

Memo

To: Board of Trustees
From: Tracy Sanders-Project Manager
Date: April 14, 2023
Re: US36/Broadway Improvements & Multi-modal Trail

Update:

The Town has been awarded funding from CDOT to make improvements to US36/Broadway and including a multi-modal trail. The scope of this project encompasses adding approximately 52 parallel parking spaces along Broadway. In addition, a 10' wide multi-modal trail will be constructed from the 400 block of Broadway to the 300 block of Broadway. The remaining trail connection to the existing Corridor Trail will be from the 300 block to the 200 block. When funding is received it is a requirement to meet the intent and scope of the project, if the project is not completed as intended the funding can be recouped.

Staff posted an Invitation to Bid (IFB) for construction one bid was received on February 23, and the bid was significantly over the available funding. After reaching out to the bidder and other potential bidders staff made some updates to the schedule and minor edits to the scope of work. the IFB was reposted, and two bids were received on March 30. However, both bids were still significantly over the available funding. Staff and the design consultant reviewed the scope of work with CDOT and have reduced the scope of work by removing all lighting and electrical work. The IFB was reposted on April 12, 2023. Staff will have a recommended award for the May 1 BOT meeting. Removing the lighting and electrical work did not compromise the overall intent of the scope of work and funding requirements. Lighting may be something that could be added later with other funding.

In the 300 to 200 block, there are several trail alignment options and each has its challenges. In June 2022 four alignment options were presented to the Board and Option 2 was selected. However, in the last 4 months, there has been some feedback from some residents not in support of the Option 2 alignment. In addition, the Town's planner also presented to the Board a 5th option. After reviewing all considerations staff is representing Options 2, and 3 and adding in Option 5 for review. Staff will need direction from the Board on which option would be preferred and constructed. (See Conceptual Designs)

Option 2: One-Way Shared Street with Pedestrian Lane

- 8ft wide pedestrian lane shared with shared eastbound bicycle traffic, consistent width the entire length
- 11'-12' wide vehicle road shared with westbound bicycle traffic
- Chicanes for traffic calming
- Buffer zones vary in size with flexible delineators
- Speed limit can be adjusted

Option 3: One-Way Street with Separated Multi-Use Lane

- 8ft wide multi-use lane constant through the entire length
- Buffer zone with flexible delineators
- Vehicle lane width varies from 11' to 16.8'

DOUBLE GATEWAY
TO THE ROCKIES

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- Speed limit can be adjusted

Option 5: One-Way Street with Separated Multi-Use Lane

- Varying pedestrian lane width of 10' to 8'
- Varying buffer zone widths with some type of delineator
- Vehicle lane width varies from 11' to 11.6'-narrow lanes promote traffic calming
- Speed limit can be adjusted

Other general considerations:

- The reason for varying lane widths is that the road is not consistently the same width from one end to the other. There is not an option to widen the road at the pinch points for several reasons
 - One section of the south side of the road is private property. Since this is CDOT funding we would have to go through the Right of Way and Uniform Relocation Act processes can take up to one year to complete.
 - On the north side of the road there are several grade changes going up and going down. There would need to be some structural support (such as a retaining wall) to accommodate the varying grades which can be quite costly and beyond the funding available.
- The reason the pedestrian lane is on the north side is for the following reasons
 - On the northwest end of Railroad Ave, the ped lane can be easily connected to the existing ped ramp and sidewalk by a crosswalk. This would not flow as well from the southwest side of Railroad Ave.
 - On the northeast end of Railroad Ave., the ped lane connects with the existing ped ramp that continues to the existing trail or to the existing ped crossing. This would not be as smooth of a transition from the south side of the road. The intent of the project is to have connectivity from the existing multimodal trail from McConnell to 5th Ave.
 - Also, the south side of the road is very shaded and in the winter months can be very icy and not safe for ped traffic.

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Conclusion

Staff would like direction on which is the preferred alignment then the plans/design can be updated accordingly.

Attachments

Attachment A – Trail alignment options 2, 3 and 5

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