Denver Vision Zero York/Josephine Corridor Study and Design

Community Meeting #4

April 10, 2024  5:30 to 7:00 p.m.
Mike King, Denver Dept. of Transportation & Infrastructure
Eileen Yazzie, Y2K Engineering
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:**
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Community Meeting #4

In Person
- Mike King – Denver Dept. of Transportation and Infrastructure
- Eileen Yazzie – Y2K Engineering
- Chris Callanan & Shari Moore - MC

Online via Zoom
- Devin Mason – Denver Dept. of Transportation and Infrastructure
- Alan Berry – Y2K Engineering
  - Zoom Meeting Facilitators
Today’s Community Meeting

- **Share** provide an overview of previous engagement efforts
- **Share the Long-Term Vision for the Corridor:** preferred alternative, design highlights & typical corridor vision segments
  - **Segment A:** York and Josephine: 47th to 40th Aves.
  - **Segment B:** York: 40th to 18th Aves.
  - **Segment C:** York and Josephine: 18th to Colfax Aves.
- **Review and remind:** Safety Improvements, 4 to 3 lane conversion and paving project – summer 2024 for Segment B: York: 40th to 18th Aves
- **Answer** your questions/concerns and get **input** on additional thoughts/considerations/issues that will inform the corridor vision and Final Report
  - In person – open house & corridor concept review
  - Online – stay on Zoom Meeting and review corridor concept in segments
# Project Schedule

<table>
<thead>
<tr>
<th>Short Term Vision Zero</th>
<th>Design Phase</th>
<th>2023</th>
<th>2024</th>
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<tr>
<td><strong>Design Phase</strong></td>
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<td><strong>Long Term Concept + Study</strong></td>
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<td><strong>Design Phase</strong></td>
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<tr>
<td>Stakeholder Working Group (SWG) Meetings</td>
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<td>Public Meetings</td>
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<td>Community Touchpoints (Neighborhood organization &amp; community events as needed)</td>
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**Q1**
- **30% Design**

**Q2**
- **Existing Conditions**
- **Alternatives Analysis**

**Q3**
- **Vision Concept Design**

**Q4**
- **Final Corridor Study**

**Q1 2024**
- **60-90% Design**
- **Final Design & Paving with Signing & Striping**

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**We are Here!**
How Did We Get Here?

Community Engagement
Engagement Summary
Phase 1 (Summer 2023)

Who Did We Engage?
• 400 flyers to homes and businesses, 20 yard signs, and Council and RNO communications.
• 18 people at Community Meeting in person and 13 people online
• 100+ comments received online and in person
• Two Community Touchpoints reaching approximately 125 residents

What Did We Learn?
• Use existing plans to help identify previous recommendations and improvements
• People want to cross York (east-west) safely, improve sidewalks, ADA ramps, more trees and planting area along the corridor, it’s noisy
• Improvements could be made to the west end of the park and golf course for people walking or biking
• Josephine in the north needs to be for the neighborhood, not for freight
• Major barriers still exist at 40th, I-70, and at 17th and 18th Aves.
• Driver behavior – speeding, illegal turns, crashes is a concern
• Need a route to bike, north-south in the area
Engagement Summary
Phase 2 (November – December 2023)

Who Did We Engage?

- Distribution of 400 flyers to homes and businesses and 20 yard signs along the corridor, Council and RNO communications.
- 15 people at Community Meeting in person and 40 people online
- 319 completed surveys
Survey Overview

- The online survey was launched in conjunction with the public meeting.
  - November 16 – December 15, 2023
- It was completed by 319 respondents
- The majority of respondents, 86%, were from Segment B (275 out of 319), which includes significantly more residential housing units.

1. Reconfigure the Corridor
   - One way to two-way conversions and removing travel lanes (4 lanes to 3 lanes)

2. Dedicated Space for Transit
   - Repurposing existing lanes and right of way for transit lanes

3. Dedicated Space for Biking*
   - Repurposing existing lanes and right of way for bike facilities
   - *This Alternative would need to be verified by Denver Moves Bikes Update
Survey Outcomes

The preference is for **Alternative 1 – Reconfigure the Corridor:** One way to two-way conversions and remove a lane in middle section.

- This includes support for Alternative 3 – Dedicated Space for Bikes in Segment A and C, which includes Reconfigure the Corridor as the Base
- There was an unclear preference for Segment A – York Avenue.
- Between 14% - 25% of survey respondents didn’t prefer any of the alternatives
Engagement Summary
4 to 3 Lane Conversion
York: 40\textsuperscript{th} to 18\textsuperscript{th} Avenues
(February 2024)

Who Did We Engage?
- Distribution of 400 flyers to homes and businesses and 20 yard signs along the corridor, Council and RNO communications.
- 56 people at Community Meeting in person and 54 people online
- 30 + emails received and responded to

What Did We Learn?
- General support of project
- Requests for additional improvements along side streets and near schools (29\textsuperscript{th} Avenue, Gaylord, Vine, Josephine, Columbine, etc.)
- Concern about vehicle congestion on York and parallel streets and longer trip times when driving a vehicle
- Concern about increase of pollution from vehicle tailpipes if vehicles are backing up at intersections
- Anyway to make the signing and striping permanent?
Questions & Discussion
How Did We Get Here?

Corridor Alternatives Evaluation
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.
**Goals for York/Josephine Corridor**

- **Safety** is a top priority
- The corridor should prioritize **multimodal** options
- 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
## Evaluation Factors for York/Josephine Corridor

<table>
<thead>
<tr>
<th>Goals</th>
<th>The corridor should prioritize <strong>multimodal</strong> options.</th>
<th><strong>Safety</strong> is a top priority</th>
<th>The corridor should be <strong>environmentally resilient</strong></th>
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<th>Construct new and improved transit infrastructure and increase transit frequency</th>
<th>Ensuring transportation <strong>equity</strong> is met along the Study Corridor</th>
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<tbody>
<tr>
<td><strong>Objective #1</strong></td>
<td>The corridor should serve pedestrians and bicyclists</td>
<td>Remove corridor from High Injury Network</td>
<td>Encourage active transportation</td>
<td>Improve crossing at various intersections</td>
<td>Prepare for and provide future medium-capacity transit</td>
<td>Focus on high need areas within historically underserved communities</td>
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<td><strong>Evaluation Factor #1</strong></td>
<td>Analyze neighborhood connectivity improvements to all modes of transportation</td>
<td>Review crash analysis annually to see if corridor has lowered fatal and seriously injured crashes.</td>
<td>Increase in pedestrian/biking volumes and conduct analysis through DME model</td>
<td>Upgrade traffic signals to include leading pedestrian interval, evaluate crossing times, and evaluate restricted vehicle turning movements.</td>
<td>Predictable corridor travel time for people riding transit.</td>
<td>Proposed outcomes raise transportation inequities to a consistent level throughout the corridor</td>
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<td><strong>Objective #2</strong></td>
<td>Network gaps for all modes should be eliminated</td>
<td>Prioritize reducing crashes of all types</td>
<td>Reduce reliance on automobiles</td>
<td>Link neighborhoods</td>
<td>Improve existing transit stops with comfort amenities</td>
<td>Better serve users of all abilities</td>
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<tr>
<td><strong>Evaluation Factor #2</strong></td>
<td>Ability to respond to all roadway users (bikes, peds, transit)</td>
<td>Qualitative safety benefit (physical/time separation, etc.), crash modification factors</td>
<td>Reduction in vehicle volumes and conduct analysis through DME model over the next 5 years</td>
<td>Remove or mitigate barriers that inhibit people moving through the corridor</td>
<td>Conduct amenities analysis of corridor bus stops and upgrade deficient stops to minimum type</td>
<td>Inclusion of components from Denver’s complete streets guidelines</td>
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<td><strong>Objective #3</strong></td>
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<td>Minimize gaps in tree canopy</td>
<td>Increase access to neighborhood amenities</td>
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<td>Maintain a state of good repair for new and existing infrastructure</td>
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<td><strong>Evaluation Factors #3</strong></td>
<td>Prioritize CMF application that focuses on speed reduction</td>
<td>Analyze existing tree canopy coverage and plant X number of trees a year where feasible to cover gaps</td>
<td>Analyze neighborhood connectivity improvements to all modes of transportation</td>
<td></td>
<td>Evaluate impacts to maintenance</td>
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Alternatives Evaluation

**Alternative 1** has the best alignment with the six goals compared to Alternative 2 and 3.
- It scored higher for safety and sustainability.

Many of the objectives had the same results for all alternatives:
- Example, all alternatives include bus stop upgrades.

**Segment A (47th to 40th Aves) & Segment C (18th to Colfax Aves)**
Convert the two one-way streets to two bi-directional street.

**Segment B (40th to 18th Aves)**
Convert 4-lane arterial to a 3-lane (1 north, 1 turn lane, and 1 south) arterial.
Questions & Discussion
Long-Term Corridor Vision & Concept
Long Term Corridor Vision
Alternative 1

York/Josephine is a corridor for safe, accessible, multi-modal mobility for all users – removed from the high injury network; that is environmentally resilient and serves to connect communities.
Application of Alternative 1 + Corridor Vision Elements

Segment A:
One-way to Two-way Street Conversion

Segment B:
Maintain 4 to 3 Conversion (1 lane in each direction + turn lane)

Segment C:
Reconfigure for Safety and Multimodal
Segment A: 47th to 40th One-way to Two-way Street Conversion

Benefits may include:

- Improve access
- Reduce motor vehicle speeds & miles traveled
- Provide improved conditions and access for people walking or biking
- Will reduce multiple threat conditions for people crossing the road
- Anticipated that freight vehicles will be lowered on Josephine
Segment B: 40th to 18th
Removal of a Travel Lane in Each Direction + Turn Lane

**Benefits may include:**

- Reduction of rear-end and left-turn crashes due to the new 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 Complete Streets environment that better accommodates the needs of all road users.
Segment C: Colfax to 18th Aves.

Reconfigure for Safety and Multimodal

- Add in missing sidewalks
- Add in greenscape, green infrastructure, and more trees
- Reconfigure streets to best address safety, and connect to the improvements north of 18th Avenue and at Colfax, the Colfax BRT.
- In 3 to 5 years after Colfax BRT is open, re-evaluate Alternatives 1, 2, and 3 from this study, and modify as needed.

Josephine - Alternative 1
Corridor Vision Elements
Safety Improvements & Curb Extensions

Safety & Creating Better Connections
Safety Interventions for people to cross the street at intersections, crossings, and access to transit throughout the corridor

PROPOSED CURB EXTENSION
Left Turn Lanes

Northbound (18th to 47th Avenue): 19 new NB left turn lanes
Southbound (18th to 47th Avenue): 15 new SB left turn lanes

Safety Benefits:
Left-Turn Lane
28-48% reduction in total crashes.
Greening the Street

Opportunities for the future green infrastructure, landscape and tree planting

- Segments A & C: Rehab and Upgrade amenity zone and sidewalks.
- Segment B: In this segment, potential improvements vary from the east side to west side of the street.

PROPOSED HARDSCAPE WITH POTENTIAL FOR NEW ON-STREET PARKING OR GREEN INFRASTRUCTURE
Transit Improvements

• 27 Bus Stops in Segment A and B:
  – Bus stop consolidation
  – In Lane Bus Stops
  – Upgrade to Type 2
Consideration of a Bike Corridor

Denver Moves Bikes is in process being updated. Elements of a potential north/south bike facility are outlined below and will be evaluated through the Denver Moves Bikes project.

**Segment A:**
- Neighborhood Bikeway on Josephine
- New Separated Path between 41st and 39th

**Segment B:**
- 39th to 37th – Shared use path 12 ft.
- 37th to 26th – Parallel street
- 26th to 18th – Share use path in golf course and park

**Segment C:**
- Improve York or Josephine for protected bike lane or shared use path

- **Existing Bike Facility**
- **Proposed Multi-use Trail**
- **Proposed Neighborhood Bikeway**
- **Proposed Shared Use Sidewalk – 10 to 12 ft**
- **Improve York or Josephine for protected bike lane or shared use path**
Removing Barriers

17th and 18th Aves:
Create a roundabout.

This improvement will need a future evaluation

40th Avenue:
New space and grade separation for people walking and biking
Removing Barriers

York St. Bridge Over I-70: Remove vehicles and reprioritize for people
Recommendation for Implementation

1. Segment A
   – Reconnecting Communities & Neighborhoods Program

2. Segment B
   – Lane Reduction Summer 2024, review improvements in 2 to 3 years, then move forward to solidify improvements
   – Apply for funding for signal rebuilds

3. Segment C
   – Colfax BRT needs to be constructed and in operations for 3 to 5 years to understand new travel behavior and patterns
Questions & Discussion
Summer 2024

Segment B - York: 40th to 18th Aves.
4 to 3 Lane Conversion
4 to 3 Lane Conversion
York: 40th to 18th Avenues

• Conversion from 2 lanes in each direction to 1 lane in each direction with turn lane and/or safety improvements, on-street parking
• Summer of 2024
• Repaving will be mill and overlay
  – Change roadway operations through paint, posts, and signing
    • No concrete work
Questions & Discussion
Next Steps

• Online Questionnaire - bit.ly/YorkJosephineCorridorStudy
• Use input to finalize Corridor Study Report
  – Publish in May 2024
• 4 to 3 Lane Conversion Project - York: 40th to 18th Aves.
  – Repaving Summer 2024

Contact: Mike King - michael.king@denvergov.org
Next Steps for the Meeting

**In person** – open house & long-term corridor concept review

**Online** – stay on Zoom Meeting and review long-term corridor concept in segments

*OR* answer online questionnaire on your own time: bit.ly/YorkJosephineCorridorStudy

Contact: Mike King - michael.king@denvergov.org
Online Meeting
Review Long-Term Corridor Concept in Segment

- Start at Segment C (southern end and go north) to end at Segment A
York and Josephine: Colfax to 16th Avenue, do you have any feedback to share?

- RECONFIGURE STREETS FOR SAFETY AND MULTIMODAL
  - ADD IN MISSING SIDEWALKS
  - ADD IN GREENSCAPE, GREEN INFRASTRUCTURE, AND MORE TREES
  - RECONFIGURE STREETS TO BEST ADDRESS SAFETY, AND CONNECT TO THE IMPROVEMENTS NORTH OF 18TH AVENUE AND AT COLFAX, THE COLFAX BRT.
  - USE THE 3 ALTERNATIVES FROM THIS STUDY, MODIFY AS NEEDED, AND RE-EVALUATE IN 3 TO 5 YEARS AFTER COLFAX BRT IS OPEN.
York and Josephine: 17th Avenue, do you have any feedback to share?

RECONFIGURE STREETS FOR SAFETY AND MULTIMODAL

- ADD IN MISSING SIDEWALKS
- ADD IN GREENSCAPE, GREEN INFRASTRUCTURE, AND MORE TREES
- RECONFIGURE STREETS TO BEST ADDRESS SAFETY, AND CONNECT TO THE IMPROVEMENTS NORTH OF 18TH AVENUE AND AT COLFAX, THE COLFAX BRT
- USE THE 3 ALTERNATIVES FROM THIS STUDY, MODIFY AS NEEDED, AND RE-EVALUATE IN 3 TO 5 YEARS AFTER COLFAX BRT IS OPEN.
York and Josephine: 18th Avenue, do you have any feedback to share?
York: 20\textsuperscript{th} to 21\textsuperscript{st} Avenues, do you have any feedback to share?
York: 22nd to 23rd Avenues, do you have any feedback to share?
York: 24th to 25th Avenues, do you have any feedback to share?
York : 26th to 27th Avenues, do you have any feedback to share?
York : 28th to 29th Avenues, do you have any feedback to share?
York: 30th to 31st Avenues, do you have any feedback to share?
York: MLK Blvd to 33rd Ave., do you have any feedback to share?
York: Bruce Randolf to 35th Aves., do you have any feedback to share?
York: 36th to 37th Aves., do you have any feedback to share?
York: 38th Ave., do you have any feedback to share?
York: 39th to 40th Aves., do you have any feedback to share?
York and Josephine: 41st Ave to Railroad tracks., do you have any feedback to share?
York and Josephine: 43rd to 44th Aves., do you have any feedback to share?
York and Josephine: 45th Ave., do you have any feedback to share?
York and Josephine: 46th to 47th Aves., do you have any feedback to share?
Next Steps

• Online Questionnaire - bit.ly/YorkJosephineCorridorStudy
• Use input to finalize Corridor Study Report
  – Publish in May 2024
• Travel Lane Reduction Project - York: 40th to 18th Aves.
  – Repaving Summer 2024

Contact: Mike King - michael.king@denvergov.org