

Stakeholder Working Group (SWG) Meeting #3 Summary

Date: Thursday, February 23, 2017
Time: 5:30-7:30 PM
Location: Four Mile Historic Park (715 S. Forest St, Denver, CO 80246)

Overview

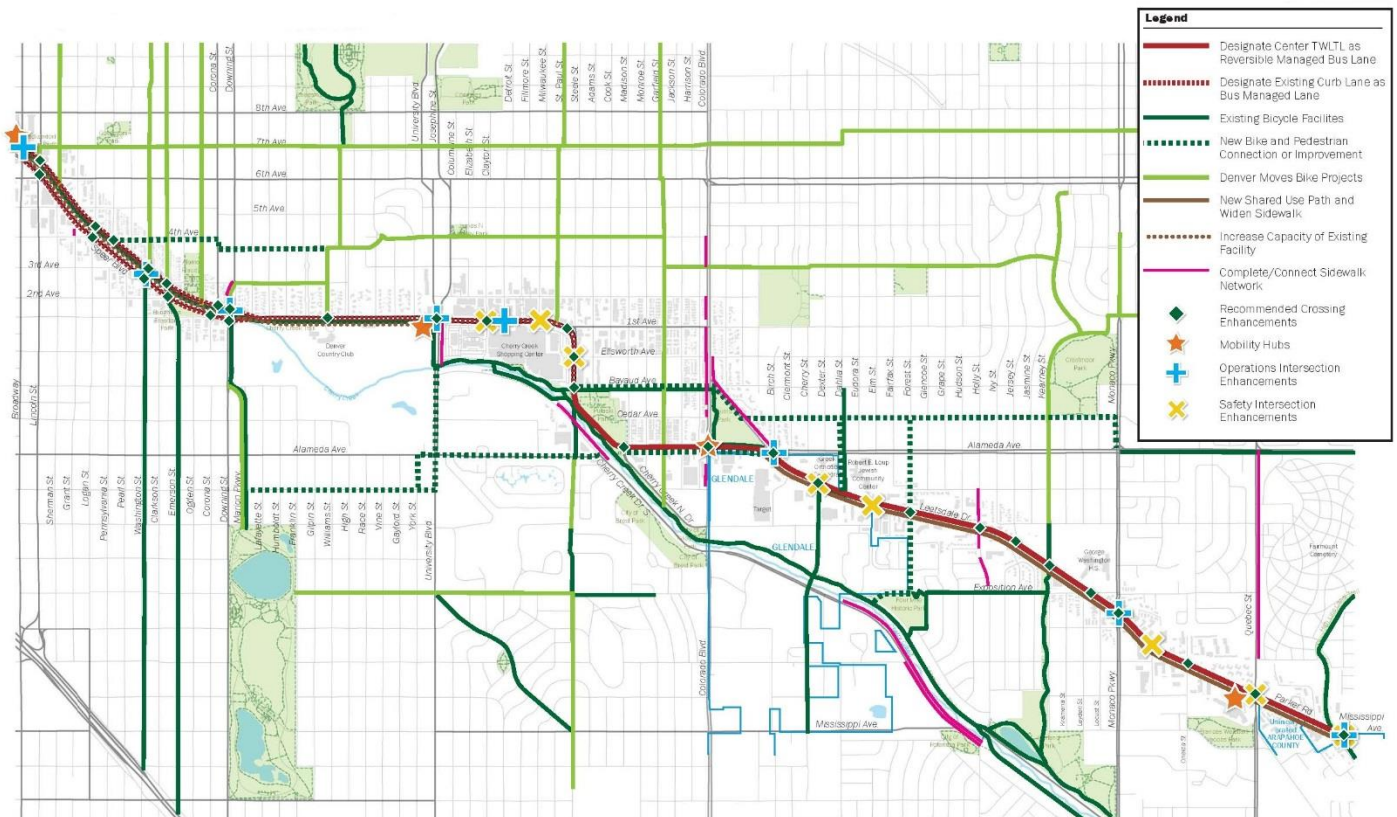
The *Go Speer Leetsdale Mobility Study* is exploring potential improvement options for multimodal travel along the Speer Leetsdale Corridor, running approximately from Broadway and Speer southeast to Mississippi Avenue and Leetsdale (also SH 83).

The final of three SWG meetings was held at Four Mile Historic Park to provide a study update and gather feedback on the concept package of recommended improvements for the corridor. A small group break-out session was conducted to discuss components of the recommendation followed by a large group discussion on key takeaways.

Study Update

Following the second SWG meeting, the study team has been running potential improvement options through additional feasibility and benefits analysis to produce a preliminary concept package of recommended improvements. The project team reviewed the overall package outlined on the map below:

(Click image to enlarge)



When compared with other options, the concept recommendation has the greatest potential to:

- Improve person-trip carrying capacity
- Increase ridership
- Improve transit travel time and reliability
- Improve safety and operations
- Enhance economic development opportunities

Small Group Breakouts

SWG members counted off into small breakout groups to rotate among three stations representing the categories of improvements recommended in the study: transit/vehicle, bike/pedestrian and complementary. Project team members were located at each station to talk through boards outlining the concept improvements. Key feedback themes from Workgroup members at each station are outlined below:

Transit/Vehicle Station

- Many Workgroup members believe the concept recommendation reflects an innovative approach and attempts to balance all primary travel modes in a limited space.
- Several Workgroup members expressed concern for possible impacts to cut-through traffic, increased vehicle travel times and a need for sensitive signage in surrounding neighborhoods.
- Of additional concern is how median use for the reversible managed lane might impact bike and pedestrian intersection crossing.
- Workgroup members were uncertain on the shape interaction would take between local and express/enhanced transit services within the managed lane.
- Specific examples of vehicular/pedestrian/bike interaction with managed transit lanes would be helpful in visualizing the concept.
- Additional information is desired on right of way constraints, any possible property acquisition and the approach to overhead electric lines.
- In next steps, further modeling on travel time savings will need to be done. A request was made for modeling that examines the potential impact of increased transit frequency. Project team members noted coordination with RTD is ongoing.
- The concept recommendation could be complemented with connections to Nine Mile through coordination with Aurora and Arapahoe County.
- Enforcement for speeding and running red lights is a contributing factor to safety throughout the corridor. Workgroup members suggested a lower speed limit.
- Workgroup members highlighted the importance of sheltered, well-marked bus stops and consideration for more frequent transit service on arterial roadways.

Bike/Pedestrian Station

- Current conditions show that additional cyclist and pedestrian protection is needed at bus stops.
- Consider the potential challenges of mixing bike and pedestrian travel on a shared use path. Workgroup members were concerned with safety and the relative speed of each mode of travel. Some supported a suggestion to delineate two lanes along the Chery Creek Trail with a visual divider.
- Emphasize the view angles at intersections as important safety elements.
- The Cherry Creek area is experiencing growth which should be taken into account for future planning.
- Workgroup members desired additional information to address concerns for bike connections along Garfield and interaction of the bikeway with the managed transit lane in this section of the corridor.
- The area in front of the Denver Country Club was noted as experiencing high volumes of bike and pedestrian travel.
- The Greenlight Foundation Study was cited as a relevant reference to examine alongside these concept improvements.
- Additional suggestions from the Workgroup include:
 - Add a divider, such as a stripe lane, through intersections
 - Remove the push button at Fillmore, Columbine, Alameda, Garfield and Cherry Creek Drive North
 - Brand bus stops
 - Implement LED lights at crosswalks
 - Consider the use of bike boxes and strategic placement of pork chop islands

Complementary Station

- Call out alternatives for and attention to both the aging population and children/youth (i.e., strollers, access, and mobility).
- Workgroup members desired additional information on bike and pedestrian interaction with managed transit lanes.
- Identify potential opportunities for mobility hubs. Suggestions include:
 - Shared bikes
 - Public restrooms
 - Hub sponsorships

- Designated pick-up/drop-off locations for Uber and Lyft
- Wayfinding should be emphasized throughout the corridor.
- Integrate options to improve first and last mile commutes.
- The recommendation for mobility hubs and managed transit lanes should take into account destinations outside of downtown (i.e., Capitol Hill, Glendale, Cherry Creek).
- Consider the potential of fare reduction in increasing transit use.
- Zeckendorf Plaza Park should be considered as a potential mobility hub.
- Consider redevelopment north of Cherry Creek in determining mobility hubs and complementary improvements.
- While micro-transit options have value, the primary focus should be on providing macro-transit that reaches underserved areas.

Full Group Discussion

The breakout groups reconvened for a full group discussion on key takeaways. There was general consensus that the recommended package of improvements is a strong conceptual start with qualifying information and commentary. Overarching themes emerging from the SWG discussion included:

- Additional information will be needed on the interaction of bike, pedestrian and vehicular travel with the managed transit lane, including median use for transit stations.
- Next steps within the study process should consider possible impacts of the transit managed lanes on cut-through traffic and vehicular travel time.
- Overall, there is general support for the innovative approach reflected in the concept recommendations. The concept package presents opportunities to meet future transportation needs and integrate multi-modal travel throughout the corridor.
- The project team should remain aware of other ongoing projects within the corridor and surrounding area, particularly in regards to Cherry Creek and Denveright planning efforts.

What's Next

The next *Go Speer Leetsdale* SWG Open House will be held on Wednesday, March 8, 2017 to share and gather feedback on the concept package of improvements with the wider community.

Attendees

Project Team

- Rachel Ackermann (FHU)
- Tim Baldwin (RMW Planning)
- Jane Board (CCD)
- Holly Buck (FHU)
- Rachele DiFebbo (GBSM)
- Miles Graham (GBSM)
- Geneva Hooten (Toole Design Group)
- Jessica Myklebust (FHU)

Stakeholder Working Group

- Bill Allen (Cherry Creek East Association)
- William Brayshaw (Country Club Historic Neighborhood)
- Lucia Brown (Baker Historic Neighborhood Association)
- Laura Hiniker (Four Mile Historic Park)
- Ellen Ittelson (Cherry Creek Area Business Alliance)
- Ted Kenny (Cherry Creek Steering Committee)
- Luis Linares (South Hilltop Neighborhood Association)
- Anne Lindsey (Golden Triangle Neighborhood Association)
- Jill Locantore (WalkDenver)
- Elayna McCall (BikeDenver)
- Brian Phetteplace (Cherry Creek North Business Improvement District)