

41st + Fox Next Steps Study

Community Workshop | October 10, 2019



Summary

The City and County of Denver Public Work and North Denver Cornerstone Collaborative hosted a community workshop on October 10, 2019 at Garden Place Elementary. Approximately 30 people attended this workshop, including local residents, business owners and property owners. In addition to project staff, representatives from Denver Urban Renewal Authority (DURA), Regional Transportation District (RTD), and North Denver Cornerstone Collaborative (NDCC) were present to provide additional community resource information.

The community workshop was organized around the Next Steps Study three primary infrastructure Investigations: northern connections, the 44th Avenue bridge, and the 38th Avenue / Park Avenue intersection. Attendees were asked to rotate through workshop sessions at each of the investigations. The following comments and key themes were captured by station.

44th Ave Bridge

The 44th Avenue Bridge workshop included a review and discussion of bike and pedestrian facility options for the bridge that would align with connectivity improvements within the neighborhood. The following comments/opinions were provided by facility type:

Buffered Bike Lanes

- Some support for this configuration, depending on buffer type. Agreement that buffer type needs to be a significant physical barrier (ie concrete barriers, planters, curbs – more than bollards and striping)
- This bike facility type aligns best with adjacent facility types at 44th and 45th Aves.

- Community likes separation of modes (ie bikes and pedestrians)

Balanced (Shared Use Path)

- Not much support for this option; no physical barrier between people and cars
- With the number of kids and families using this connection, a mixing zone of pedestrians and bikes is not preferred.
- Concern from community that shared use configuration could provide unsafe feeling, especially on bridge.

Separated Facilities

- Support for this configuration where it enables a physical buffer.
- The current pedestrian configuration on one-side of the bridge aligns with social trail configuration onto 44th Ave so this option could work. But, some concern about transition zones where one-sided bike facility would need to transition to two-sided facility – @ Broadway and Cahita Ct
- Support for separation of modes by height or barriers in addition to protection from cars (ie 3 inch curb for bikes, then 3 inch curb for pedestrians; curb barrier for cycle track and bollard or fence barrier for pedestrians)
- Some support / ideas for a 18-20 foot shared use path is this configuration.
- Very important that this connection be more attractive and comfortable for bicycles and pedestrians, including improvements like lighting, pavement enhancements, or other.

Northern Connections

The northern connections workshop included a review and discussion of potential future bridge or tunnel connections from the north end of the study area east-west to the Sunnyside neighborhood along 47th Avenue, and north-south to 48th Avenue north of I-70. The following comments/opinions were provided:

East-West Connection 47th Avenue

- With the development occurring in Sunnyside, another pedestrian bridge would be more beneficial than a vehicle bridge.
- The Jason St cul-de-sac cuts off the connection to the surrounding uses and reduces the attractiveness of this option.
- This option is the 'lesser of two evils' that bring cars into the area.
- There is not much value to this option – only access to a residential area and Pecos Street which is already congested
- This option would not be supported by the community.
- This option is not desirable
- I've long waited for something like this. We need traffic relief from Pecos and this would be a good alternative.
- Another access is needed in this area to allow for emergency and other services but do we need to bring traffic into Sunnyside to do it?
- Do we really want more car access? We need to think outside the box!

- Why not just bike and pedestrian access? Or emergency vehicle only access?

North-South Connection

- Is there an option to connect to I-70 directly?
- Is there an option to bridge over I-70 instead of tunnel?
- This option would have better community support.
- This connection would need really good bike and pedestrian facilities to tie to improved bike and pedestrian facilities on 48th Avenue.
- We need to connect community.
- This option provides better community connections for the neighborhood, Argo Park and National Western Center.
- I have concern for digging tunnels – there is contamination in the area, although maybe less in the industrial part north of I-70. Contamination is a big concern of Globeville First.
- If we say “no” to bridges and tunnels then nobody will come and create / develop in the Fox area.
- This option provides access to both highways which could be a good thing.

38th Ave. Intersection

The 38th Avenue/Park/Fox intersection workshop included a review and discussion of potential reconfiguration options for the intersection, including the I-25 ramps and supporting circulation alternatives. The following comments/opinions were provided:

Roundabouts

- The Pecos and I-70 roundabout is stressful and confusing and I’m not sure about adding more roundabouts.
- I think roundabouts are the best intersection type– easier when you get used to them, provide better flow to traffic and operate at lower speeds.
- Residents also stated that the Pecos roundabout feels dangerous and we wouldn’t want to duplicate that style of roundabout
- Pedestrian and bicycle improvements should be separated if roundabouts are implemented.
- Improving safety for bikes and peds is a big concern for this area.
- Roundabouts could be a great “entrance” to the Fox area.
- Like the idea of cleaning up this entrance to work better but also to be an arrival into the area.

Signalization

- Works well now for cars
- Understandable and fits into area
- We should make them more efficient by consolidating locations and re-working the I-25 ramps
- Like the idea of making the intersections more “perpendicular” to improve safety and reduce confusion.

Supporting Circulation and 38th Avenue bridge crossing

- How does supporting circulation relate to the drainage / underpass issues?
- Residents like the idea of a stronger local grid network that might support the type of neighborhood development they want to see in this area. We do not want to see a 'commuter' TOD development.
- Like the idea of having another local route into the area that separates I-25 related traffic from local traffic. (38th Avenue bridge crossing)
- New connection across 38th Avenue from Huron or Galapagos should include infrastructure for all modes (bike and pedestrian)
- Enhancing the grid system west of Fox St is a good idea
- If we add transportation capacity into the study area, it should not be just for private autos but should accommodate all modes. New development in the area should be comfortable and attractive to people who live within 1 – 1.5 miles of this area. New transportation design should support this.