The Evans Corridor Project is a 12-month, long-term visioning and planning study for a 2-mile stretch of Evans Ave. with the end goal of crafting a comprehensive multimodal plan to guide future safety, mobility, transit, and environmental improvements along the corridor.

### Project Goals

**Mobility**
The corridor should prioritize multimodal options & support communities

**Safety**
Improve safety for all users traveling along or across the corridor

**Sustainability**
Promote designs to increase the corridor's environmental resiliency

**Community**
Facilitate strong stakeholder partnerships & communication to coordinate infrastructure changes

**Quality**
Considering the current and future importance of Evans Avenue as a transit corridor, prioritize improvements to transit infrastructure and operations

**Equity**
Ensure transportation equity is met along the corridor

### Existing Conditions Highlights

**Sidewalks**
- While the majority of the corridor has sidewalks, they vary wildly in width, comfort, and quality. The majority is next to the roadway and has utility poles in the way.

**Evans Roadway**
- Evans is on the High Injury Network
- 4 people have been killed and 20 people seriously injured on this roadway segment

**Environmental Conditions**
- Evans is in the top ‘heat street’ percentile, the lack of tree canopy and overwhelming amount of asphalt / concrete allow localized temperatures to soar

**Bus Stops**
- The majority of bus stops:
  - Lack amenities
  - Are non-ADA compliant
- There are NO bus shelters, and only 7 benches along the corridor

**Redevelopment**
- Redevelopment supports an improved street, but the overall corridor lacks cohesion and vision
Existing Conditions

Existing curb-to-curb cross section varies throughout the corridor.

Public Right of Way varies – in general 65 to 75 ft.

**Public Right of Way (ROW)** is the area of land owned or controlled by Denver for the purposes of constructing, operating, and maintaining public facilities (streets, alleys, sidewalks, and bike paths) for the needs of transportation, utilities, and other public infrastructure.

- High Injury Network - 1,540 total crashes
- There have been 4 people killed, and of those, two involved people walking
- There have been 20 people seriously injured on this roadway segment
- West end of the corridor sees the highest number of crashes
- 64% of all crashes occurred at signalized intersections
- 45% of all crashes occurred while going straight
**Alternative Development Process**

**Key Takeaways from Community Input & Existing Conditions that Influenced Development of Corridor Alternatives**

- Need Improved Pedestrian & Bike Safety / Access
- Sidewalks free of obstructions & ADA compliant
- Greater transit amenities particularly at bus stops
- Driveway consolidation
- Diversity of Businesses
- Trees / Pockets of Green
- Can we underground utilities?
- Ensure that vehicle lanes are up to standard
- How will right of way needs be addressed?

**Step 1**
**Developing & Screening Four (4) Corridor Alternatives**

1. Lane Removal - Repurpose with On Street Parking
2. Lane Removal - Repurpose with a Transit Only Lane
3. Lane Removal - Repurpose with Bicycle Lane
4. Complete Street Application

**Step 2**
**Developing the Preferred Alternative**

- Denver’s Complete Street Guidelines
- Complete Street Elements
- Right of Way Review
- Utilities
- Visualizing the Preferred Alternative

**Step 3**
**Proposed Corridor Vision & Implementation**

- Next Project Phase

**REVIEW TODAY**
MEETS PROJECT GOALS

• The existing conditions and road safety audit found the street is inadequate for: safety, people walking, crossing the street, people rolling – lacks ADA compliance, people biking, people taking transit, and people driving.
• The above ground utilities prohibit the safety of people walking, rolling and taking transit
• Community input supports a comprehensive approach to improving the corridor

DOES NOT MEET PROJECT GOALS

• It is not feasible to remove a travel lane due to average daily traffic volumes.
• Community input did not voice a need for on street parking

Alternative 1:
Lane Removal - Repurpose with On-Street Parking

Alternative 2:
Lane Removal – Repurpose with a Transit Only Lane

Alternative 3:
Lane Removal - Repurpose with On-Street Protected Bicycle Lane

Alternative 4:
Complete Street
What is a Complete Street?

Denver has an approved set of Complete Streets Design Guidelines. This approach prioritizes the pedestrian and considers the uses and activities along the street edge in balance with travel demands.

The Complete Streets approach gives people walking, rolling, bicycling, taking transit, and scooting the same access to safe and comfortable streets as those driving a motor vehicle.

**Evans - Preferred Complete Street**

- Sidewalk: 10 ft
- Amenity zone: 8 ft
- Travel lane: 12 ft
- Median: 10 ft
- Travel lane: 10 ft
- Travel lane: 12 ft
- Bus stop: 8 ft
- Sidewalk: 10 ft

Curb to Curb Width: 54 ft

90 feet of Public Right-of-Way Needed

**Evans - Minimum Complete Street**

- Sidewalk: 8 ft
- Amenity zone: 5 ft
- Travel lane: 12 ft
- Travel lane: 10 ft
- Median: 10 ft
- Travel lane: 10 ft
- Travel lane: 12 ft
- Amenity zone: 5 ft
- Sidewalk: 8 ft

Curb to Curb Width: 54 ft

80 feet of Public Right-of-Way Needed
Safety Elements

**Access Management & Medians**
Physical medians prevent accidents caused by crossover traffic, reduce headlight glare distraction, and separate left-turning traffic from through lanes when combined with left-turn lanes.

**New Signalized Crossings**
Pedestrian activated signalized crossings allow pedestrians to bring traffic to a stop and safely cross. Signals will remain inactive if a pedestrian does not activate.

**Intersection Improvements**
Tightening up turning widths and with curb extensions help to slow turning traffic and provide a safer space for pedestrians to wait to cross. Adding in leading pedestrian intervals to all signals.
Mobility Elements

Sidewalk Improvements
Sidewalks rebuilt separated from the roadway, and to preferred widths, 10 feet, allow pedestrians to move comfortably along the corridor, have utility poles in buffer/or buried, and create a buffer between people and the streets. 8 feet is Denver’s minimum standard.

ADA Improvements
Upgrade all ramps and driveways to be ADA compliant for people rolling.

Intersection Improvements for People Biking
At Oneida, Dahlia, and Birch streets, upgrade intersections with painted crossing, bike boxes, etc., to make intersections safe and more connected for people biking north/south and needing to cross Evans.
Transit Elements

**Transit Only Lanes**
Transit-Only lanes allow quick and efficient movement by buses to move past vehicle traffic in their own dedicated space to provide more reliable service.

**Transit Priority Signal Timing Improvements**
Prioritizing transit at signals along the corridor provide the bus riders a more reliable service to meet their destinations.

**Bus Stop Improvements**
Bus stop improvements will provide a place for people riding transit clear information about bus route and stops, a bench, a shelter, and space that is ADA compliant.
Greening the Street Elements

**Landscape & Plants / Green Infrastructure**
Benefits of Elements:
- Reduces amount of concrete and asphalt and promotes climate resilience
- Reduces urban heat island and increases carbon absorption
- Provides cooling and comfort for pedestrians
- Promotes urban ecology
- Reduces urban runoff
- Manages storm-water
- Provides water quality

**Greenway Opportunity**
RTD Parcel north of Evans between Dahlia and Holly:
- Possibility to turn into a greenway – linear park
- Provide an off street green area for the community
- Need to further discussions with Parks and Recreation

[Map showing various streets and applications of green infrastructure]
Utilities

Undergrounding utilities aligns with the corridor vision but isn’t a prerequisite. Corridor improvements can proceed independently.

2 Options:

**Plan A:**
Obtain Right of Way & Right of Way Easements to Underground

**Plan B:**
Move Poles or Design within Amenity Zones, this is being done with redevelopment now.

The decision between Plan A and Plan B will be made during the next project phase.

Additional utility considerations:
Denver Water and lead pipes
Does Existing Public Right of Way Allow for a Complete Street?

The existing public ROW is insufficient for a complete street application in most areas.

Future Implementation of Complete Street

To envision an improved corridor, the project team applied the complete street application to Evans, that is beyond the public right of way. If there was a building footprint or significant impact to a parcel, a minimum complete street was applied or none at all.
MINIMUM Complete Street:
80 ft of public right-of-way needed

What Are Your Thoughts?
PREFERRED Complete Street:

90 ft of public right-of-way needed

What Are Your Thoughts?

Median Management

Improved Bus Stop

Moderate Green Infrastructure

Improved Sidewalk & ADA Access

Signalized Pedestrian Crossing

Utilities Underground
HYBRID Complete Street:

85 ft of public right-of-way needed

What Are Your Thoughts?

New improvements associated with new development

Median Management

Overhead Utility Lines Retained

Rain Garden

Ornamental Trees Can Be Planted Under Overhead Utility Lines