WELCOME
BAKER NEIGHBORHOOD PUBLIC MEETING

NEIGHBORHOOD TRANSPORTATION MANAGEMENT PROGRAM
BROUGHT TO YOU BY DENVER PUBLIC WORKS
WHAT IS THE NEIGHBORHOOD TRANSPORTATION MANAGEMENT PROGRAM?

The NTMP is a new program from Public Works that identifies and delivers solutions to holistically address our neighborhood’s transportation priorities and challenges, through proactive outreach to residents.

WHY DID WE START THIS PROGRAM?

It’s no secret that our community is growing and changing. Every year since 2010, an additional 15,000-20,000 people have moved to the City and County of Denver. This growth has put pressure on the City’s transportation system and is changing the way people travel through and between neighborhoods.
OVERVIEW
WHAT YOU CAN DO TODAY

WHERE WE ARE TODAY

☑ CHECK THE PROGRAM SCHEDULE TO REVIEW WHERE WE ARE IN THE PROCESS

WHAT WE’VE HEARD FROM THE COMMUNITY

☑ REVIEW A SUMMARY OF THE PUBLIC INPUT WE’VE RECEIVED SO FAR

REVIEW PROJECTS AND CHANGES THAT HAVE COME OUT OF THIS PROCESS

☑ OPERATIONAL CHANGES

☑ LARGER PROJECT IDEAS

☑ BICYCLING RECOMMENDATIONS

☑ PARKING MANAGEMENT RECOMMENDATIONS
WHERE ARE WE TODAY?
THE FOLLOWING PLAN IS A COLLABORATION WITH THE COMMUNITY

CITY AND COUNTY OF DENVER ACTIONS

1. Collect transportation data
2. Meet with neighborhood groups and host first public meeting
3. Develop neighborhood priorities and project evaluation criteria

COMMUNITY ACTIONS

4. Neighborhood survey
5. Analyze and identify potential projects
6. Evaluate potential projects
7. Develop projects
8. Write Action Plan
9. Publish Action Plan

WE ARE HERE

- Public meeting to review projects
- Second Neighborhood Survey

THE FOLLOWING PLAN IS A COLLABORATION WITH THE COMMUNITY
WHAT HAVE WE HEARD FROM THE COMMUNITY?

We received over 1,400 comments through the Baker online survey which opened November 16, 2018 and closed on January 16, 2019. Transportation projects and changes were developed in response to the feedback received from the first public open house and neighborhood survey participants.

**ONLINE COMMUNITY SURVEY**

The following graph shows the Top Three (3) priorities for improving transportation in Baker:

(246 responses)

- Visibility at intersections: 148 people
- Speeding traffic: 140 people
- Improving pedestrian crossings: 140 people
- Comfortable bike facilities: 106 people
- Driving through or turning at intersections: 86 people
- Other (please specify): 74 people

Scan QR code to take the second community feedback survey.
This map provides an overview of the top responses by question and location from the first public survey:
Parking for First Fridays is challenging, especially during the summer.

Parking challenges can be a part of life in vibrant neighborhoods.

Enforcement is critical for parking restrictions to be effective.

Resident parking along unrestricted block faces near Denver Health is challenging during the daytime.

Residents on Cherokee should be able to obtain Baker Area Permits.

The Baker Area Permit is either very restrictive and inflexible or is an effective strategy that discourages patron and employee parking.

There is not enough parking for patrons or employees.

Increasing residential density can make on-street parking difficult.
Area Management Plans (AMP) are developed to comprehensively address a neighborhood’s changing conditions, acknowledge the needs of diverse user groups, and maximize curbside assets. Parking challenges should be proactively addressed on a neighborhood scale so that strategies developed address an area’s unique needs.

The AMP process typically uses an innovative approach by engaging stakeholders in identifying parking management tools that improve the way on-street parking restrictions address existing levels of demand.
**ALL WAY STOPS**

All way stops are the installation of stop signs at all legs of an intersection. These locations were evaluated and meet criteria for installing an all way stop.

**NO PARKING/DAYLIGHTING**

Denver’s municipal code prohibits parking within 20” of a sidewalk crossing unless a parking sign is present. Installing No Parking signs at 20’ of a sidewalk crossing unless a parking sign is present. Installing No Parking/Daylighting can see pedestrians approaching. They can help remind drivers to stop where they or signal to indicate where drivers should stop.

**CROSSWALKS**

Marked crosswalks alert drivers to the presence of pedestrians. Crosswalks will be marked at the crossings where drivers stop at stop signs or signals.

**STOP BARS**

Stop bars are stripes in advance of a stop sign or signal to indicate where drivers should stop. They can help remind drivers to stop where they can see pedestrians approaching.

**PEDESTRIAN WARNING SIGNS**

At uncontrolled crossings (where drivers do not have a stop sign or signal), pedestrian warning signs can be installed to remind drivers to yield to pedestrians. This location meets criteria for warning signs.
**OPERATIONAL CHANGES**

### ALL WAY STOPS

All way stops are the installation of stop signs at all legs of an intersection. These locations were evaluated and meet criteria for installing an all way stop.

### LEADING PEDESTRIAN INTERVAL

A leading pedestrian interval (or LPI) is when the pedestrian walk symbol turns on 4 to 6 seconds before drivers get a green light. This is installed in areas of high pedestrian activity so that pedestrians can begin crossing the street before drivers attempt to turn.

### PEDESTRIAN WARNING SIGNS

At uncontrolled crossings (where drivers do not have a stop sign or signal), pedestrian warning signs can be installed to remind drivers to yield to pedestrians. This location meets criteria for warning signs.

### BROADWAY TIMING IMPROVEMENTS

The signal timing for Broadway south of 6th Avenue will be updated during off peak times. The changes will better manage speeds of drivers and will shorten the time pedestrians need to wait to cross.
**LARGER PROJECT IDEAS**

1. **BANNOCK MEDIANS**

Public comments identified Bannock St as one of the highest priorities for reducing speeding and improving pedestrian crossings. The 85th percentile speed in this area was measured at 33 MPH, while the speed limit is 25 MPH. A raised median with a pedestrian refuge island can serve both as traffic calming and improve pedestrian crossings.

2. **BAYAUD & CHEROKEE**

Public comments mentioned difficulty with visibility at this intersection due to its offset layout. Painting a median island closer to the intersection and moving the stop sign forward can allow better visibility for drivers.

3. **ALAMEDA BETWEEN CHEROKEE AND BANNOCK**

An atypical crash pattern has been identified at the Alameda Avenue and Bannock Street intersection. The crashes involve vehicles in the lane closest to the curb. Changing that lane to a right turn only lane could reduce crashes here. Painted bump-outs will shorten pedestrian crossing distances as well. Identifying atypical crash patterns and making changes to address them supports Vision Zero goals.
DENVER MOVES BICYCLES

NETWORK ANALYSIS

The 2015 Denver Moves Bicycles Plan outlines the locations and types of future bicycle facilities. The purpose of the plan is to enhance the citywide bicycle network to be more attractive to cyclists of all abilities and experiences. The map to the right shows the existing and planned bicycle facilities in the Baker Neighborhood from the 2015 Denver Moves Bicycles Plan.

As part of the NTMP process, Public Works staff reviewed the Denver Moves Bicycles Plan and existing bicycle network in Baker, taking into account public comments. Several improvements were developed to enhance bicycling in Baker in the short term. Updates to the Denver Moves Bicycle Plan for Bannock and Cherokee Streets were also developed for your consideration. See the next boards for more information.
BIKE CONNECTION IMPROVEMENTS

1 6TH & BANNOCK

The intersection of 6th Avenue and Bannock Street received the most public comments in the “bicycling” category. This short-term project will extend the Bannock Street bicycle lane across 6th Avenue. It will also help guide drivers and bicyclists across the skew. This improvement is in line with the Denver Moves Bicycle Plan, which calls for extending the bicycle lane further north on Bannock.

2 ALAMEDA & SANTA FE/KALAMATH/I-25 AREA IDEAS

This segment of Alameda Avenue has been identified for pedestrian and bicycle improvements in the Vision Zero Action Plan (2017) and the Denver Moves: Pedestrians and Trails Plan (2019). Comments through this NTMP process confirmed the importance of improving this connection for bicyclists and pedestrians. The DRCOG board recently recommended funding a joint CDOT and City and County of Denver project to make improvements to this interchange with I-25. The short-term concept ideas shown here can improve walking and bicycling conditions along the north side of Alameda. These concept ideas are currently being studied.
BICYCLE PLAN RECOMMENDATIONS - BANNOCK & CHEROKEE

**OPTION 1**
BIKE LANES ON BANNOCK STREET

- **BANNOCK STREET**
  - 5' 10' 10' 5'

- **CONNECTS DIRECTLY TO ALAMEDA STATION**
- **DOES NOT CONNECT TO ALAMEDA STATION**
- **ONE BLOCK FROM FUTURE BROADWAY BICYCLE ROUTE**
- **REMOVES PARKING ON EAST SIDE OF BANNOCK STREET**

**OPTION 2**
BIKE LANES ON CHEROKEE STREET, ONE WAY DIRECTION FOR DRIVERS ON CHEROKEE AND BANNOCK

- **CHEROKEE STREET 1ST AVE TO BAYAUD AVE**
  - **5' 10' 11' 4' 7'**

- **BANNOCK STREET**
  - **8' 6' 11' 7' 8'**

- **CONNECTS DIRECTLY TO ALAMEDA STATION**
- **ADD PARKING ON WEST SIDE OF BANNOCK STREET**

**OPTION 3**
BIKE LANES ON CHEROKEE STREET

- **CHEROKEE STREET 1ST AVE TO BAYAUD AVE**
  - **6' 2' 10' 10' 2' 6'**

- **CONNECTS DIRECTLY TO ALAMEDA STATION VIA CHEROKEE**
- **REMOVES PARKING ON CHEROKEE STREET FROM 1ST AVE TO BAYAUD STREET, REMOVES PARKING FROM EAST SIDE OF CHEROKEE FROM BAYAUD AVE TO ALAMEDA AVE**
PARKING MANAGEMENT RECOMMENDATIONS

BROADWAY LOADING
Convert the loading zones on Broadway to Loading Only All Times to accommodate passenger loading, taxi, and ride-hailing (Uber, Lyft, etc.) needs and to discourage vehicles from loading in travel lanes.

2-HOUR PARKING
Introduce 2-hour (8am-6pm) parking time limits along certain streets north of 3rd Avenue to manage employee parking impacts.

BAKER AREA PERMIT CHANGES
Convert some of the Baker Area Permit (BA) block faces to 2-hour (10am-10pm) parking time limits to provide access for all users.
Modify the effective hours of the Baker Area Permit (BA) block faces to provide balanced access for all users.

FIRST FRIDAYS
Parking observations and data indicate that parking time limits and restrictions north of 3rd Avenue and west of Elati Street are not consistently necessary. However, Curbside & Parking staff will continue to monitor parking occupancy in the area and will make adjustments to this plan if appropriate.
ADDITIONAL PUBLIC WORKS PROJECTS