

Brighton Boulevard Public Input Summary

December 2015

The final design-focused public meeting for the Brighton Boulevard Redevelopment Project was held as a part of the larger North Denver Cornerstone Collaborative Town Hall meeting on Wednesday, December 9th at The Summit Church on Larimer Street.

78 people attended the meeting which included a number of staffed displays/maps/video simulations for Brighton Boulevard, as well as project overviews of all other NDCC projects. The meeting included a large-group presentation of NDCC's efforts for the year, a detailed review of the Brighton Boulevard project and Q & A. Meeting participants were asked to provide input on project construction communication and duration. Input was collected via both paper and online comment forms available at the meeting. Comments were also collected via the project website through December 27th. A total of 109 comment forms were submitted throughout that time period.

A list of key takeaways and recurring themes follows, along with totals of the responses provided to the comment-form questions. A table containing the raw comments submitted during the meeting and during the more than two weeks following can be found at the end of this report.

Overarching Themes:

Based on the comments received, the following themes emerged:

- **Construction Duration** – An overwhelming majority of stakeholders asked for a shorter construction duration period to help lessen the impact on area residents and businesses.
- **Business and Residential Access** - Stakeholders expressed a strong desire for the team to be mindful of access and an increase in traffic flow for properties along Brighton Boulevard during construction for this project as well as other City and private-development projects.
- **Pedestrian/Bike Safety** – Safety and security, particularly in the case of how bikes/pedestrians interact with vehicles with an increase in traffic and during construction was noted.
- **Project Communication** – Respondents cited the importance of proactive, transparent communication and community input throughout construction.

Comment Form Responses:

(Please note not all respondents answered every question)

Question 1:

How would you like to receive construction information? (Select all that apply)

(Please note some respondents selected more than one option)

	Total Respondents	Percentage
Weekly email	72	66%
Monthly e-newsletter	46	42%
Social Media	23	21%
Quarterly Town Halls	19	17%
NDCC Website	16	15%
Information Phone Line	2	2%

Question 2:

Construction activities generally take place between 7 a.m. and 7 p.m. Monday through Saturday. Which of the following is your preference?

(The below show total responses for each priority)

	Total Respondents	Percentage
Day and night shift construction with a shorter overall duration	96	91%
Only day shift construction with a longer overall duration	10	9%

Open-Ended/General Comments

Please note, the below comments appear as they were written. No edits have been made to spelling, grammar, format or content.

General Comments
<p>With closings on Arkins, Chestnut and 38th, there are times when we think we cannot navigate out of the area without a helicopter! Please be mindful of all the other construction efforts by the City and developers. Also, idling semi-trucks parked for hours on Arkins (right on the banks of the South Platte River) are an environmental hazard to residents and wildlife. These trucks should be at a designated staging area away from the river. Thank you.</p>
<p>Access down 38th under bridges between Walnut and Brighton Blvd is vital to us..</p>
<p>It is imperative that access to businesses, including ours (Greenbox Self Storage) and our tenant small businesses be maintained throughout the project.</p>
<p>Thx for keeping us in the loop.</p>
<p>How long will this take with and without the night and day shift?</p>
<p>Our business/residence is in the middle of the construction area and we will be directly impacted. We want to see the construction begin and end in the most time efficient manner possible, and if that means a 24/7 work schedule then by all means. Thank-you for the opportunity to comment.</p>
<p>Thanks for building a safe corridor for all types of users!</p>
<p>Whatever works for you , shorter would be better</p>
<p>The more quickly and efficiently the corridor reconstruction can be completed, the better. Let's start turning dirt!</p>
<p>The city should consider the impacts on alternate routes and the additional safety concerns created by the increased traffic flow. Of particular concern should be Walnut and Blake Streets that already have woefully inadequate sidewalks, drainage, speed limits, and signage leading to safety concerns for pedestrians and increased wrong way traffic on one way streets, not to mention speeding in alleyways, which tragically led to a fatality in east RiNo this year. Addressing these concerns now with some minor investments as part of the overall project providing a long term impact on both sides of the RiNo district could allow for daytime only construction with a longer timeline and an assumed lower construction cost, then use assumed savings for east RiNo impact mitigation and safety improvements. This would be the wise way to approach the project. I fear that the alternative decision will be made for the benefit only of West RiNo, meaning short construction time for those stakeholders and lasting negative impacts in east RiNo; a missed opportunity and just one more reason East side RiNo residents could seriously start to regret being dragged along as taxed partners in the BID focused on west RiNo. The approach taken by the City will certainly be telling.</p>
<p>It's still fairly quiet on Brighton in the evenings. I say shorten the overall.</p>
<p>PLEASE dual shift...very much needed</p>
<p>Day and night shift - the sooner everything is wrapped up the better.</p>
<p>Thanks for valuing the community's input, and for all of your planning and hard work!</p>

Thanks for asking!

Start at 38th and work in both directions.

Faster is better to minimize disruption to businesses.

My business and residence is in the middle of where the construction will occur, and it is my preference that the work be completed as quickly as possible.

We still have open questions on our curb cut. Will someone from Kiewit be contacting us? Thanks.

Nighttime construction should be scheduled to minimize impact to residents in the corridor. Extra weight should be given to their feedback since they'll be living with noise disruption, while the rest of us just want it done quickly.

In my general experience, trying to accommodate everyone's needs and desires with schedule only lengthens the project. It makes it difficult for the general contractor to schedule subs if there are "rules" to follow. It's going to be a headache no matter what but let's try to make it a short headache.

The traffic on Brighton needs to allow for people living there to get to work. 8-10am is already terrible and if this project makes it worse, the people who reside in RiNo will be forced out. Please consider the residents with day jobs and an already frustrating commute, that begins right on Brighton.

Lets get this done and enjoy the rewards sooner rather than later.

Thank you for the well-managed and open process.
As a resident in RiNo, the sooner we can provide a safe bike and pedestrian access through Brighton Blvd, the better.

Get 'r done! :)

Enhance bike trail along river or through neighborhood. De-emphasize bike traffic along Brighton boulevard too busy and too dangerous.

With reduction in available lanes during construction it would be appreciated by residents (in RiNo and Adjacent Neighborhoods) if the City could send out a PSA of some kind with suggested alternative routes to help minimize local traffic on Brighton Blvd.

Looks awesome. Any opportunities to think outside the box should be selected. Everything looks great - keep up the great work.

This is great thank you! Please consider how Brighton will connect to the Downtown Bike Network at Blake and Broadway. Particularly the 21st Street/Wynkoop "cultural loop."

Night-time construction would be welcome to help lessen impacts on regular day-time business.

I think it would be better for the bikers if the tree line would switch places with the bike lane. Meaning the street would be tree line with the nice landscape and the bike lane would be up against the walking path. Safer for bikes, prettier road for cars and it would also offer better snow removal off road if needed.

Cycle path, if concrete, should have construction joints cut in afterward as opposed to tooled joints to make surface as smooth as possible.

Ped crossing with jog should not be fenced in cage as shown, should be bollards which allow free ped movement and protect from vehicles.

Zig zap striping should be utilized approaching all intersections to slow vehicular traffic.