Denver Vision Zero
York: 40th to 18th Avenues
Travel Lane Reduction Project

Community Meeting #3

February 28th, 2024
5:30 to 7:00 p.m.
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.
Goals for Today’s Community Meeting

- Project Overview
- Project Goals
- Traffic Analysis and Recommendations
- Design Components and Application
- Corridor Design Walkthrough & Discussion
- Answers Questions on 4 to 3 Lane Conversion
Project Overview

Denver Vision Zero York/Josephine Corridor Study and Design Project

Part 1: Long-Term Vision

Part 2: Short-Term Improvement Project – Lane Reduction

• Segment B: 40th to 18th Aves
  o Lane Reduction: 4 travel lanes to 3 travel lanes
  o Summer 2024 - Repaving
Project Overview

Denver Vision Zero York/Josephine Corridor Study and Design Project

Part 1: Long-Term Vision

Part 2: Short-Term Improvement Project – Lane Reduction

- Segment B: 40th to 18th Aves
  - Lane Reduction: 4 travel lanes to 3 travel lanes
  - Summer 2024 - Repaving
# Project Schedule

**2023**

**Q1:**
- Design Phase
  - 30% Design

**Q2:**
- Alternatives Analysis

**Q3:**
- Stakeholder Working Group (SWG) Meetings

**Q4:**
- Public Meetings
- Community Touchpoints
  - (Neighborhood organization & community events as needed)

**2024**

**Q1:**
- Design Phase
  - 60-90% Design
  - Vision Concept Design

**Q2:**
- Final Design & Paving with Signing & Striping
  - Final Corridor Study
Project Goals and Vision
Goals & 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 increased**.

Ensuring **transportation equity** is met along the Study Corridor.

York/Josephine is a corridor for safe, accessible, multi-modal mobility for all users, removed from the high injury network, is environmentally resilient, and serves to connect communities.
Opportunity for Short-Term Improvement Project
Repaving Opportunity
York: 40\textsuperscript{th} to 18\textsuperscript{th} Avenues

• Summer of 2024
• Repaving will be mill and overlay
  – Opportunity to evaluate current roadway operations AND analyze existing conditions and data
  – Can change roadway operations through paint, posts, and signing
    • \textit{No concrete work}
Existing Conditions – Roadway Operations

Traffic Volumes
- North end Average Daily Traffic of 11,642
- South end Average Daily Traffic of 18,902
- The Federal Highway Administration supports a 3 lane roadway, for roadways with an Average Daily Traffic of 25,000 or less

Traffic Speeds
- Posted Speed Limit is 30mph
- Speeds up to 40mph Observed
Existing Condition – High Injury Network and Crash Analysis

3 Fatalities in the Last 5 Years

17 Crashes Causing Serious Injuries

604 Crashes with Minor Injuries or Property Damage

Speeding is the top contributing factor to serious and fatal crashes on York St.
Short Term Project Solution that Responds to Crash Analysis

4 Lane to 3 Lane Conversion

Benefits of lane reduction may include:

• Reduction of rear-end and left-turn crashes due to the dedicated left-turn lane.
• Reduced right-angle crashes as side street motorists cross three versus four travel lanes.
• Short distance for pedestrians to cross.
• Opportunity to install pedestrian refuge islands, bicycle lanes, on-street parking, or transit stops.
• Traffic calming and more consistent speeds.
• A more community-focused, Complete Streets environment that better accommodates the needs of all road users.
Meeting the Project Goals

1. **Safety Improvements**: Create an environment that is safe for all road users.

2. **Context-Sensitive Approach**: Implement improvements to match the land use and conditions of the corridor.

3. **Future Transit**: Create space for present and future transit amenities and reduce delay for buses.


5. **Improved Parking**: Allow space for parking to access destinations along the corridor.
Analyzing Roadway Operations 4 to 3 Lane Conversion

- Transportation Modeling Exercise - VISSIM
- A decrease in delay at unsignalized intersections
- A slight increase in delays at signalized intersections (this can be mitigated with select right-turn lanes)
- Improved safety due to no longer prohibiting left-turns

<table>
<thead>
<tr>
<th>Time Difference with 4 to 3 Lane Conversion</th>
<th>Northbound</th>
<th>Southbound</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM</td>
<td>0:14</td>
<td>0:32</td>
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<tr>
<td>PM</td>
<td>0:02</td>
<td>1:27</td>
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</table>
4 to 3 Travel Lane Reduction
Design Overview
Safety Improvements

Key Feature: Striped curb extensions at intersections, striped medians, left turn lanes at intersections, and fewer through lanes

• Striped curb extensions/bumpouts will slow traffic and narrow roadway
• Striped medians and fewer through lanes are proven safety countermeasures to reduce motorist speeds
• Left turn lanes increase site distance for turning drivers
Efficient Vehicle Movements

Key Feature - 4 to 3 lane reduction

- The lane conversion sees fewer delays at unsignalized intersections due to center turn lanes
- Neighborhood access will be improved by allowing left turns in more locations along the corridor
On-street Parking

Extra room on the roadway allows for On-street parking to be added at key destinations on one-side.

- Blocks that do not require right-turn lanes will add parking spots.
- The amount of parking added to each block is context-sensitive.
- The blocks along the park receive additional spaces to allow for park visitors and improved park access
Corridor Design Walk Through
6 types of improvements will be highlighted in the next section

Look for the icons highlighting context-sensitive improvements throughout the corridor

- Safety Improvements
- Curb Extension
- Left Hand Turns
- On Street Parking
- In Lane Bus Stops
- Connecting bike Facilities
York Street from 17\textsuperscript{th} Avenue to 18\textsuperscript{th} Avenue

- At 18\textsuperscript{th} Street, Josephine will taper into the 3-lane alignment
- Curb extension: southwest corner of 18\textsuperscript{th} will shorten the crossing distance
- Buses and vehicles heading south on York will transition back into the four-lane alignment using a through right lane
York Street at 22\textsuperscript{nd} Avenue

- Curb extensions: at 22nd Street shorten the crossing distance for pedestrians.

- On street parking adjacent to the park, improving access and slowing vehicle speeds

- Added left turn lane at 22\textsuperscript{nd} Avenue reduces delays
York Street at 23rd Avenue

In-lane bus stop for the southbound buses will reduce delays and dangerous passing maneuvers.

Curb Extension: shorten crossing distance for people, and slow northbound cars as they turn right onto 23rd Ave.

Bus Only Lane: Northbound bus stop is separated from through, reducing queuing.
York Street at 26th Avenue

- Painted medians provide separation of space
- Left-turn lanes improve site lines for turning vehicles
- Bike lane connectivity will be completed as a part of the 26th Ave bike lane refresh
York Street at 35th Avenue

- Curb extensions: help to slow traffic and shorten distance pedestrians have to cross
- Dedicated left-turn lanes help to reduce queuing helping traffic move efficiently
- On Street Parking
Questions & Discussion

What design elements do you have questions about?
Corridor Design Walkthrough & Discussion

In Person Attendees—Review the Printout of the Design. This is a time to discuss and ask questions.

Online Attendees – Stay on the Zoom meeting, and go to Jamboard (the link is in the chat) review comment and discuss the design in a virtual setting.
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