

DENVER MOVES CHERRY CREEK

Bottom Line

Denver Moves Cherry Creek (DMCC) conducted comprehensive outreach throughout the project. Through meetings with the general public, a stakeholder committee, focus groups, and City Council, DMCC heard a significant amount of feedback and made changes to the Plan that reflect the community's wants and needs.

BACKGROUND

Denver Moves: Cherry Creek is a plan for the core of the Cherry Creek neighborhood and a larger influence area surrounding it. DOTI led the effort to co-create prioritized project recommendations to improve the comfort, convenience, and reliability of travel across all modes in Cherry Creek – walking, biking, scooting, wheeling, transit, and driving. Based on input, these recommendations are coupled with targeted program and strategy recommendations that best support project investments to advance the plan's vision and goals.

COMMUNITY FEEDBACK DOTI addressed feedback by refining solutions, augmenting the DMCC process to meet community desires.

General Comments

FEEDBACK	OUTCOME	PAGE #
Desire to understand how this plan can be used to influence the implementation of transportation improvements with development.	The DMCC Team kept developers apprised of the plan and coordinated closely with the Cherry Creek BID. Through Large Development Reviews (LDR), the DMCC team updated committees with plan changes that would impact their developments and adjusted framework commitments to consider future DMCC recommendations. Given that Cherry Creek is one of the fastest growing areas of Denver, developers represent a key partner to implement public infrastructure recommendations and advance programs and strategies to provide additional travel options. <i>The travel model developed for DMCC found that anticipated growth in Cherry Creek will result in increased demand for transit, walking, and biking.</i>	38, 43
Cherry Creek is rapidly growing. How can we keep people moving and manage more traffic, given all the changes we're seeing in the community?	DMCC used a process called Exploratory Scenario Planning to plan for a range of possible futures. Through Exploratory Scenario Planning, stakeholders develop various potential futures and consider how to measure and prepare for each. This approach allows Cherry Creek to prepare for the future by understanding what could happen and what impacts those changes could have on travel. Analysis shows Denver can't "build our way" out of congestion in Cherry Creek by widening roadways. Growth scenarios were modeled to identify the ideal mix of transportation investments and policies needed to best manage growth. Community feedback was combined with modeling results to develop the full list of recommended projects that are both supported by the community and conducive to all potential futures.	25-28
Desire to identify opportunities to advance the Plan's recommendations in the near-term.	DMCC developed a list of projects to deliver in the shorter term and strategies to achieve these projects in the final plan, and has preserved project dollars to advance high-priority projects towards implementation. DOTI is leveraging in-house delivery, maintenance work, and working with developers and the Cherry Creek North BID to implement projects recommended in the Plan.	45
More focus needed to address transportation challenges faced by service workers , especially in the near-term.	In the long-term, increasing the number and service hours of buses servicing the area, along with implementing Bus Rapid Transit, is the solution. Given the costs and barriers to implementing these changes, the plan includes short-term strategies to pave the way for these improvements. DMCC contains recommendations that would benefit service workers in the Programs and Strategies chapter. In the near-term, upgrades to bus stops, improved curbside management, and innovative TDM solutions (such as car/vanpool incentives and parking cash-outs) would alleviate transportation challenges for workers.	39-41
Increased Investment in TDM is needed – how will this be addressed in the plan?	The Plan includes recommendations to increase investment in the local Transportation Management Association (TMA) as the conduit for change and to best coordinate resources. Centralizing investment via the TMA will produce economies of scale for the area and maximize ROI. The Programs and Strategies chapter of the Plan identifies opportunities for increasing investment in the local TMA, such as encouraging all large developments in the area to become members.	39

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Project-Specific Comments

FEEDBACK	OUTCOME	PAGE #
1st and Steele intersection needs to improve safety for pedestrians and continue to function for vehicles.	DMCC iterated on the initial design concept and developed an alternative, lower-cost option. The plan includes two conceptual recommendations, one that could be implemented in the near-term, and one long-term option that would require a reconstruction of the intersection and would yield substantial safety benefits. Including both options sets DOTI up for success with various levels of funding. DMCC identifies an opportunity to improve safety without major impacts to traffic movement.	54
A north/south bike connection through Cherry Creek North is needed, but incoming development on Clayton may pose issues.	DMCC recommends implementing a grade-separated bikeway from the Cherry Creek Trail to 1st Avenue and a neighborhood bikeway on Clayton Lane/ Street from the Cherry Creek Trail and on Detroit Street from 1st Avenue, through Cherry Creek North, and beyond. Clayton Lane is both a recommended commercial shared street by DOTI and a private road between 1st Avenue and 2nd Avenue, making it a great place for bicyclists and those riding scooters to share the street, but also decreasing the control DOTI has over what happens on this roadway. With the high-comfort bikeway connection along Clayton St south of 1st Ave, bicyclists are unlikely to go out of direction to travel north/south on Detroit St. However, because Clayton is a private street, a parallel recommendation on Detroit St is necessary if Clayton closes to bikes (such as during events).	49
The Cherry Creek Trail (between Downing and University) needs to be improved NOW.	After gathering public input, meeting with stakeholders, and analyzing the pros and cons of eight different options to widen the trail, DMCC recommends moving forward with further study for the option that explores narrowing the median, shifting the traffic lanes north, expanding the trail, and implementing a new tree lawn. Any modifications to 1st Avenue would carefully consider impacts to existing trees.	48
A new crossing at 1st Ave & Columbine was added later in the DMCC process.	This recommendation was removed and in its place, DMCC added a recommendation to study additional crossings along 1st Avenue where large gaps exist.	72
Is a protected bike lane necessary on 7th Ave?	DMCC recommends maintaining the buffered bike lane which exists today and not upgrading to a protected bike lane at this time. In addition, DMCC recommends studying the feasibility of an ADA accessible multi-use path within the parkway and limiting access for vehicle cross-traffic at some intersections	65
Traffic calming is needed in Cherry Creek East, especially near senior living centers.	DMCC includes recommendations for traffic calming in Cherry Creek East. The DMCC team is looking for opportunities to implement these changes with street paving and other projects in the near-term.	68-78

PROJECT BENEFITS & OUTCOMES



Prioritized Projects designed to build out the multimodal transportation network to achieve Cherry Creek goals, prioritized against Citywide goals.



Crafted Programs and Strategies to support community goals, with focus on diverse voices, given projects alone won't move the needle.



Anticipated and Prepared for Growth by modeling build-out of Cherry Creek and matching the best transportation investments to meet rising demand.



Built Shorter-Term Project List by leveraging multiple projects and program delivery tactics to advance recommendations in the near-term.



Co-Created Recommendations with Community through an inclusive and collaborative process involving a comprehensive cross-section of the general public and a broad set of stakeholders, resulting in community-driven plan and recommendations.



Guide Developer & Partner Investment by crafting specific recommendations and strategies to manage growth collectively.