

# stakeholder meeting #2 notes

September 20, 2019

The following document is a summary of notes, themes, and project goals discussed at the 41<sup>st</sup> and Fox Next Steps Study stakeholder committee meeting #2, held September 20, 2019.

## meeting overview

The 41<sup>st</sup> and Fox project team held its second stakeholder committee meeting at the CCD Advanced Manufacturing Center at 2570 31<sup>st</sup> Street. Stakeholders and project team members discussed specific infrastructure investigations at three area locations designed to increase access to the Fox District and improve multi-modal mobility. The team also reviewed public meeting outcomes, public survey results, and discussed the most effective ways to present information at the upcoming second public meeting on October 10. The meeting also included a brief update of the city-wide Travel Demand Management (TDM) study and its coordination with this study.

## meeting attendees

MEMBER	ORGANIZATION
Karen Good (Project Manager)	Public Works, Project Planning
Beth Vogelsang (Project Manager)	OV Consulting, LLC
Chris Vogelsang	OV Consulting, LLC
Max Lubarsky	OV Consulting, LLC
Don Jacobs	Enginuity
AE	Globeville KARES
Jill Locantore	WalkDenver
Jose Carredano	Vita Fox North
James Bereznick	Sunnyside United Neighbors, Inc (SUNI)
Kelley Flock	Globeville First

## meeting details

### meeting agenda

- Schedule review and updates
- Infrastructure alternatives
- Drainage
- TDM strategies and land use scenarios

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## key stakeholder comments

### general comments

1. The project should discuss and explain trip capacity in two ways – both *vehicle trip capacity* and *person trip capacity*. These are distinct concepts and it will help to frame the multi-modal planned improvements conversation around these metrics.
2. Feelings on the potential Home Depot development are generally split. Some Sunnyside and Globeville residents are excited about the potential of Home Depot development to bring jobs to the area. Others are concerned about how this type of 'big-box' development would work in a TOD area.

### northern connection

The project team gave an update on two potential connections at the northern edge of the site, (1) a bridge over the RR tracks, connecting into the Sunnyside neighborhood at 47<sup>th</sup> Ave, and (2) a tunnel underneath I-70, connecting to the northern portion of Globeville and tying into the street network at 48<sup>th</sup> Ave.

### Stakeholder Comments:

1. Increasing the connectivity with a bridge or tunnel could also help increase multi-modal opportunities into the site.
2. Some stakeholders are also interested in creating a bike/ped only bridge at the northern end of the site.

### 44<sup>th</sup> ave bridge

Three 'families' of options for bridge configurations were shared with stakeholders, including:

- *Balanced Section* – This family includes large sidewalks / or shared use facilities on both sides of the roadway for bike and pedestrian use. Striping or other buffers could be used to achieve separation of modes if desired.
- *Concentrated Modes* – This family concentrates both pedestrian and bicycle activity on one side of the bridge. The southside of 44<sup>th</sup> Avenue is assumed to be the best location to tie in with other GES sidewalk improvements along the bridge landing and 44<sup>th</sup> Avenue.
- *On-street Bike Lanes* – This family includes directional buffered bike facilities and a sidewalk on one side of the bridge.

### Stakeholder Comments:

1. Top concern on this bridge is safety of users – both for pedestrians and bicyclists. Existing configuration does not feel safe and is not attractive for users.
2. Transitions to and from the bridge – at Broadway and at Cahita Ct – are challenging in this corridor. As cross-sections are determined for this bridge, navigating these transition areas is crucial. In the *concentered modes* and *on-street bike lanes* families, proper transition must be in

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place to ensure safe and consistent travel for pedestrians. A *balanced section* best aligns with facilities on both sides of the bridge and could avoid confusing or complex transitions.

3. Bus stop locations and amenities along 44<sup>th</sup> ave (and 45<sup>th</sup> ave east of I-25) should be considered as part of this corridor redesign. Currently, the bus stops at the west end of the bridge lack benches, lighting and shelter. The eastbound stop location does not have a sidewalk connection or waiting space. As the bridge cross-section is considered, bus stops may need to be relocated or redesigned to interface best with new designs.
4. Public meeting materials should include 'desire lines' depicting pathways pedestrians and bicyclists are most likely to use. 'Desire lines' can help align the proposed infrastructure with natural bike and pedestrian patterns.
5. Formalizing the social path from the 44<sup>th</sup> ave bridge into the east side of Globeville is a critical connection for the community. This connection should be integrated into the bridge cross-section considerations.

### 38<sup>th</sup> & fox

The project team presented alternatives at the 38<sup>th</sup> and Fox St intersection in three separate categories: network alignment, node configurations, and supporting connectivity networks.

#### Stakeholder Comments

1. There was consensus among stakeholders that the existing configuration is complex for drivers, challenging for bikes and pedestrians, and poses a significant barrier to entry to the Fox District.
2. Roundabout alignments may cause some issues. The existing roundabouts at Pecos / I-70 tend to stack along 48<sup>th</sup> and stakeholders are worried about similar issues at the front door of the site. Additionally, roundabouts cause issues for bike and pedestrian crossings. One roundabout in the area, though, can free up a lot of land for development, bike and pedestrian connections, green space, or other community serving uses.
3. Public meeting graphics should highlight the SPR trail connection and other connections to local or regional bike facilities.
4. Stakeholder reaction was favorable to several of the supporting connectivity network ideas and reconnecting the street grid. The grid supports the right scale of connectivity for land use for both vehicles and cars, as well as the right scale of development for the area.
5. Concern was expressed about the possibility of cut-through traffic from Sunnyside or I-70 through Globeville and into downtown. Increased demand to drive "thru" the area was not favored.

### tdm strategies

Stakeholders emphasized the need to discuss distinction of person trips and vehicle trips with the public. Project team may want to consider adding in potential person trips from high-capacity transit to help frame the conversation.