AGENDA

Study Schedule and Purpose
Community Input to Date
Draft Recommendations
BACKGROUND

Existing Land Use

![Existing Land Use Map]

Fox Station Area Plan, 2014

![Fox Station Area Plan, 2014 Map]
FOX STATION TRIP CAPACITY

WHAT IS IT?

In 2018, DPW and CPD developed new regulations for this area, tying new development to roadway capacity. Under these new rules, a maximum of 25,000 daily trips are allowed, if no infrastructure improvements are built.

KEY OUTCOMES

• Creates upper limit on new traffic generation in Fox Station Area
• Protects health & safety; ensures first-responder access
• Creates fair and regulated system for allocating new vehicle trips to new development
• Slows the growth of new traffic by requiring TDM (Travel Demand Management) plans
**EXISTING CONDITION**

<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Sitewide Trip Capacity</td>
<td>25,000</td>
</tr>
<tr>
<td>Less Existing:</td>
<td>(13,700)</td>
</tr>
<tr>
<td>Remaining Trip Capacity:</td>
<td>11,300</td>
</tr>
</tbody>
</table>

18 February 2020
CURRENT TRIP ALLOCATION

Total Sitewide Trip Capacity: 25,000
Less Existing: (13,700)
Less Reserved and Allocated (7,070)
  Home Depot
  Delaware Townhomes
  U Lucky Dog
Less Not yet Reserved or Allocated (1,906)
  Fox Ironworks

Remaining Trip Capacity: 2,324

The Home Depot
Retail / office / residential
Trips: 6,800

Fox Ironworks
Residential
Trips: 1,906

U Lucky Dog
Retail
Trips: 219

Delaware Townhomes
Residential
Trips: 51
WHAT CAN WE DO?

I. Can we improve the network for bike and pedestrian mobility?

II. Can we support more effective transit and travel options?

III. Can we increase vehicle access and circulation through infrastructure improvements?

IV. How much will it cost and how might it be funded?
COMMUNITY INPUT

- more area connections for all modes of transportation
- safety for people walking and bicycling
- improvements to 44th Avenue bridge that better accommodate bicycle and pedestrian movement within Globeville and to and from the station
- improvements to 38th Avenue intersection and 38th Avenue underpass to better facilitate walking, bicycling, and driving
- retain existing residential and allow additional growth near the station
- new roadway connections should feature high quality bike and pedestrian amenities
COMMUNITY QUESTIONNAIRE

WHO TOOK THE SURVEY?

Total responses = 59 people

AGE

- 36 - 50: 45%
- 26 - 35: 26%
- 18 - 25: 20%
- 50+: 9%

NEIGHBORHOOD

- SUNNYSIDE: 3%
- GLOBEVILLE: 15%
- OTHER N’HOOD IN DENVER: 26%
- FIVE POINTS: 47%
- OUTSIDE DENVER: 9%

ORIGIN OR DESTINATION

- ORIGIN: 59%
- DESTINATION: 25%
- NEITHER: 16%

TRANSPORTATION HABITS

Most people use a car, but many would prefer to bike or walk!

- CAR: 56%
- BIKE: 26%
- WALK: 14%
- TRANSIT: 4%

PRIMARY TRANSPORTATION MODE

- #1 BIKE
- #2 WALK
- #3 CAR
- #4 TRANSIT
DRAFT RECOMMENDATIONS

I. Improved Multi-modal Network

II. Increased Long-term Vehicular Access and Circulation

III. More effective Transportation Demand Management
WHY TDM?
Strategies that shift the how, when, and/or where of people’s travel behavior

Amount of space required to transport the same number of passengers by car, bus, or bicycle.

(Des Moines, Iowa - August 2010)
Stakeholder & Community Input:

- Safe for all users
- Physically separated and protected from trucks and cars
- Coordinated with GO Bond sidewalk improvements
Stakeholder & Community Input:

- Accommodate all users; safe for bikes/peds
- Consider it a “main street” through the area
- Provide flexibility that can support future land uses
HURON STREET

Stakeholder & Community Input:

• Comfortable local street for bikes/pedestrians, emergency services and/or vehicles.

• Crossing of 38th Avenue and connection to regional trail is important alternative to walking or biking through 38th Avenue/Fox/I-25 intersection.
Stakeholder & Community Input:

• Consider additional vehicular access at the south end of the area.

• Consider extending Huron Street alignment under I25.

• Bring connection to Old Globeville Rd. making it a stronger neighborhood connection.
**38th AVENUE/PARK/I-25**

**Stakeholder & Community Input:**

- Improve clarity and minimize driver confusion through the intersection.
- Improve bike/pedestrian safety and visibility
- Create an “entrance” to the Fox Station area
NORTHERN CONNECTION
Stakeholder & Community Input:

• Increase bike/pedestrian connections at the north end of the site

• Minimize vehicle cut-through traffic through the Sunnyside and Globeville neighborhoods

• Work with CDOT to develop most feasible connection

• Retain 47th Avenue crossing as a bike/pedestrian bridge to Sunnyside neighborhood
Stakeholder & Community Input:

- Flooding of the 38th Ave underpass is a key community concern and safety consideration

- Drainage improvements to the underpass should be coupled with bike/pedestrian improvements
ESTIMATED PROJECT COST

TRANSPORTATION BENEFITS

<table>
<thead>
<tr>
<th>PROJECT COST</th>
<th>MULTIMODAL NETWORK</th>
<th>MULTIMODAL NETWORK, EMERGENCY ACCESS &amp; 8-10,000 TRIPS</th>
<th>MULTIMODAL NETWORK, NEW VEHICULAR SITE ACCESS &amp; 25,000+ TRIPS</th>
</tr>
</thead>
<tbody>
<tr>
<td>$50M</td>
<td></td>
<td></td>
<td>I-25 TUNNEL $50M</td>
</tr>
<tr>
<td>$25M</td>
<td>44TH AVE BRIDGE $2M</td>
<td>38TH AVE / PARK / I-25 $15M</td>
<td>I-70 TUNNEL $60M</td>
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<tr>
<td></td>
<td>44TH AVE $2M</td>
<td>38TH AVE / UNDERPASS $32 - 42M</td>
<td></td>
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<tr>
<td></td>
<td>HURON/28TH ST BRIDGE CROSSING $38-10M</td>
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ESTIMATED COSTS AND BENEFITS
OPEN HOUSE STATIONS

PLEASE SHARE YOUR THOUGHTS ON EACH RECOMMENDATION AND THE OVERALL NETWORK CONCEPT