PUBLIC MEETING SUMMARY

Walnut St Two-Way Conversion

Date: March 5, 2020 | 5:00 PM to 7:00 PM
Location: River North Brewery, 3400 Blake St, Denver, CO
Staff: Brett Boncore – City and County of Denver
      Molly Veldkamp – City and County of Denver
      Karen Good – City and County of Denver
      Adam Jaden – City and County of Denver
      Alicia Zimmerman – Fox Tuttle
      Marc Devos – Wilson & Company
SUMMARY

On March 5, 2020, DOTI and the Walnut Street team held a public meeting at River North Brewery (3400 Blake St) to provide information to and gather information from the community about the proposed conversion of Walnut St to two-way operation as identified in many local planning documents. There were 48 attendees from the general public. A previous meeting was held for invited stakeholders from local businesses and organizations.

The meeting was open house format with stations for attendees to talk with project team members. Boards with project background, project area/existing conditions, and additional study locations (via dot exercise) were available for discussion/input. No presentation took place, but comment cards were provided to attendees.

Attendees
• # of Attendees: 48

Feedback and Comments:
• # collected: 14 comments via comment cards 48 comments on roll plots, 1 via email (see Appendix D)
• A dot poll was used to collect feedback on preferred locations for intersections for future study and investment (see Appendix D)

Public Meeting Advanced Outreach and Marketing:
• Email sent out to all previously collected community contacts (2/24)
• CCD Walnut Street project website
• CCD Community meeting calendar (Karen?)
• RiNo event calendar and RiNo Instagram (47.2K followers)
• Bicycle Colorado and River North Brewing noted social media activity about the meeting
Meeting Summary from City Website:

The City & County of Denver is working on a Two-Way Signing, Striping, and Signal Design for Walnut Street between Broadway and Downing Street. Join us March 5, 2020 between 5pm and 7pm at River North Brewery (3400 Blake St) to learn more about the project and provide direct feedback on potential changes. Feel free to drop in at any time. Join us!

Comment Theme Summary:

The top comment themes taken from the comments received are noted below:

- Requests for changes to intersection control (All-Way Stop signs)
- Requests for speed reduction
- Requests for improved pedestrian and bicycle facilities
- Requests for improved visibility
- Many comments were made regarding various locations, but no specific location stood out as a particular area of concern.

The top locations for requests for further study:

- 27th St and Walnut St (Crossing challenges, Concerns regarding visibility)
- 26th St and Walnut St (Crossing challenges)
- 28th St and Walnut St (Walking challenges, Crossing challenges)
- 33rd St and Walnut St (Concerns regarding speeding)
APPENDIX A – Meeting Boards

Project Background

Why?
- Once part of a one-way pair, Walnut St is now the only remaining one-way street in the area, which can create confusion among roadway users.
- Walnut St is quickly becoming more pedestrian-focused, with changing user needs.
- Area land use and transportation strategies have resulted in a need to address emerging safety and connectivity concerns within RiNo.

How We Got Here
- 2016 – Walnut St parking and pedestrian reconfiguration (parking blocks)
- 2020 – This project will develop design plans to convert Walnut St to two-way in an interim condition
- Future – Final Design and Construction of Full Build-Out Condition

What Is This Project?
Denver Department of Transportation & Infrastructure (DOTI) plans to repave Walnut St from Broadway to Downing St and convert it from one-way to two-way travel. This project will gather existing conditions data and stakeholder input to develop an interim construction plan (signing, striping, and signal design) that considers corridor user needs (loading, pedestrian space, parking clarity, etc.).

This project WILL:
- Take advantage of Denver’s plan to repave Walnut St
- Resurface the existing pavement
- Convert Walnut St to two-way travel between Broadway and Downing St
- Better define parking and loading in some areas

This project WILL NOT:
- Install hardscape improvements such as sidewalks, curb and gutter, or bumpouts
- Construct intersection modifications such as new crosswalks or stop signs – these modifications will be evaluated after Walnut St is converted to two-way travel
Additional Evaluation Opportunities

Tell Us!
Help us prioritize intersections for future study and investment.
- Place up to three dots on locations you feel could benefit from additional infrastructure investment.
- Dot color reflects your transportation concern at that location:
  - Concerns regarding speeding
  - Concerns regarding visibility at intersections
  - Crowding challenges
  - Walking challenges
  - Biking challenges
  - Driving challenges

Why?
We would like to know which locations to consider for future study or design of focused improvements outside of the two-way improvements (e.g., studying and improving pedestrian crossing or visibility at an intersection).

*Note: Transportation Planning Ireland; Modelest; Urban Improvement Plan; previous planning efforts; NACTO; North Denver Creative Placemaking; NCDOT; Mobility Master Plan; Area Tactical Road Action Plan.
## APPENDIX B – Meeting Sign-in Sheets

### Walnut Street Two-Way Conversion

#### Public Open House Sign-in

<table>
<thead>
<tr>
<th>Name</th>
<th>Organization (Business, Resident, etc.)</th>
<th>Email</th>
<th>Phone</th>
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</thead>
<tbody>
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### Walnut Street Two-Way Conversion

#### Stakeholder Meeting #1 Sign-in

<table>
<thead>
<tr>
<th>Name</th>
<th>Organization (Business, Resident, etc.)</th>
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WALNUT ST TWO-WAY CONVERSION

APPENDIX D – Comment Cards

COMMENT CARD

Do you have comments? Please describe them below:

Thank you for holding this community meeting/open house. Walnut St. is currently, like a speedway/express way in the AM commute. I find it difficult and dangerous to cross on foot or on bike (from a stop) at 27th or 28th in the morning. Traffic never yields and often seems to be travelling at 40mph. PM traffic crossing seems a bit more manageable. One or two 4-way stops or 2-way stops would perhaps help calm traffic further. A few intersections with bike lanes may also calm traffic further. It would be great if the final product/design had bike lanes but I am not sure if both have class. If bike lanes are not necessary on Walnut St. then it may not be necessary.

COMMENT CARD

Do you have comments? Please describe them below:

There needs to be a bike and pedestrian connection through the yard at 31st.

Make sure to include your contact info on the meeting sign-in sheet to receive future updates and meeting information for this project.
WALNUT ST TWO-WAY CONVERSION

COMMENT CARD

Do you have comments? Please describe them below:

4-way stops needed!
Pls do not wait to install any before completion of project. At least 2-3 initially, maybe every other block in the future.
More importantly - adequate sight lines at every intersection in all directions - 25', 30'.
Thank you!

Agree!!

Make sure to include your contact info on the meeting sign-in sheet to receive future updates and meeting information for this project.

WALNUT ST TWO-WAY CONVERSION

COMMENT CARD

Do you have comments? Please describe them below:

Loading docks @ 30th & Blake w/ head in parking, no sidewalk.

Make sure to include your contact info on the meeting sign-in sheet to receive future updates and meeting information for this project.
COMMENT CARD

Do you have comments? Please describe them below:

- Please have consistent parking orientation throughout the length of Walnut. Never sure which way is allowed.
- Can we get sidewalks please? Incentives to make sidewalks?
- Can we get some lights?

Make sure to include your contact info on the meeting sign-in sheet to receive future updates and meeting information for this project.

COMMENT CARD

Do you have comments? Please describe them below:

- Turning left from Broadway onto Blake is not allowed, but it happens frequently. Can you please put up louder/bigger signage? Cameras?
- 27th (Blake) needs sidewalks 2) cars are parked too close to intersections, very hard to turn onto Walnut from 27th 3) Cross walks 4) people going fast. Stop sign? Light? Blinking pedestrian sign?
- Lots of loading trucks at Peak Burg + 10 Barrel. Please give them a place that isn't in the middle of the street!
- What will happen w/ Rockies Games? Please send everyone onto Blake either way. Don't shut down 27th.
COMMENT CARD

Do you have comments? Please describe them below:

NONE OF THESE CONFIG. HAVE DEDICATED BIKE LANES & HOW TO SEPERATE BIKE LANE FROM STREET & FROM WALKWAY... CAN WE DO A DOUBLE BIKE LANE W/ BARRIER FROM CARS & ALLOW FOR 5'-0" SIDEWALK.

Make sure to include your contact info on the meeting sign-in sheet to receive future updates and meeting information for this project.

COMMENT CARD

Do you have comments? Please describe them below:

PARKING ON WALNUT AND IN RiNo IS HARD ENOUGH AS IT IS. MOST RiNo BUSINESSES ARE 8+ BLOCKS FROM THE CLOSEST LIGHT RAIL. HOW DOES THE CITY PLAN TO COMBAT THE ISSUE OF RESIDENTIAL & COMMERCIAL PARKING IN THE NEIGHBORHOOD? ESPECIALLY WITH THE WTC COMING IN 2021 AND THE GROWTH OF RiNo OVERALL. THIS IS A TOP CONERN OF MINE WHEN THINKING ABOUT KEEPING MY HOME & BUSINESS IN RiNo/Denver.

Make sure to include your contact info on the meeting sign-in sheet to receive future updates and meeting information for this project.
WALNUT ST TWO-WAY CONVERSION

COMMENT CARD

Do you have comments? Please describe them below:

Our office is outside of the scope of this project, but we are impacted by signage as a result of the viaduct project. We're at 3403 Walnut. The intersection was previously a stop sign on 40th at Walnut. It's now a 4-way, but there are often cars/vehicles that do not notice the stop at Walnut and blow through it, slowing traffic. Since it's a change, it might be worth calling special attention to it for safety.

Thanks.

Make sure to include your contact info on the meeting sign-in sheet to receive future updates and meeting information for this project.

MIKE, 303-250-7197.

WALNUT TWO-WAY CONVERSION

COMMENT CARD

Do you have comments? Please describe them below:

On the overpass near the 38th and bike station, cars are always parked in the bike lane. I'm sure it is a result of construction and parking shortages, but I don't think the construction is stopping any time soon.

Sorry again this is outside of the area of this project, just something I thought of looking through the mobility action plan.

MIKE, 303-250-7197
COMMENT CARD

Do you have comments? Please describe them below:

There needs to be stop signs at the time of conversion, it is a two-way conversion. It is not a two-way conversion. With NO STOP signs you are creating a serious public health crisis. You are looking at 12 blocks with NOT 1 stop sign. I’ve heard 2 and dangerous for Peda & Bikes!!!

Make sure to include your contact info on the meeting sign-in sheet to receive future updates and meeting information for this project.

COMMENT CARD

Do you have comments? Please describe them below:

We have to put in 4-way stops at every other intersection, too dangerous not to. This is a tourist neighborhood, most people are walking, drinking at an altitude they’re not used to and trying weed, awareness isn’t good... need to slow down traffic and create safe crossing spots.

• Walking neighborhood should be 25 mph not 30.
• Loading zones so deliveries don’t impede traffic
• Lyft Ubér designated areas
• Put in sidewalks - Denver needs to stop pretending to be a large city and ACT like it - take responsibility

Make sure to include your contact info on the meeting sign-in sheet to receive future updates and meeting information for this project.
Comment Card

Do you have comments? Please describe them below:

1) Just because there are bicycle facilities on parallel streets doesn't mean that they're not necessary here.
2) The 2-way conversion is great. Do this on every one-way street in the city.
3) 12' lanes are too wide. 10' is fine (ask NACTO).
4) Cross walks @ every intersection. Every single one.
5) 12' wide sidewalks are excellent.
6) Remove as much parking as humanly possible. A good place to start would be assume parking on one side only.
7) Diagonal parking belongs in the suburbs.
8) Curbs bulbs @ every intersection if separated bicycle facilities aren't provided.

Make sure to include your contact info on the meeting sign-in sheet to receive future updates and meeting information for this project.
Comments from roll plots:

- Broadway and Walnut intersection: Should left turn from Broadway to Walnut be removed?; Should there be a left turn lane developed by removing parking on Walnut?
- 4 way stop signs every other intersection
- 2528 Stonaway Kitchen/Pon Pon: Uber and Lyft drivers in front; street congested from Broadway to 28th and the street pinches down. Danger!
- Adequate sight lines at every intersection for all directions, 25-30’
- 2540 William Matthews- 300 members
- 2590 Green Spaces: Like the on-street parking on Walnut and 26th
- Lawrence and 26th needs a four-way stop (outside project area)
- 26th and Walnut: 4 way stop (4)
- 2600 Patagonia: parking out front
- 2620 10 Barrel Brewing Company: Requests bulb out for patio; 25 mph (3)
- 2644 Matthew Morris Salon and Skincare: Allow for dock cohesion (2). The docks are up and down, no connection between retail.
- 2635 and 2641: Loading zone for Park Burger and 10 Barrel (need or have?)
- 2649 Denver Fine Cabinetry: Paved sidewalk requested
- No one-way conversion after Rockies games at 27th and Walnut (2)
- 27th and Walnut: 4 way stop (4)
- More space between parallel parking and intersection; 27th and Blake (??)
- Pride Sidewalks (rainbow)
- 28th street: no stop sign- request RRFB; 4 way stop
- 28th and Walnut: High accident corner; poor visibility at crossing. Move parking further from intersection
- 2801/2811 Octane Alley: Engage/slow street at Octane Alley. Connect pedestrians to other side.
- 29th and Walnut: No stop sign but request RRFB and crosswalk (2); 4-way stop
- 30th and Walnut: Have a stop sign on either side of Walnut. No stop sign on Walnut.
- 4 way stop on 30th and Blake and 30th and Larimer requested
- 3001 Epic Brewing Company: ROW usage as loading zone
- Plans to make 31st to go through from Larimer to Walnut. Eventual pedestrian bridge over Platte. Should have 4-way stop at this intersection for peds and bikes.
- Don’t forget ped/bike access through the Yota Yard from Walnut to Larimer
- 3134 Yota Yard: Plans for 300 person event space and distillery
- 4 way stop signs every other block
- Between 31st and 32nd: Adequate sight lines at every intersection for all directions
- Crosswalks at Walnut and 32nd and Walnut and 33rd; better visuals (sight lines or high visibility) for crossing at these intersections too
- 3201 Improper City: Dedicated rideshare spots needed
- 25 mph along corridor (1)
- 32nd to 33rd East Side: Camden Rino 233 new units across from Improper City
- 33rd and Walnut: Good geometry for visibility
- Stop signs and crosswalks each block
- Between 33rd and 34th: Buffered or protected bike lane
- Suggest using trees in pots until major reconstruction
- 3300 Dry Ice Factory: High Speed Traffic; Problems with illegal parking at dock; Illegal parking at driveway on 33rd
- 3400 and 3463 Walnut: Safety study of future growth?
- NW of Walnut on 34th: No sidewalks or cars on sidewalks. Only walk on street.
- 3400: 8 story commercial building (planned)
- 3463: 382 rental units; 13 story building (planned)
- 35th and Walnut: High night club activity; 4 way stop
- Increase bike access on 36th; primary to Cole and across bridge
- 3500 Exto Event Center: Loading zone and Rideshare zone
- 3560 Neo Studio: Loading/Unload for Hub. Important intersections for Rideshare
- Walnut and Downing: two exit lanes to align with North of Downing
- Loading Zone in front of Black Shirt

Comments via email:
- Could we make sure to paint the lines for the parallel parking? It seems a lot of people are horrible at it, so maybe the lines will help.