

Scott Brink, PE

Steve Nguyen, PE

Russ Higgins, PE

Kelly Rosson, ADAC
(ADA Coordinator)

ALFRED BENESCH & CO REPRESENTATIVES

Jess Hastings, PE

Jeff Sockel, PE

ADA Compliance

Why is it Important?

- ADA improves inclusion of everyone in society
- Over 20% of population qualify as disabled
- Mobility and accessibility are key to major life activities
- It is federally mandated
- DOJ -> FHWA -> State & Local Agencies



What is the Goal?

- Provide a safe, usable, and preferably compliant route
- Integrate accessible pedestrian facilities into the transportation network
- Address and document technical in-feasibility (while staying within the scope of work)
- Do the most possible to provide reasonable access and mobility

Background on the ADA

- ☐ Enacted on July 26, 1990
- ☐ Title II applies to State and Local Government Services
 - ☐ Expands upon general discrimination under Section 504 of the Rehabilitation Act of 1973
- ☐ Required to perform a self-evaluation and schedule to mitigate barriers
- ☐ Establish a complaint procedure
- ☐ Identify ADA Coordinator



Transition Plan Goals

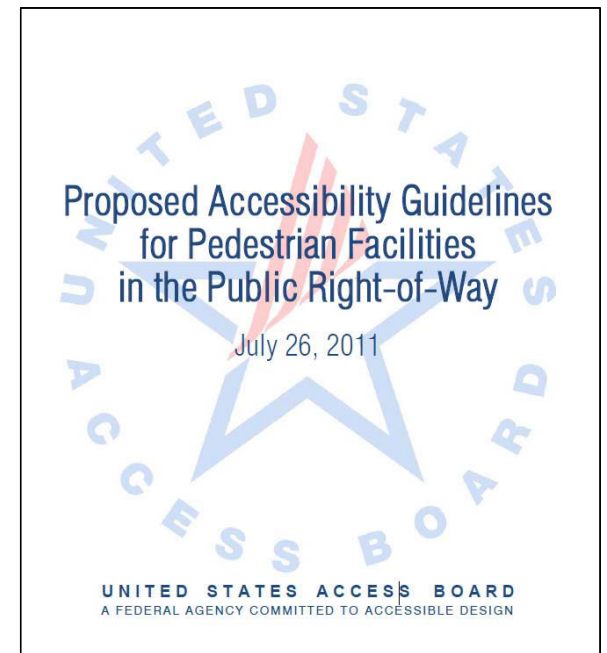
- ☐ Formal Document for the Engineering Department
- ☐ Comply with Title II for Pedestrian Facilities in the Public ROW
- ☐ Document Existing Conditions
- ☐ Establish a Framework for Receiving, Evaluating, and Addressing Grievances
- ☐ Establish Standards, Guidelines, and Training Mechanisms to Improve Accessibility
- ☐ Identify Project Strategies to Improve Accessibility

Transition Plan Overview

- ☐ Design Standards & Specifications
- ☐ ADA Coordinator
- ☐ Public Involvement
- ☐ Self Evaluation Process & Findings
- ☐ Prioritize and Identify Goals, Strategies, & Schedules
- ☐ Public Information Sharing & Grievance Procedure
- ☐ Monitoring & Updating Plan

Design Standards & Policies

- ☐ Define Engineering Department's Network
- ☐ Review of Existing Standard Details
- ☐ Formally Adopting Curb Ramp Portion of PROWAG
- ☐ Alternative Effective Communication



ADA Coordinator Role

- ☐ Monitoring Compliance & Implementation
- ☐ Investigating Grievance Complaints
- ☐ Addressing ADA Concerns & Questions
- ☐ Accessing Undue Burden & Reasonable Accommodations
- ☐ Updating Plan

ADA Design and Construction Exception Form

Please fill out this form completely if an element of new construction or alteration to an existing facility seemingly cannot meet the ADA requirements or creates undue financial or administrative burden and return to the ADA Coordinator at:

City of Wheat Ridge
7500 W. 29th Avenue
2nd floor - Engineering Division
Wheat Ridge, CO 80033

This form applies to facilities located in public right-of-way of the City of Wheat Ridge or property owned by the City.

Project: _____

City Project No.: _____ Location/Intersection: _____

New Construction: ☐ Alteration to Existing Facility: ☐

ADA requirement seemingly not being satisfied or creating undue burden: _____

Reason for perceived non-compliance: _____

Reasonable accommodation provided: _____

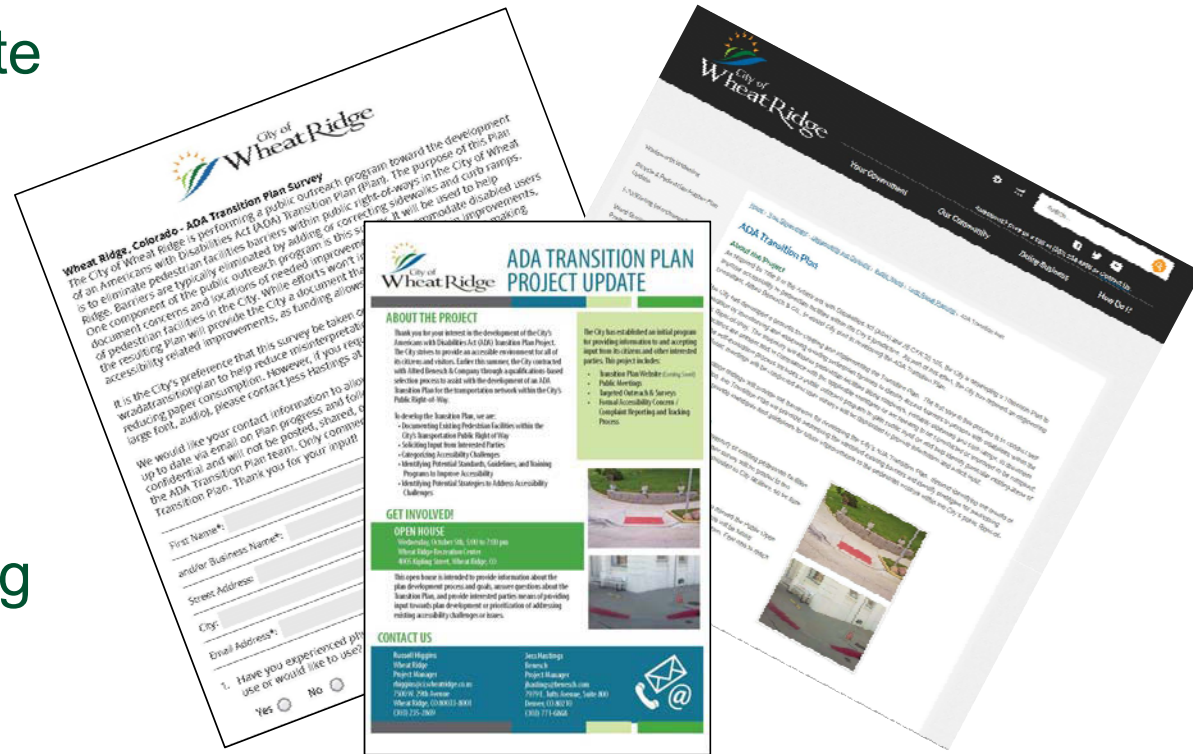
Sketch of area (if needed) or indicate if attached ☐

City Representative/Title: _____ Date: _____

If you have questions about this form please contact the ADA Coordinator at (303) 235-2866 or krosson@ci.wheatridge.co.us.

Public Outreach


- ❑ Transition Plan Website
- ❑ User Survey
- ❑ Public Open House
- ❑ Internal Staff Survey
- ❑ Formal Accessibility Concern/Complaint Reporting and Tracking Process



Self Evaluation Components

Programmatic versus Physical Accessibility

- ☐ Programmatic Accessibility
 - ☐ External and Internal Surveys
 - ☐ Level of Staff Training
 - ☐ Reasonable Accommodations



ADA Transition Plan - City Staff Survey

As part of the development of the City's Americans with Disabilities Act (ADA) Transition Plan, this internal survey was developed to help identify specific areas of improvement for overall understanding and knowledge of the City's approach to accessibility and available resources. The City strives to provide access to its programs, services, and facilities.

Part of providing an accessible environment includes providing the necessary resources and training for its staff to handle accessibility issues that may arise and understanding the proper protocol to address any issues which may arise. In addition to providing staff with the proper resources, encouraging a welcoming environment, free from discrimination of persons with disabilities and an accessible workplace, is very important.

The purpose of this survey is not to identify shortcomings or single out specific issues, but rather to identify opportunities to improve accessibility through new or revised programs, policies, and training as resources allow and to provide employees with opportunities to offer suggestions for ways to make the City a more welcoming and inclusive place for persons with disabilities.

Any personal information provided through this survey will remain confidential. This survey can be made available in paper copy, in a larger font size and in audio format. To receive this survey in an alternate format, please contact Jess Hastings with Alfred Benesch & Co. (ADA Consultant) at 720-473-7576; or jhastings@benesch.com.

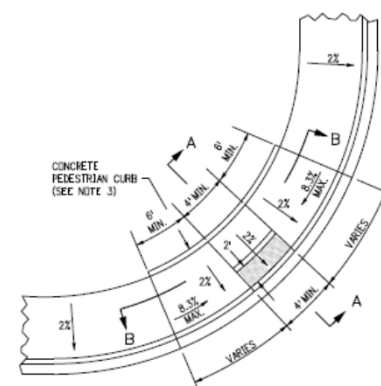
1. How would you rate the overall accessibility of the City's facilities and programs?
☐ Poor ☐ Fair ☐ Good ☐ Very Good
2. How would you describe your understanding and knowledge of the Americans with Disabilities Act (ADA) as it pertains to your day to day job duties?
☐ Poor ☐ Fair ☐ Good ☐ Very Good
3. Have you been provided any ADA training by the City or others for working with people with disabilities or the technical aspects related to complying with the ADA (if applicable)? ☐ Yes ☐ No
4. Is there a specific type(s) of ADA related training you would be interested in not currently being offered? ☐ Yes ☐ No

Self Evaluation Components

Programmatic versus Physical Accessibility

☐ Physical Accessibility

- ☐ Curb Ramp Configuration & Slopes
- ☐ Detectable Warning Panel Location & Contrast
- ☐ Clear Space Orientation
- ☐ Turning Space Configuration & Slopes
- ☐ Pedestrian Push Button and Signal Head Location & Accessibility



Curb Ramp Findings

- ❑ 1,800 Curb Ramps Locations
- ❑ 3% are Fully Compliant
- ❑ 80% have Improper Landings
- ❑ 50% have Improper Cross Slope or Geometry Along the Ramp or at the Curb Drop
- ❑ 60% have Improper Running Slope



Pedestrian Signal Findings

- ☐ 150 Pedestrian Push Button Locations
- ☐ 70% Improper Height or Location
- ☐ 10% Meet Accessibility Requirements (excluding audible components)



Sidewalk Evaluations

- ☐ Currently Underway
- ☐ Inventory Total Length of Existing Sidewalk
- ☐ Running and Cross Slope
- ☐ Width
- ☐ Vertical or Horizontal Gaps
- ☐ Driveway Crossings

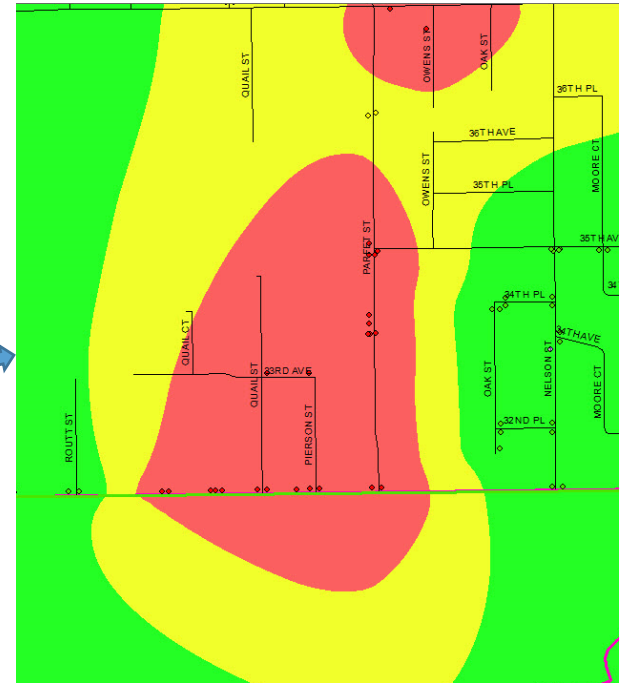
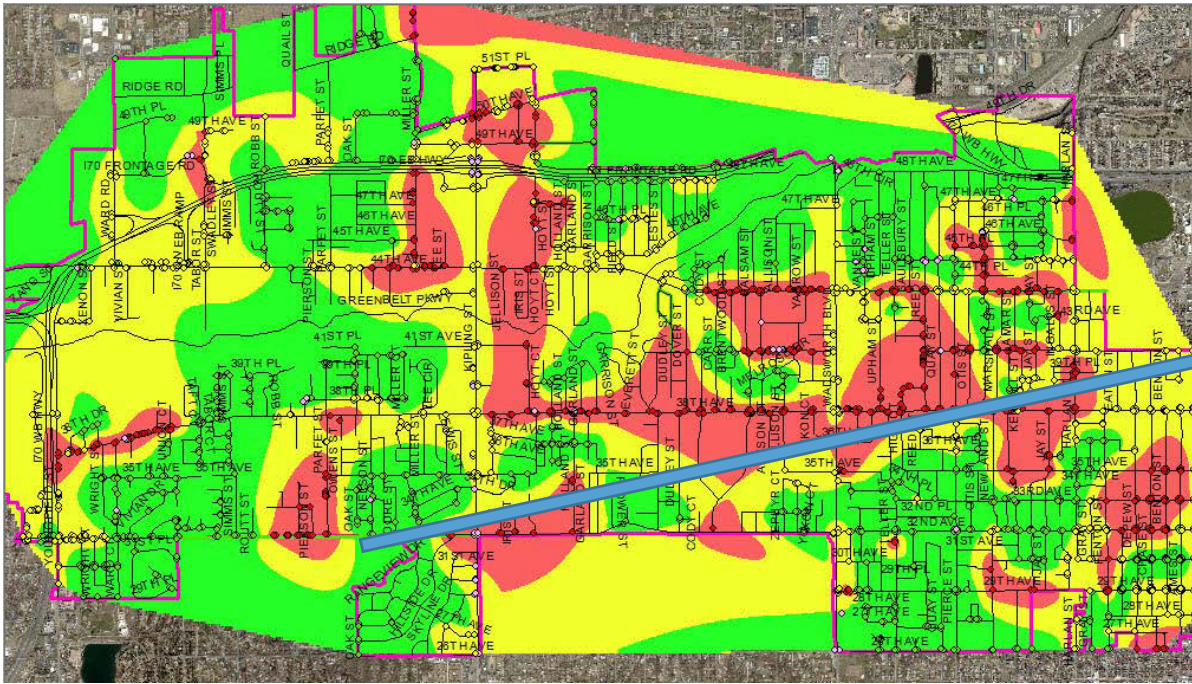


Implementation Priorities

1. Locations Where Adjacent Roadway or Infrastructure Improvements are Planned/Occurring
2. Locations in close proximity to public facilities and high pedestrian traffic areas. Locations have been classified into the following categories:
 - High – Within a few blocks of hospitals, schools, City owned facilities, churches, & group living communities
 - Medium – Within multiple family residents zoning blocks, commercial zoning blocks, and parks
 - Low – Within single-family residential or industrial areas that did not fall in the “High” or “Medium” priorities
3. Locations Having a Higher Degree of Non-compliance or More Significant Barriers to Accessibility
4. All Other Locations Not Listed Above as Funding and Resources are Available

NOTE: Locations Identified from the Grievance Process Will Be Prioritized on a Case-by-Case Basis

Implementation Priorities



Mitigation Costs

Priority Level	Curb Ramps	Sidewalk	Pedestrian Signals	Total
Low	\$1,445,750	TBD	\$52,500	\$1,498,250
Medium	\$1,127,800	TBD	\$82,500	\$1,210,300
High	\$1,147,250	TBD	\$85,00	\$1,232,250
None	\$86,150	TBD	\$7,500	\$93,650
Total	\$3,806,950	TBD	\$227,500	\$4,034,450

Implementation Schedule

Option 1 – Fixed Schedule

Asset	Total Cost	Annual Budget	Years
Curb Ramps	\$3,800,000	\$76,000*	50
Sidewalk	TBD	TBD	TBD
Pedestrian Pushbutton	\$228,000	\$6,600	35

** For curb ramps, this annual budget includes approximately \$20,000 per year to address curb ramps as part of the annual resurfacing program and capital program*

Implementation Schedule

Option 2 – Fixed Cost

Asset	Annual Budget Years 1 – 20	Annual Budget Years 21 – 51
Curb Ramps*	\$68,600	\$80,000
Sidewalk	TBD	TBD
Pedestrian Pushbutton	\$11,400	-

** For curb ramps, this annual budget includes approximately \$20,000 per year to address curb ramps as part of the annual resurfacing program and capital program*

Implementation Schedule

Option 3 – Priority Based

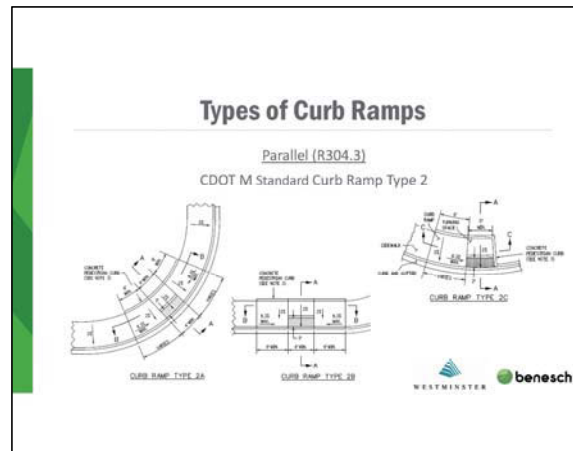
Asset	High Priority Budget Years 1 – 15	Medium Priority Budget Years 16 – 30	Low Priority** Budget Years 31 – 50
Curb Ramps	\$1,200,000	\$1,100,000	\$1,500,000
Sidewalk	TBD	TBD	TBD
Pedestrian Pushbutton	\$85,000	\$83,000	\$60,000
Total Annual Budget*	\$85,700	\$78,900	\$78,000

** For curb ramps, this annual budget includes approximately \$20,000 per year to address curb ramps as part of the annual resurfacing program and capital program*

*** All accessibility issues identified without a geographic priority classification provided were included in the Low Priority classification*

Potential Strategies - Programs

- ❑ Training and Education of Design and Construction Personnel
- ❑ Modification of City Policies or Construction Requirements



Potential Strategies - Projects

- ☐ Routine Maintenance Projects
- ☐ Targeted Accessibility Improvement Projects
- ☐ Address as Part of Other Projects
 - New Construction Projects
 - Reconstruction Projects
 - Major Rehabilitation Projects



Potential Funding Options

- ☐ Annual Capital Improvement Plan & Maintenance Projects
- ☐ Federal Aid or Grants
(e.g., STIP, HSIP, SRTS, CDBG, CMAQ, TEA)
- ☐ Intergovernmental Agreement (IGA)
- ☐ Bonding
- ☐ Reallocation of Departmental Budgets
- ☐ Creation of Taxing Districts
(e.g., Tax Increment Financing District (TIF), Community Improvement District (CID), Tax Allocation District (TAD))
- ☐ Adoption of Fees to fund Accessibility Improvements



Grievance Process

1. Complaint filed by an Affected Individual or Their Designated Representative
2. Investigation by the City ADA Coordinator or Designee
3. Written Response to Complaint from ADA Coordinator to Explain the Findings and/or Measures Being Taken
4. Appeal to the ADA Coordinator (if required)

NOTE: Compliant Dismissal and Documentation Retention Guidelines are also Identified

ADA Complaint Form
Please fill out this form completely and return to the Public Works ADA Coordinator's Office at: City of Wheat Ridge 7500 W. 29 th Avenue 2 nd Floor - Engineering Division Wheat Ridge, CO 80033
<small>This form applies to services, programs, and facilities located in public right-of-way of the City of Wheat Ridge or property owned by the City.</small>
Individual, Group of Individuals, or Entity Name (Complainant): _____
Street Address: _____
Neighborhood (if applicable): _____
City: _____ State: _____ Zip: _____
Email Address: _____ Phone Number: _____
Person(s) thought to be discriminated against (if other than the Complainant): _____
Location and/or individual believed to be responsible for the discrimination (Name, Address, Telephone Number): _____
Reason for Grievance/Complaint: _____ _____ _____
When and where (if not stated above) did this discrimination occur: _____ _____ _____
Do you require an alternative form for any written follow-up communication: _____
Signature: _____ Date: _____
<small>If you have questions about this form, need an accommodation, or a different format, please contact the ADA Coordinator at 303-235-2866 or krosson@ci.wheatridge.co.us. Please allow up to fifteen (15) business days to respond to your complaint.</small>

Going Forward...

- ☐ Proactively Improve Accessibility
- ☐ Address Grievances when Identified
- ☐ Periodic Review and Update of the Plan
- ☐ Update Standard Details
- ☐ Capture Approved Design Exemptions



Thank You 

Questions?

TO: Russ Higgins, PE
FROM: Jess Hastings, PE – Alfred Benesch & Company
SUBJECT: Alternate Schedules and Budgets for Accessibility Improvements
DATE: April 19, 2017

We have proposed three different approaches for the City to improve accessibility using the data analyzed as part of the self-evaluation. These alternate approaches consisted of 1) set timeframes for each type of asset; 2) set annual budgets; and 3) classifying and addressing assets based on proximity to Level 1 facilities and accessibility issues.

Approach #1 – Fixed Schedule

The two different assets assessed during the self-evaluation were curb ramps and pedestrian pushbuttons. The City is currently evaluating their sidewalk assets. A timeline-based goal to address identified accessibility issues was set for each of the completed assets. The intent of establishing such a goal for each asset is to provide the County with a target timeframe to address accessibility issues identified in the self-evaluation and to allow the County to project annual budgets. The following table represents the total cost to address accessibility issues, the annual budget required in present day value, and the target goal for each asset.

Asset	Total Cost	Annual Budget	Years
Curb Ramps	\$3,800,000	\$76,000*	50
Sidewalk	TBD	TBD	TBD
Pedestrian Pushbutton	\$228,000	\$6,600	35

* For curb ramps, this annual budget includes approximately \$20,000 per year to address curb ramps as part of the annual resurfacing program and capital program

Approach #2 – Fixed Budget

The second alternative utilizes a fixed annual budget of \$80,000 per year to address accessibility issues identified during the self-evaluation. Distributing the annual budget across each asset category and prorating to complete the pedestrian pushbutton improvements in the first 20 years generated the following annual spending for each asset class:

Asset	Annual Budget Years 1 – 20	Annual Budget Years 21 – 51
Curb Ramps*	\$68,600	\$80,000
Sidewalk	TBD	TBD
Pedestrian Pushbutton	\$11,400	-

* For curb ramps, this annual budget includes approximately \$20,000 per year to address curb ramps as part of the annual resurfacing program and capital program



For the purposes of this exercise, annual budgets remained constant at present day values and do not account for inflation. Additionally, accessibility issues and projects stemming from complaints are not included in the annual budget.

Approach #3 – Classification Based

The third approach evaluated builds upon the recommended classification system outlined in the Technical Memorandum dated 03-28-17 regarding “Curb Ramp Classification and Cost Estimate for Accessibility Improvements.” This involved categorizing curb ramps based on the field data collected during the self-evaluation considering the geographic proximity to higher pedestrian volume facilities throughout the City. Since the pedestrian pushbutton accessibility issues are more straightforward, we did not recommend categorizing any issues with accessibility but only their location to high priority facilities.

To prioritize installing accessible pedestrian signals, the City should analyze traffic volumes, current traffic-signal patterns and the complexity of the intersection's geometry. The City can utilize the Intersection Prioritization Tool criteria created by the National Cooperative Highway Research Program (NCHRP) 3-62 research and the Manual on Uniform Traffic Control Devices to evaluate and prioritize each intersection under consideration, including new traffic signal installations. The Intersection Prioritization Tool provides a method of scoring individual crossings for relative crossing difficulty to visually impaired individuals. This provides a method to compare crossings for priority for installation of accessible pedestrian signals. The worksheets and detailed instructions on completing the worksheets are located at http://www.apsguide.org/appendix_d.cfm.

While the City intends to use these criteria as a guide for prioritization, project level decisions to improve accessibility or modify existing pedestrian facilities will be based on a variety of other contributing factors including efficiency of construction efforts and budget, upcoming infrastructure projects which may impact pedestrian facilities, program and master planning input, etc. Locations identified from the grievance process will be addressed and prioritized on a case-by-case basis.

Under this approach, we recommend addressing the locations with closer proximity to the high priority level facilities and then moving on to the locations further away. Assigning schedule goals to each category produced annual budgets as follows:

Asset	High Priority Budget Years 1 – 15	Medium Priority Budget Years 16 – 30	Low Priority** Budget Years 31 – 50
Curb Ramps	\$1,200,000	\$1,100,000	\$1,500,000
Sidewalk	TBD	TBD	TBD
Pedestrian Pushbutton	\$85,000	\$83,000	\$60,000
Total Annual Budget*	\$85,700	\$78,900	\$78,000

* For curb ramps, this annual budget includes approximately \$20,000 per year to address curb ramps as part of the annual resurfacing program and capital program

** All accessibility issues identified without a geographic priority classification provided were included in the Low Priority classification

Note: Some locations classified as Medium or Low will be addressed during adjacent targeted accessibility projects focused on High priority facilities.

TO: Russ Higgins, PE
FROM: Jess Hastings, PE – Alfred Benesch & Company
SUBJECT: Curb Ramp Classification and Cost Estimate for Accessibility Improvements
DATE: April 19, 2017

We have reviewed the curb ramp data collected by the City in 2015. After consideration of the nature of the issues and cost estimating methodology, we recommend the City categorize curb ramps to determine anticipated quantities of work and projected costs associated with improving accessibility by addressing each category. In addition to utilizing the physical accessibility issues identified below, the proximity to Level 1 facilities should also be taken into consideration when classifying curb ramps. Due to the criteria pertaining to pedestrian pushbutton being largely best practice recommendations and not firm requirements, we recommend categorizing them by their proximity to Level 1 facilities and compliance with certain fundamental best practices for accessibility.

Level 1 facilities identified by the City during the self-evaluation included hospitals, schools, city owned facilities, churches, and group living communities. Utilizing the City's GIS database, pedestrian facilities were classified into three different priority levels based upon their proximity to these Level 1 facilities and various zoning areas throughout the City. "High" priority was assigned to pedestrian facilities located on a direct route within a few blocks. Pedestrian facilities not already classified as "High" priority located within multiple family residents zoning blocks, commercial zoning blocks, and parks were assigned "Medium" priority. "Low" priority pedestrian facilities were all those in single-family residential or industrial areas that did not fall in the "High" or "Medium" priorities.

CURB RAMPS

For Curb Ramps, we recommend classifying accessibility issues the following categories:

Category CR-1: Locations where curb ramps are present with no identified accessibility issues.

Category CR-2: Locations having curb ramps with one or both of the following accessibility issues:

- Running (longitudinal) slope less than 5%
- Detectible Warning Panel not present or lacking sufficient color contrast with surrounding materials

Category CR-3: Locations having curb ramps with any of the Category CR-2 accessibility issues and/or one or more of the following accessibility issues:

- Running (longitudinal) slope exceeding 8.3% but less than 12%
- Cross slope exceeding 2%
- Improper flared sides (wings) for the transition to the surrounding surfaces
- Improperly sized or sloped landing/maneuvering area at the sidewalk-curb ramp intersection

Category CR-4: Locations where curb ramps are needed but not present or locations having curb ramps with any of the Category CR-2 or CR-3 accessibility issues and/or one or more of the following accessibility issues:

Attachment 4

- Running (longitudinal) slope exceeding 12%
- Width less than 4 feet
- Faulted joints or cracks exceeding 1/2 inch along the travel path
- Receiving area at the base of the ramp not clear of parallel traffic

The following table identifies the number of curb ramp locations for each category and the level of priority.

Table 1
Curb Ramp Accessibility Issues Breakdown

Category	Priority				Total
	Low	Medium	High	None Assigned	
CR-1	7	3	2	0	12
CR-2	62	40	27	2	131
CR-3	323	244	258	30	855
CR-4	264	216	220	9	709
Total	656	503	507	41	1,707

The following table identifies the anticipated overall costs of curb ramp locations for each category and the level of priority.

Table 2
Curb Ramp Accessibility Issues Costs Breakdown

Category	Priority				Total
	Low	Medium	High	None Assigned	
CR-1	\$0	\$0	\$0	\$0	\$0
CR-2	\$89,900	\$58,000	\$39,150	\$2,900	\$189,950
CR-3	\$629,850	\$475,800	\$503,100	\$58,500	\$1,667,250
CR-4	\$726,000	\$594,000	\$605,000	\$24,750	\$1,949,750
Total Cost	\$1,445,750	\$1,127,800	\$1,147,250	\$86,150	\$3,806,950

Note: Curb ramp costs are based on 2017 unit prices varying between categories based on anticipated complexity to address issues.

SIDEWALK

Because sidewalk segments are linear, there are three potential situations to address: linear issues, small area issues, and single point or spot location issues. For sidewalks, we recommend classifying accessibility issues the following categories:

Category SW-1: Sidewalk segments present with no identified accessibility issues.

Category SW-2: Sidewalk segments with one or more of the following accessibility issues:

- Cross (transverse) slope between 2% and 4%
- Running (longitudinal) slope not paralleling a street and greater than 5%
- Nominal width of 3 feet to 5 feet

Category SW-3: Sidewalk segments with any of the Category SW-2 accessibility issues and/or one or more of the following accessibility issues:

- Cross (transverse) slope exceeding 4%
- Nominal width less than 3 feet

Category SW-4: Sidewalk segments with one or more of the following localized (small area or single point) accessibility issues:

- Faulted joints or cracks along the travel path having a vertical differential exceeding 3/8 of an inch
- Horizontally separated joints or cracks
- Sections with a cross (transverse) slope exceeding 2%
- Poles, posts, vegetation, or other above ground obstructions resulting in a reduced sidewalk width of 3 feet or less

PEDESTRIAN PUSHBUTTON

Pedestrian pushbutton (PPB) issues are primarily associated with either the location of the pushbutton or the lack of audible capabilities. While the MUTCD provides guidance on the location of pushbuttons relative to the curb ramp, cross walk, and other pushbuttons on new construction, retrofitting existing facilities does allow for some tolerances. The attributes used to identify potential targeted accessibility projects for the City to remove barriers identified include providing a clear space at the PPB, accessible pedestrian route to the PPB, cross slope of the accessible route to the PPB, and the height and reach to the PPB. Table 3 provides a summary of the total number of pedestrian signal heads present throughout the City as well as how many signals have PPB present or audible features. Table 4 identifies the number of locations with PPB installed, number of PPB with an issue on one of the accessibility attributes identified above, number of PPB with audible features, and the number of PPB not meeting the various distance guidelines outlined in the MUTCD; all with the respective geographic priority level.

Table 3
Pedestrian Signals Summary

	Present	w/ PPB	w/ Audible
Pedestrian Signal Head	162	153	36

Table 4
Pedestrian Pushbutton Accessibility Breakdown

	Priority				Total
	Low	Medium	High	None	
Total Number of PPB	8	61	60	24	153
Accessible Pushbuttons	8	28	26	0	62
Accessibility Issues Present	21	33	34	3	91
Audible Feature Present*	5	21	9	0	35
Distance from Ramp and PPB**	14	19	16	0	49

* MUTCD, ADAAG, or PROWAG did not require pedestrian signals/pushbuttons be audible prior to 2012. Upgrading the controller, software, or replacing the pedestrian signal heads may require updating the pedestrian signals to include audible features.

** MUTCD establishes recommended guidance regarding the location of the PPB.

The following table identifies the anticipated overall costs to address the identified PPB accessibility issues by priority level.

Table 5
Pedestrian Pushbutton Accessibility Issues Cost Breakdown

	Priority				Total
	Low	Medium	High	None	
Accessibility Issue Present	\$52,500	\$82,500	\$85,000	\$7,500	\$227,500

SUMMARY

The following table summarizes the total costs to address issues identified in the Self-Evaluation by area.

Priority Level	Curb Ramps	Sidewalk	Pedestrian Pushbuttons	Total
Low	\$1,445,750	TBD	\$52,500	\$1,498,250
Medium	\$1,127,800	TBD	\$82,500	\$1,210,300
High	\$1,147,250	TBD	\$85,00	\$1,232,250
None	\$86,150	TBD	\$7,500	\$93,650
Total	\$3,806,950	TBD	\$227,500	\$4,034,450