

**RESOLUTION NO. 2261**

**A RESOLUTION OF THE GOLDEN CITY COUNCIL  
ADOPTING THE UPDATED GOLDEN PLAN FOR THE US 6  
AND SH 93 CORRIDOR AND IDENTIFYING PRINCIPLES FOR  
TRANSPORTATION PROJECTS THEREON**

WHEREAS, SH 93 and U.S. 6 are owned and operated by CDOT; and

WHEREAS, SH 93 and U.S. 6 serve both regional and local transportation needs; and

WHEREAS, Golden owns and operates a number of City streets that intersect with U.S. 6 and SH 93; and

WHEREAS, SH 93 and U.S. 6 also divide neighborhoods in Golden; and

WHEREAS, Golden has engaged in an extensive community process and engineering analysis to identify improvements to SH 93 and U.S. 6 that would improve transportation and quality of life along the SH 93/U.S. 6 corridor; and

WHEREAS, Golden has identified such improvements in a plan entitled "Golden's Plan Highway 6 & 93 Corridor" dated January 2013 ("Golden Plan"); and

WHEREAS, the Golden City Council endorses the Golden Plan as the appropriate vision for the U.S. 6/SH 93 Corridor; and

WHEREAS, Golden believes that the Golden Plan will address many of the community impacts of SH 93 and U.S. 6.

THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GOLDEN, COLORADO:

Section 1. City Council hereby adopts the plan entitled Golden's Plan, Highway 6 and 93 Corridor, dated January 2013, as the Golden community's locally preferred plan for the design of future transportation and community mitigation projects within the corridor.

Section 2. City Council hereby endorses the below listed principles as contained in the "Golden Plan" as firm requirements for any projects or agreements related to the corridor. City Council directs staff to utilize these principles in a potential agreement with the Colorado Department of Transportation (CDOT) to formalize CDOT's support for the Golden Plan and the design principles contained therein.

A. Current speed limits for the U.S. 6/SH 93 corridor are posted at 45 miles-per-hour except for the segment of U.S. 6 between Heritage Road and 19<sup>th</sup> Street, which is posted at 55 miles-per-hour. CDOT agrees to maintain these current posted speed limits so long as the existing SH 93 or U.S. 6 road geometry remains or until such time that both parties mutually agree (1) to evaluate the speed limit for safety reasons; or (2) implement a project or series of projects that change the geometry to facilitate managed lanes that demonstrate the need for a higher or lower limit as verified by a CDOT speed study.

B. U.S. 6 and SH 93 in the U.S. 6/S.H. 93 Corridor shall have no more than two through lanes in each direction for any segment in Golden unless and until average daily trips exceed 70,000 vehicles per day or an average of 1,700 vehicles per hour per lane during peak travel periods for such segment. The corridor will have two segments, one US 6 and the other on SH 93 north of SH 58.

1. Any new, additional lanes on SH 93 and U.S. 6 beyond the existing two through lanes (one in each direction) on SH 93 and four through lanes (two in each direction) on U.S. 6 can be managed lanes or another form of pay-for-use lanes. Transit uses shall be exempted from any charges for use of these lanes.

2. No segment of SH 93 or U.S. 6 in or north of Golden may have a managed or pay-for-use lane until all intersections in that segment have been grade separated as provided in Sections 1.C-1.G of this Agreement

3. No managed-lane or pay-for-use lanes shall be added through the entirety of the U.S. 6/SH 93 Corridor in Golden unless specific projects determined by the City have been completed.

4. If a managed or other form of pay-for-use lane is to be added in the Corridor, the Parties will negotiate for the potential use of a share of revenues from such tolling to contribute to the operation and maintenance of the Golden-maintained elements on U.S. 6 and SH 93.

5. The threshold for vehicles per hour per lane during peak periods shall be considered exceeded when peak period traffic on 80 percent of the Tuesdays, Wednesdays and Thursdays exceeds 1,700 vehicles per hour per lane for a segment during a four-month period.

C. SH 93 north of Washington Avenue shall be relocated to the west of its current alignment in a manner and on an alignment consistent with the design shown in the Golden Plan.

D. Interchanges will be developed at the intersections of (a) U.S. 6 and 19<sup>th</sup> Street; (b) U.S. 6 and Heritage Road, (c) SH 93 and Washington Street, and (d) the current SH 93 alignment and realigned SH 93. These interchanges shall follow the design and approach of the interchanges shown in the Golden Plan, including features to enhance pedestrian and bicycle access consistent with the Golden Plan.

E. Overpasses will be developed where Iowa Street and Golden Gate Canyon Road cross SH 93. Interchange or turning movements to and from SH 93 will not be provided as part of these overpasses.

F. U.S. 6 and SH 93 will be lowered to accommodate the overpasses and interchanges, except at the overpass for Golden Gate Canyon Rd.

G. An interchange will be developed at the intersections of SH 93, U.S. 6 and SH 58 that shall generally follow the design and approach of the interchange shown in the Golden Plan.

H. Projects and mitigation along the U.S. 6 and SH 93 Corridor in Golden shall be designed to achieve a noise level of Day-Night Average 55 decibels at the ground level of residences.

I. Project elements shall be included to mitigate for neighborhood and community division resulting from the existing U.S. 6/SH 93 Corridor through the use of enclosures or covered sections of U.S. 6 and SH 93 with green space that reconnect pedestrians and cyclists across the road corridor. One example of such a covered or enclosed section is shown in the Golden Plan near the Iowa Street overpass on SH 93. However, Golden may agree to develop more, smaller covered or enclosed sections rather than one single segment or to evaluate other options to enhance community connectivity that may be identified in the future.

J. Center medians on SH 93 and U.S. 6 will be raised and landscaped consistent with the Golden Plan and CDOT safety or operational standards.


K. As part of the design process for any projects in the corridor, opportunities for accommodating or improving neighborhood pedestrian and bicycle connections, neighborhood connectivity between the east and west side of the corridor, access to transit service, and visual aesthetics will be considered and incorporated to the maximum extent practicable.


L. All highway and intersection improvements on U.S. 6 and SH 93 will be designed to allow additional lanes up to 6 lanes and to accommodate additional transit opportunities.

M. Golden will accept responsibility for maintaining landscaping in medians and bridge and covered sections; all other road, bridge and roadway elements will be given to CDOT to be maintained by them or their designee.


Adopted the 9<sup>th</sup> day of May, 2013.



  
Susan M. Brooks, MMC  
City Clerk

  
Marjorie N. Sloan  
Mayor

APPROVED AS TO FORM:

  
David S. Williamson  
City Attorney

I, Susan M. Brooks, City Clerk of the City of Golden, Colorado, do hereby certify that the foregoing is a true copy of a certain Resolution adopted by the City Council of the City of Golden, Colorado at a rescheduled regular business meeting thereof held on the 9<sup>th</sup> day of May, 2013.



ATTEST:

A handwritten signature in cursive script that reads "Susan M. Brooks".

Susan M. Brooks, City Clerk of the City of  
Golden, Colorado