

Community Outreach

1st Avenue Redesign (Downing to University)

Overview

The project team carried out public and stakeholder outreach in two phases.

Phase 1 (June 2025) launched the project, reminding community of the outreach process conducted by *Denver Moves: Cherry Creek (DMCC)* and the preferred vision for the corridor. Concerns and ideas were documented and discussed.

Phase 2 (September – November 2025) introduced the draft recommendations and 30% Design Concept for the corridor, documenting additional feedback and considerations.

Outreach Tools

- 2 Public Meetings (Virtual and In-Person)
- 2 Stakeholder Working Group (SWG) Meetings
- 1 Pop-Up on the Cherry Creek Trail on Bike To Work Day



Agency partners and community organizations were consulted to inform decisions including Metro Wastewater, Regional Transportation District (RTD), Denver Country Club, Historic Denver, Denver Parks and Recreation, and Denver Forestry.

We heard from over **400** community members over the course of two engagement phases.



Trail Pop-Up on Bike To Work Day (June 2025)



Public Meeting #2 (November 2025)

Outreach Timeline

Phase 1: Summer 2025

Review Issues and Ideas
SWG Meeting #1
Public Meeting #1 (Virtual)
Pop-Up: Bike to Work Day

Phase 2: Fall 2025

Potential Solutions
SWG Meeting #2
Public Meeting #2 (In-Person)

Outreach Process

During Phase 1, DOTI reviewed the concept developed through DMCC with the community. Community desires and concerns were documented. During Phase 2, DOTI's draft concept was shown to the Stakeholder Working Group. An additional concept for 1st Avenue and University was developed. Feedback from the working group and Phase 1 informed the 30% Concept shown at Public Meeting #2.

Key Themes

Below are themes raised by the community throughout the outreach process, which have been and will continue to be incorporated as design progresses:



Trail Improvements

The pedestrian and bike experience on the trail is uncomfortable and unsafe, with frequent user conflicts and insufficient separation from 1st Avenue. Desired improvements include a wider trail, a more robust separation from traffic, tree canopy and shade, and clear wayfinding coordinated with nearby development (including Clayton Lane and Cherry Creek West).



Intersection Improvements

Intersections along 1st Avenue are a concern for all travelers due to speeding vehicles, unsafe crossings, confusing geometry, and poor visibility, particularly at 1st Avenue/Downing and 1st Avenue/University. Desired improvements include traffic calming, more comfortable pedestrian crossings and bike connections, removal of slip turn lanes, and increased visibility for all users.



Transit along the Corridor

Recognition that transit improvements such as Bus Rapid Transit (BRT) and bus-only lanes involve mobility tradeoffs, including concerns about congestion, costs, enforcement, and driver behavior. Desire for relocating bus stops to safer, more visible locations and demand for improved ADA accessible bus stops and curb ramps.



Functioning of 1st Avenue

Support for keeping the current lane configuration on 1st Avenue, with maintenance of 3 lanes of travel. Desire to improve the functionality of the Gilpin Street entrance at the Denver Country Club.



Trees and Green Infrastructure

Support for adding green infrastructure and trees along the 1st Avenue corridor, including its role in providing comfort, safety, and a parkway feel. Desire to protect existing tree canopy in the center median.



Historic Designation and Preservation

Support for a narrower center median to allow for a wider multi-use trail, and concern for altering the median due to its location within a historic parkway. Desire to respect and preserve the existing median as best we can.



Growth and Development in Cherry Creek

Consensus for the need to prioritize and improve walkable and bikeable connections in Cherry Creek during this period of rapid redevelopment and economic growth. Concern that emerging micromobility options present additional sources of conflict on the trail and at intersections.



Project Next Steps

Curiosity about funding resources and additional work needed to advance past this phase. Concerns regarding construction reroutes and neighborhood impacts. There is demand for interim safety improvements if the full project does not proceed in the near-term.