



TOWN BOARD WORK SESSION

January 25, 2021 - 5:30 PM

Town Board Chambers, 301 Walnut Street, Windsor, CO 80550

Please click this URL to join: <https://windsorgov.zoom.us/j/95175350176>

OR join by telephone at (888) 788-0099 or (877) 853-5247

Webinar ID:951 7535 0176

GOAL of this Work Session is to have the Town Board receive information on topics of Town business from the Town Manager, Town Attorney and Town staff in order to exchange ideas and opinions regarding these topics.

Members of the Public in attendance virtually are asked to be recognized by the Mayor before participating in any discussions of the Town Board

AGENDA

1. 7th Street Multimodal Improvements and Walnut Street Bikeway - P. Hornbeck, Senior Planner
2. Future Meetings Agenda

The Town of Windsor will make reasonable accommodations for access to Town services, programs, and activities and will make special communication arrangements for persons with disabilities. Please call (970) 674-2400 by noon on the Thursday prior to the meeting to make arrangements.



MEMORANDUM

Date: January 25, 2021
To: Mayor and Town Board
Via: Shane Hale, Town Manager
From: Paul Hornbeck, Senior Planner
Re: 7th Street Multimodal Improvements and Walnut Street Bikeway
Item #: 1.

Background / Discussion:

The Town's Transportation Master Plan identified 7th Street and Walnut Street as key transportation corridors in need of improvements to enhance safety and mobility. Town Board and staff determined these were potential "quick wins" and Town Board funded study and design of both corridors in 2020/2021. With that funding and an additional matching grant from the state's Multimodal Options Fund, the Town selected a consultant team to lead these planning and design efforts. Staff and the consultant team will present the enclosed presentation to update Town Board on these projects and receive input and direction from the Board.

ATTACHMENTS:

- ▢ Presentation



TOWN OF WINDSOR 7TH STREET TRANSPORTATION STUDY AND WALNUT CORRIDOR BIKEWAY PROJECT

JANUARY TOWN BOARD UPDATE

JANUARY 25TH, 2021

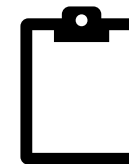
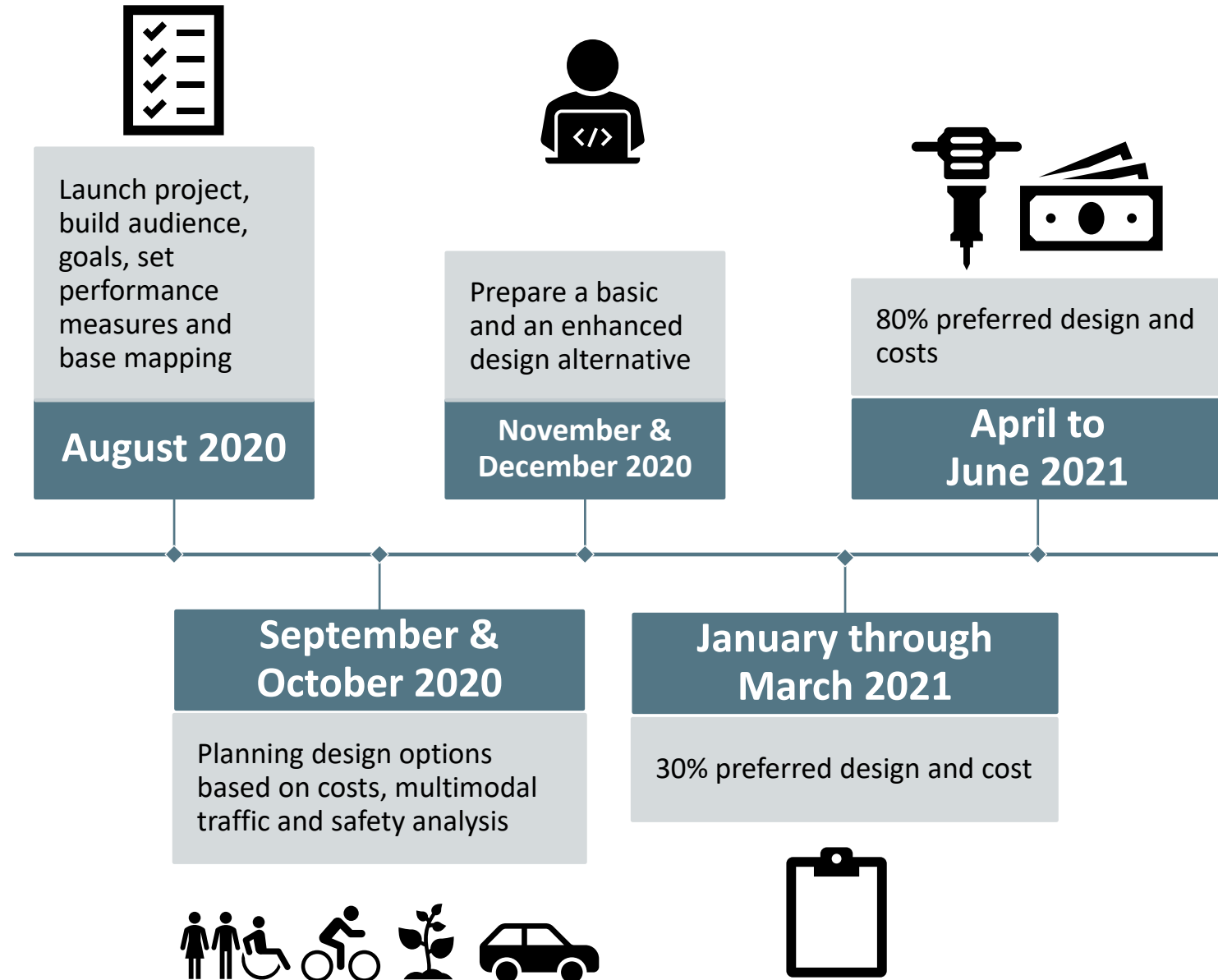




Town Board Presentation Overview (5:30 PM to 7:00 PM)

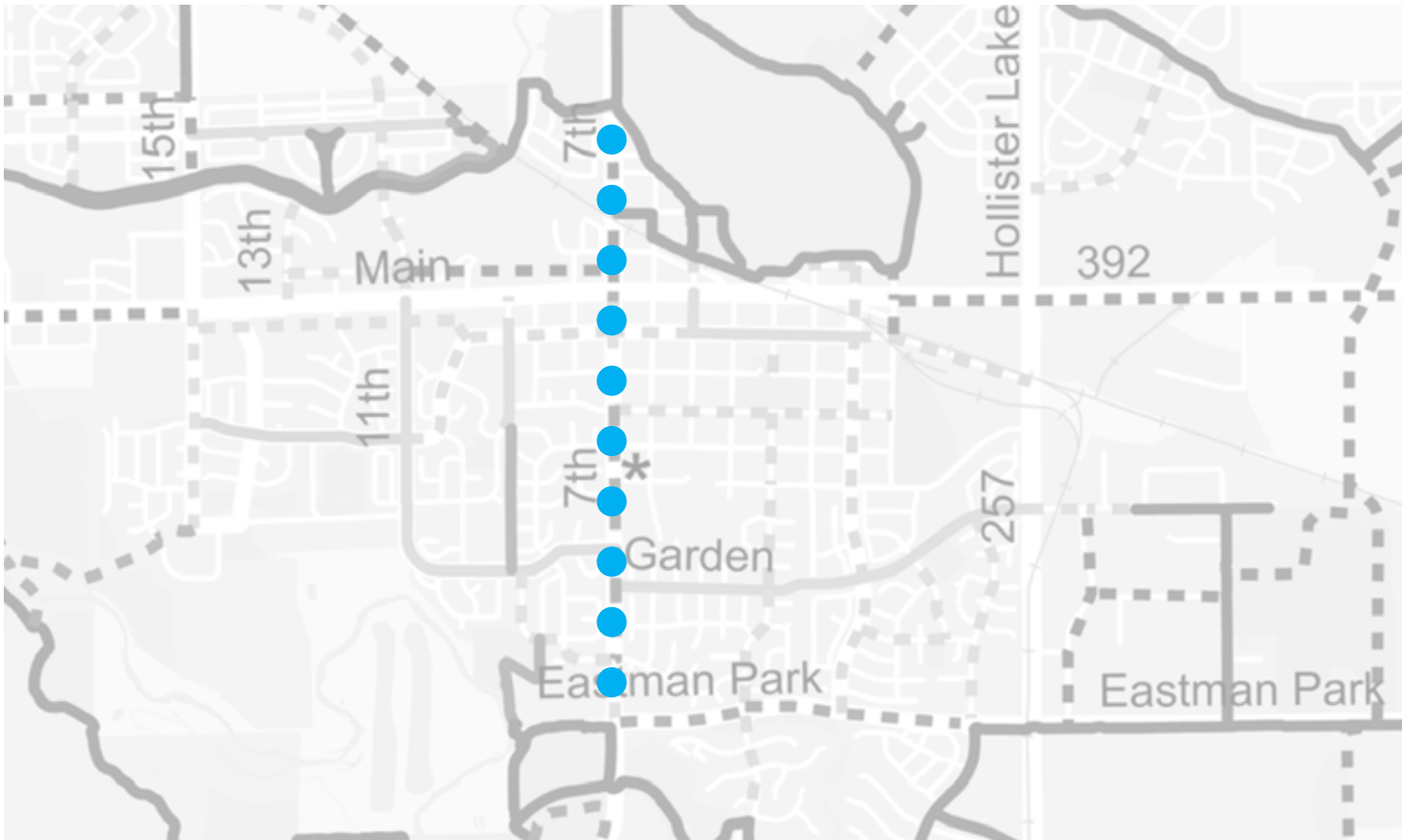
- Project Overview and Community Input Summary (5:30 PM)
- 7th Street Design (5:50 PM)
- Walnut Street Design (6:15 PM)
- Next Steps Direction (6:40 PM)

AUGUST 2020 THROUGH JUNE 2021: SCHEDULE



Windsor Transportation Master Plan (TMP)

Recommendation



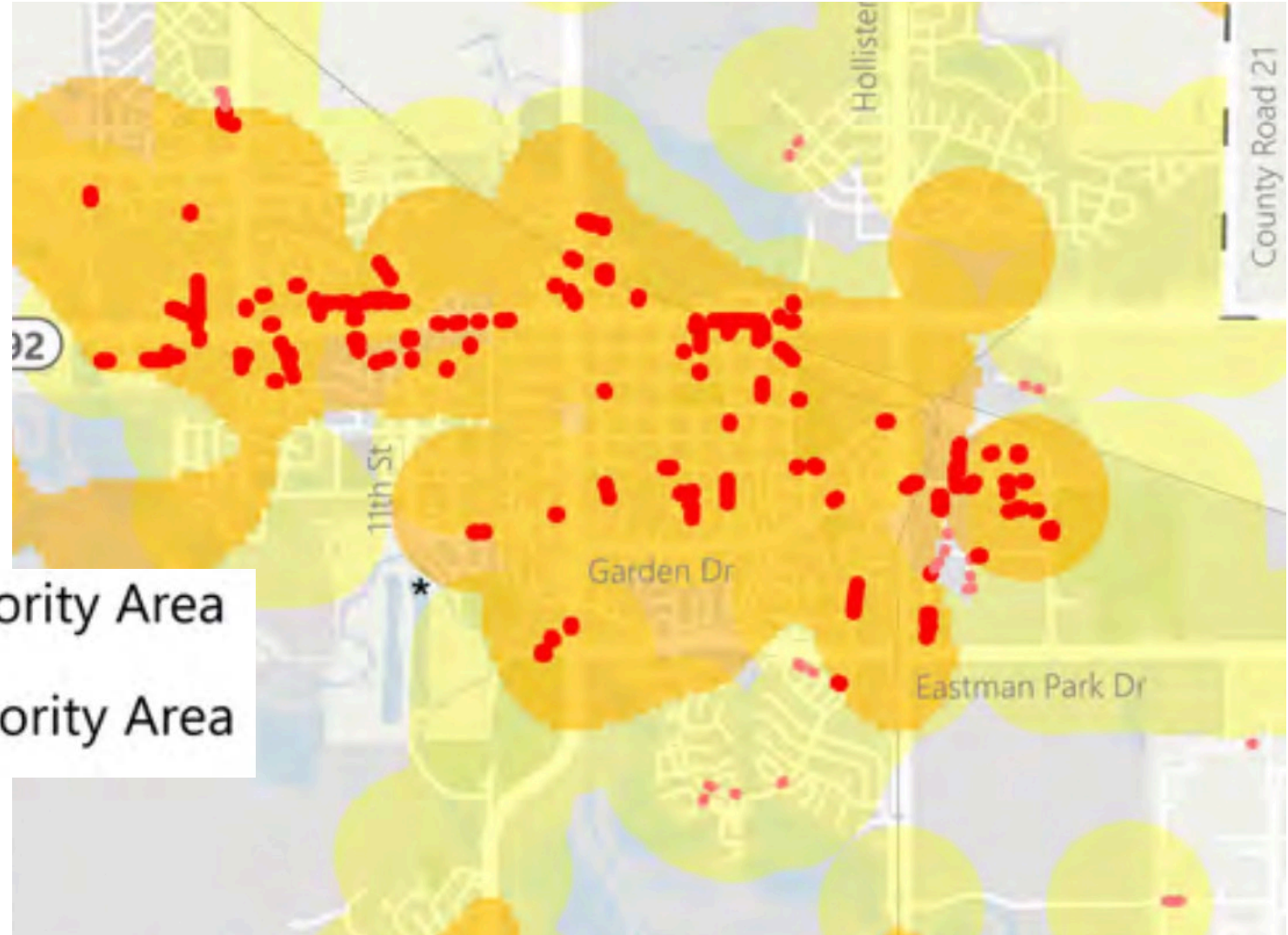
PROTECTED BIKE LANE ● ● ● ● ● ● ●

Primarily intended for streets with higher average daily vehicle traffic and vehicle speeds, this treatment places vertical elements such as plastic bollards in the buffer area of a bike lane to further separate bike lanes from motor vehicle traffic, providing additional comfort and safety to cyclists. The bike lane component of the protected bike lane should be between five and seven feet wide, with a minimum buffer of three feet between the bike lane and travel lane (or on-street parking). Protected bike lanes have been recommended on streets with additional right of way that can accommodate the addition of a bike lane without removal of a travel lane and minimal removal of on-street parking, except where underutilized and with off-street parking alternatives.

Windsor Transportation Master Plan (TMP)

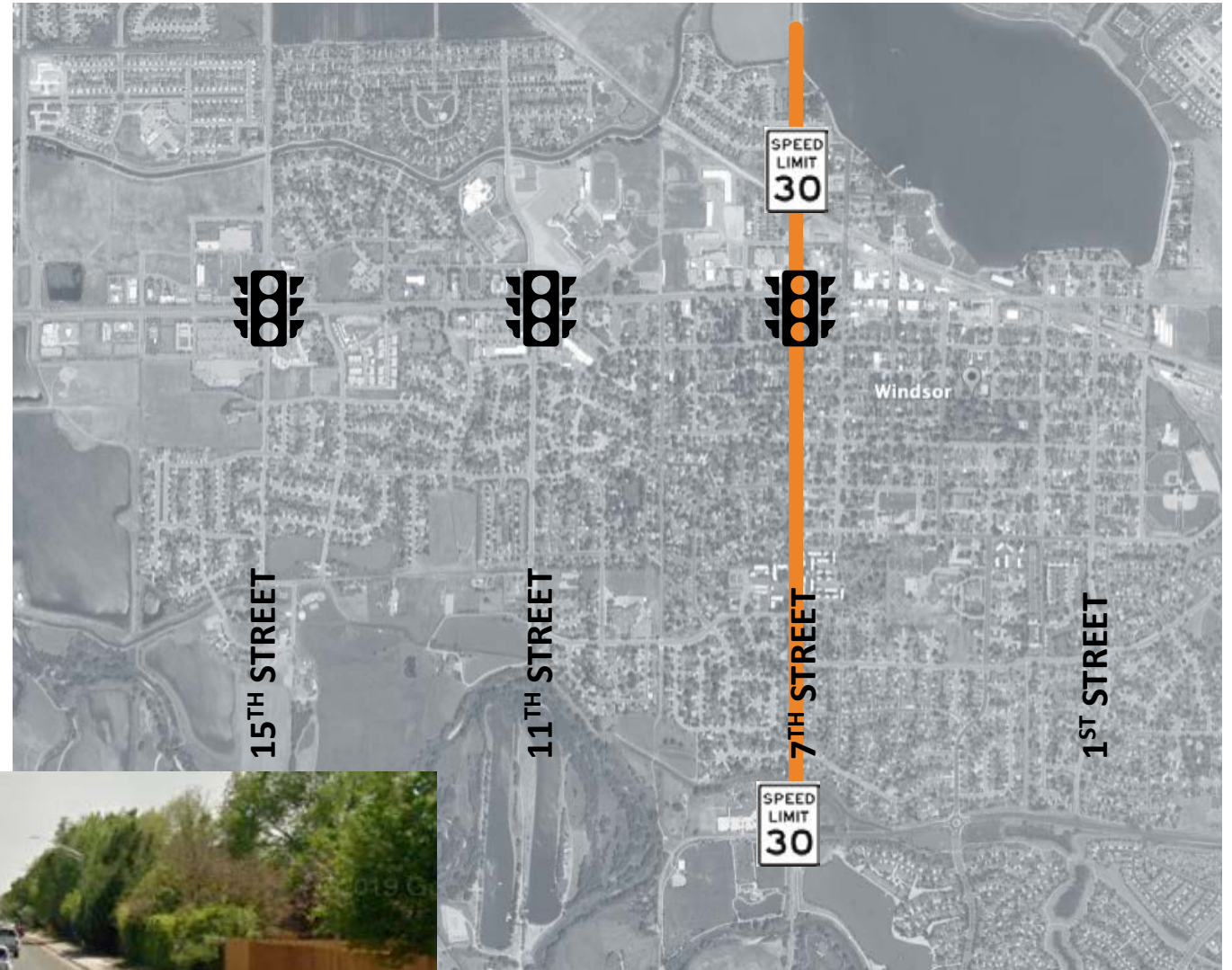
Recommendation

-  Tier 1 - Pedestrian Priority Area
-  Tier 2 - Pedestrian Priority Area



7th Street is missing modes

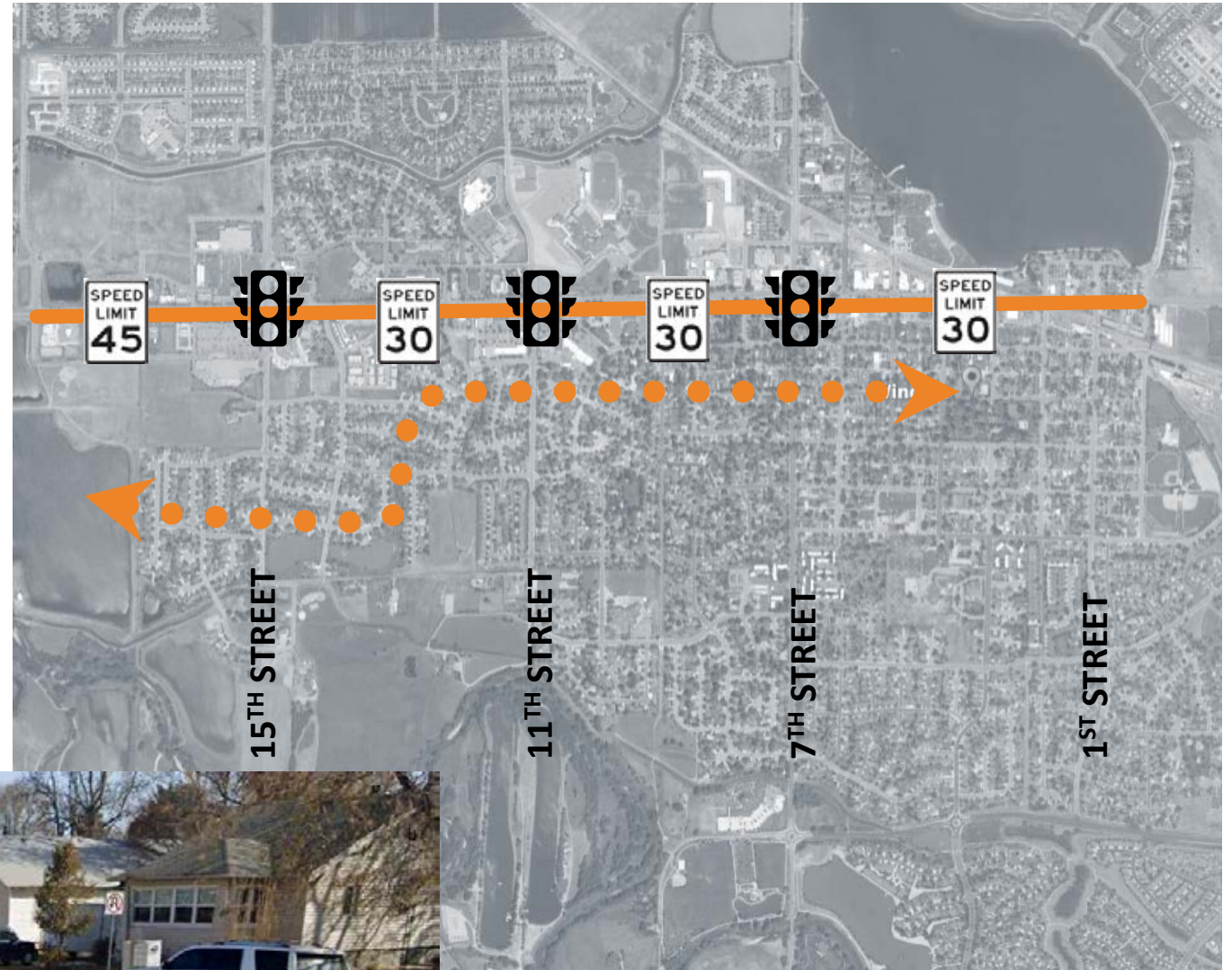
- 30 MPH posted speed
- No protected place to ride
- Attached sidewalks without buffer
- Infrequent crosswalks
- Need fewer crashes
- Make connection to Open Space
- Create a gateway to downtown
- More people bicycling
- Kids walking to school
- People driving speed limit
- Pride and character!

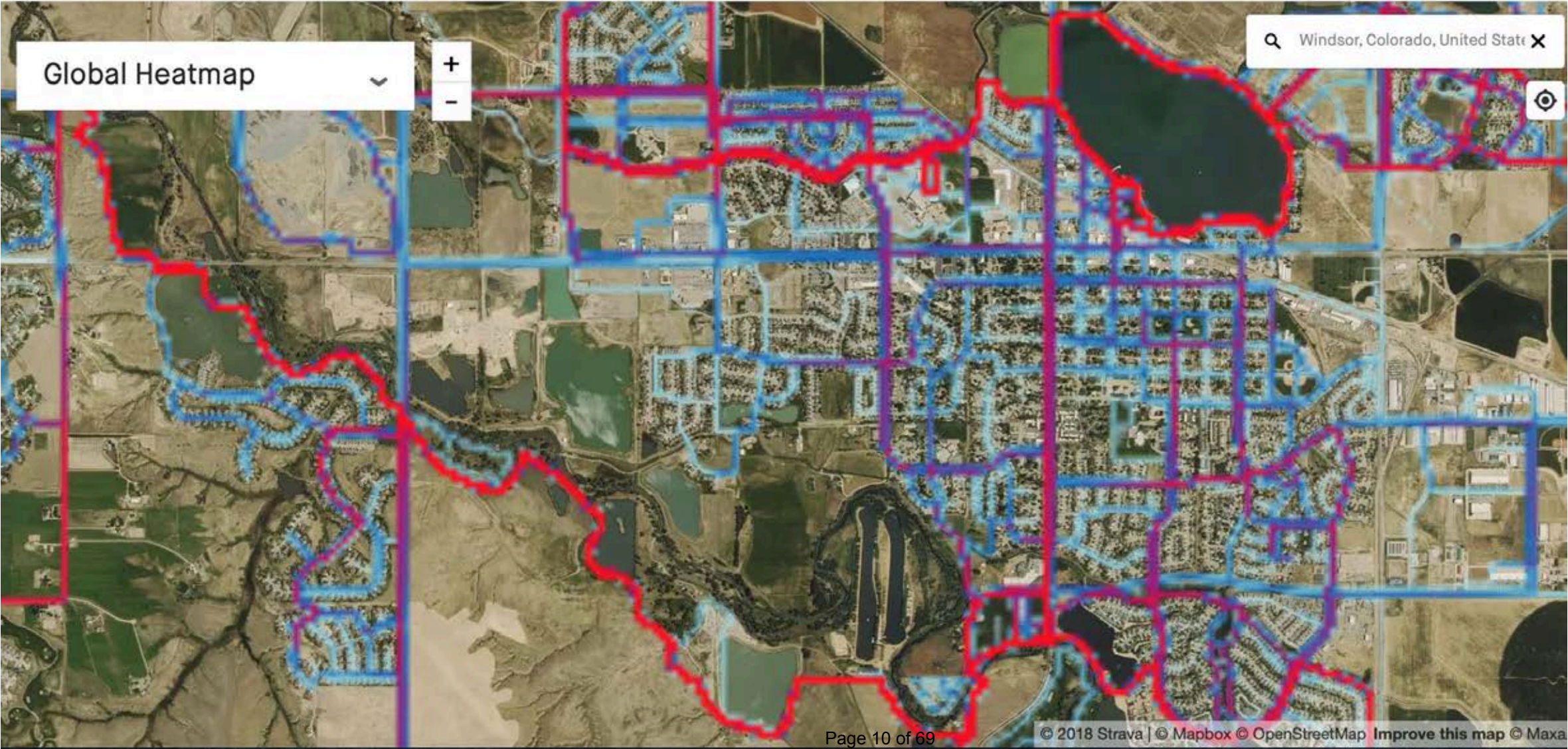


Main Street challenging for people on bikes (hence Walnut)

- Town does not control speed limit
- No protected place to ride
- Highest crash corridor in Windsor
- High percentage of truck traffic
- High turnover on-street parking
- Large width difficult to merge/turn

MAIN STREET 2 MILES



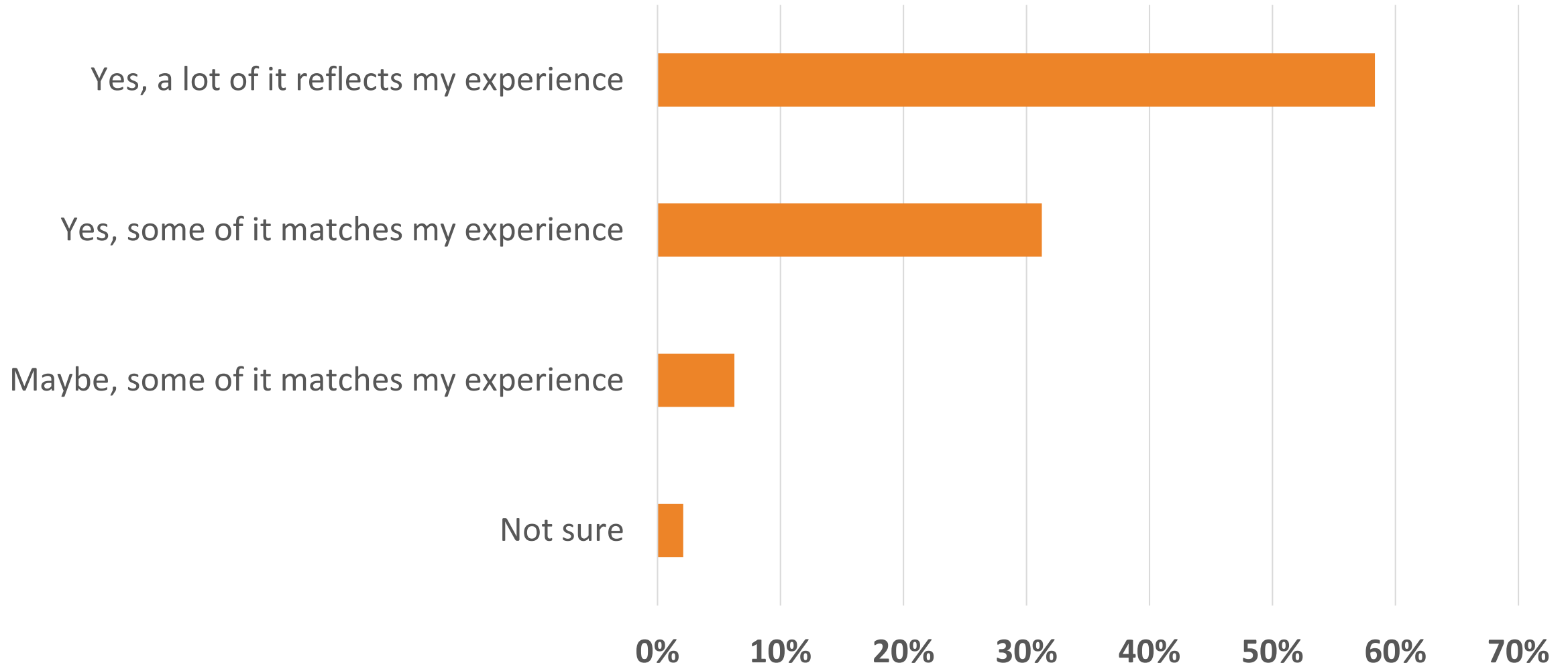


Project outreach to date

- Over 10K post cards mailed
- Over 400 on-line survey responses
- +20 posting on Town's social media with shares
- 8 field boards in each corridor
- 6 E-meetings with over 100 people
- 2 project websites with interactive mapping
- 1 Mayor's introduction video
- 2 project e-newsletters
- Posted in quarterly community newsletter
- Direct e-mails to school district and churches

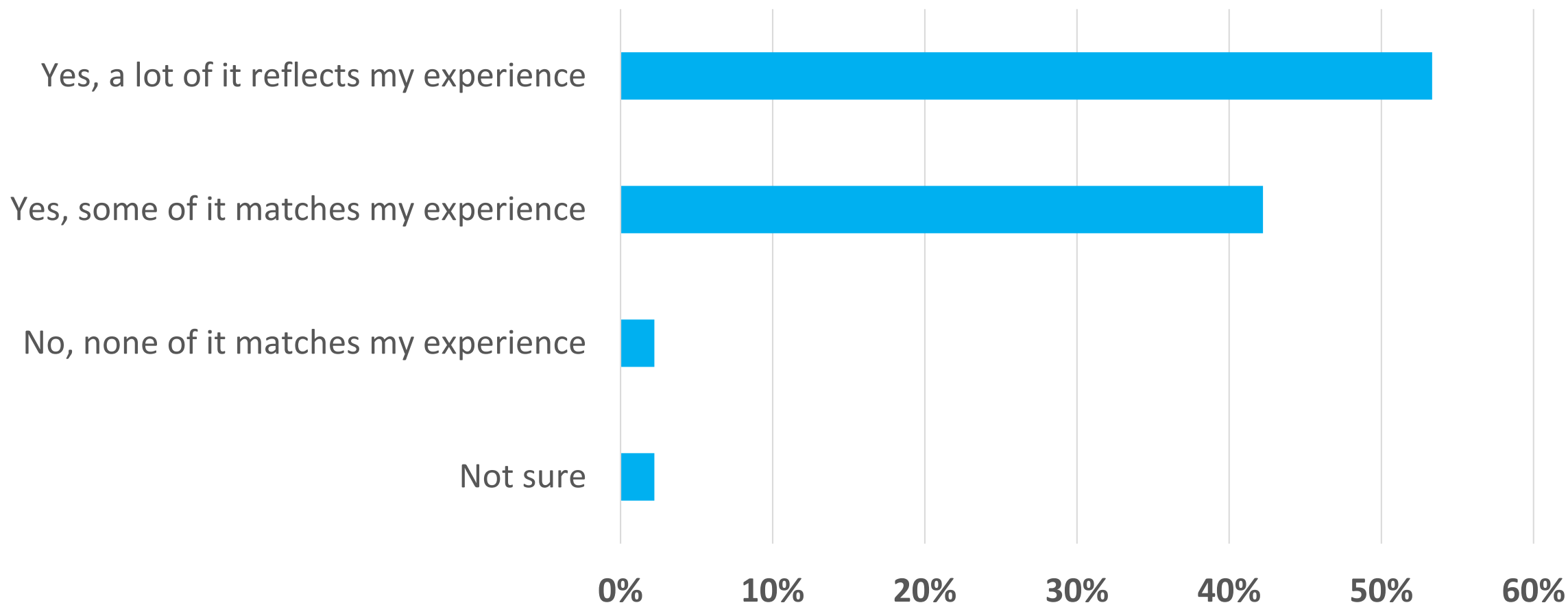


Does the 7th Street existing conditions data match your experience?

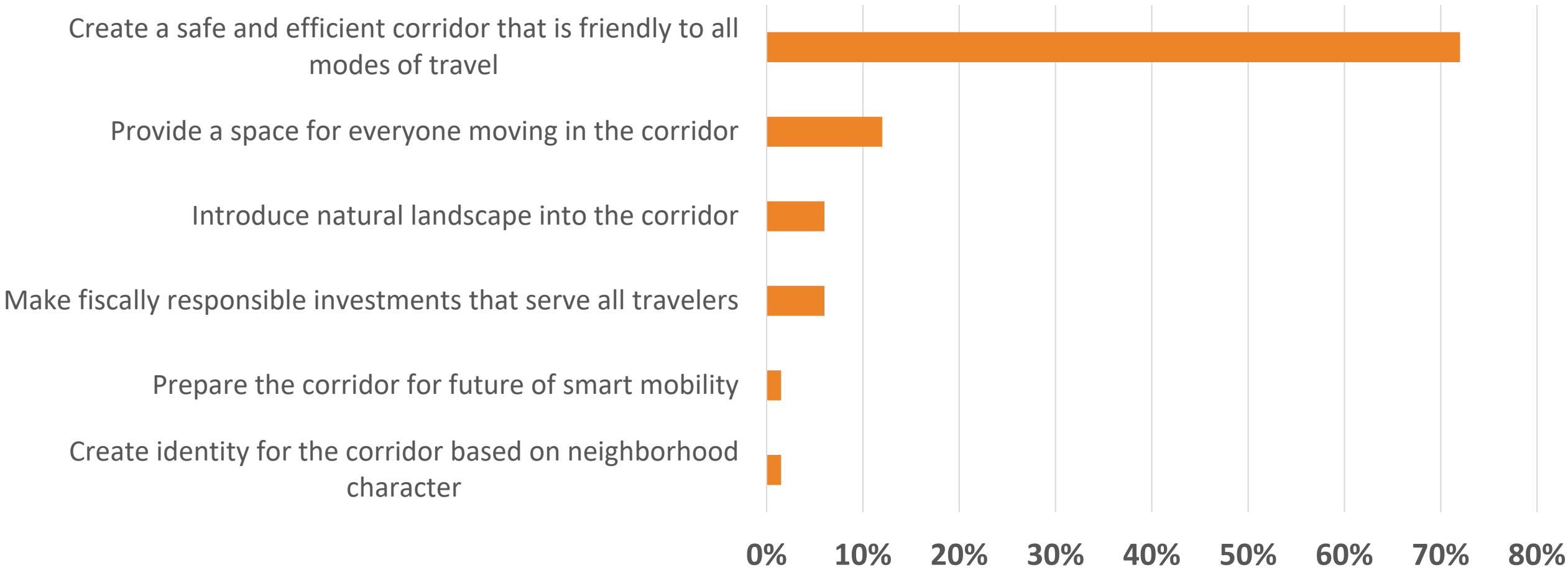




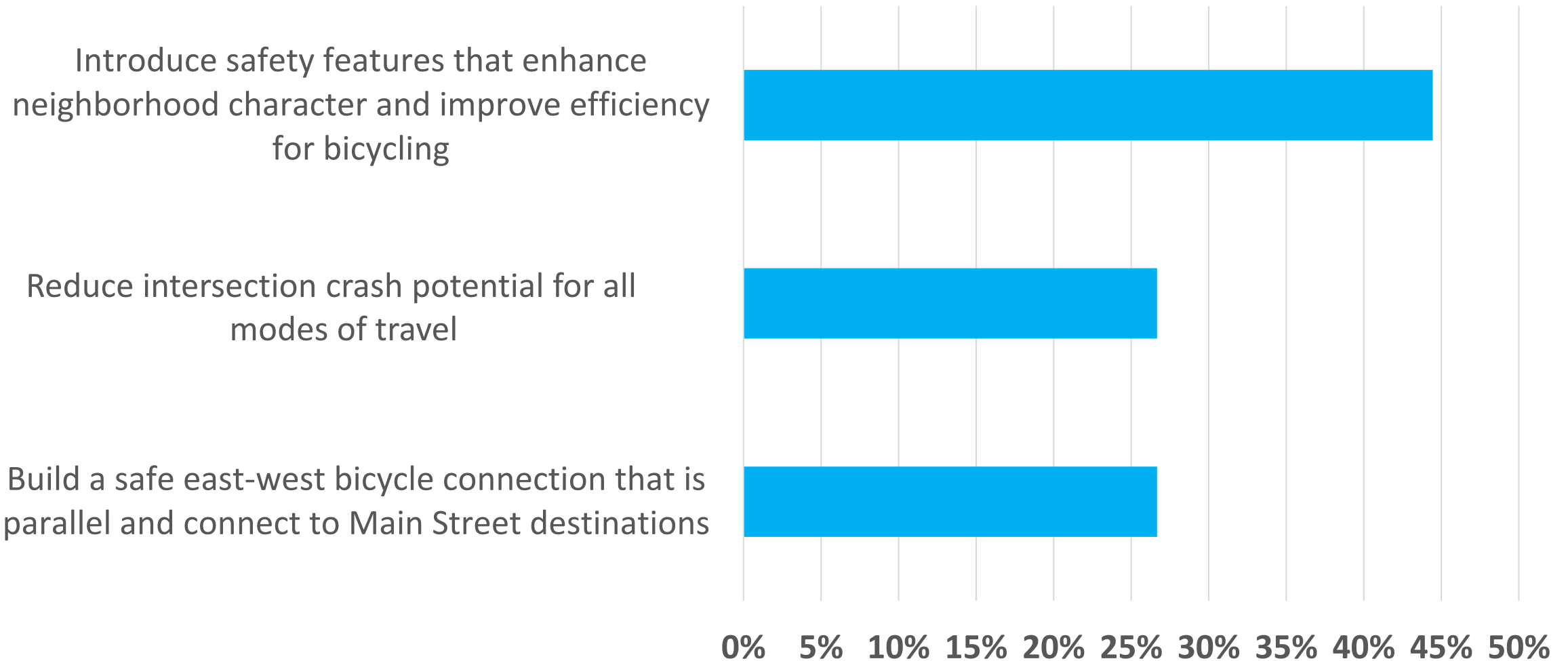
Does the Walnut Street existing conditions data match your experience?



Which of the following should be the top goal for the 7th Street Transportation Study?

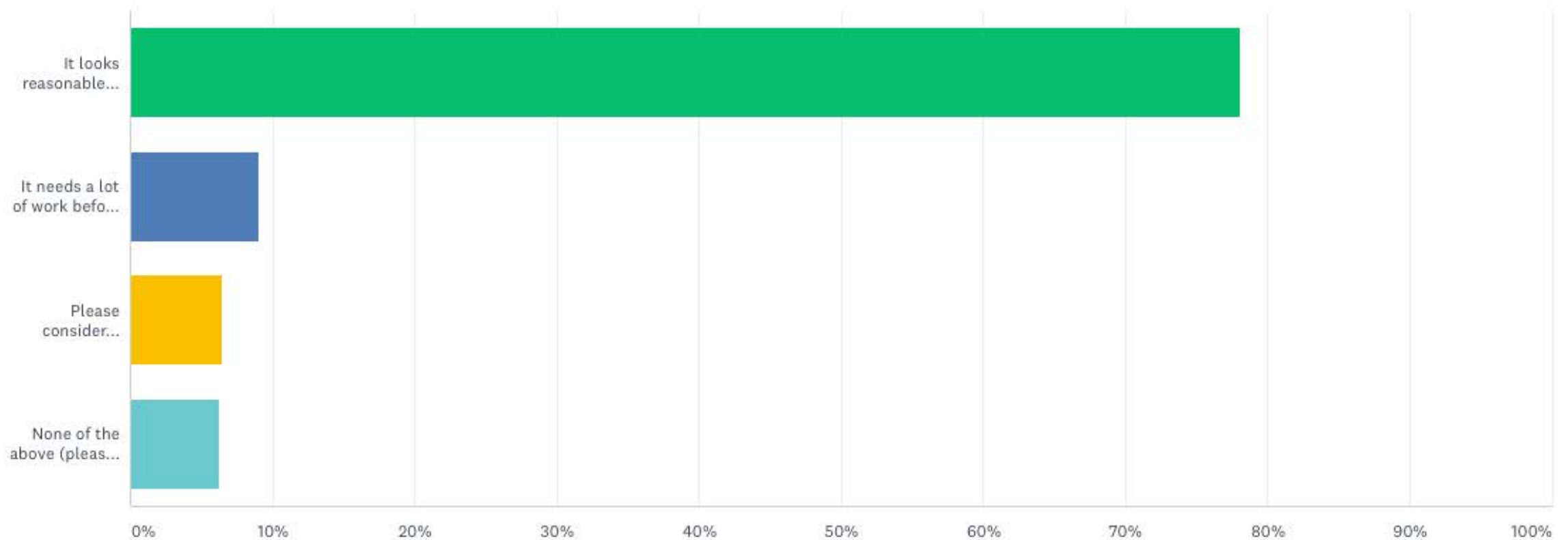


Which of the following should be the top goal for the Walnut Corridor Bikeway Project?



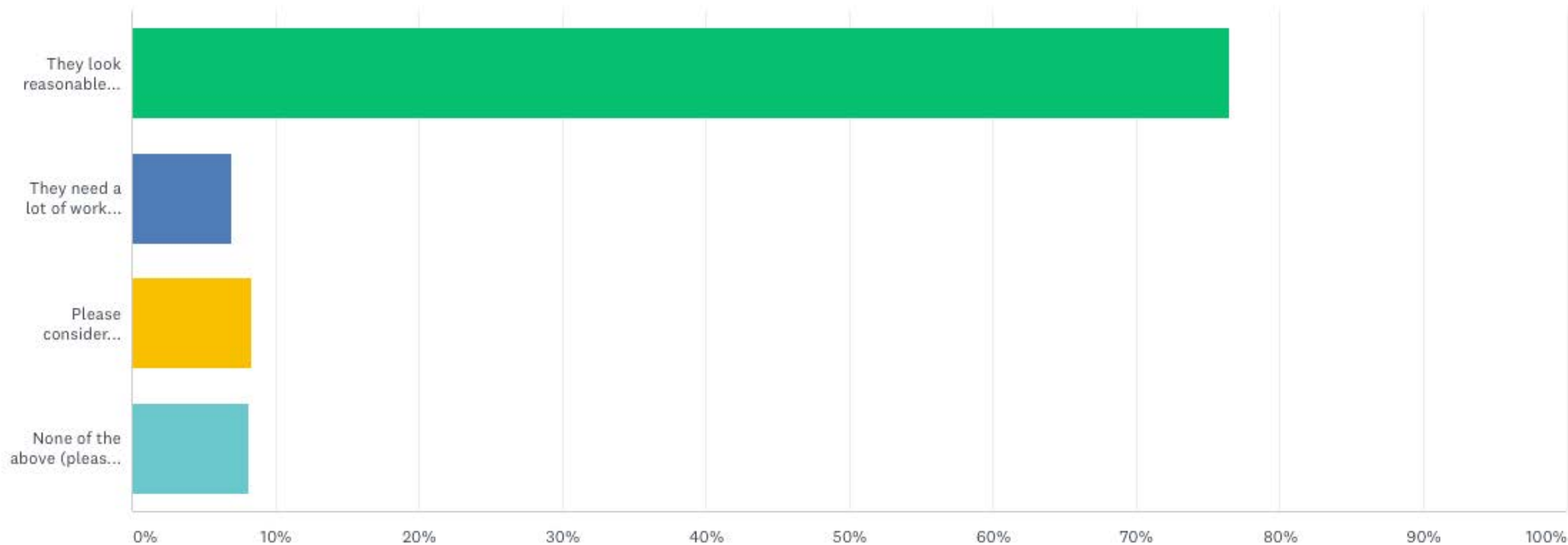
What do you think of the BASIC proposed design for 7th Street?

Answered: 476 Skipped: 0



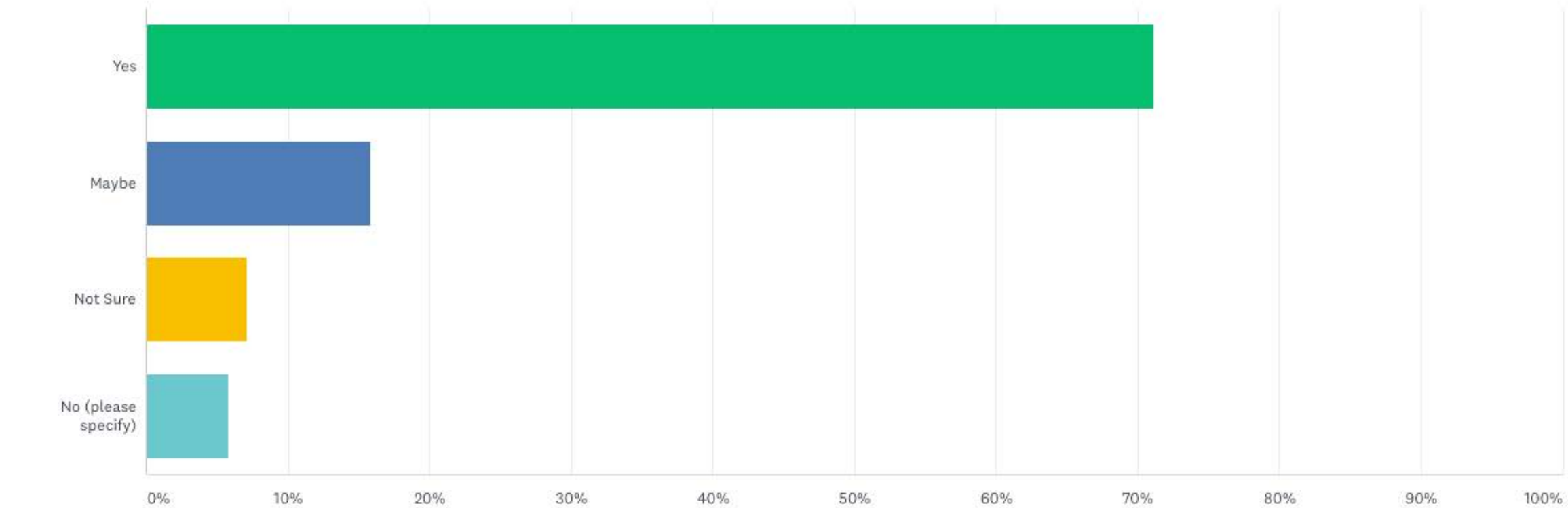
What do you think of the Enhanced proposed design for 7th Street?

Answered: 476 Skipped: 0



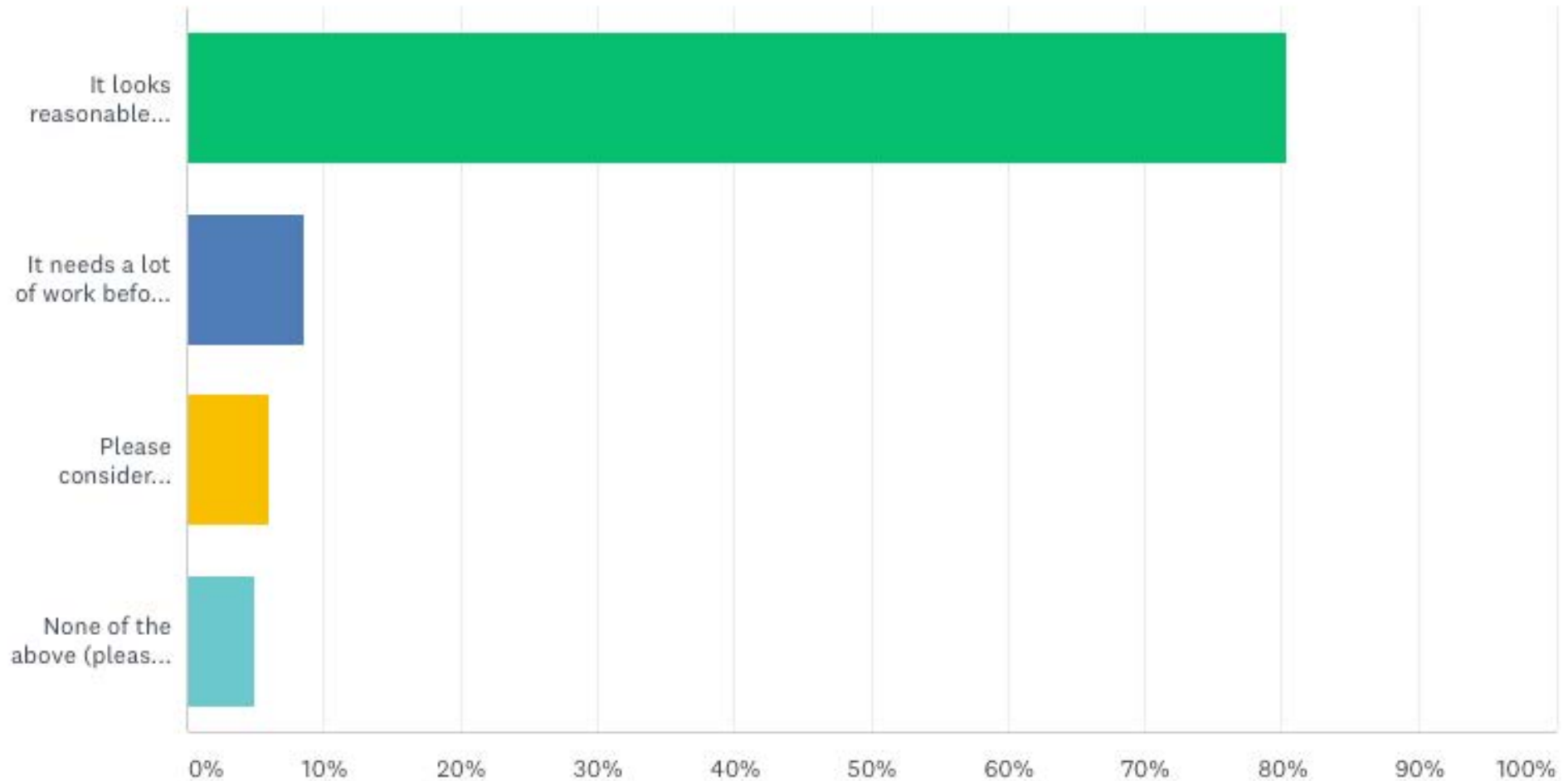
Based on the list above, do you think the team has explored an adequate number of options for Walnut Street?

Answered: 478 Skipped: 0



What do you think of the BASIC proposed design for Walnut Street?

Answered: 478 Skipped: 0



7th Street Transportation Study Goals

- Goal #1:** Create a safe and efficient corridor that is friendly to all modes of travel
- Goal #2:** Make fiscally responsible investments that serve all travelers
- Goal #3:** Plant more trees and landscaping in the corridor



Walnut Street Bikeway Goals

- Goal #1:** Build a safe east-west bicycle connection that is parallel and connects to Main Street destinations
- Goal #2:** Reduce intersection crash potential for all modes of travel
- Goal #3:** Introduce traffic calming to reduce speeds and crashes



Street and Intersection Toolbox (based on community input)

- **Enhanced Bike and Walk Zones**
- **Medians and Interim Bump-outs**
- **Enhanced Pedestrian Zones**
- **Protected Bike Lanes**
- **Grand Boulevard**
- **Linear Park**
- **Pocket Parking**
- **Roundabouts (all sizes)**
- **Traffic Signals**
- **Protected Intersection**
- **Traffic Diverters**
- **Turn Lane Changes**
- **Intersection Narrowing**
- **Red Light Violation Cameras**



Street and Intersection Toolbox (based on community input)

- Traffic calming
- Widen sidewalks
- Multi-use pathways
- Bike lanes
- Advisory bike lanes
- Protected bike lanes
- Angle back in parking
- Mini roundabouts
- Traffic circles
- All way stops
- Raised intersections
- Traffic diverters
- Curb extensions
- Medians/Lane narrowing



Identity and Character Toolbox (based on community input)

- Distinctive Street Signs
- Wayfinding signage
- Distinctive signage
- Corridor banners
- Public art
- Planter pots
- Median treatments
- Corridor lighting
- Distinctive crosswalks
- Rain gardens



	BASIC DESIGN	ENHANCED DESIGN
Timing	Immediately address safety, comfort and connectivity Constructed or implemented under 3 months Most are not a solution beyond 24 months	Incrementally built over the next decade
Phasing	Can be incrementally phased into future enhanced options Can be removed in a few weeks (if issues arise)	Includes landscaping, lighting, signage and utility upgrades
Funding	Funded with Town maintenance and capital budgets	Funded with Town capital funds and external grant funding
Maintenance	Can be maintained with existing staff and equipment	Might require new maintenance practices, staff and equipment
Other	Includes education, enforcement and on-going evaluation	Includes education, enforcement and on-going evaluation
Budget	2021 Budget is within the \$1.2M for the 7 th street and \$400K for Walnut	Projects range from \$500K to \$20M (TBD)

QUESTIONS?

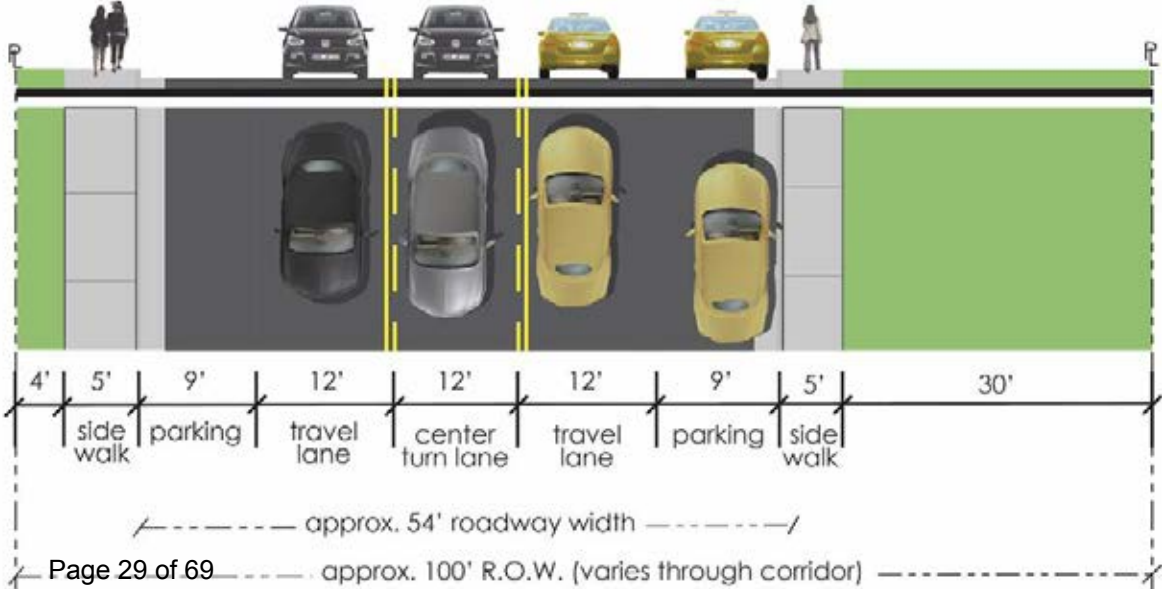
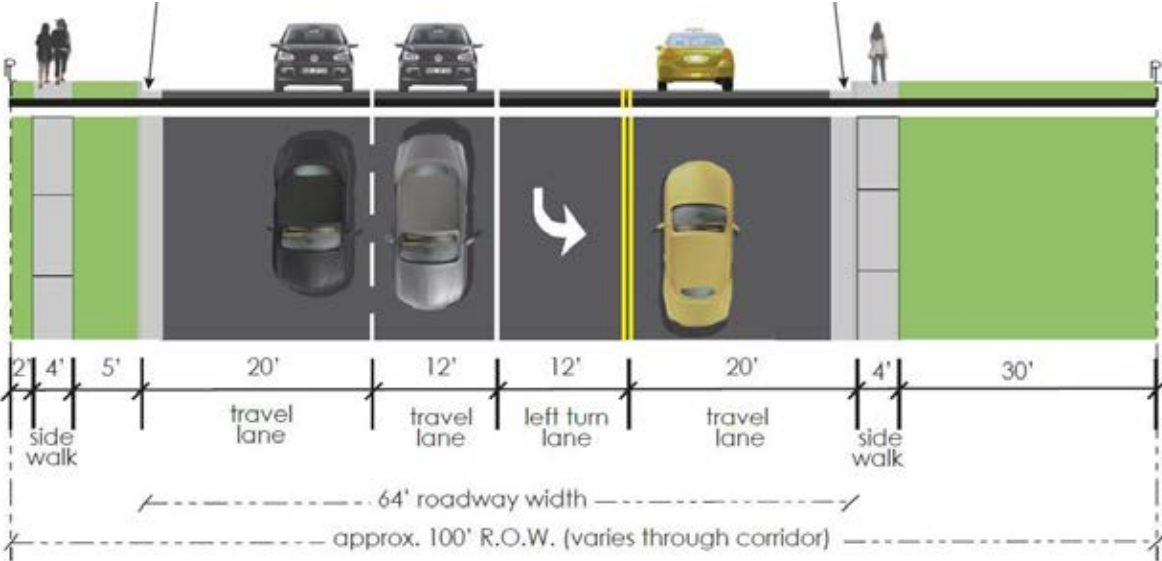
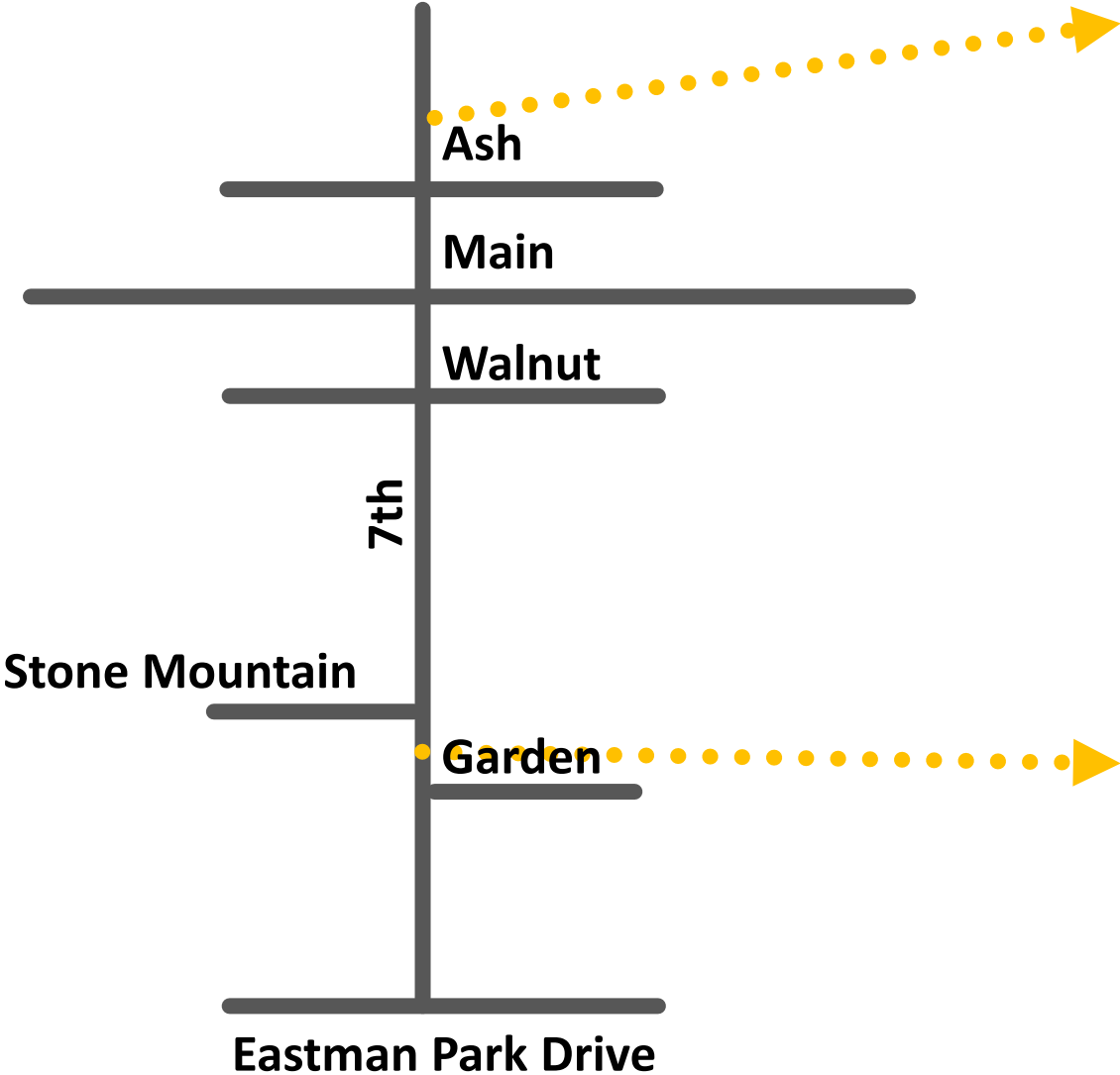


7th Street - Basic

7th Street Key Existing Conditions

- 107 total crashes (**22 injuries** and 8 were bike/ped) from 2013 to 2017
- 11,300 daily vehicles (24 are trucks with 3 or more axles)
- Main Street peak hour LOS C overall with N/S movements at LOS E
- Existing and future traffic does not exceed intersection capacity
- Most people are driving 6 MPH over the 30 MPH posted speed limit
- On-street parking utilized at night near multi-family residences
 - residents have 1 space/unit in lot

EXISTING: 7th Street Looking North



7th St. approaching Main St.



7th St. approaching Walnut St.



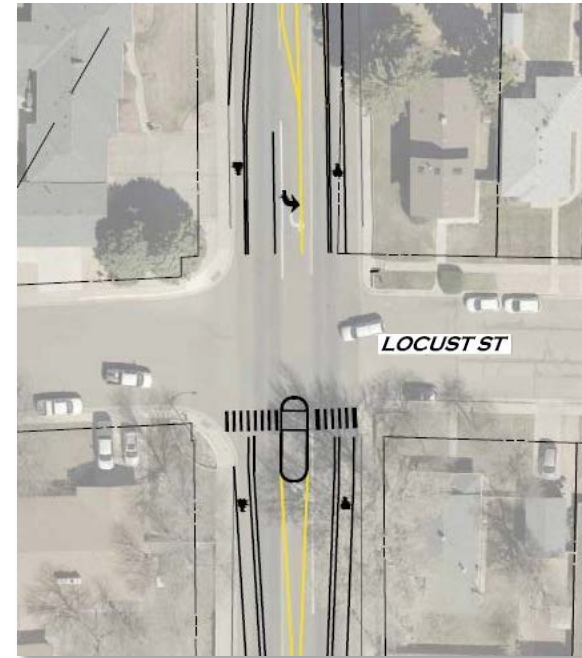
7TH St. north of Stone Mountain



Key Features of the 7th Street – Basic Design

- **Improved pedestrian safety and comfort**
- **Intersection crash reduction**
- **Safe space for people to ride bikes**

Improved Ped Safety and Comfort: New Crosswalks with Refuge Islands



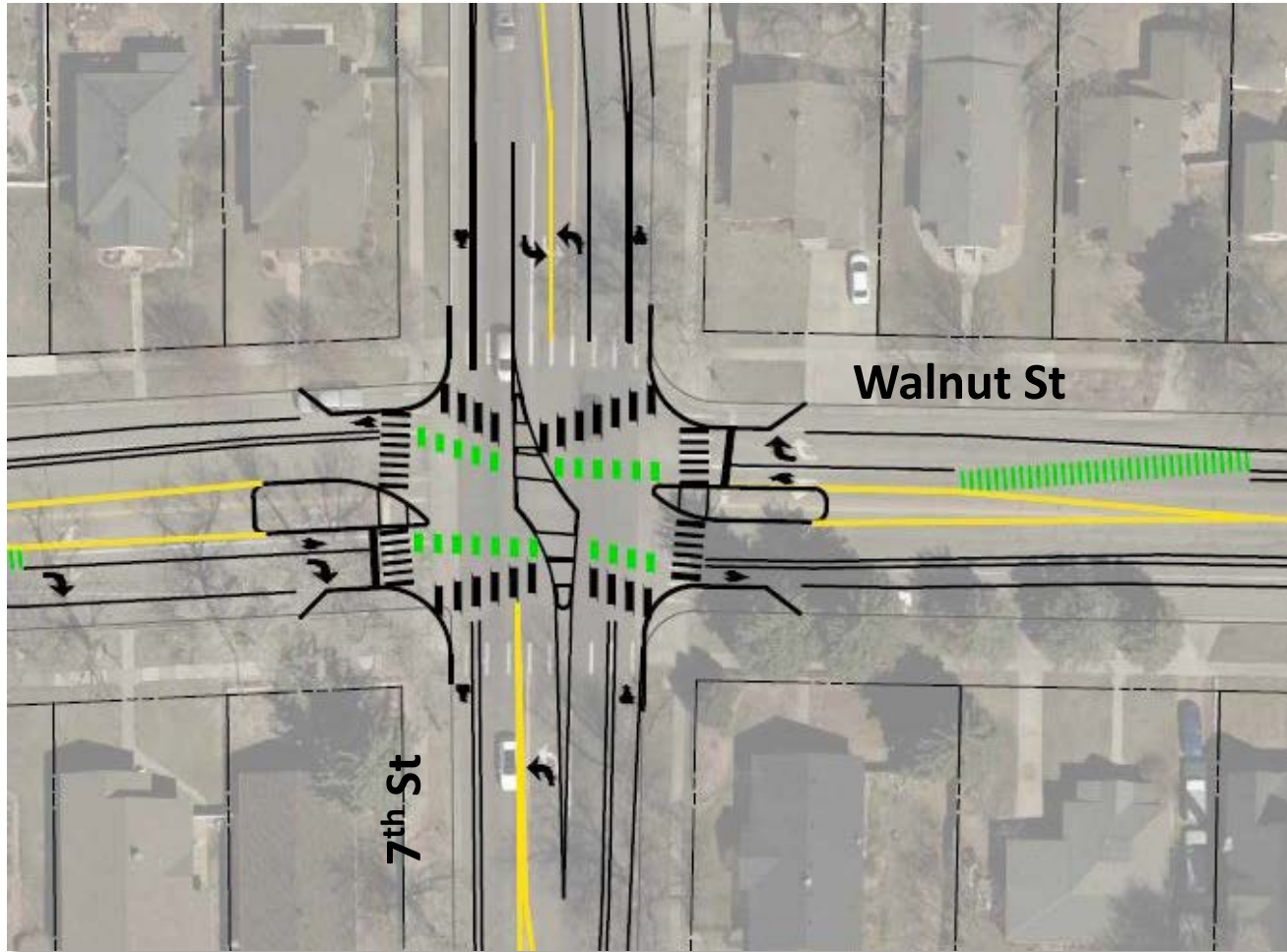
- Shortens crossing distances
- Better 25 MPH speed compliance
- Built with 24-month trial materials

Improved Ped Safety and Comfort: Sidewalk maintenance



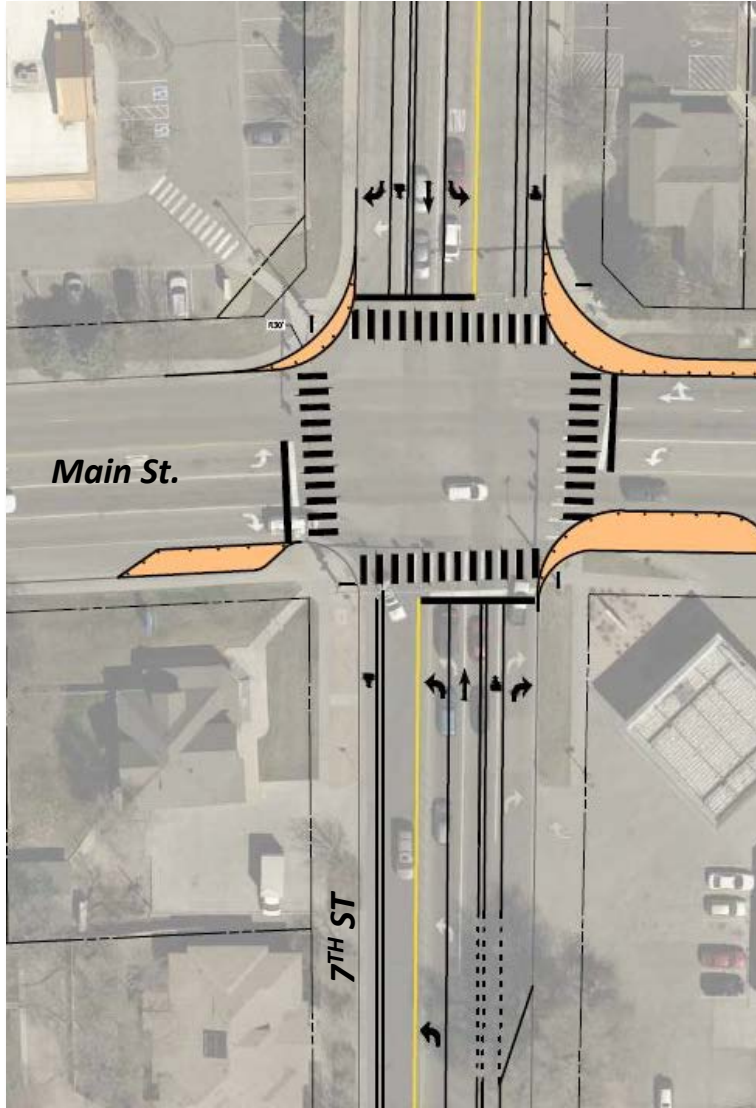
- **2021 sidewalk maintenance program will replace panels and grind where required**
- **On-going ADA compliance work will be done when new crosswalks and curb ramps are installed**
- **Tree trimming and landscape maintenance to ensure signage visibility**

Intersection Safety Improvements: 7th and Walnut



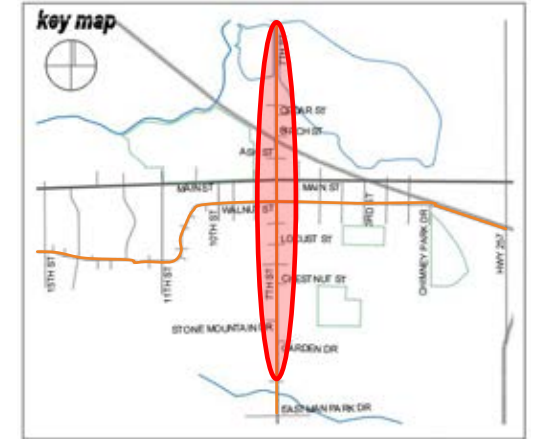
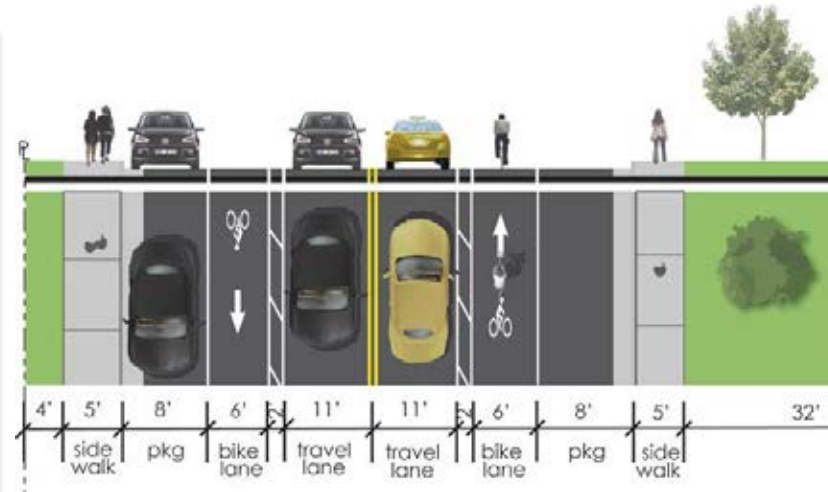
- Reduces crash potential
 - Increased visibility and awareness
- Built with 24-month trial materials**

Intersection Safety Improvements: 7th and Main



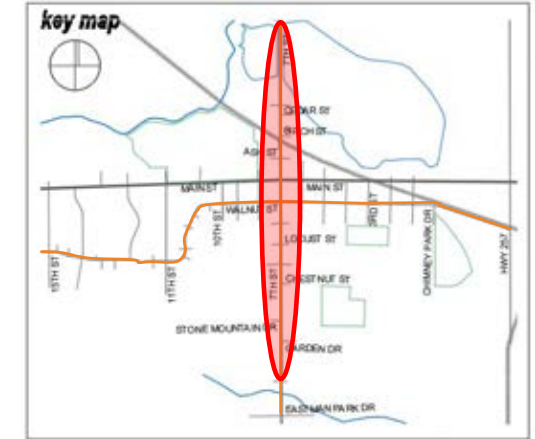
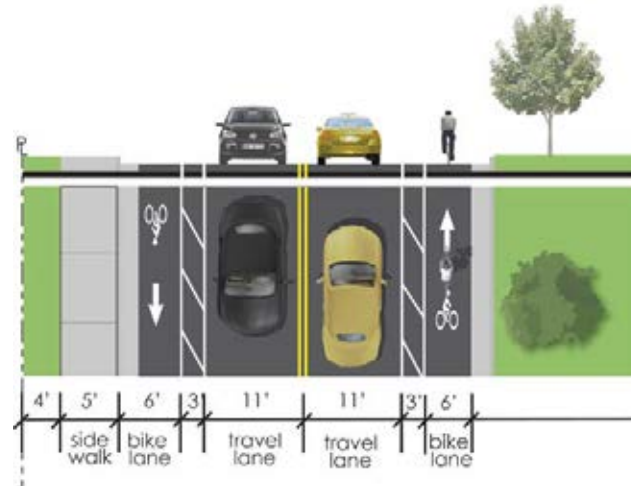
- Safety accommodates turning trucks
- Reduces crash potential
- Reduces ped crossing distance
- Built with 24-month trial materials

Safer Space for people on Bikes: Buffered Bike Lanes



- Provides more separation from travel lanes
- Provides more visual awareness to everyone
- 24-month trial that would need to be restriped with on-going maintenance

Safer Space for people on Bikes: Buffered Bike Lanes



- Buffered bike lanes design from Eastman Park Drive to Windsor Lake



7th Street - Enhanced



Key Features of the 7th Street – Enhanced Design

- **Stone Garden Linear Park**
- **Stone Mountain and Garden Roundabouts**
- **7th and Main Gateway Project**
- **7th Street multiuse path**
- **Intersection safety projects**

Stone Garden Linear Park



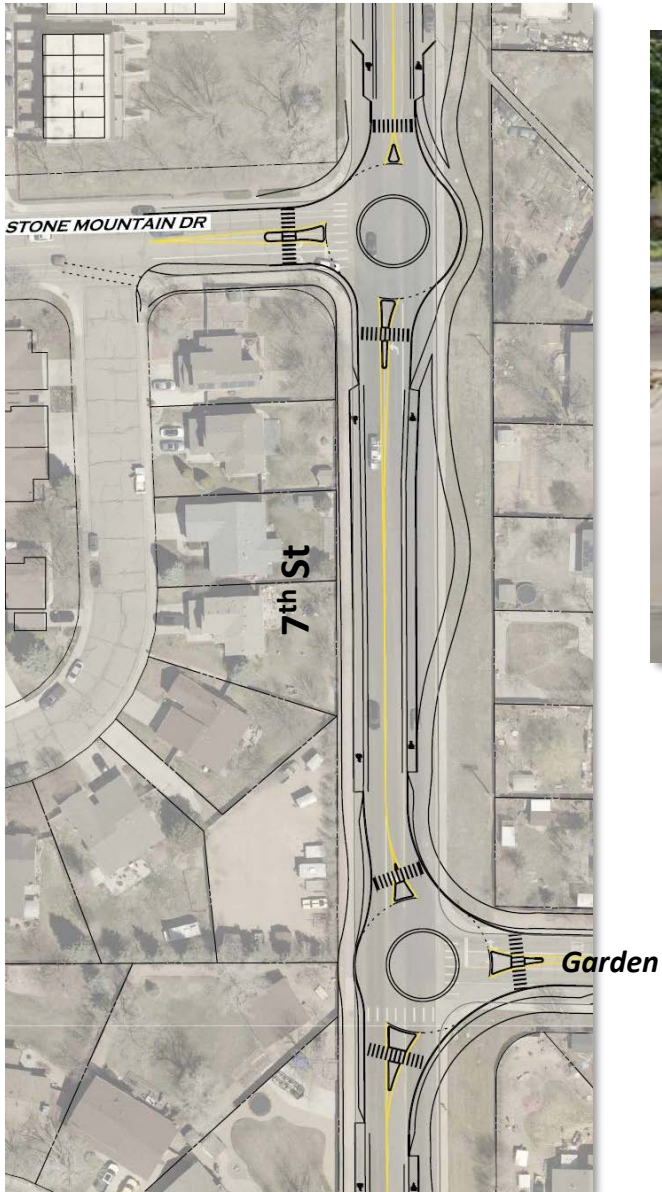
- Roundabout allow the narrowing of street
- Linear park with multi-use path between Eastman Park Dr and Chestnut
- Pleasant place to walk, bike and drive
- Multi-use path connects Eastman Park to Main Street
- Trees, drought tolerant and limited bluegrass water and native grasses
- Adds to the Town's charm and character

Stone Mountain and Garden Roundabouts



- Gateway to the neighborhoods
- Design elements link the corridor together
- Safe connections to surrounding areas – day and night!
- Community pride

Stone Mountain and Garden Roundabouts



- Roundabouts accommodate "Z" movement from Stone Mountain and Garden
- Reduce future crash potential
- Improve compliance with posted speed limit
- Reduces future capital/operations costs

7th and Main Gateway Project

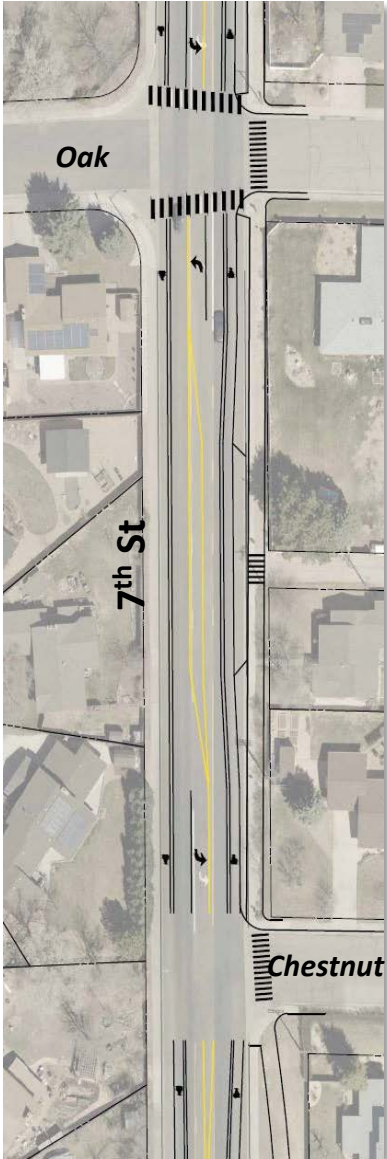


- Gateway to Downtown
- People Spaces
- Placemaking
- Curb Extensions
- Green Space
- Street Trees
- Flowers
- Special Paving
- Public Art
- Cross-walks

7th and Main Gateway Project

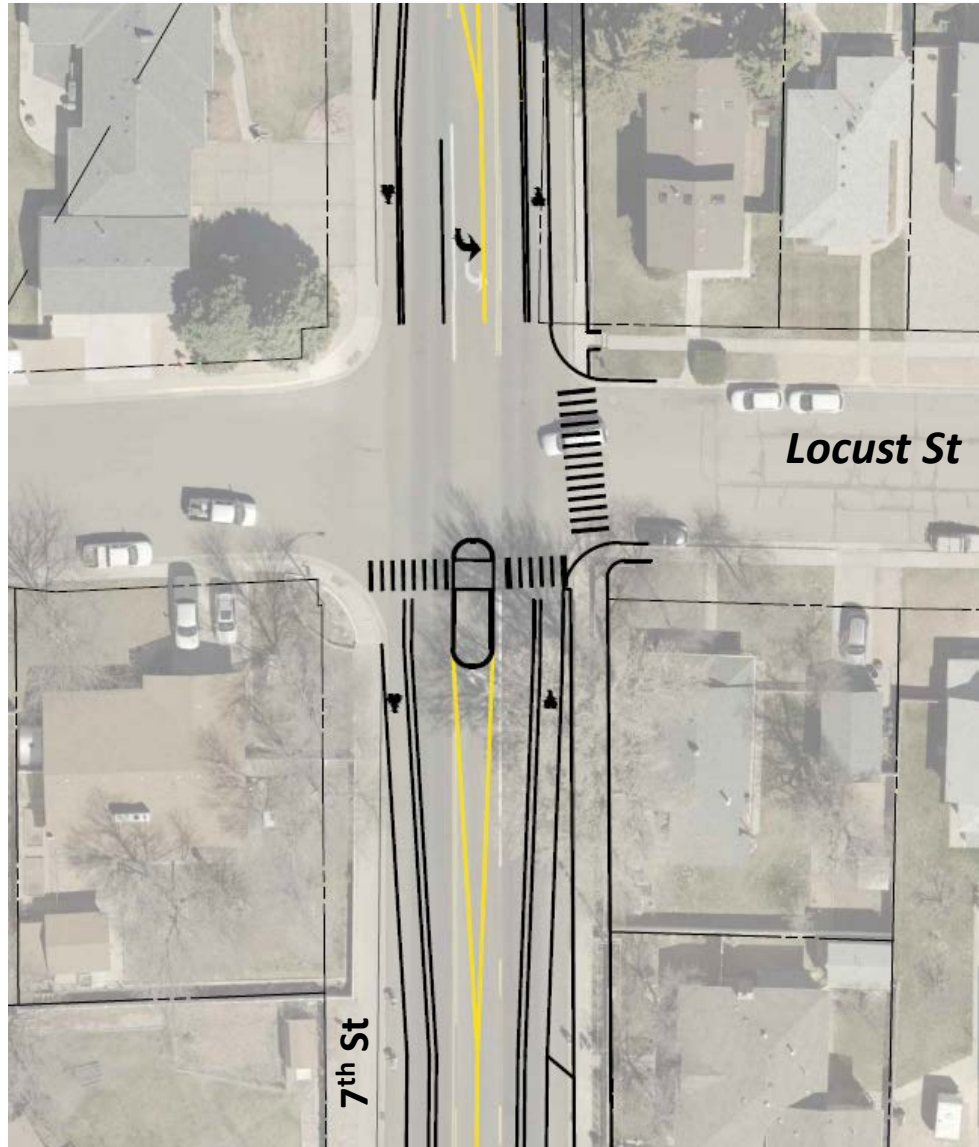


7th Street Multiuse Path



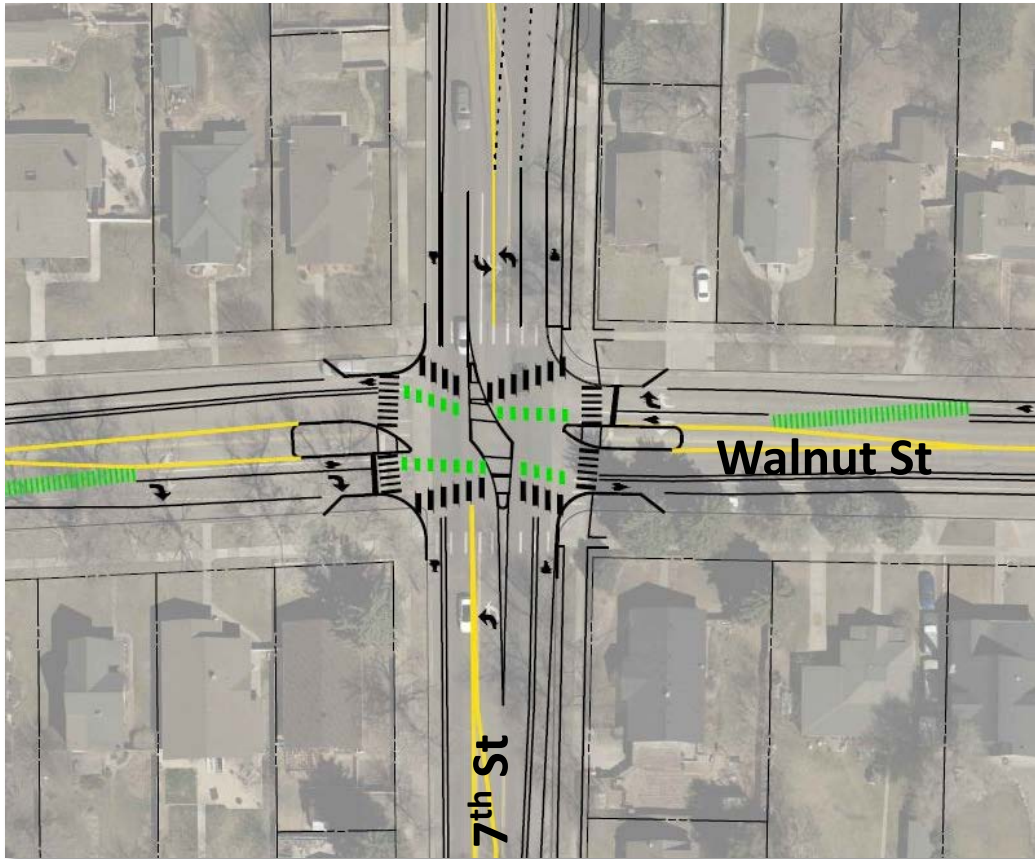
- Multiuse path between Eastman Park Dr and Main

Intersection safety projects



- Transition trial materials into concrete designs with signage

Intersection safety projects



- Transition trial materials into concrete designs with signage

QUESTIONS?

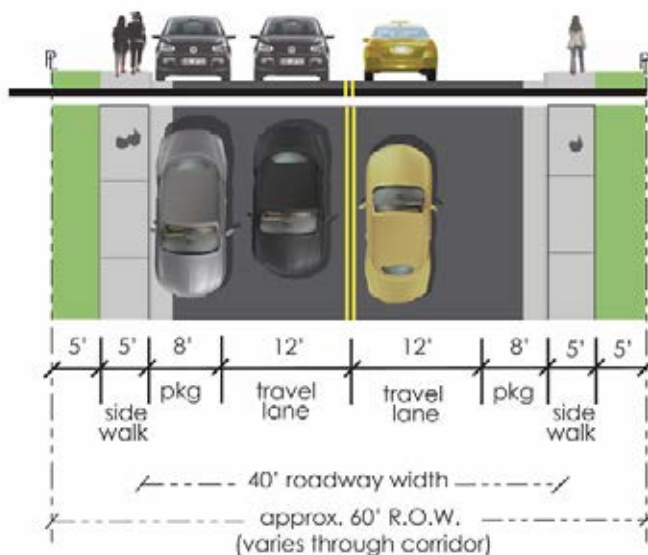
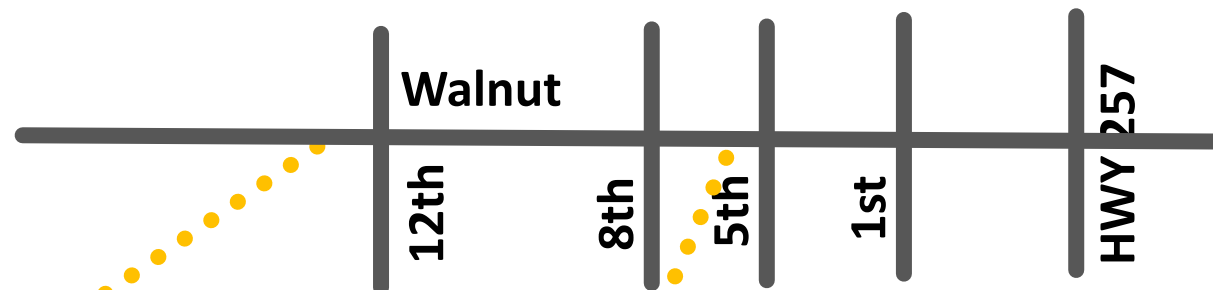


Walnut Street

Walunt Street Key Existing Conditions

- 41 total crashes (**9 injuries** and 2 were bike) from 2013 to 2017
- Up to 3,000 daily vehicles (3 are trucks with three or more axles)
- Existing and future traffic does not exceed intersection capacity
- Most people are driven **6MPH** over the 25MPH posted speed limit
- Most people are driven **4MPH** over the 30MPH posted speed limit

Walnut Street Looking East



Walnut St. approaching 10th St.



Walnut St. approaching 4th St.

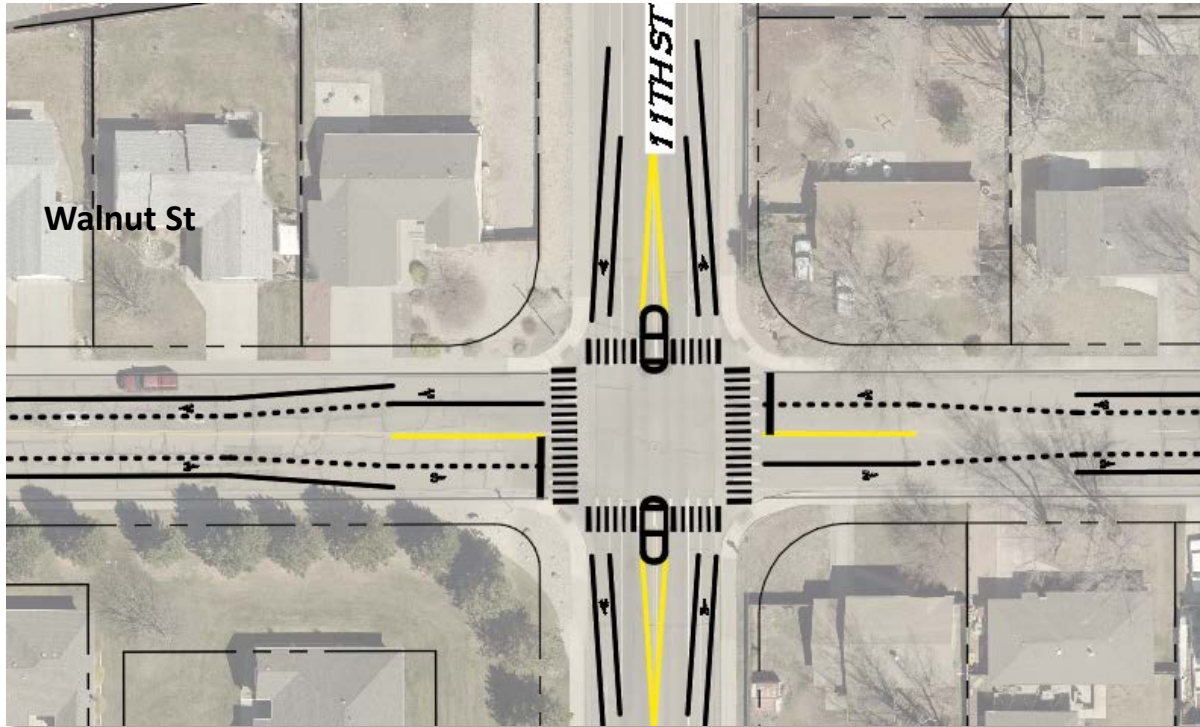


Key Features of the Walnut Street Design

- **Safe Intersections Crossings**
- **Advisory Bike Lanes (west end)**
- **Buffered Bike Lanes (east end)**

Safe Intersection Crossings

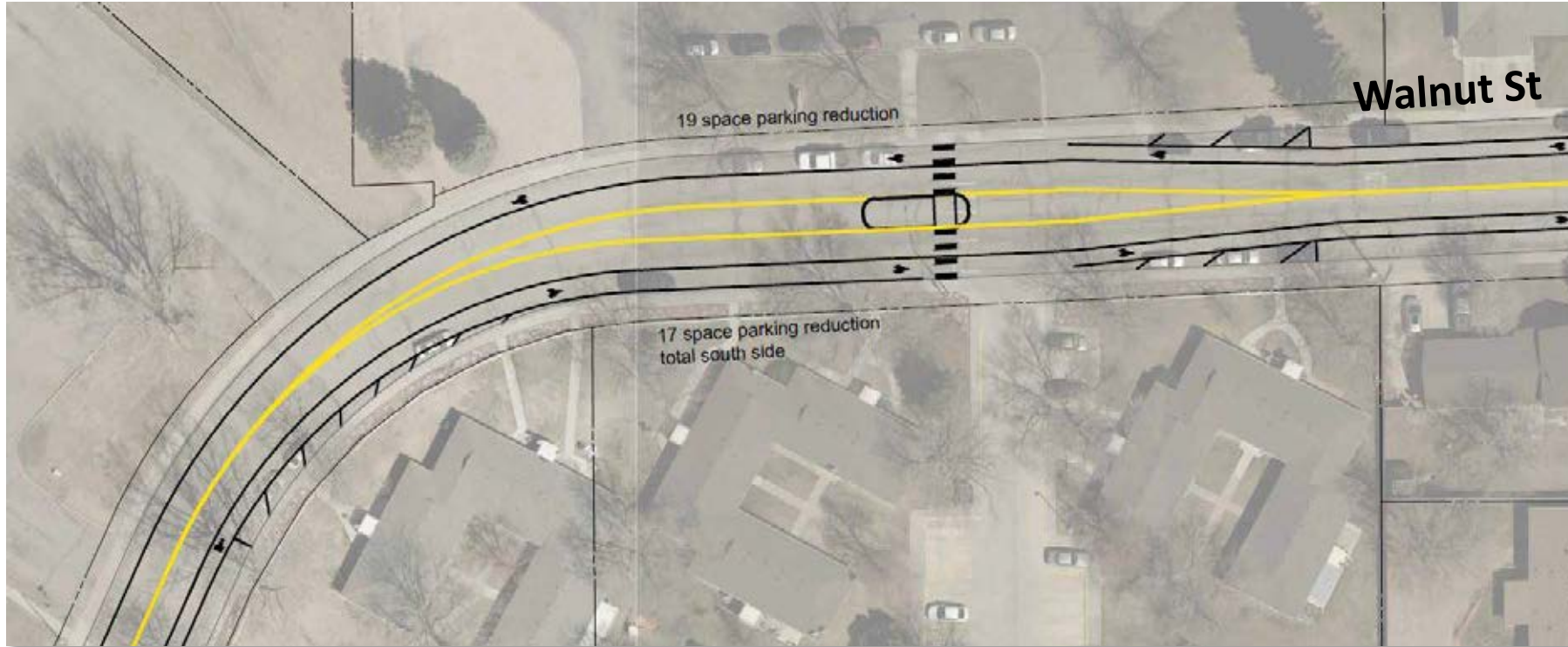
11th and Walnut Refuge islands



- Refuge island promotes speed compliance and yielding at 11th crossing
- Creates safer crossing for pedestrians and people on bikes
- Built with 24-month trial materials

Safe Intersection Crossings

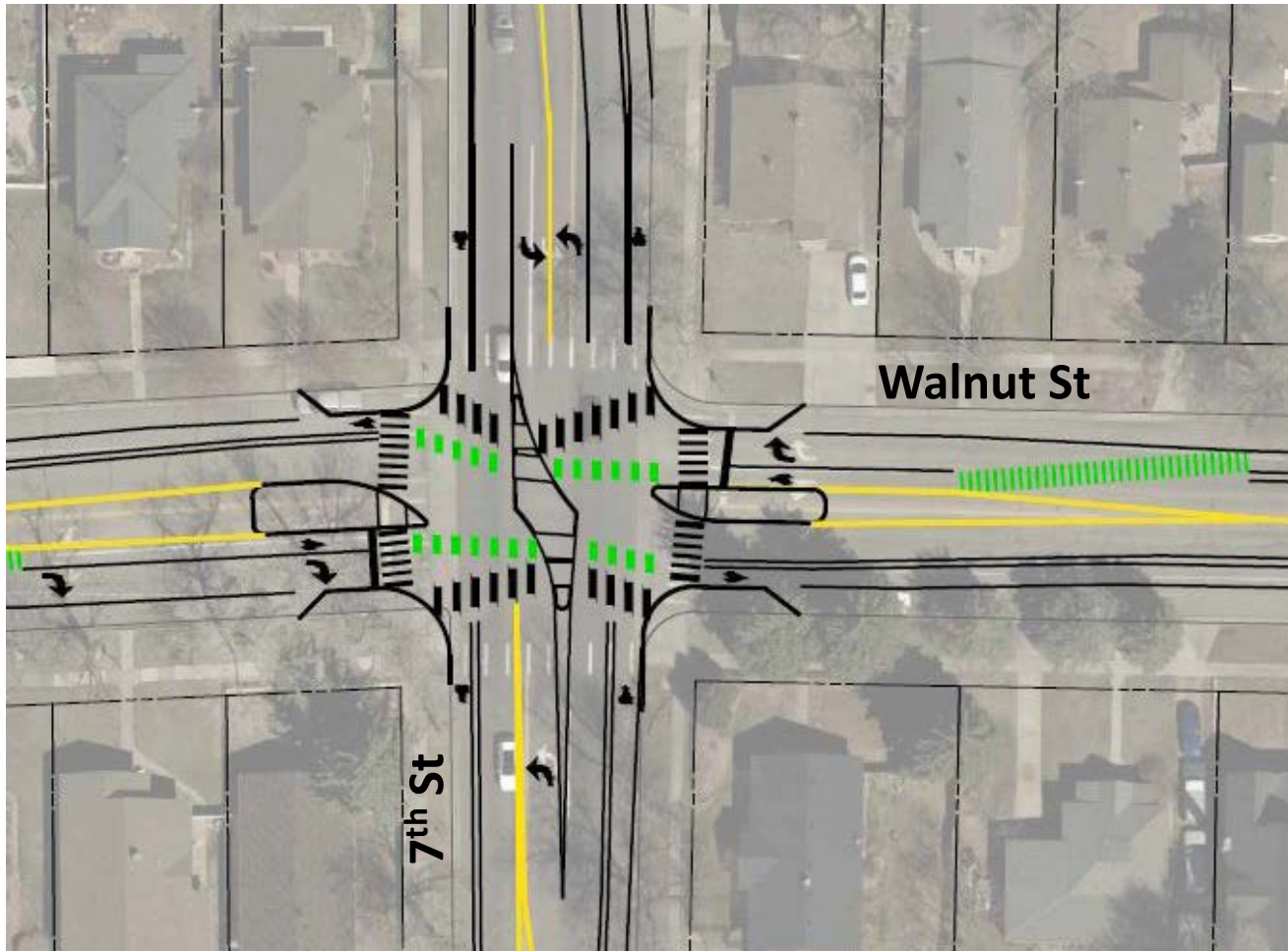
10th and Walnut Refuge islands (with eight other crosswalk locations)



- Refuge island promotes speed compliance near Century Senior Housing
- Creates safer crossing for pedestrians and people on bikes
- Built with 24-month trial materials

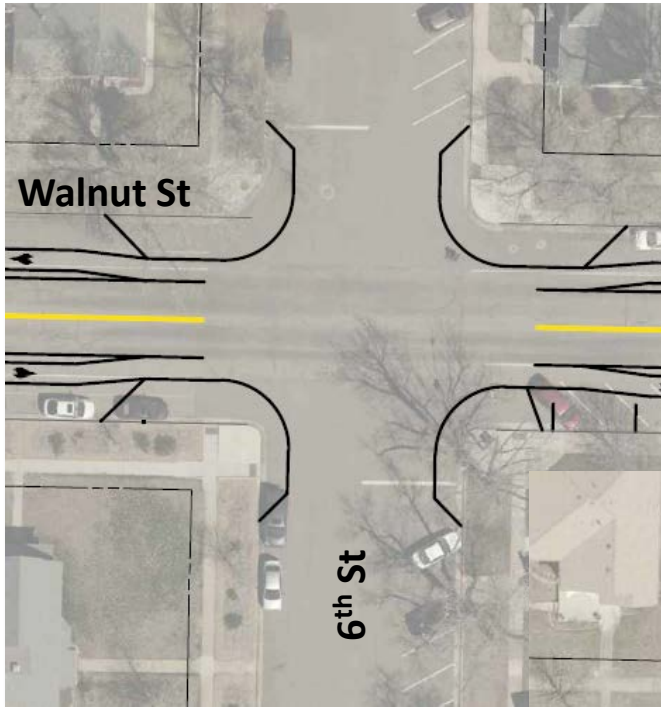
Safe Intersection Crossings

7th and Walnut

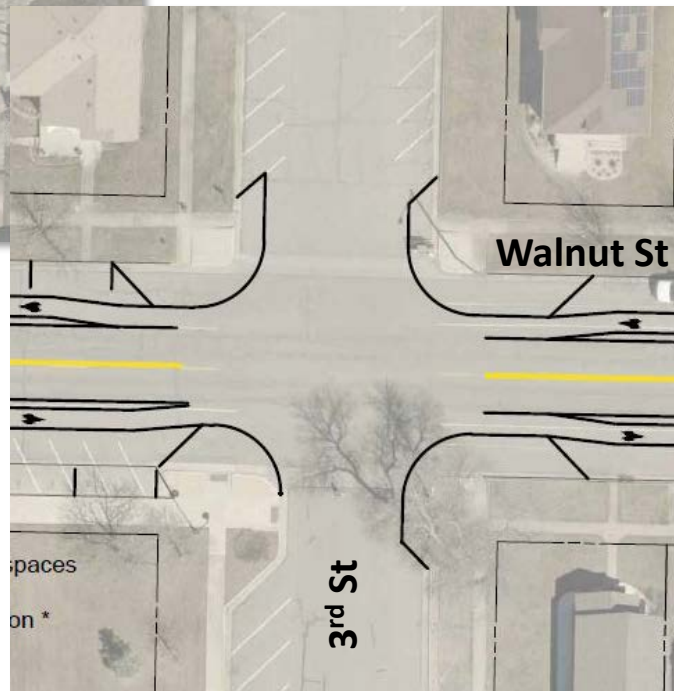


- Reducing turning conflicts at high crash/high injury location
- Safer, more comfortable pedestrian/ bicycle crossing

Safe Intersection Crossings



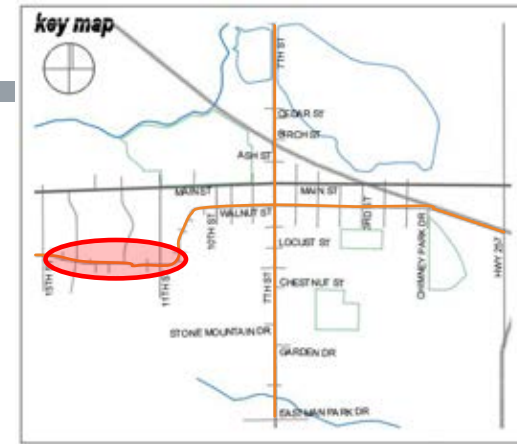
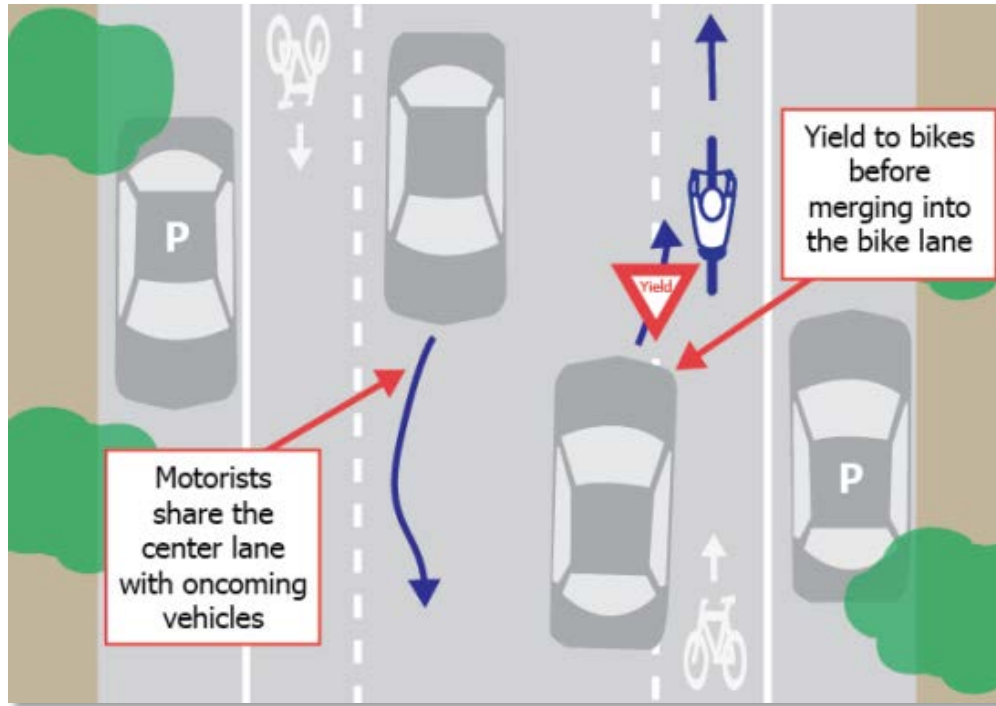
Curb Extensions



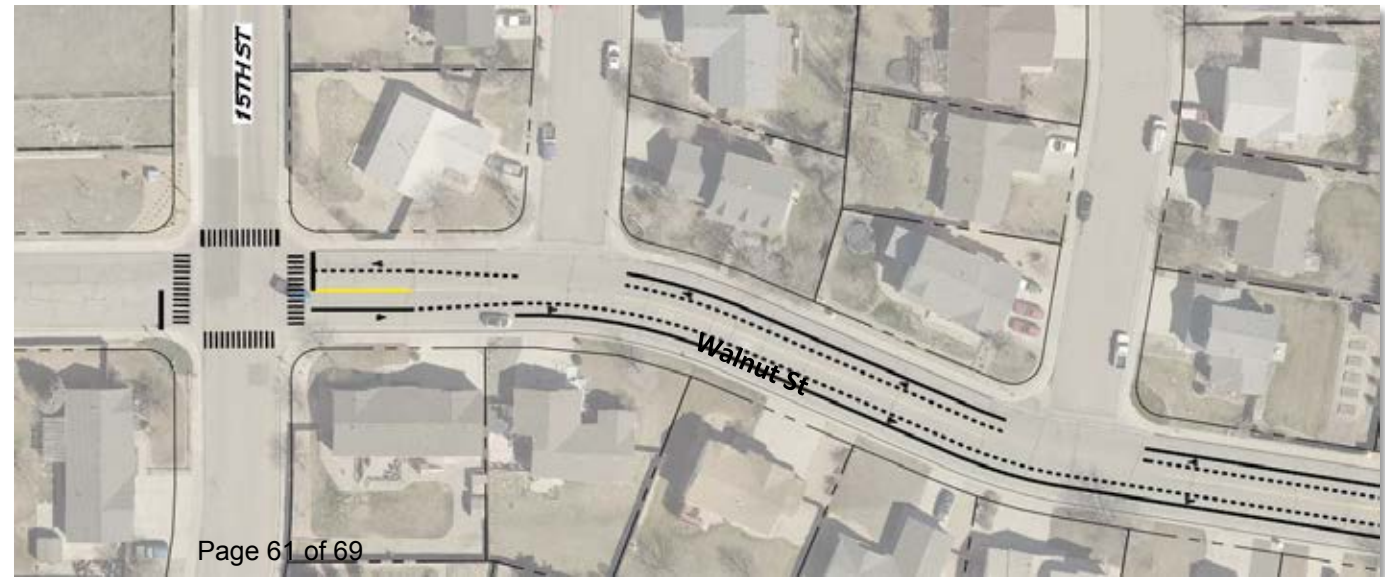
- Narrowing promotes speed compliance
- Creates safer crossing for pedestrians
- Built with 24-month trial materials

Advisory Bike Lanes (west end)

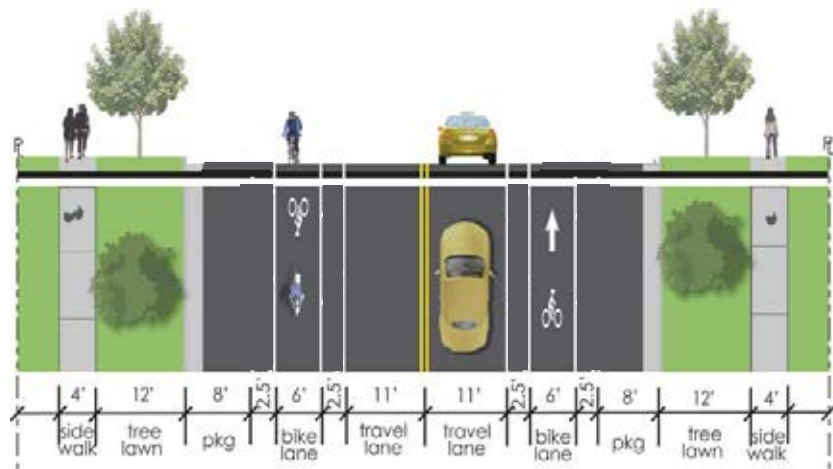
Advisory Bike Lanes 15th to Cottonwood Dr



- Better speed compliance
- More visibility for people on bicycles
- No parking changes

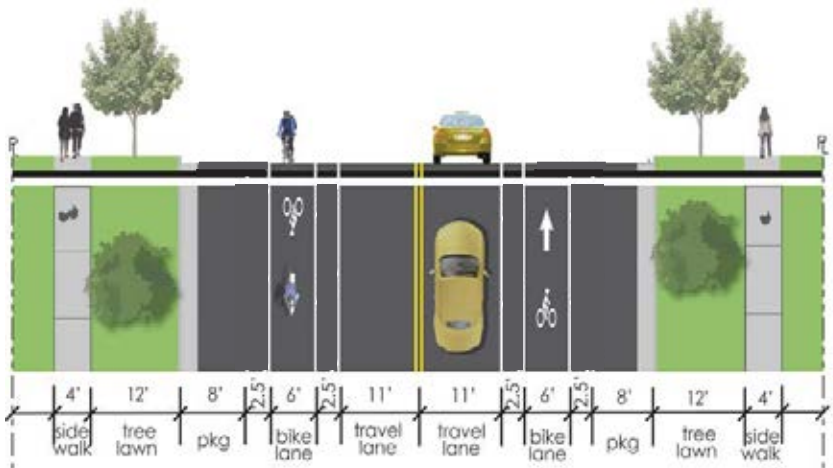
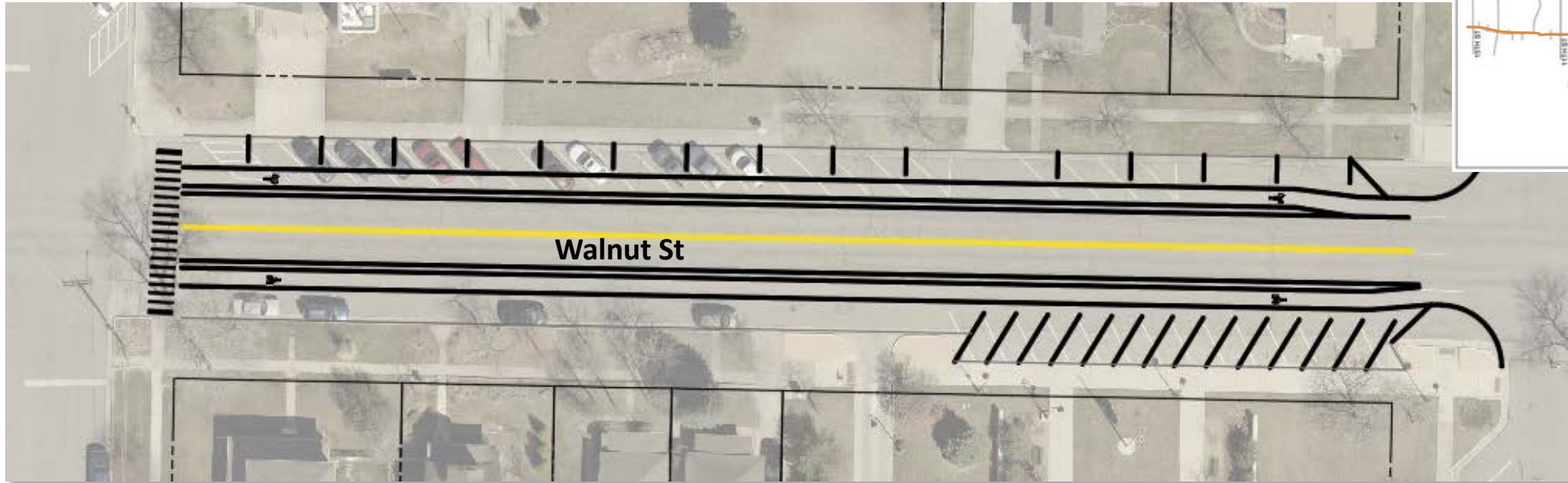


Buffered Bike Lanes (east end)



- Other options considered for these 2 blocks:
 - Angled parking with shared lane
 - Back-in angled parking
 - Center angled parking
 - Protected bike lane with new curbs

Buffered Bike Lanes (east end)



- Safest design with least crash potential
- 15 total parking space change over 2 blocks for safety!
- Constructable this year within current budget
- Consistent with 7th Street buffered bike lanes
- Possibility to add parking in a 3-minute walk zone
- Downtown Parking Study to study changes in demand

QUESTIONS?



REVIEW FAQ



Should we proceed with design plans and revised cost estimates for the basic and enhanced concepts?



MEMORANDUM

Date: January 25, 2021
To: Mayor and Town Board
Via: Shane Hale, Town Manager
From: Karen Frawley, Town Clerk
Re: Future Meeting Agenda
Item #: 2.

ATTACHMENTS:

- ▢ Future Meetings Agenda



FUTURE TOWN BOARD MEETINGS

February 1, 2021 6:00 p.m.	Town Board Work Session Snow Plan Facility Master Plan Update
February 8, 2021 6:00 p.m.	Town Board Work Session Board-Manager-Attorney Monthly Meeting Fire District Impact Fees
February 8, 2021 7:00 p.m.	Town Board Regular Meeting
February 9, 2021 5:30 p.m.	Town Board Special Meeting with DDA Backlots Project Interviews
February 10, 2021 5:30 p.m.	Town Board Special Meeting with DDA Backlots Project Interviews
February 22, 2021 6:00 p.m.	Town Board Work Session Eastman Park Drive Corridor Plan
February 22, 2021 7:00 p.m.	Town Board Regular Meeting
March 1, 2021 6:00 p.m.	Town Board Work Session COGCC Rule Making Update Jacoby Farm Halfway House Grant Update
March 8, 2021 6:00 p.m.	Town Board Work Session Board-Manager-Attorney Monthly Meeting
March 8, 2021 7:00 p.m.	Town Board Regular Meeting
March 15, 2021 6:00 p.m.	Town Board Work Session Windsor Water Resources Overview
March 22, 2021 6:00 p.m.	Town Board Work Session
March 22, 2021 7:00 p.m.	Town Board Regular Meeting
April 5, 2021 6:00 p.m.	Town Board Work Session

April 12, 2021 6:00 p.m.	Town Board Work Session Board-Manager-Attorney Monthly Meeting
April 12, 2021 6:00 p.m.	Town Board Regular Meeting
April 19, 2021 6:00 p.m.	Town Board Work Session
April 26, 2021 6:00 p.m.	Town Board Work Session
April 26, 2021 7:00 p.m.	Town Board Regular Meeting

Future Work Session Topics

- Joint Meeting with Town of Windsor, Town of Severance, Fire District and School District – Tentative for Fall of 2020
- PBB
- Telecom Code (February)
- Comprehensive Plan Review
- Broadband and Allo
- Regional Water Treatment Plant Site
- Wastewater Treatment Plant Expansion Discussion
- Park Fee Study
- Public Art Commission Proposal
- Proportional services and amenities for planned population (February 2021)
- Economic development/retail needs based on population levels
- Code Amendments for Reimbursements