



CORRIDOR STAKEHOLDER GROUP BIKE / PEDESTRIAN TASK FORCE MEETING MINUTES

**Highlands Ranch Metro District
January 19, 2016**

1. Introductions
 - a. Attendees included Dave Evans, Forrest Dykstra, Brian Muller, Carrie Ward, Randy Burkhardt, Scott Roush, Eugene Howard, Ken Brubaker, , Roman Jauregui, Allan Brown, Rick Plenge, Lee Kellar, Kurt Kolleth, Jason Longsdorf
2. Corridor Context
 - a. Potential Facility Types
 - i. Reviewed Level 1 and 2 alternatives and screening results.
 - ii. Concern was raised that the cycle track (defined as a bicycle only facility) should be retained as an option for Level 2 and possibly Level 3 alternatives.
 - iii. The group compared potential volumes to the Centennial Trail and Cherry creek trail and agreed it was unlikely the new US 85 facility would need a separate bike only facility.
 - iv. There was, however, an acknowledgement that more advanced riders who prefer higher speed riding with fewer pedestrian conflicts would likely prefer to use the shoulders along US 85 so those should be designed to accommodate those cyclists wherever possible.
 - b. Guidance
 - i. AASHTO seemed most appropriate but also considered CDOT and NACTO guidance
 - ii. Precedents:
 1. CDOT Preference for its highest volume trails is 12’.
 2. 2002 EIS and ROD recommended 10’ trail width.
 3. Highlands Ranch Metro District (HRMD) standard facilities are 8’ wide concrete with 2’ mowed shoulders, and 8’ soft surface (presumably also with same 2’ mowed shoulders)
3. HRP to C-470 Project
 - a. The group discussed that the EIS recommendation included a bike/ped facility that would be separated from the roadway and one grade separated crossing to allow bikes and peds on the High Line Canal to cross under US 85.
 - b. The group also discusses the appropriate width for the multi-use path to be located on the east side of US 85 from Highlands Ranch Parkway to C-470. CDOT prefers 12’ for high volume trails but does not see this section

as a high volume route so narrower would work. Trail width was identified as 10' wide in the 2002 FEIS and still seems appropriate for this segment. The grade separated crossing of the High Line Canal is being designed to be 12' wide and 12' high, but may be modified based on additional coordination with Denver Water. In this case the dimensions are dictated more by the need for maintenance vehicle use and for a bike or pedestrian to be able navigate around a vehicle.

- c. The trail from HRP to 470 and the underpass are both expected to be built as part of the near term project (2018 construction).
- d. Important connections for this new trail will be at the:
 - i. Centennial Trail (east west trail just south of C-470)
 - ii. East-West Regional Trail (connecting at Highlands Ranch Pkwy.)
- e. Rick pointed out that striped bike lanes on HRP and Town Center Drive (TCD) end a block east of US 85 and should also be connected if possible as part of this project.
- f. The group discussed whether the underpass would need to accommodate equestrians. Highlands Ranch Metro District representatives noted that there are several equestrian stables and facilities nearby so the design team should reach out to the relevant stakeholders to confirm whether or not it is important, and if there are recommended dimensions.

g. Post-meeting Clarifications:

- i. Research found that Denver Water did not suggest equestrian accommodations were necessary and requested that the "Underpass size and type will need to be addressed to make sure a bike/ped can safely maneuver around a maintenance truck."***
- ii. Based on 2002 FEIS consistency, anticipated volumes and area context, CDOT and Douglas County are designing the shared multi-use path to be 10' wide. There will be a minimum 2' separation from back of curb at all locations and a 2' shy distance to all lateral obstructions like walls, handrails, etc.***

4. PEL (Sedalia to County Line Road)

- a. For the longer range PEL study, the current preferred option is to provide a 12' multi-use path from Sedalia to Highlands Ranch Parkway which could be on the east or west side of the road.
 - i. The EIS assumed the path would be on the east side of the road which allows it to avoid the larger intersections which are on the west and eliminates concerns related to proximity to the railroad.
 - ii. Dave Evans suggested the west side might be better since that much of the area between the road and the RR is otherwise "unused", and it may provide better access to the larger populations on the west side.

- b. The group also discussed the areas to consider grade separated bike/ped crossings including:
 - i. Highlands Ranch Parkway (N-S)
 - ii. Town Center Drive (N-S)
 - iii. US 85 just south of 470 (E to W)
 - iv. C-470 just east of US 85 (N-S)
- c. Another possible connection would be to tie into a future connection being considered between the Highlands Ranch trail system near Highlands Ranch Parkway to tie east west into the Chatfield Park.
- d. Scott Roush, Chatfield State Parks manager, noted that Douglas County, HRMD, and Chatfield State Park are cooperating on a trail west of Plum Creek to east HRMD
- e. Even in the longer range PEL improvements, the group agreed there was no need to consider separate, parallel bicycle and pedestrian facilities since their does not seem to be an overwhelming demand for either – nor a significant likelihood of problematic conflicts.
- f. Management of the facilities was raised as a concern and potential to influence design details. Ken (CDOT) said that the most likely scenario is that CDOT would build the facility as part of the project and, through an IGA, assign maintenance responsibility to the local agency.