

W 3rd Ave Realignment Study

Public Workshop

Overview

A public workshop for the 13th Avenue Realignment Study was held on Thursday, April 28, 2016, from 5:30 p.m. to 7:00 p.m. at the Sun Valley Kitchen.

The meeting reintroduced the Realignment Study to the community. The study held its first meetings in 2014 and was on pause in 2015 and early 2016, pending the Public Utilities Commission's (PUC) final ruling on Xcel's docket concerning operation of the Zuni Plant.

The meeting was an open house format with a brief presentation at 6 p.m. by Karen Good, City and County of Denver Project Manager, and Chris Parr, Denver Housing Authority. The primary purposes of the meeting were to:

- Reintroduce the community to the study
- Provide information on the current and future conditions
- Solicit input from the community on transportation values and priorities
- Participate in a 'Design Your Roadway' game to discuss the tradeoffs and challenges in developing possible roadway alternatives

Twenty-five people signed-in at the public meeting. Many of the attendees were actively engaged and stayed for the entire meeting to review all the boards and participate in the various input opportunities.

The meeting space was divided into the following areas (the boards are included as a link on the project website):

- Background Information
 - Project Area
 - 13th Avenue: A Transformative Project
 - Project Schedule and Goals
 - Previous and On-Going Projects in Sun Valley
- Existing Conditions
 - Average Daily Traffic



- Railroad Crossings
- Level of Service
- Bike Routes
- Transit Routes
- Existing Cross Sections
- Community Values
- Design Your Roadway!

Advertisement and Outreach

Outreach for the April 28 open house included the following activities:

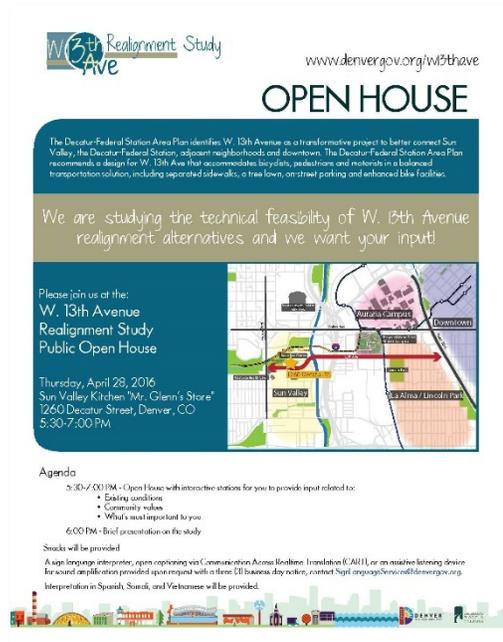
- Updated the contact list for the study area; individual emails about 4 weeks in advance to more than 25 RNO leaders, local nonprofit leaders, key property owners and community activists to invite them to the meeting.
- Contacted Sun Valley Registered Neighborhood Organization (RNO) leaders Jeanne Granville and Glenn Harper; printed flyers for them to include in their monthly door-to-door flyering for their RNO meeting.
- Worked with Fairview Elementary School arranged flyers to be sent home in 350 student backpacks two weeks prior to the meeting.
- Flyers posted in key areas such as laundromat and Rude Recreation Center, hand delivered flyers to Mercy Housing, daycare, youth center, and other nonprofits in the area; spoke with and handed out flyers to businesses directly east of Platte River on W. 13th Ave.
- Directly mailed the flyer to property owners in the study area.
- Follow-up reminder email to contact list of 25 on the day of the open house.

The public meeting flyer was also posted on the City and County of Denver’s website. The flyer included information in English, Spanish, Vietnamese, and Somali.

Presentation

A brief presentation took place at 6 p.m. Karen Good from the City and County of Denver and Chris Parr from the Denver Housing Authority let workshop attendees know that the feasibility study is re-starting. They let the attendees know that the intersection of 13th Avenue and Decatur now meets warrants and will be converted to a three-way stop soon. They gave a brief presentation about the goals of the study, next steps, etc., and then opened up the discussion for questions:

- Question: Why are we still moving ahead even though the PUC decommissioning is not official?
 - Answer: The City and County of Denver received permission from the PUC, since the decommissioning process is far enough along.
- Question: What is the ultimate plan? What does it look like?



- Answer: There is no preconceived plan; we will be developing and evaluating alternatives through this process.

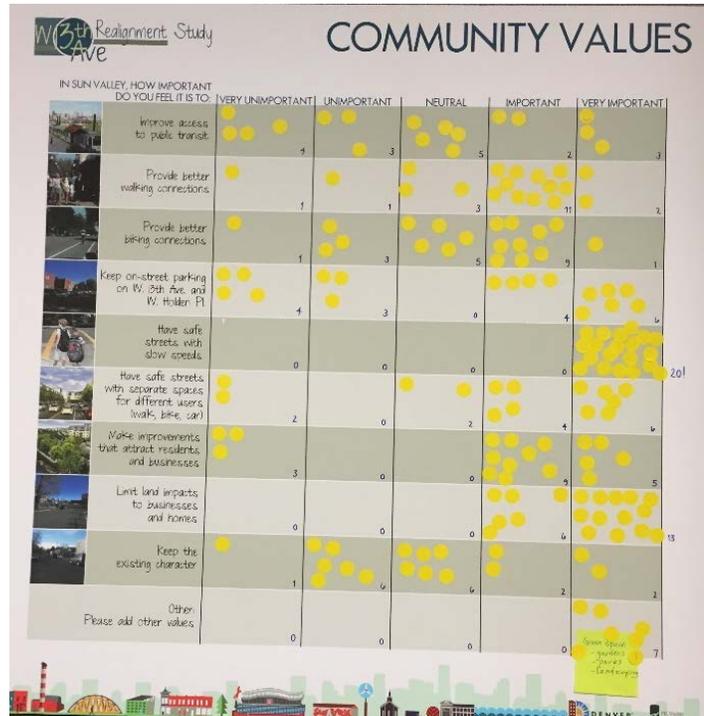
What we Heard

Public meeting participants were able to provide input at the Community Values board and the Design Your Roadway Game as well by completing comment sheets and through verbal input to the project team. A summary of what we heard through is provided in the following sections.

Community Values

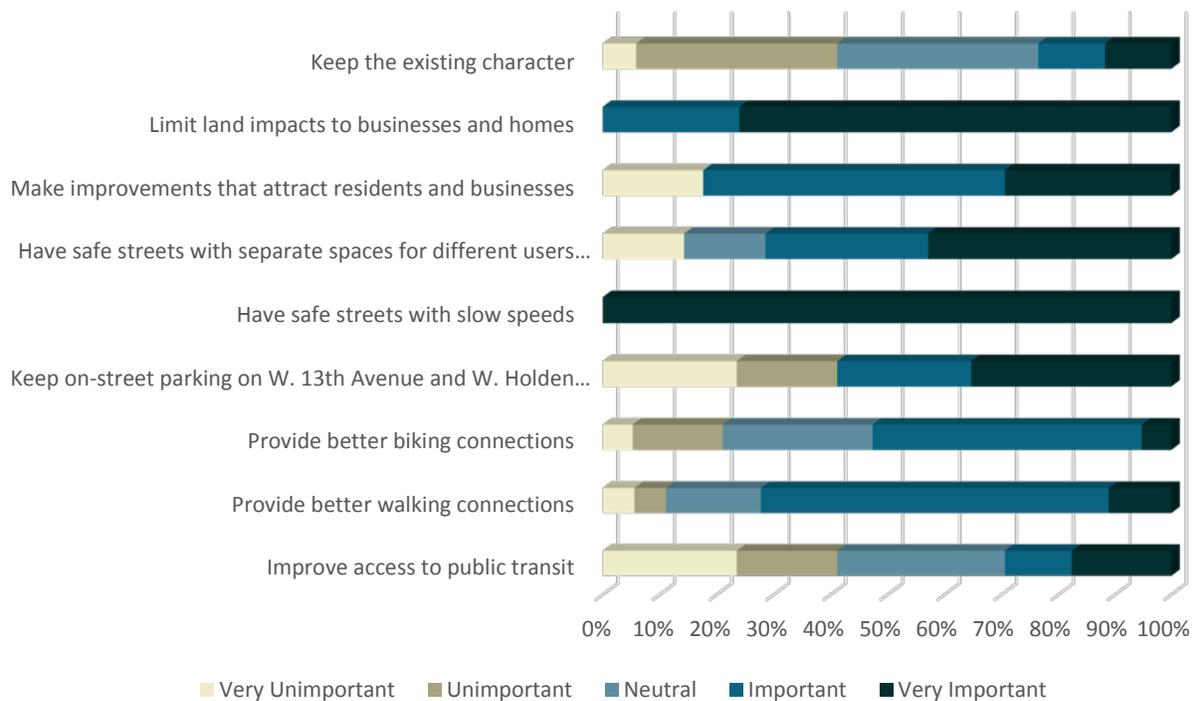
Public meeting participants were asked to rate the following as either very unimportant, unimportant, neutral, important, or very important:

- Improve access to public transit
- Provide better walking connections
- Provide better biking connections
- Keep on-street parking on W. 13th Avenue and W. Holden Place
- Have safe streets with slow speeds
- Have safe streets with separate spaces for different users (walk, bike, car)
- Make improvements that attract residents and businesses
- Limit land impacts to businesses and homes
- Keep the existing character
- Other



Every respondent rated, ‘have safe streets with slow speeds’ as very important. Every respondent rated, ‘limit land impacts to businesses and homes’ as either important or very important. The write-in values says, “Green space: gardens, parks, and landscaping”; six respondents agreed that this is very important. The other categories received mixed responses, as summarized below:





Design Your Roadway Game

Two large aerial maps of West Holden Place were out on tables and participants were asked to build a roadway within the existing right-of-way on the base maps. The game provided an opportunity for community members to express what they feel is most important to be on 13th Avenue, collaborate with each other on ideas, and to discuss the trade-offs of including various elements in the cross-sections.

The following are the results of this exercise:

Roadway 1 *62 feet wide*

- 8' sidewalk
- 8' on-street parking
- 11' travel lane with sharrow
- 11' travel lane with sharrow
- 8' on-street parking
- 16' sidewalk with amenities



Roadway 2

54 feet wide

- 8' sidewalk
- 8' on-street parking
- 11' travel lane with sharrow
- 11' travel lane with sharrow
- 8' on-street parking
- 8' sidewalk



Roadway 3

54 feet wide

- 8' tree lawn
- 8' sidewalk
- 11' travel lane with sharrow
- 11' travel lane with sharrow
- 8' on-street parking
- 8' sidewalk



Roadway 4

60 feet wide

- 16' sidewalk with amenities
- 6' bike lane*
- 11' travel lane
- 11' travel lane
- 8' on-street parking
- 8' sidewalk

**Incomplete and would need a second 6' bike lane on the other side of the road, or as a two-way cycletrack*



Roadway 5

62 feet wide

- 8' sidewalk
- 8' on-street parking
- 11' travel lane with sharrow
- 8' tree lawn (median)
- 11' travel lane with sharrow
- 8' on-street parking
- 8' sidewalk



Roadway 6

66 feet wide

16' sidewalk with amenities
6' bike lane
11' travel lane
11' travel lane
6' bike lane
8' on-street parking
8' sidewalk



Other Comments

The following additional comments were provided by participants:

Bicycle, Pedestrian

- Bike traffic is a serious problem and bikes should not be on 13th Avenue
- Important to have a bike/ped connection from the neighborhood to the Platte River Trail
- Wide sidewalk on one side of the street for patios (in the sun)
- Put bikes on 'old 13th Avenue' instead of on the realigned 13th Avenue
- Maintaining 5' wide sidewalk is okay; they do not have to be too wide

Parking

- Residents need parking as business employees take up many spots (on Holden)
- Consider bulb-out landscaping intermittently in place of parking
- It would be a big issue for local businesses that face Holden Place if they lost the width of their front driveway and any of the parking spaces

Vehicular

- Keep the travel lanes narrow so that the speeds remain slow

Land Use

- Do not impact properties!
- Do not want any realignment or change to street if it means losing private property
- The neighborhood needs more shade and trees
- What about incorporating public parking into the new development on the south side of Holden Place?
- Do not take all of the needed property from one side; balance the impacts

