

AGENDA
STUDY SESSION OF THE CITY COUNCIL
480 S. ALLISON PARKWAY, 80226
CITY OF LAKEWOOD, COLORADO
VIRTUAL MEETING
MARCH 4, 2024
7:00 PM

To watch the Council meeting live, please use either one of the following links:
City of Lakewood Website: [Lakewood.org/CouncilVideos](https://lakewood.org/CouncilVideos)
or
Lakewood Speaks: Lakewoodspeaks.org

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In accordance with City Council Policy 5.1(A), all virtual meeting participants are advised that technological issues, whether caused by the City's equipment or the user's equipment, shall not be grounds for canceling a public meeting.

Online participants may post written comments of any length to LakewoodSpeaks.org, an online forum for public comments.

ITEM 1 – CALL TO ORDER

ITEM 2 – ROLL CALL

ITEM 3 – STATEMENT OF CONFLICT OF INTEREST

ITEM 4 – SEPARATED BIKE LANE PROGRAM IN LAKEWOOD

ITEM 5 – METRO DISTRICTS

ITEM 6 – ADJOURNMENT

STAFF MEMO

DATE OF MEETING: MARCH 4, 2024 / AGENDA ITEM NO. 4

To: Mayor and City Council
From: Max Kirschbaum, Public Works Director
Subject: **SEPARATED BIKE LANE PROGRAM**

SUMMARY STATEMENT: Staff will be presenting the separated bike lane program to discuss past partial installations at Garrison and future installations in Lakewood. This will include some choices for materials and placement we are considering.

BACKGROUND INFORMATION: Staff has been planning separated bike lanes. The first deployment of parking protected bike lanes was installed on Garrison with the pavement overlay program. We received feedback on the initial installation, made adjustments and learned several process improvement lessons. While receiving some negative resident feedback, some negative councilor feedback and mostly positive bike community feedback we decided to pause the program until we could confirm direction from the entire council.

BUDGETARY IMPACTS: Budget was approved for the first three roadways to receive separated bike lanes in 2024 Budget. These streets were portions of Garrison, Harlan and Denver West Blvd.

STAFF RECOMMENDATIONS: Continue installing separated bike lanes in Lakewood as currently planned.

ALTERNATIVES: Provide different direction for staff to implement.

PUBLIC OUTREACH: This item has been promoted through the regular communication channels to be considered by the Lakewood City Council.

NEXT STEPS: Plans will be developed in accordance with council direction for design, bidding and construction.

ATTACHMENTS: SBL Program Overview_March 2024

REVIEWED BY: Kathleen E. Hodgson, City Manager
Benjamin B. Goldstein, Deputy City Manager
Alison McKenney Brown, City Attorney



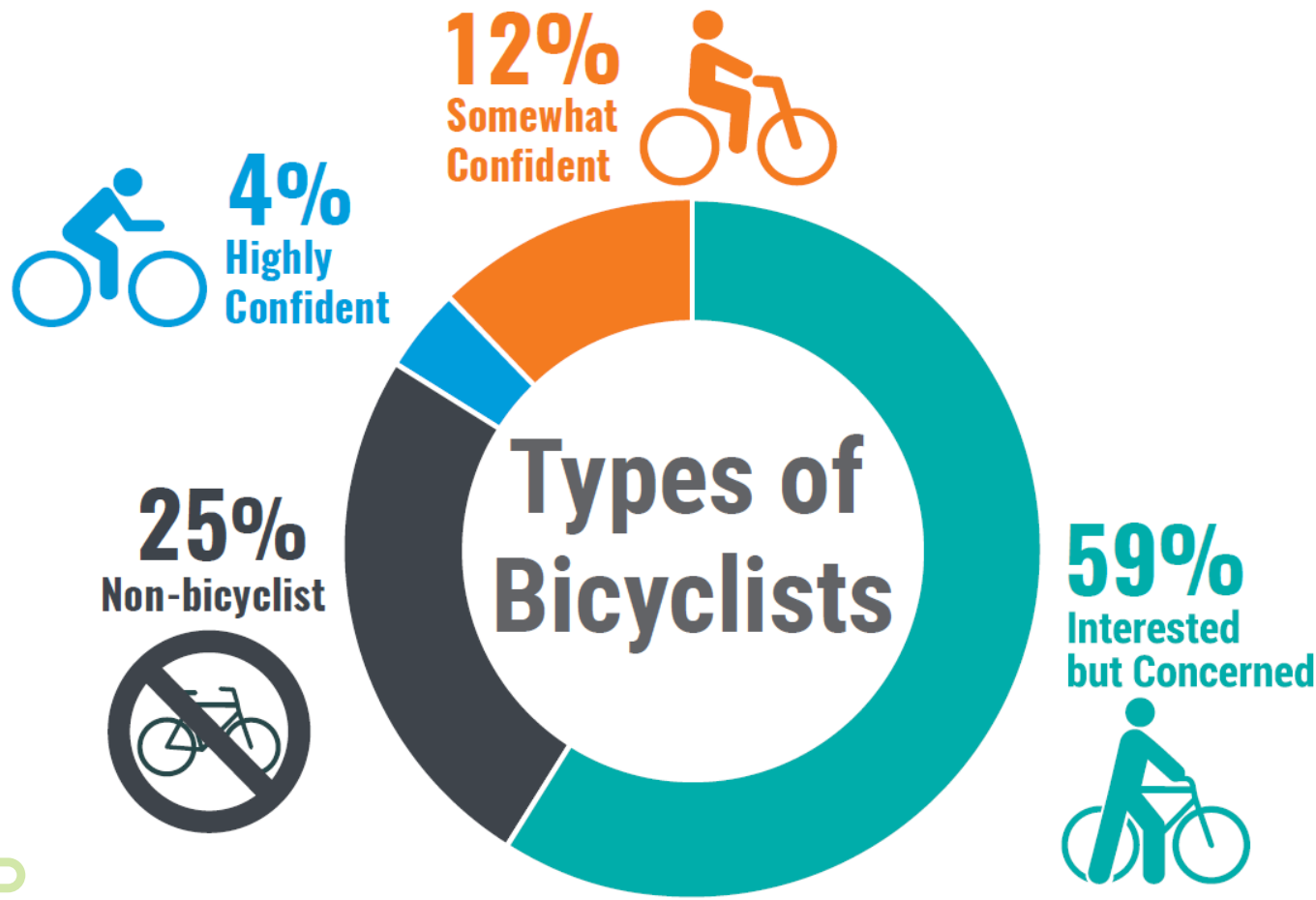
Lakewood Separated Bike Lanes

Where Things Stand in 2024: Garrison and More



Prepared January 2024 by Jenny Gritton

Why separated bike lanes?



Highly Confident
bicyclists are willing to ride on almost any type of street.



Somewhat Confident
bicyclists will ride on most streets, but prefer trails or streets with bicycle infrastructure.



Interested but Concerned
bicyclists would like to ride but are concerned about safety.



Non-bicyclists
do not currently ride bicycles and are not interested.

Why separated bike lanes?

A 2018 survey of Denver region residents' comfort by facility type showed a **52% increase in comfort** riding in separated bike lanes compared to standard bike lanes

Bicycle lane on a four-lane roadway.



Buffered bicycle lane on a four-lane roadway.



Separated bike lane on a four-lane roadway.

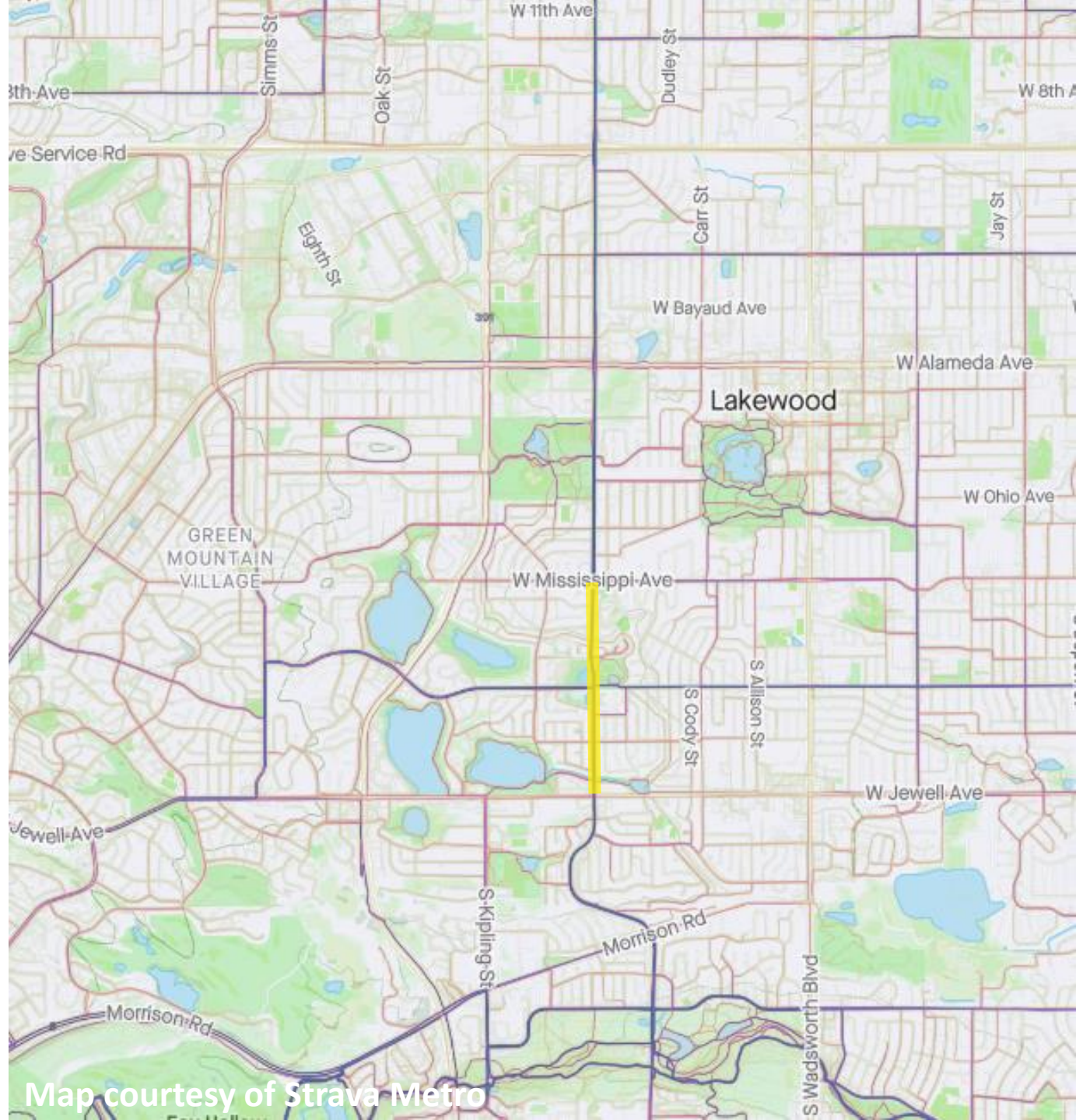


Bi-directional separated bike lane on a four-lane roadway.



Why Garrison?

- Most used North-South bike route in Lakewood
- Connectivity across barriers and between destinations
- Higher speeds pose a danger to cyclists' safety
- South Garrison less constrained and due for repaving



Map courtesy of Strava Metro

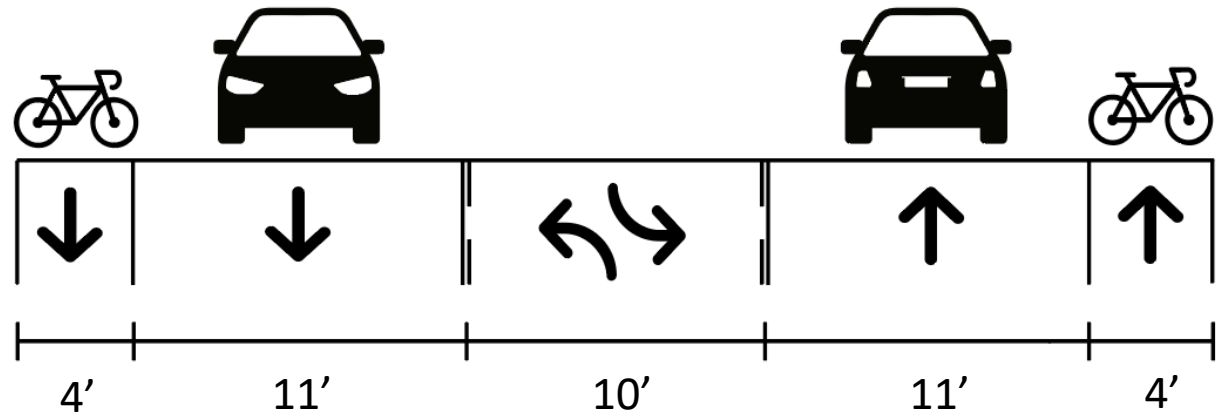
South Garrison: 2 Sections



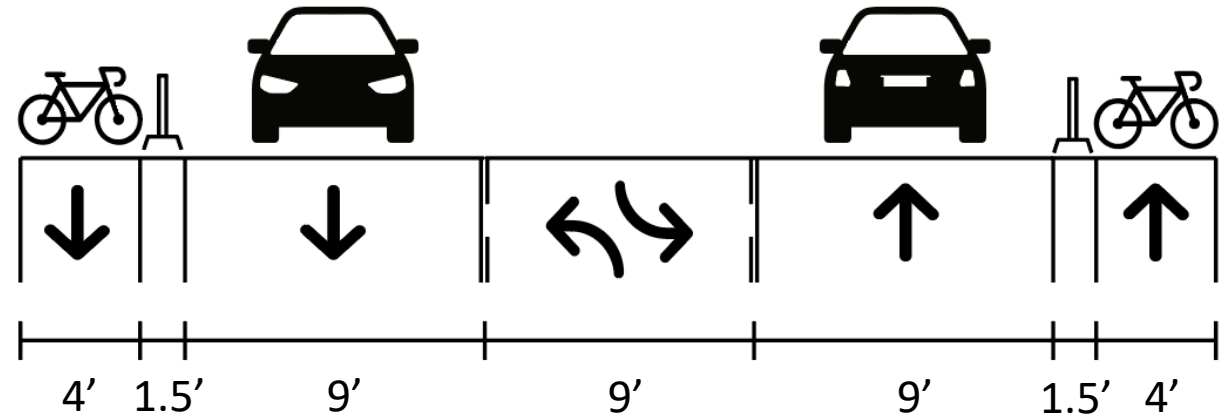
South Garrison Section A: Standard



Previous:

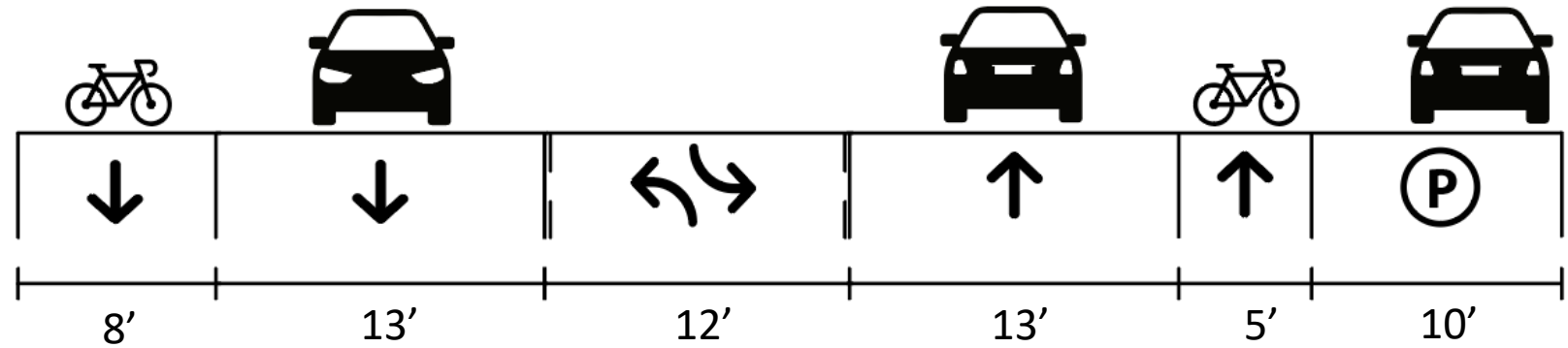


New:

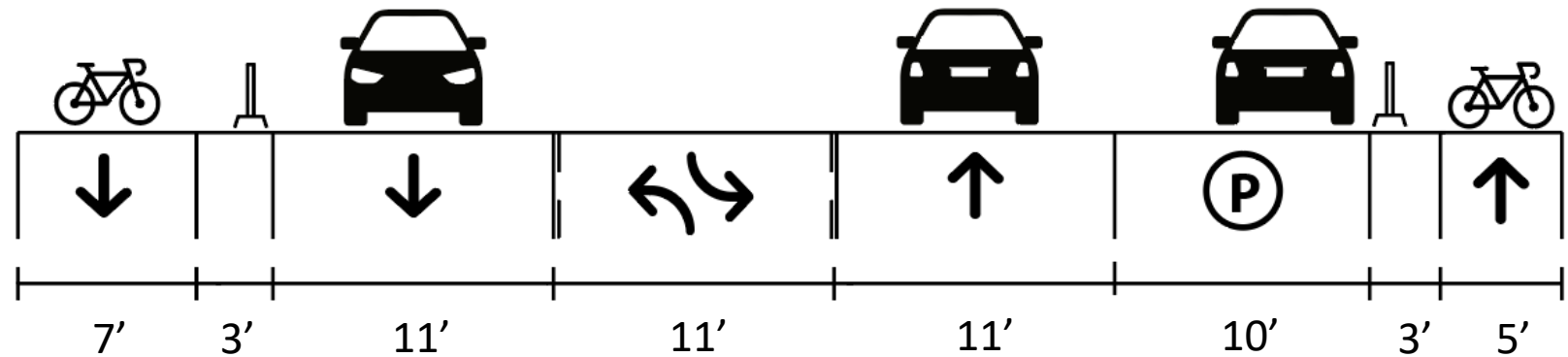


South Garrison Section B: Parking-Protected

Previous:

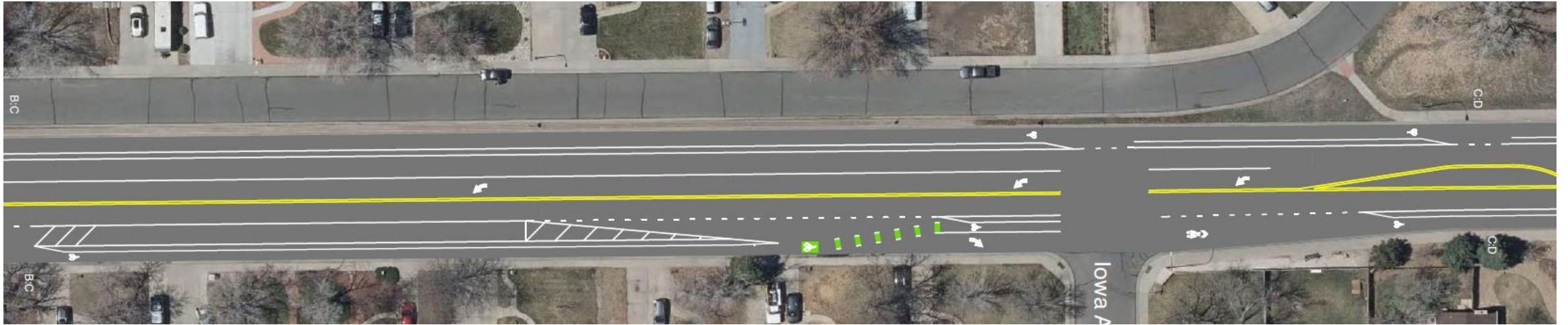


New:



Arlington County, VA

Section B: Parking-Protected cont'd



Benefits:

- Allows for on-street parking
- Physical buffer against traffic
- Minimizes "dooring"

Considerations:

- Entering/exiting driveways
- Snow removal
- Garbage collection
- Turning visibility



Next Steps

- South Garrison anticipated completion in early 2024
 - Funded by Traffic Safety Improvement Funds & new 2024 budget line item approved last October



Example of possible separators

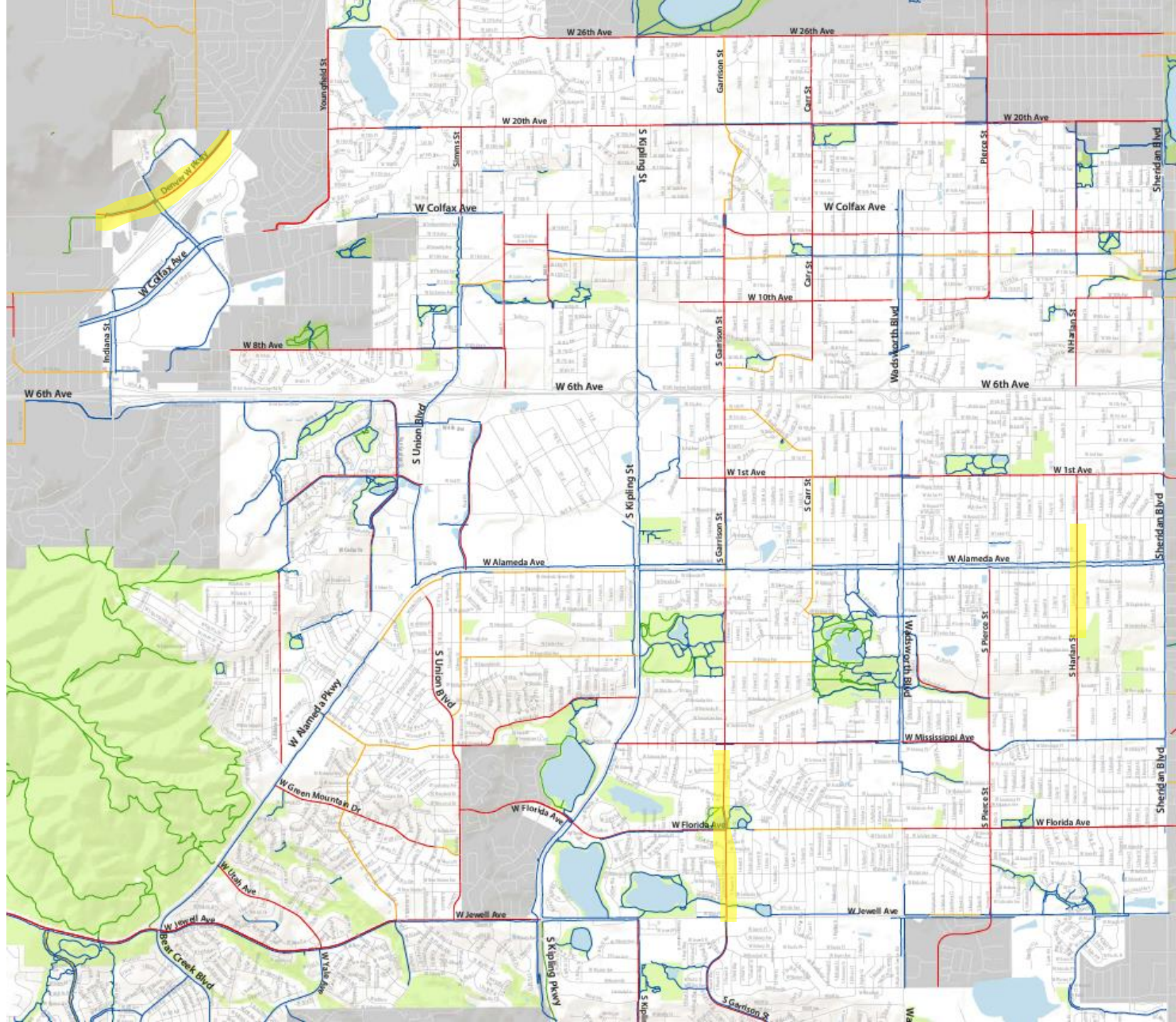


Garrison St near Green Gables Park, Oct 2023

Next Steps

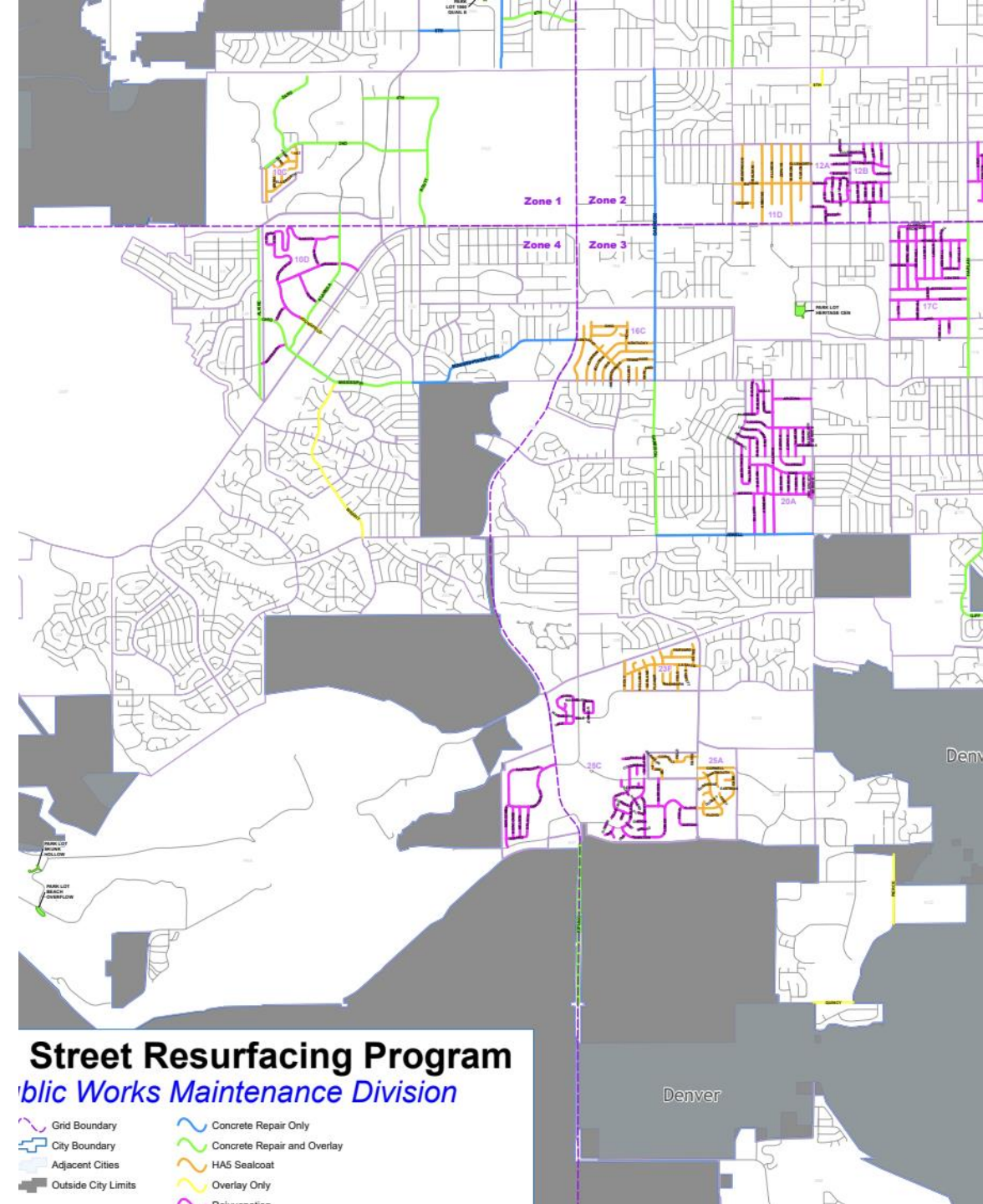
Following South Garrison, two more existing buffered bike lanes will be turned into separated bike lanes in 2024:

- Denver West Pkwy
- Parts of Harlan St



And Beyond...

- Develop a network of proposed separated lanes during 2024-2025 Bicycle Master Plan update
- Identify additional future separated lanes during annual pavement overlay, considering:
 - Current and potential ridership
 - Traffic conditions
 - Connectivity
 - Existing design
 - Available width
 - Cost



STAFF MEMO

DATE OF MEETING: MARCH 4, 2024 / AGENDA ITEM NO. 5

To: Mayor and City Council
From: Travis Parker, Planning Director
Subject: **CREATION OF REGULATIONS FOR METRO DISTRICTS**

SUMMARY STATEMENT: Since 2021, City staff has been examining options for the creation of regulations on the formation of new metro districts in the City of Lakewood. Multiple memos have been sent to City Council over the past three years; the most recent background memo about Metro Districts went to the current City Council on January 4, 2024. This memo contains the options proposed by staff and a City Council committee in 2021 as options for approval by the current City Council.

BACKGROUND INFORMATION:

1. Improve metropolitan district information disclosure to potential end-users including:

- a. Require a one-page, standalone disclosure in simple language.
- b. Include in the disclosure the following:
 - i. What a metro district is and its ability to control certain costs of the end-users,
 - ii. How the board is elected,
 - iii. Initial costs to the end-user of the metro district in dollars, and
 - iv. What the metro district cost (in dollars) could be in the future.
- c. Require that the disclosure document be recorded against all property within the metro district immediately upon formation of the district and against each parcel upon subdivision of any property within the metro district.
- d. Prior to the City issuing a building permit, it required proof that the disclosure was recorded against the lot on which the building will be constructed.
- e. Require that the disclosure be included in all real estate transaction closing documents at least until the metro district's mill levy is included in the closing documents' disclosure of taxes and available on the County assessor's website.
- f. Require the metro district to annually report all real estate transactions that should have included the disclosure and evidence that the appropriate disclosure occurred and to certify compliance with disclosure requirements.
- g. Create authority for buyers to pursue enforcement and seek remedy, without city involvement, if disclosure does not occur as prescribed.

2. Require transition of metro district boards from developer-affiliate members to majority end-user members:

- a. As a condition of City Council approval of a proposed metro district, all (or a majority of) potential developer-affiliated board members must commit in writing to resigning from the board upon a pre-defined date or level of development.
- b. Upon resignation of any board member, state law requires that the remaining board members select the replacement to serve the remaining partial board term.

- c. As a condition of City Council approval of the proposed metro district, the metro district must commit to using the board member election process as the means for appointing board members to replace developer-affiliated board members who resign.

3. Require metro district board selection information be effectively provided to end-users including:

- a. Send, by U.S. Mail at least 90 days prior to an election or appointment of a board member, notification to all electors of such impending election or appointment and the opportunity to seek a board position, and
- b. Use only mail-in board election ballots with each elector receiving a ballot.

4. Prevent loan interest paid by a metro district from being a profit center for the developer by limiting interest paid to the developer.

- a. Options at the time of agreement include:
 - i. The maximum interest rate allowed for a reimbursement agreement could be established during approval consideration of the proposed metro district.
 - ii. The maximum interest rate could be the prime rate.
 - iii. The interest rate could be required to be established through a market transaction.
 - iv. A reimbursement agreement could be prohibited, which would require that the developer seek reimbursement from other source(s).
- b. All four options could be retained and considered on a district-specific basis.

5. Limit metro district debt issued by:

- a. Establish in the Service Plan the maximum initial debt amount, and
- b. Prohibit additional debt until approved by an end-user-controlled metro district board, and
- c. Consider whether to prevent a metro district TABOR election until the board is end-user controlled.

6. Determine how City Council provides oversight of metro districts including:

- a. Require with the proposed Service Plan:
 - i. A pro forma for the development delineating the proposed metro district's financial role, and
 - ii. An explanation of what will be accomplished that would not be accomplished if the metro district is not approved, including numerical support.
- b. Consider whether the Budget and Audit Board could provide, perhaps with consultant support, an evaluation of the financial components of the proposed Service Plan.
- c. Require a periodic report by the metro district board to the City Council.

7. Require metro districts to obtain City Council approval before utilizing eminent domain.

8. Prohibit any multidistrict structures that could result in one of the districts being perpetually controlled by developer-affiliates and having authority to impose costs on or require revenue from any other district.

BUDGETARY IMPACTS: Additional resources will be necessary for implementation of some of the Committee's recommendations if adopted. The additional resources could be provided through a fee paid by

those proposing new metropolitan districts. City Council consensus is requested on whether to require a fee be paid by metro district proponents to cover additional costs incurred.

STAFF RECOMMENDATIONS: Staff participated with City Council in creation of the list above as recommended regulations.

ALTERNATIVES: City Council can send forward the existing recommendations, amend them, or take no further action.

PUBLIC OUTREACH: This item has been promoted through the regular communication channels to be considered by the Lakewood City Council.

NEXT STEPS: Any regulations that City Council decides to move forward will be brought to public hearing as an ordinance in April.

ATTACHMENTS: None

REVIEWED BY: Kathleen E. Hodgson, City Manager
Benjamin B. Goldstein, Deputy City Manager
Alison McKenney Brown, City Attorney