AGENDA

1. Schedule and Project Progress Overview
2. Trip Cap and Land Use Development
3. Infrastructure Investigations
   • Northern Connection
   • 44th Avenue Connection
   • 38th Avenue/Fox St./Park Ave/I-25
   • Bike/Pedestrian Mobility
   • Role of TDM
   • Funding Framework
Community members expressed a need for more area connections for all modes of transportation. Attendees highlighted the need to consider safety for people walking and bicycling when designing facilities.

Community members would like to see improvements to 44th Avenue bridge that better accommodate bicycle and pedestrian movement within Globeville and to and from the station.

Community members would like to see improvements to 38th Avenue underpass that better facilitate walking, bicycling, and driving.

There are mixed thoughts on future development and density; many community members expressed a desire to retain existing residential, many supported higher levels of growth especially near the station.

Any new roadway connections to the north or to the west should feature high quality bike and pedestrian amenities; mix.

PUBLIC MEETING #1
41ST & FOX STATION | JULY 9, 2019
SURVEY RESULTS

WHO TOOK THE SURVEY?
Total responses = 59 people

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

NEIGHBORHOOD
- SUNNYSIDE: 26%
- GLOBEVEILLE: 15%
- OTHER N'HOOD IN DENVER: 47%
- FIVE POINTS: 3%
- 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!

PRIMARY TRANSPORTATION MODE
- CAR: 56%
- BIKE: 26%
- WALK: 14%
- TRANSIT: 4%

TRANSPORTATION PREFERENCE
- #1 BIKE
- #2 WALK
- #3 CAR
- #4 TRANSIT
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>
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<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>
BUILDOUT
SCENARIO 1 @ 20% TDM

Total Sitewide Trip Capacity: 25,000
Less Existing: (13,700)
Less Home Depot: (6,851)
Less Fox Ironworks: (1,904)
Less Trips from Development Shown: (3,413)
Remaining Trip Capacity: -868

The Home Depot
Retail / office / residential
Trips: 6,851

Fox Ironworks
Residential
Trips: 1,904

12 Story Residential / Retail
Dwelling Units: 318
Trips (20% TDM): 1,887

8 Story Residential / Retail
Dwelling Units: 212
Trips (20% TDM): 1,526

fox north site new ownership
Infrastructure Investigations

1. Can we increase trip capacity through infrastructure improvements?

2. What is the cost and associated trip benefit?
NORTHERN CONNECTION

BRIDGE TO 47TH AVE
- Bridge landing between Lipan and Jason St
- Assumes 2-lane section with 12’ sidewalk
- Complex RR and utility coordination/ relocation
- ROW impacts / acquisition required

TUNNEL UNDER I-70
- Tunnel under I-70 to 48th Ave
- Assumes 2-lane section with large sidewalks
- Complicated construction / traffic control/RR
- ROW impacts / acquisition required
WITHIN CDOT ROW?

50 - 60 FEET FROM ROW TO EDGE OF SHOULDER / PAVEMENT

2 LANE ROADWAY WITH SIDEWALK ON SOUTH SIDE. 40-44 FEET WIDE

CDOT ROW APPROXIMATE
EXISTING CONDITION

44th Avenue Bridge Looking East

BIKE LANE  WB TRAVEL  EB TRAVEL  BIKE LANE  SIDEWALK

1.0'  6.0'  12.0'  12.0'  6.0'  1.0'  7.0'  1.0'
BRIDGE OPTIONS

BUFFERED, DIRECTIONAL BIKE Lanes

BALANCED SECTION, SHARED USE

CONCENTRATED MODES ON SOUTH SIDE
38th / PARK / FOX / I-25 OPTIONS
EXISTING CONDITION

OPPORTUNITIES
- Significant public ROW available
- Aligns with CDOT interest in ramp improvement

CHALLENGES
- Traffic patterns are changing
- Tight intersection spacing
- Ramp design criteria need to be met
- Challenging bike and pedestrian environment
• Simplifies access to Fox St and emphasizes Fox as “Main Street”
• Tighter ROW utilization
• No change to ramp operation
• Similar operating efficiency

• Reduces number of signals
• Tighter ROW utilization
• Simplifies weaving movements
• Requires ramp modifications
• Increased efficiency (15%)

• Reduces number of signals
• Tighter ROW utilization
• Emphasize Fox St as “Main Street”
• Requires ramp modifications
• Increased efficiency (15%)
• Entry feature into Fox District
• Increased capacity and efficiency (30%)
• Requires ramp modifications
• Non-standard intersection for CBD
38TH UNDERPASS
INFRASTRUCTURE OPTIONS

EAST-WEST BRIDGE
$40-60M
20,000 VEHICLE TRIPS

44TH AVE BRIDGE
$1-5M

38TH AVE / PARK / I-25
$10-15M

38TH Ave Underpass
$32-42M

NORTH-SOUTH TUNNEL
$20-40M

PROJECT COST

Considerations:
- neighborhood connectivity
- district identity/sense of place
- desired development patterns
- market conditions
- mobility options / tdm

VEHICLE TRIP CAPACITY
SOLUTIONS

TRANSPORTATION

TDM

FINANCING

INFRASTRUCTURE
What is TDM?

Strategies that shift the how, when, and/or where of people’s travel behavior to increase system efficiency, reduce single occupancy vehicle (SOV) trips, and achieve specific planning goals.

Denver TDM Plan, 2019
WHY TDM?

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


(Des Moines, Iowa - August 2010)
FUNDING
YOU'RE INVITED! 41ST + FOX NEXT STEPS COMMUNITY WORKSHOP

THURSDAY, OCTOBER 10 | 5:30 – 7:00 PM
GARDEN PLACE ACADEMY
4425 LINCOLN ST, DENVER CO 80216

Please join us for a community workshop!

Come learn about the 41st and Fox Next Steps Study and provide your input as we dive deeper into designs for specific improvements related to the three study focus areas: 44th Avenue, the 38th Avenue/ Fox Street / I-25 intersection and potential new connections to surrounding neighborhoods.

QUESTIONS & MORE INFORMATION

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