Vision Zero York & Josephine Transportation Safety Study

Public Meeting #1 - July 12th, 2023
How to listen to Language Interpretation

**Desktop (Windows / MacOS)**

1. In your meeting/webinar controls, click Interpretation.
2. Click the language that you would like to hear.
3. (optional) To hear the interpreted language only, click Mute Original Audio.

**Notes:**
- You must join the meeting audio through your computer audio/VoIP. You cannot listen to language interpretation if you use the dial-in or call me phone audio features.
- As a participant joining a language channel, you can broadcast back into the main audio channel if you unmute your audio and speak.

**Mobile Device (Android / iOS)**

1. In your meeting controls, tap the ellipses
2. Tap Language Interpretation.
3. Tap the language you want to hear.
4. (Optional) Tap the toggle to Mute Original Audio.
5. Click Done.

**Notes:**
- You cannot listen to language interpretation if you use the dial-in or call me phone audio features.
- As a participant joining a language channel, you can broadcast back into the main audio channel if you unmute your audio and speak.
Meeting Agenda

Introductions

Project Purpose and Schedule

Understanding the Corridor: Existing Plans & Conditions

Corridor Constraints

Project Goals

Group Workshop

Thank You & Next Steps
Project Purpose & Schedule
Project Extent

- York/Josephine between 47th Ave and Colfax Ave
- Adjacent to:
  - 6 neighborhoods
  - Single Family, Multi Family and Industrial Use
  - Numerous schools
  - City Park & Denver Zoo
Project Overview

Corridor Segments
• Segment A: 40\textsuperscript{th} to 47\textsuperscript{th} Ave
• Segment B: 23\textsuperscript{rd} to 40\textsuperscript{th} Ave
• Segment C: Colfax to 23\textsuperscript{rd} Ave

Near-Term Design Improvements
• Construction Summer 2023 & Summer 2024
• What will these improvements include?
  • Reduced pedestrian crossing distances
  • Curb ramp improvements
  • Changes to signal and intersection operations
  • Additional traffic-calming measures

Long-Term Visioning – Schedule to follow
**Project Schedule**

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<th>Q1</th>
<th>Q2</th>
<th>Q3</th>
<th>Q4</th>
<th>Q1</th>
<th>Q2</th>
<th>Q3</th>
<th>Q4</th>
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<th>2024</th>
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<td>COMMUNITY TOUCHPOINTS (Neighborhood organization &amp; community events as needed)</td>
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*Suggestions for Community Touchpoints? (Ex: Farmer’s Market, RNO Event, etc.)
Today’s Meeting Goals

Previous Plan Recs + Project Goals + Your Comments = Corridor Alternatives
Understanding the Corridor

Existing Plans
Existing Plan Review

2002
Blueprint Denver identifies York as an enhanced bus transit corridor and lays out citywide transportation policies, as well as general characteristics of land uses surrounding the corridor.

2017
Denver Vision Zero identifies York/Josephine as part of the High Injury Network (HIN). The I-70 Impact study recommends eliminating the interstate interchange at York.

2019
Denverite Comp. Plan and the Blueprint Denver identify citywide safety goals and vision for corridor typology.

2021
Denver Safe Routes to School Action Plan further solidifies the themes of Safety, Health, Connections, and Community and identifies two schools along the corridor (Int. Academy of Denver; Harrington & Hope Center Children’s Program) as ‘Tier 1’ schools for improvements.

2015
The Elyria Swansea Neighborhoods Plan identifies York as the definite separation point between the Elyria and Swansea neighborhoods and recommends pedestrian, bike, and safety improvements along the northern end of the study area.

2018
The City Park Master Plan recommends crossing improvements over York.

2020
The East Area NPL identifies 5 intersection improvements and short-term/long-term goals for the York/Josephine Corridor that include ped/bike safety improvements and transit reliability improvements.

2022 & Beyond
Denver Moves: Everyone re-identifies York/Josephine as being on the HIN.

The Washington Area Multimodal Study identifies York/Josephine as a network gap for all modes of travel from 44th Ave. to 29th Ave.

Ongoing adjacent studies include the Denver Bus Priority Study and the Central Denver Community Bicycle Network project.

Vision Zero 2.0: Action Plan
Denver Moves Everyone (DME) is the citywide transportation plan prioritizing safety, equity, and multimodal transportation options.

York St. (from E 18th Ave. to E 40th Ave.) is identified on the High Injury Network (HIN)*.

York St. included in proposed 2050 Bus Priority Corridor.

*HIN accounts for 5% of Denver’s streets where 49% of traffic deaths and serious injuries occur.
Existing Plans: Key Takeaways

1. **Safety** is a top priority
2. The corridor should prioritize **multimodal** options
3. New and improved **transit infrastructure** should be constructed on the corridor and **operations increased**
4. The corridor should **support community and neighborhood connectivity needs**
5. **Transportation equity** should increase through the entire corridor
Corridor Conditions
Equity

The DOTI Equity Index identifies socially and historically underserved areas to identify priority areas for transportation equity in our city. The index is based on the following factors: race and ethnicity, income and poverty, educational attainment, age, household access to a vehicle, female heads of household, and people with disabilities.

I. Segment A: Mid-high priority area
II. Segment B: Primarily low priority areas, but includes highest priority area on corridor
III. Segment C: Primarily low-mid priority areas

We will return to this topic as part of our breakout group exercises.
Study Area Crash Data

- Jan 2018 – Dec 2022: 622 crashes reported on corridor
  - 15 serious injury; 2 fatal
- Crash resulting in two fatalities occurred May 2023 at 17th & Josephine
- See Map: Top 10 Crash Intersection

<table>
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<tr>
<th>Year</th>
<th>PDO¹ or Minor Injury</th>
<th>Serious Injury Crashes</th>
<th>Fatal Crashes</th>
<th>Total Crashes</th>
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<td>173</td>
<td>7</td>
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<td>181</td>
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<td>172</td>
<td>3</td>
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<tr>
<td>Total</td>
<td>604</td>
<td>17</td>
<td>1</td>
<td>622</td>
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1- PDO stands for Property Damage Only
Segment A – 47th Ave to 40th Ave
Segment A - Land Use

Equity
I. This entire segment is an Equity Priority Area
II. Not identified in High-Injury Network (HIN)

Current Land Use
I. Stark mix of heavy industrial, residential and civic use

Future Places Designation
I. Majority Land Use: Value Manufacturing District and Innovation/Flex District
II. Minor Land Use: Local Center and Low-Density Residential
Segment A – Assets

- Schools - Swansea Elementary School
- Recreation
  - Johnson Recreation Center
  - Swansea Recreation Center
- Large Employer: Purina
- Parks
  - Swansea Park
  - Elyria Park
  - Dunham Park
- Community Resources
  - Focus Points Family Resource Center
- High Crash Intersection
Previous Plan Recommendations

From Washington Area Connectivity Prioritization Study:

• Importance of prioritization of sidewalk improvements
• Improvements to safety conditions and safe street crossings to support a strong and healthy walking environment
• Lack of biking opportunities or gaps in street connections for bikes
• Safe pedestrian/bicycle access to basic goods and services
Segment B – 40th Ave to 23rd Ave
Segment B – Land Use

Current Land Use
I. Primarily single unit residential
II. Some light industrial and medium density residential
III. Pockets of main street designations
IV. On High Injury Network

Future Place Designations
I. Local Center
II. Low & Low-Medium Density Residential
Segment B – Assets

- Schools (7+)
- Large Employer: Coca-Cola Plant
- Recreation + Cultural Facilities
- Parks (8+)
- Community Resources
- High Crash Intersection
Previous Plan Recommendations

From Central Denver Community Transportation Network & East Central Area Plan

• Improve North to South bus connections
• Improve pedestrian crossing at 28th & York
• Fix signal compliance at 21st & York
• Analyze turn signals/movements at 26th & York
• 29th & York is dangerous for pedestrians, including elementary aged kids
Segment C – 23rd to E. Colfax Ave
Segment C – Land Use

Current Land Use
I. Mix of single-unit residential and apartments
II. Some office and commercial use
III. Colfax Ave is a primary commercial corridor with a designation of five-story Main Street
IV. On High Injury Network

Future Place Designations
I. Regional Park and Campus Districts
II. Low-Medium Residential
III. Public Parks and Open Space
Segment C – Assets

Schools
• Denver East High School

Recreation & Culture
• Carla Madison Recreation Center
• Denver Zoo
• Museum of Nature and Science

Parks
• City Park

Medical Facilities
• Presbyterian St. Luke’s
• Saint Joseph Hospital

High Crash Intersection
Previous Community Comments

From Vision Zero Action Plan and Bus Network Priority Study

• Missing pavement segments @ 17th
• Increase paint reflectivity of curbs for nighttime visibility
• Enhance green infrastructure and traffic calming measures (i.e. bulb-outs)
Travel Experience Exercise
Google Jamboard Workshop

• Virtual: Check the chat for the link to the first Jamboard

• In Person: Please answer the following questions on provided sticky notes to be collected by the meeting facilitators
Corridor Constraints
Design Considerations – ROW

- The corridor has numerous street cross-sections and amenities
- Right-of-way width varies: 35’ - 75’
- Tree lawn, sidewalks and on-street parking inconsistent
- Lane count and direction changes in Segment A and C
Design Considerations – Peds

Generally, corridor provides a connected pedestrian network
• Sidewalk infrastructure largely complete from 17th Ave to 38th Ave
• Notable sidewalk gaps in Segment A
• Maintenance concerns along corridor
Design Considerations – Bikes

- No N/S bike facilities on corridor today
- 11 E/W bike facilities that intersect the corridor
- Future emphasis on bike/ped facilities along Josephine in Elyria Swansea
Design Considerations – Transit

• The York/Josephine corridor has 2 bus routes today:
  • Route 44 – Segment A
  • Route 24 – Segments B + C
    o Highest rate of transit usage (400+ bus passengers per day) between 18th and 31st
• 6 intersecting bus routes
• A-Line Commuter Rail crosses near 40th Ave
  • Corridor directly between 38th & Blake and 40th & Colorado Stations
Project Goals & Objectives
• Denver Moves Everyone (DME) goals apply to the entire city of Denver for ongoing and future transportation projects.
• Not every street in Denver must accommodate every travel option, but the network must work together to advance the collective vision.
The corridor should prioritize **multimodal** options

**Safety** is a top priority

The corridor should be **environmentally resilient**

The corridor should connect and support communities

New and improved **transit infrastructure** should be constructed on the corridor and operations

Ensuring **transportation equity** is met along the Study Corridor
Group Workshop
Google Jamboard Workshop

Virtual Group:
- Check the chat for the link to the Jamboard
- The Jamboard workshop will be approximately 20 minutes long

In-Person:
- Please join your facilitator at the presentation board labeled “Segment A”
Next Steps
Next Steps

Previous Plan Recs + Project Goals + Your Comments = Corridor Alternatives
Community Touchpoints – August/September
Next Public Meeting - October