

## Washington Street Study – CWG #3

Community Working Group Meeting Notes  
June 15, 2017  
5:30-7 p.m., Project Angel Heart

### Community Working Group Members

Name	Affiliation	In Attendance
Kristin Cardenas	Garden Place Elementary PTO	X
Fred Schultz	ASARCO/Trammell Crow	X
Dennis Maddox	DenCol	
Elizabeth Bugay	Project Angel Heart	X
AE	Globeville K.A.R.E.S	X
Vernon Hill	Globeville Civic Partners	X
Marina Chotzinoff	Where Wood Meets Steel	
Jill Locantore	Walk Denver	X
John Zapien	Community representative	X
Dave Oletski	Community representative	X
Maria Campos	Community representative	
Cliff Lind	GES Business Association	
Kaitlyn Randol	Superior Farms	X
Rob Ollett	Bike Denver	X
Mickey Zeppelin	Zeppelin Development	

### Study & Design Team Members

Name	Representing	In Attendance
Elise Brenninkmeyer	Matrix Design Group	X
Matt Buster	Matrix Design Group	X
Karen Good	City and County of Denver	X
Andrew Irvine	RNL Design	X
Heather Noyes	Studio CPG	X
Chris Pacheco	City and County of Denver	
Chris Proud	City and County of Denver	
Jason Rutt	Matrix Design Group	X
Andrea Santoro	Matrix Design Group	
Michael Sapp	City and County of Denver	
Rosa Snyder	Zoeller Consulting	X
Christopher Valencia	Matrix Design Group	
Beth Vogelsang	OV Consulting	X
Lisa Zoeller	Zoeller Consulting	X

Guests: Nancy Gradys-Jones, Ray Ruppert



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### Introduction:

Karen Good announced that Washington Street made the list of projects recommended to the Mayor for the GO Bond. The request is for \$23 million and has been strongly championed by Councilman Albus Brooks. AE suggested that community members continue to advocate in the GO Bond process.

### Schedule Update:

Jason Rutt presented a revised meeting schedule, with CWG #4 in early August and CWG #5 in early October and public meetings later in August and October.

### Review of Open House #1/Survey Results:

Jason then reviewed the survey results received during the first open house as well as online. He noted that the survey is still open until the end of the month. Jason highlighted public meeting comments made regarding existing conditions and suggestions for improvements. He then presented a matrix of the survey results to date which illustrated priorities for improvements based on character area as well as a ranking of intersections by order of importance. Dedicated bikes lanes, street trees and sidewalks were the top three priority items in every character area. Intersections ranked highest in importance were 45<sup>th</sup>, 47<sup>th</sup> and 51<sup>st</sup> respectively. For these intersections, improvements were ranked, with the top priorities listed in order as sidewalks, pedestrian lighting, dedicated bike lane, traffic calming, street trees and bus stop upgrades.

### Comments & Questions by CWG members and visitors:

John Z commented that it made sense that 45<sup>th</sup> Avenue was a priority intersection because it was the only street that has true connectivity through the neighborhood. He then asked how the prioritized list of improvements fits the \$23 million amount as well as how to advocate to ensure the project does not get removed from the list. Jason stated that it may be possible to have a little more information related to cost at the next meeting. As we progress through the design and develop a rough order of magnitude cost we will compare the estimate to the project budget; Karen stated that historically, once a project is on the list of recommendations submitted to the Mayor, it usually remains on the list. Vern said that the NWC is the reason why this project is a priority on the GO Bond list and so NWC should continue to advocate as well.

### Character Zones:

Andrew Irvine reviewed the existing conditions, opportunities and constraints and streetscape character and elements for each of the character zones; Beth Vogelsang reviewed the corridor analysis for each zone.

### Comments from CWG and guests:

AE raised the missed opportunity at 45<sup>th</sup> with the existing structures built/being built which include a marijuana shop, gas station, McDonalds and a storage facility. She expressed frustration that the City is not supporting the long-term vision for Washington Street by addressing current property use and considering acquisition. Andrew proposed that improvements would increase investment in the area; funds spent now to acquire land instead of on improvements would not result in a business wanting to be on Washington Street, where as funds spent on infrastructure improvements could attract higher quality private development in the future.



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Kristin C acknowledged that the underpass at the rail crossing, on the South Platte River Trail is not officially part of the Washington St study but asked how do we address safety. Karen G responded that although the trail underpass is not formally a part of the Washington Street Study, the South Platte River Trail is part of many conversations going on with City staff and solutions are being sought. John Z added that he would like the Mayor to come to the area to see the problem in person and that he will support making that happen.

Dave O asked if Anna Jones leaving NDCC would impact the advocacy for Washington Street? Karen G responded that the interim director, Todd Wenskoski, has been and will continue to be a strong advocate. Nancy Grandys-Jones added that Tricia Anstey at NDCC is the Globeville, Elyria Swansea (GES) portfolio manager and important to our advocacy efforts as well.

John Zapien asked if terracing is a possibility at the underpass in Zone 1. Andrew said yes. He noted that this entrance to the area is the most challenging.

Vern asked that we consider some kind of gateway feature into Globeville; AE noted that the actual boundary for Globeville is at 38<sup>th</sup> St and we need to place any gateway feature in the correct location to extend the design to the true southern limit of Globeville.

Beth V noted the open space in the right of way on the west side between 46<sup>th</sup> and 47<sup>th</sup> Avenues is owned by CDOT. AE encouraged communicating with CDOT now about this opportunity.

Ray R said that near the interchange, a third turn lane may be needed within the cross section to accommodate future traffic.

Jill L commented that sight lines at the interchange ramps are very difficult for pedestrians and cyclists. Raised pedestrian crossings at the interchange ramps would be good.

Dave O stated we will need to know where the Bettie Cram Drive alignment will be as we get to alternatives for Washington. Karen G responded that this scope will be part of the recently awarded Planning and Placemaking contract. Matrix is on the MIG / StudioInsite team that won the contract. This would allow seamless coordination between Washington Street and the National Western Center (NWC) connections.

Fred S pointed out that the centerline of 52<sup>nd</sup> is the Adams County boundary.

AE asked that our next CWG meeting include a discussion of wayfinding. She would also like to discuss the development of land between Washington St and the South Platte River and how to avoid slicing off a neighborhood amenity if that becomes isolated.

In response to discussion about whether there was a need for a dedicated bike lane on Washington Street, Kristin C. stated that Lincoln Street is a key neighborhood connection for residents and students and that she supported prioritizing bike and pedestrian improvements along Lincoln. In particular it is a primary pathway to and from multiple schools so a bike route would enhance the way it is already being used.



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Robb O believes it is important to keep the idea of bike lanes on Washington Street, he believes not adding a bike facility on Washington will decrease the vibrancy of the area as NWC is built out. Jill L pointed out that east/west connectivity is important so we need to be sure to include intersections as part of this discussion.

John Z raised the issue of an alternate truck route. Vern was not in favor of this as a business owner, and stated that business owners in general would support moving the bike route rather than moving truck traffic off of Washington St. The reality is that truck traffic is part of Washington Street and especially with the build-out of NWC, two lanes is not going to work, we are going to need additional lanes. Kaitlyn R concurred that truck traffic will continue on Washington Street. However it was also agreed that if traffic backs up a truck driver will use an alternate route if they can.

It was commented that so far the design interventions shown are all very linear and restricted to Washington St. The group looks forward to seeing intersection character as well in future iterations.

The meeting ended and John Z provided a quick update on community efforts to re-name Northside Park to Carpio-Sanguinetti Park and that a recent vote by the Parks Board was in favor of this change.

