Welcome / Bienvenido

We will get started shortly
How to listen to Language Interpretation:

**Traducción En Vivo**
Para español, seleccione el botón de interpretación en la parte inferior de su pantalla

**Live Translation**
For Spanish, select the interpretation button at the bottom of your screen
How to listen to Language Interpretation:

**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.
Agenda

1. Project Team Lead Introductions (0:05)
2. Project Overview (0:15)
3. Existing Conditions (0:30)
4. Community Discussion (0:30)
5. Next Steps (0:10)
Introductions
Project Team Leads

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Project Manager
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Y2K Engineering
Consultant Project Manager
eyazzie@Y2Keng.com
Project Overview

- What is this project?
- Why this project?
- How did we get here?
- Why are we here today?
- Where are we in the project process?
- What have we done so far?
What is this Project?

The Evans Corridor Project is 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.
Why this Project?

- Safety
- Community & Equity
- Mobility & Connectivity
- Transit
- Greening the Street
- Utility & ROW
How did we get here?

2002
Blueprint Denver identifies Evans as a plan priority for roadway capacity and other infrastructure improvements. The plan also identified Evans as an enhanced transit corridor.

2011
Denver Moves: Bikes identifies cross streets for bicycle infrastructure.

2014
TOD Strategic Plan provides recommendations for the RTD Colorado Station area enhancements including Evans.

2017
Denver Vision Zero Action Plan identifies Evans on the HIN.

2019
Denverite Comp. Plan and the Blueprint Denver Update updated citywide safety goals and vision for corridor typology.
- Denver Moves: Transit Identifies Evans as a medium-capacity transit corridor.
- Denver Moves: Pedestrians & Trails Identifies missing/narrow sidewalks.
- Denver Game Plan for a Healthy City identifies a severe lack of walkable park access.

2021
Denver Safe Routes to School Action Plan identifies one school near Evans as Tier-1 schools with poor active infrastructure.

2023 & Beyond
Denver Moves: Everyone and the Vision Zero Action Plan Update re-identifies Evans as being on the HIN and identifies two sections of the corridor as Tier-1 HIN locations.

The Near Southeast Area Plan developed an overarching vision and policy guidance framework for land-use, urban design, housing, mobility, parks, and local economic practices for the 6 neighborhoods that make up the Near Southeast Area.

Ongoing adjacent studies include the Denver Bus Priority Study and the Central Denver Community Bicycle Network project.
How did we get here?

Identified Bike Opportunities:
• Enhanced bike crossings and bicycle safety improvements at Dahlia, Holly, Monaco, and Oneida

Identified Pedestrian Opportunities:
• Enhanced pedestrian crossing and safety improvements at Dahlia and Holly
• Separated sidewalks with landscaped buffers

Identified Transit Improvements:
• Prioritize enhanced transit stop amenities
• Study feasibility of implementing mobility hubs at Colorado & Evans, and Monaco & Evans

Identified for a Green Corridor:
• Add in landscaping and tree canopy
• Integrate green infrastructure
Why are we here today?

The goals of this meeting are to:

- Introduce the project
- Review completed work by the project team
- Provide time for discussion and feedback from you – the community
- Share online survey information
- Answer questions
## Where are we in the project process?

### Timeline:

<table>
<thead>
<tr>
<th>Task 1: Project Management</th>
<th>Q3</th>
<th>Q4</th>
<th>Q1</th>
<th>Q2</th>
<th>Q3</th>
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<td>Task 2: Existing Conditions</td>
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<td>Field Reviews</td>
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<td>Final Existing Conditions Report</td>
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<td>Task 3: Community Involvement</td>
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<td>Public Engagement #1</td>
<td>Public Engagement #2</td>
<td>Public Engagement #3</td>
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<td>Task 4: Corridor Vision/Principles</td>
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<td>SWOT Analysis</td>
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<td>Final Project Guiding Principles, Purpose/Need/ Goals</td>
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<td>Task 5: Alternatives Analysis</td>
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<tr>
<td>Vision Framework</td>
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<td>Project Concept &amp; Cost Est.</td>
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<td>Final Alt. Analysis</td>
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<td>Task 6: Final Corridor Study</td>
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We are here
What have we done so far?

1. Existing Conditions Analysis
2. Road Safety Audit (RSA)
3. Drafted Study Goals & Objectives
4. Created survey to receive community input

Survey closes Dec 15th

ENGLISH SURVEY

Bit.Ly/EvansAveStudy

SPANISH SURVEY

Survey closes Dec 15th
Existing Conditions
# Existing Planning Synthesis

<table>
<thead>
<tr>
<th>Themes</th>
<th>Key Takeaway from Previous Studies</th>
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<tbody>
<tr>
<td>The corridor should prioritize <strong>MULTI-MODAL</strong> options</td>
<td>Corridor should be a safe place for pedestrians</td>
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<tr>
<td></td>
<td>Corridor should be a safe place for bicyclists</td>
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<tr>
<td></td>
<td>Corridor is currently identified as a network gap for all modes</td>
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<tr>
<td><strong>SAFETY</strong> is a top priority</td>
<td>Corridor is currently on the HIN</td>
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<tr>
<td></td>
<td>Reducing crashes of all types should be a priority</td>
</tr>
<tr>
<td>New and Improved <strong>TRANSIT INFRASTRUCTURE should be constructed on the</strong></td>
<td>Prepare the corridor for future bus priority corridor</td>
</tr>
<tr>
<td><strong>corridor and OPERATIONS INCREASED</strong></td>
<td>Improve existing transit stops with comfort amenities</td>
</tr>
<tr>
<td>The corridor should <strong>CONNECT AND SUPPORT COMMUNITIES</strong></td>
<td>Improve crossings at various intersections</td>
</tr>
<tr>
<td></td>
<td>Provide access to neighborhood amenities</td>
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<tr>
<td>The corridor should be <strong>ENVIRONMENTALLY RESILIENT</strong></td>
<td>Encourage active transportation and reduce reliance on automobiles</td>
</tr>
<tr>
<td></td>
<td>Implement ‘Green Street’ technologies and practices</td>
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<tr>
<td>Ensuring <strong>TRANSPORTATION EQUITY</strong> is met along the Study Corridor</td>
<td>Focus on high priority/need areas within historically underserved communities</td>
</tr>
</tbody>
</table>
Food Access

[Image of a map showing food access with various streets and areas shaded in different colors, indicating quintiles of food access]

- **Food Access Quintile**
  - 1
  - 2
  - 3
  - 4
  - 5

- **Study Area Roadway**
Equity Areas

- 1 (Most inequitable – highest priority)
- 2
- 3
- 4
- Study Area Roadway
Current Land Use
Future Land Use
Overall, the parcels are generally, (actual or assumed) provide a total of 60 to 70 feet of ROW
## Street Cross Sections

<table>
<thead>
<tr>
<th>ID</th>
<th>From</th>
<th>To</th>
<th>Length of Cross Section</th>
<th>Current Cross Sections</th>
<th>Total Width - Feet (Curb to Curb)</th>
<th>Current Primary Land Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Colorado Blvd</td>
<td>I-25 (SB)</td>
<td>0.3 Miles</td>
<td>3-T-2</td>
<td>62</td>
<td>Mixed Use</td>
</tr>
<tr>
<td>2</td>
<td>I-25 (SB)</td>
<td>I-25 (NB)</td>
<td>0.6 Miles (Bridge)</td>
<td>3-1W-1W-1E-2</td>
<td>95</td>
<td>-</td>
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<tr>
<td>3</td>
<td>I-25 (NB)</td>
<td>Leyden St</td>
<td>0.92 Miles</td>
<td>2-T-2</td>
<td>52</td>
<td>Commercial</td>
</tr>
<tr>
<td>4</td>
<td>Leyden St</td>
<td>Monaco Pkwy</td>
<td>0.17 Miles</td>
<td>2-T-3</td>
<td>62</td>
<td>Commercial</td>
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<tr>
<td>5</td>
<td>Monaco Pkwy</td>
<td>Pontiac Way</td>
<td>0.38 Miles</td>
<td>2-T-2</td>
<td>60</td>
<td>Commercial</td>
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<tr>
<td>6*</td>
<td>Pontiac Wy</td>
<td>Quebec St</td>
<td>0.13 Miles</td>
<td>2-T-2</td>
<td>77</td>
<td>Residential</td>
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<tr>
<td>7</td>
<td>Evans Ave. &amp; Quebec Intersection</td>
<td>-</td>
<td>2-M-T-T-3</td>
<td>109</td>
<td>Residential</td>
<td></td>
</tr>
</tbody>
</table>
There is a stark lack of tree canopy around the Evans Corridor – an island of concrete in what otherwise is a decently covered area of the City.
Green Infrastructure

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

The field team experienced this on the first day of our Road Safety Audit
Walking

[Map with various streets and symbols indicating walking paths and infrastructure details, such as possible missing crosswalks and study area roadways.]
Walking
Biking
Biking

Take the survey & add comments to the map!

Transit

- 5 bus routes interact with the corridor (21, 40, 46, 65, 73)
- Busiest Stop located at Evans & Quebec (WB)
- 30-minute headways for route 21 (60 minute after 9pm)
Transit

The majority of bus stops:
• Lack amenities
• Are non-ADA compliant

There are 0 bus shelters, and only 7 benches (4 EB, 3 WB).
Traffic Control inventory

- There are 11 signalized intersections along the corridor.
- The speed limit is set at 35mph.
Crash Analysis

- High Injury Network
- 1,540 total crashes
- West end of the corridor sees the highest number of crashes
- ~64% of all crashes occurred at signalized intersections
Top Harmful Events Corridor-Wide

**Crash Analysis**

### All Crashes
- Rear End: 40%
- Broadside: 22%
- Side to Side: 18%
- Head On: 7%
- Single Vehicle: 7%
- Other: 3%
- Pedestrian: 1.2%
- Rear to Side: 1.1%
- Rear to Rear: 0.6%
- Bicycle: 0.2%

### KSI Crashes
- Broadside: 29%
- Pedestrian: 29%
- Single Vehicle: 17%
- Head On: 8%
- Rear End: 8%
- Side to Side: 8%
Crash Analysis

Key Items of Analysis:

• Rear-end crashes were the most frequent event of all crashes (40%). Of the rear-end crashes that occurred on Evans, the majority (60%) of crashes occurred in the westbound direction.

• There have been 4 people killed, and of those 4, two involved pedestrians.

• There have been 20 people seriously injured on this roadway segment

• 45% of all crashes occurred while going straight

• 437 left-turn crashes at many intersections (broadside & head on) – potentially caused by permissive and permissive-protected left turn operations

*This analysis led to a Roadway Safety Audit*
What is an RSA?

Roadway Safety Audits (RSAs) are formal examinations of selected roadway entities from a safety performance viewpoint.

An RSA qualitatively estimates and reports on potential road safety issues and identifies opportunities for improvements in safety for all road users.

A final written report will be issued in Q4 2023 with recommendations per intersection.
RSA High Level Findings

- Existing travel lanes do not meet standard widths in some sections
- Utility Poles are in the middle of sidewalks and prevent direct travel on narrow sidewalks
- Curb Ramps are generally installed at nearly all intersections, although many are not strictly ADA-compliant
- Many steep driveways cause severe cross slope issues
- Many access points exist on the corridor with buildings, parking, and fencing immediately adjacent to sidewalks
RSA High Level Findings

• High number of transit users observed especially at the eastern end of the corridor

• Several bus stops are on the near-side of the intersection

• Some streetlight fixtures are missing/not working creating portions of darkness in the corridor

• Some crossings are not adequately timed for pedestrian crossings

• Some crossings do not have pedestrian countdowns
RSA Highlight – Highline Academy

• Pick-up line observed stretching from Warren to Grape and onto Evans
• Highline Academy is a Tier-1 school in need of active transportation improvements
• Circulation patterns and student safety are critical pieces of this project moving forward
Q/A
Community Discussion Exercise
Intro/overview

We want to hear from you
Provide time and space to listen and document your thoughts on
• Existing Corridor
• What are barriers or needs to change
• What the future of Evans can look like
• Priorities
Green Infrastructure – Comments so far

“Evans is so bleak – need trees!”

“Such an ugly stretch of road”

“Need improved sidewalks with a tree barrier”
Walking – Comments so far

“There are some places where the sidewalk is obstructed or the sidewalk ends suddenly, the narrow roads make me nervous of car accidents!”

“The whole thing is bad in so many ways that I don't even know where to start”

“Sidewalks are in disrepair in this area. Also, sidewalks are too close to speeding cars”

“I'm not aware of a sidewalk in this stretch of Evans. It seems like there's only a string of parking lots”
Biking – Comments so far

“Birch St is a major N-S bike crossing point and is a total disaster”

“There are zero good blocks of travel along this corridor, when I'm on a bike I go miles out of my way to avoid this section, if possible”

“Biking feels so unsafe along Evans I try to avoid it as much as possible”

“Child can't ride bike to school on other side of Evans because traffic is so dangerous”
“This entire corridor is a disaster. Once you're on a bus it's ok but getting on/off and to/from the stop to where you are going (or coming from)??? Nah, fam.”

“Comfort and safety around the light rail station must be prioritized at all hours”

“Bus stops in this area are in deplorable condition. Litter, broken seats, inadequate lighting, located too close to the road( bus stops should have more setback from the roadway), etc.”
Google Jamboard Breakout Rooms

1. If you are in need of translation services, please raise your hand now

2. You will be split into 1 of 3 breakout rooms automatically

3. Check the link in the breakout room chat to visit the boards

4. A project team member will guide you through the exercise

5. Either write your responses in the chat, on the board with the sticky notes, or tell the project team member your ideas
Next Steps
Important Upcoming Dates

December 15th : Survey closes

January 2024 : Community Touchpoints / Focus Groups begin

January 2024 : Alternative Analysis begins

March 2024 : Community Meeting #2 – Preliminary Improvements/Recommendations
We need your Input:

ENGLISH SURVEY

[QR Code]

Survey closes Dec 15th

SPANISH SURVEY

[QR Code]

Survey closes Dec 15th

Or Email Jennifer Bartlett: Jennifer.Bartlett@DenverGov.org

Bit.Ly/EvansAveStudy