

# PEDESTRIAN PROJECTS

The Advisory Team identified approximately one-hundred improvements needed throughout Denver as a result of recommendations from existing plans, field verification of the pedestrian system, and input from the public and other City staff. The initial list of potential projects intended are support the plans goals of safety, accessibility and streetscape. The Advisory Team determined that some of the issues could be dealt with at the policy level. The final list of projects is by no means a complete list of all of the potential pedestrian improvement projects within the City. Rather, the list serves as a starting point based upon current conditions in the City.

## PROJECT IDENTIFICATION

These projects have not yet been scoped or analyzed to determine feasibility. Additional review needs to be conducted for each project to determine if the proposed improvements are sensible based on existing conditions and finances, political will and project readiness.

The projects were prioritized using several different criteria. This criteria included a proximity analysis (an analysis of the presence of sidewalks and the proximity of facilities that are likely to generate pedestrian activity), socio-economic data, existing sidewalk conditions, auto-pedestrian accident history, and pedestrian route proximity. A project scored zero, one or two points in each criteria or category. Ten was the maximum points a project could score while zero was the lowest a project could score. This system of scoring projects based on points they earn for each criteria allowed the Advisory Team to objectively determine the level of importance for each project and therefore the priority for project implementation and completion. The criteria used to award points to projects is described below.

## PROJECT PRIORITIZATION

### **Pedestrian Potential Model**

As explained in Chapter 5: Pedestrian Routes, the goal of the GIS analysis, or Pedestrian Potential Model, was to locate pedestrian focus areas (PFAs), or areas throughout the City that have the best potential for high pedestrian activity. Schools, light rail transit stations, parks and parkways, neighborhood destinations and libraries were located citywide and their proximity to one another as well as the presence of sidewalks adjacent to each factor was analyzed in Pedestrian Potential Model. The model was an important tool to use in scoring each project because it guaranteed that projects located in areas of the City with the highest potential for pedestrian activity earned the maximum points. A project scored 2 points if it fell in a Ped Focus Area, 1



point if it was adjacent to a ped focus area, and 0 points if it fell outside of a PFA.

### **Socio-Economic Data**

Certain demographic data can help indicate the potential for pedestrian activity. Specifically, the Advisory Team considered 2001 population density data, median household income data and automobiles per household data in the project evaluation process. To work with the data, the Team combined the three data sets but weighted each set independently. Population density was weighted at 50% while median household income and automobiles per household were weighted at 25%. Population density was weighted slightly higher than median household income and automobiles per household because the team assumed that higher population densities were likely to generate more pedestrian activity in those areas. The combined data was then broken down into three classifications (high, medium and low) with equal intervals and range of values for each classification. The highest value range consisted of high population density, low median income per household and low automobile per households. This combination of indicators suggested a greater likelihood for more walking trips and therefore projects that fell in areas of the city with the highest value for socio-economic data were awarded the maximum points (2); projects that fell in areas with the medium value for socio-economic data were awarded one point and projects that fell in areas with the lowest value socio-economic data earned zero points. Due to the weighting factors, some areas of the City that weren't heavily populated in 2001 such as Stapleton and Lowry appeared to have a medium value. This can be explained by the fact that the median income per household was exceptionally high which offset the fact that population density was low.

### **Existing Sidewalk Conditions: Attached, Detached or Missing**

Existing sidewalk conditions data was used to score projects based on whether they are located in areas with no sidewalks, areas with narrow or attached sidewalks, or in areas with reasonable quality or detached sidewalks. Since sidewalks are the backbone and perhaps the most basic requirement of a pedestrian system, more points were allocated to projects located in areas where sidewalks are missing entirely. These projects scored the maximum 2 points; if it was located in an area with reasonable quality or attached sidewalks it scored 1 point; if it fell in an area with reasonable quality or detached sidewalks it scored zero points.

### **Pedestrian-Auto Accident History**

The Advisory Team looked at pedestrian auto accident history for the years 2000, 2001 and 2002 at intersections where four or more pedestrian auto accidents occurred. Projects identified at locations where ped-auto accidents occurred scored the maximum 2 points; projects located within 1 block of a ped-auto accident location scored 1 point; if a project was more than one block away from and an accident location, it scored zero points.

### **Pedestrian Route Proximity**

While is difficult to predict precisely which street a pedestrian will walk on, the pedestrian route network identified in the Ped Plan is an important attempt at



prioritizing streets for pedestrian usage. Because the pedestrian route network is made up of enhanced bus transit corridors, Green Streets and other streets that have existing or the potential for quality pedestrian facilities, the Team used the system to score projects. Since all of the streets identified as part of the pedestrian route network are high priority streets, projects that fell on a n identified route scored two points. If a project was one block off an identified route it scored 1 point. If it was not on a designated route or within one block of a designated route, it scored zero points.

The complete list of projects begins on page 40. Projects identified with an asterisk are located within an Area of Change as designated by Blueprint Denver.





Map Locator	Project Location	Pedestrian Potential Model	Demographics	Existing Conditions	Accident History 2000-2003	Pedestrian Route Proximity	Criteria Score	Comments
1	1st Ave.-Bellaire to Colorado Blvd.	0	0	2	0	2	4	Missing Sidewalk
2	3rd Ave.-Bellaire to Dahlia	1	0	2	0	2	5	Missing Sidewalk
3	3rd Ave.-Dahlia to Holly	2	0	1	0	2	5	Missing Sidewalk
4*	Colorado Blvd.-1st to Alameda	0	0	2	0	2	4	Missing Sidewalk
5	Buchtel Blvd.: Monroe to Colorado	1	0	2	1	2	6	Upgrade
6	Buchtel Blvd.-Monroe to University	0	0	2	0	2	4	Missing Sidewalk
7	6th Ave.-Monaco to Cherry	1	1	2	0	2	6	Missing Sidewalk
8*	Broadway/I-25 Station	2	0	1	0	0	3	Intersection Improvements
9	Louisiana Station	2	0	0	0	2	4	Special Crossing
10*	Yale Station	2	0	2	0	1	5	Signals
11*	Southmoor Station	2	0	1	0	1	4	Signals
12*	Bellevue Ave. Station	0	0	2	0	0	2	Signals
13*	Jewell-Irving to Federal	2	0	1	2	1	6	Upgrade
14	Federal-Amherst to Hwy 285	1	1	2	1	2	7	Missing Sidewalk
15	Sheridan-just north of Hampden	0	0	1	0	2	3	Missing Sidewalk
16	Tennyson-Evans to Kentucky	1	0	2	0	2	5	Upgrade
17*	10th Ave.-south side from Osage to Navajo	2	1	2	0	2	7	Missing Sidewalk
18*	13th Ave.-RR crossing, just west of Osage	2	1	2	0	1	6	Special Crossing
19*	13th Ave.-Osage to Decatur	2	1	2	0	1	6	Upgrade
20	9th Ave.-Washington St.	2	2	1	0	2	7	Intersection Improvements
21*	20th Ave.-Sherman to Lincoln	2	1	1	0	1	5	Intersection Improvements
22*	Steele-39th Ave. at RR crossing	1	0	2	0	1	4	Special Crossing
23*	46th Ave. at stockshow RR underpass	0	0	1	0	2	3	Special Crossing
24	8th Ave. at Colorado Blvd.	0	1	1	1	2	5	Intersection Improvements
25	12th Ave.-Colorado to Lindsey Park	2	1	2	0	1	6	Missing Sidewalk
26	Colorado Blvd.-west side from 8th Ave. to 12th	2	1	1	2	2	8	Upgrade
27	Hale Parkway-north side from 9th to 12th	2	1	2	0	2	7	Missing Sidewalk
28	23rd Ave. south side, east from Kearney to Monaco	2	0	2	0	1	5	Missing Sidewalk
29*	23rd Ave.-Monaco to Quebec	2	1	1	0	2	6	Upgrade
30	46th Ave.-Chambers to Andrews	1	0	1	0	2	4	Upgrade
31*	29th Ave. at Speer Blvd. intersection	1	1	1	0	2	5	Intersection Improvements
32	29th Ave. at Zuni St.	2	1	1	0	2	6	Upgrade
33*	Alameda at I25/Santa Fe underpass	0	1	1	0	2	4	Special Crossing
34	University at I25 Bridge	1	1	1	0	2	5	Special Crossing
36	Logan at I25	2	0	1	0	2	5	Special Crossing
37	Delaware from Iliff to Evans	1	0	2	0	1	4	Missing Sidewalk
38	23rd Ave. from Eliot to Bryant	1	1	1	0	2	5	Special Crossing
39	23rd Ave. bridge across Speer/I25	1	0	1	0	2	4	Upgrade
40	Decatur between 8th and 10th Ave.	1	1	2	0	0	4	Missing Sidewalk
41	Pecos 46th Ave. to I70	1	1	2	0	1	5	Missing Sidewalk
42	Eliot St. between 23rd and 26th Ave.	1	1	1	0	1	4	Intersection Improvements
43*	Broadway at Colfax	1	1	1	2	2	7	Intersection Improvements
44*	14th Ave.-south side of Civic Center Park	0	0	0	1	2	3	Signals
45	I25 between Speer and 19th Ave.	2	1	1	0	1	5	Missing Sidewalk
46*	Perry St. at Morrison Rd.	1	1	1	0	0	3	Signals
47	Hampden at Raleigh	0	0	1	0	2	3	Special Crossing
51	Colfax between Federal and Sheridan	1	1	1	2	2	7	Upgrade
52	University at Evans	1	1	1	1	1	5	Special Crossing
53*	Sheridan: 8th to 17th Ave.	0	0	1	0	1	2	Missing Sidewalk
54*	Alameda at Broadway	2	1	1	2	1	7	Signals
55	Cedar at Grant	2	1	0	0	1	4	Upgrade
56*	Colorado Blvd. at Mexico	1	1	1	1	2	6	Intersection Improvements
57	Evans at Monaco	0	1	1	2	2	6	Intersection Improvements
58	13th Ave. in Capital Hill	1	2	1	2	1	7	Upgrade
59	Downing-Corona & 9th Ave.	2	1	1	0	2	6	Upgrade
60	17th Ave. at Zenobia	0	1	1	0	2	4	Missing Sidewalk
61*	Colorado Blvd. at Buchtel to Yale	0	1	2	2	2	7	Upgrade
63	Downing along Washington Park	2	1	0	0	1	4	Special Crossing
64*	Hampden at Tamarac	0	1	2	0	2	5	Intersection Improvements
66	Kennedy golf course Hampden and Havana frontage	0	0	2	0	2	4	Missing Sidewalk
67	Weishire golf course Hampden and Colorado frontage	0	1	2	0	2	5	Missing Sidewalk
68*	Hampden at Monaco	2	0	2	0	2	6	Intersection Improvements

\* Projects with an asterisk are located in Areas of Change.



# CITY AND COUNTY OF DENVER PEDESTRIAN MASTER PLAN

