

# Colfax Transit & Pedestrian Improvements Project

## Public Feedback Summary

*A public open house was held in June of 2019 and in September of 2019. The first meeting was to review the design alternatives. The second meeting was to review the preferred alternative. Nearly 75 people were engaged in the first meeting with additional online input, and around 35 attended the second meeting.*

### Meeting #1

**DATE:** Tuesday, June 25, 2019

**TIME:** 5:30-7:00PM

**LOCATION:** Corky Gonzales Library, 1498 Irving St, Denver, CO 80204

### Summary

The City and County of Denver held a public meeting to present the West Colfax Pedestrian and Transit Improvements Project. The meeting was open house format with various stations for attendees to talk with project team. A presentation was given, discussing the background of the project and next steps. Boards and comment cards were provided to collect comments and for attendees to vote on their favorite alternative. A total of 60 people signed in, however there were around 75 attendees.

### Attendees

- # of Attendees: 75 participants

### Feedback and Comments

- # collected: 14 comment cards

### Public Meeting Proactive Outreach and Marketing

- Two email blasts to task force members and council
- CCD posted date on project website, NextDoor and press release
- 1,000 mailers were distributed

### Comment Cards

- Lights at Osceola St. school crossing of neighborhood students attending Colfax Elementary. This would be a safety issue to avoid homeless and drug dealers at 7-11 crossing at Perry St. intersection. Many students which reside between 12<sup>th</sup>, 13<sup>th</sup>, and 14<sup>th</sup> from North of Colfax.
- I am in favor of whichever plan "removes" the most parking. Actually, I am afraid that the bulb-outs will make it feel safer to park and thus increasing car use throughout the corridor, so I suppose the plan with the most medians land the potential for greenery is the one I support. I also don't want to do anything that will make extending the BRT more difficult.
- North Irving at Colfax need left (west) green arrow and change thru lane north/south Irving to right lane.
- I feel our board is at a disadvantage. Being combined with 3 other blocks with decidedly different challenges I think miss-frames our challenge. Additionally our property is not represented in either the Tennyson or Utia(?) Board. That makes it super hard for people to weigh in objectively.

- Install cameras on every light on west Colfax and prosecute hit and runs to the maximum extent of the law. Install speed cameras and/or reduce max speed to 25mph.
- Intersections need more pedestrian lead time or pedestrian only crossing options. Sidewalks need more protection from traffic and to allow businesses to shovel ice and snow for safety. More drainage for flowing water.
- Colfax intersection at the library is a big problem. Kids cross alone and cars don't stop.
- You have listed 3 goals for this project. I didn't hear anything addressing goal 3: economic vitality. To address goal 3, I would think you would be looking at acquiring property and building some parking facilities on West Colfax, their customers and clients must have a place to park, with multiple well lit spaces to take the pressure off of neighborhood parking.
- It seems like choosing to constantly add the most bulbouts on the same side of the street would make more walkability, so among the options, I prefer making them all on the south side
- If safety is a concern year round, winter time shading and the effects it has on snow and ice, I have extensive video and photos that show how unsafe it is as well as drain plans that will help fix it. Please contact me at the above email. Also take into consideration side street horizontal parking. I will forward all ideas and expect a call or email soon
- Doesn't seem to improve situation in front of Colfax Elementary
- Please and thank you, in planning add more water drainage systems to accommodate rain and snow/ ice melt on streets, especially on the shady side of the streets.
- I didn't vote for a preferred alternative. In general I am concerned by the amount of refuge islands in the median and ability to provide adequate striping and traffic control to meet industry best practice for safety of crossing peds. A more thoughtful placement with less locations would be prudent to limit costs related to signalization and underground utility impacts. The bus bulbout at Irving needs to be redesigned for proper accel/decel unless a portion is mountable, and reconsider the location relative to intersection (for operations and safety). Re-examine signal warrants to revise phasing and timing with consideration for new ped clearance and optimal progression.
- With land, where does the snow go? In the median areas?

### Comments on Boards

- Knox is very busy with pedestrians especially before and after the school – this should have max traffic calming (bulbouts, medians, the works)
- Lower speed to 25 mph and add bright flashing ped lights and words “state law” to stop for peds throughout the corridor
- I like alternative 3 (Meade – Knox), but we really need the Knox bulbouts from option 1. This intersection is used constantly for ped-bike connections between Dry Gulch Park path and Sloan's
- (Meade – Knox) Add bulbouts and parking on south side at Knox from alt 1 to alt 3
- (Sheridan – Xavier) Why no bus bulb at this remaining stop on the south side? It would provide more waiting room and prevent drivers from illegally skirting past the bus
- (Sheridan – Xavier) Need south side bulbout – ped leading interval at Sheridan – Why no bulb out on south side?
- (Sheridan – Xavier) I love the bus lane idea! This section gets very wide and transit reliability is bad through this section
- (Sheridan – Xavier) Pedestrian signal needs existing – median – children/handicap crossing point
- (Tennyson – Quitman) 2&3 alternatives: This option seems to encourage parents to use the parking for student drop off on a very dangerous street
- (Tennyson – Quitman) ½ must have parking on northside – ped & kid buffer in front of Little Man
- (Tennyson – Quitman) Bulbout north and south with parking

## Online Comments

- Perry at Colfax is a treacherous crossing. I use it daily and have nearly been hit MANY times. Perry is a feeder street with lots of traffic, and drivers are so set on “making the light,” that they forget to look for pedestrians. I'd like to see a raised crossing with a flashing pedestrian crossing sign like they have in Boulder.
- Any design needs vegetation: trees, xeriscaped plantings.
- Please don't block 2 lanes to turn left off of Colfax. People who live on Newton and Osceola makes it hard access your own home easily.
- PLEASE PLEASE PLEASE work with RTD to move or add a nearside stop for the Westbound 16/16L on the east side of Sheridan. This is my bus stop and drivers are extremely reluctant to let passengers off on the east side of Sheridan since it is not an official stop. Not only are there two stops on Sheridan for the 51 (both north and south of Colfax), it's reduces the number of times pedestrians have to cross a dangerous intersection if their destination is east of Sheridan. When I am forced to get off on the west side of Sheridan, I have to cross the intersection twice, both times with cars turning right into the intersection when I'm crossing, with my back to them. I've almost been hit several times crossing this intersection because right-turning drivers do not pay attention to pedestrians, even when they have the walk signal. The bus is almost always stopped at the redlight at Sheridan/Colfax anyway. When exiting the bus on the east side of Sheridan, I can cross colfax facing cars that are turning right onto Colfax from northbound Sheridan, rather than with my back to cars southbound on Sheridan turning right onto West Colfax. Lastly, the official stop is right outside a pawn shop where drug dealers hang out, and is not a particularly pleasant place to get off the bus (people get stabbed and shot there). And for the love of god, please don't take away a traffic lane for parking. It really needs to be BUS ONLY. The signal timing at this intersection is such that the signals for traffic on Colfax are much shorter than the signals for Sheridan traffic, so it already takes the bus several cycles of the traffic signals to get through the intersection. Traffic is always back up at rush hour at this intersection. I feel like for anyone to even propose taking a traffic lane for parking has not really studied this intersection at all. There is not a huge demand for parking in this area. The car dealerships in this area are already using street parking for their inventory, we don't need to add additional parking to encourage that behavior.
- I've studied these alternatives for several minutes. There is no distinguishable difference between alternatives 2 and 3. So 2 or 3 are better than one. The pedestrian safety infrastructure should be on the north side of colfax. There are a lot more businesses on the north side of colfax (Alamo, Starbucks, Barfly, new ice cream shop, Little Man up the way, etc.) and peds are more likely to be on the north side of Colfax and crossing the north/south streets on that side of Colfax.
- Again there is no distinguishable difference between 1 and 2 (outside of 7 additional parking spaces at Meade). But either of those are preferable to 3. Did anyone QA/QC this before publishing this survey? It does not provide a lot of reassurance that the city is taking this project seriously.
- Question is badly written and does not highlight the differences between the three options, which are difficult to make out on a mobile device.
- There needs to be other alternatives, Bus only will slow traffic more.
- Question is badly written and does not highlight the differences between the three options, which are difficult to make out on a mobile device.
- Question is badly written and does not highlight the differences between the three options, which are difficult to make out on a mobile device.

## Meeting #2

**DATE:** Monday, September 23, 2019

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**TIME:** 5:30-7:00PM

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**LOCATION:** Corky Gonzales Library, 1498 Irving St, Denver, CO 80204

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### Summary

The City and County of Denver held a second public meeting to present the West Colfax Pedestrian and Transit Improvements Project. The meeting was open house format with various stations for attendees to talk with project team and view the preferred alternatives. A presentation was given, discussing the background of the project and next steps. Some attendees provided comments via sticky notes placed on the boards. A total of 28 people signed in, however there were around 35 attendees.

### Attendees

- # of Attendees: 35 participants

### Public Meeting Proactive Outreach and Marketing

- CCD distributed email blast to stakeholders
- CCD posted date on project website, NextDoor and press release
- 1,000 mailers were distributed

### Comments (both written and verbal)

#### Verbal Comments

- There are too many medians. Concern that we will create a concrete jungle, are there other examples in the City (or somewhere else) that has this application? Concerned that all of the medians provide a straight line for speeding. Can the amount of medians be reduced?
- Can we provide vehicle turn access to street that Illegal Pete's is on?
- Dan Shah has asked for Streetscape in the medians as part of the project and others as well. He mentioned that the BID would maintain it
- There are maintenance issues that we need to run to the ground outside of this project; these are noted on sticky notes
- Eileen will follow up with Gerry on parking meter agreement with CDOT. And gain an understanding of how the CORRA process works.
- One person expressed support for median at Lowell, but had concerns about how people on bicycles aren't predictable
- Support for bicycle improvements on Irving Street
- Comments from Rabbi--- There is a synagogue on 14th and Wolff. Concern if left turns removed at Wynona. Could we move signals there and close access to Yates by median instead? Yates would be good because there are a lot of people that cross there. There is a senior center on this street and direct access to Sloan's Lake.
- If we are adding medians, it is important to look at stop signs on 14th street and having 4-way stops. Concern that more traffic may go on side streets and there are a lot of kids. Having stop signs would slow down traffic. Also, could we daylight the intersections there?
- Medians on Hampden—are there good examples of where there are businesses and left turn access removed?
- Need more education about making eye contact.
- Request to see project statement that guarantees funding.
- Request to move signals to Meade.

- Community wants signal at Lowell. 1000 people will be moving to the area after apartments in the neighborhood redevelop.
- Going to Meade is too long over distance without being able to cross.
- Cars go too fast down Meade—they gun it across the street because they know if they miss the light they will have to wait a long time.
- Would like to see stops at 16th & Wolff
- Signal cycles too long. People get impatient and go across. Not enough time to the other intersections.
- Support for everything (people are scared to drive across street and in some cases it is easier to just drive).
- Get rid of median at Lowell and have bulb-out instead if possible.
- On Lowell there is a greater availability of On-Street parking that is easier to get to.
- 17th/ Federal Bike Lane just ends without a connection. No way to get across Federal.
- Excited for work to begin. U-turns are possible for people going into neighborhood.
- People have concerns about not allowing left turns at unsignalized intersections
- Comment about wanting more police enforcement of speeding
- Concerns about no traffic control at the median pedestrian crossings - would like RRFBs
- Concerns about a single continuous barren median - would like to have landscaping - concerned that without landscaping the new medians might make the street feel more auto-oriented

#### **Written Comments via Post-It Notes**

- People have concerns about not allowing left turns at un-signalized intersections
- Comment about wanting more police enforcement of speeding
- Concerns about no traffic control at the median pedestrian crossings - would like RRFBs
- Concerns about a single continuous barren median - would like to have landscaping - concerned that without landscaping the new medians might make the street feel more auto-oriented

#### **Comments on Boards**

- Proposed Design Benefits Board
  - “Stops are still too close-to to four blocks!”
- Example Renderings
  - “Adding parking spaces is wrong. It's bad to encourage driving, and it's dangerous to open doors into 30 mph traffic. Put placards there or at least steel posts to "widen" the sidewalks.”
  - “Median needs landscaping or to be ready for it.”
- Colfax between Raleigh and Perry
  - “Lower speed limit to 25”
  - “Corridor wide- 1) sidewalk repair 2) storm drains need help”
  - “Protected bike lanes on bike box streets. (+1)”
- Colfax between Yates and Wolff
  - “Consider adding landscaping to all hard surfaces- especially trees in medians”
- Colfax between Vrain and Tennyson
  - “Do we need median here? Can it be removed? Access to pay?”
  - “^disagree”
- Colfax between Perry and Newton
  - “Drainage issue 7-11 to Osceola. How can we solve?”
  - “Osceola utility work -> spring 2019-> sidewalk-> what is the bond situation?”
  - “Can we electrify? At the pedestrian crossing. (Osceola and Colfax)”
  - “Flooding ice/ water (Colfax & Osceola). Curb parking treatment (Colfax & Osceola)”

- “Why does McDonalds need parking when they have a parking lot? (+2)”
- Colfax between Sheridan and Yates
  - “Keep this one please (“stop to remain” on Zenobia and Colfax)”
  - “Consider switching bus stop consolidation”
  - “Place trees and landscaping on the medians/ pedestrian refuge”
- Colfax Between Newton and Lowell
  - “Meade lower stress bicycle than route Lowell”
  - “16 story building going in on Meade & 17th. The plan promises community members that traffic will be dispersed. Blocking Newton & Lowell sends 600-800 cards down Meade.”
  - “Can we move the light to Lowell? Closer to SS & Brew Culture.”
  - “Church staff parking here takes up 1/3 of East side of street and is almost never in use. Please get rid of this!”
  - “Stop light here! (By Brew Culture Coffee)”
  - “I am constantly running across this street here! It is scary! The light at Meade is slow to change and short.”
- Colfax Between Lowell and Knox
  - “This alley is high traffic because church parking access is via the alley”
  - “Traffic on 14th is very slow because of the light at Knox. Worried that making this the only left turn will make it very slow.”
- Colfax Between Knox and Irving
  - “Bike access at Knox? This street is kind of scary via bike and is the route to the light rail.”
  - “Yay for bike lanes! (Irving and Colfax)”
  - “This buffer needs bollards or armadillo humps. (Irving and Colfax)”
  - “This is the bike route to the bike path! (There is a path to the trail @ Irving)”

### Online Comment Form

- I like the design. I have a question/request about the Perry Street bike lane. Is the plan for it to go from Lakewood/Dry Gulch Park to Sloans Lake? if not, can this area be covered. It would connect the bike lane path to both the light rail and the existing bike lanes that lead to downtown and the mountains. There seem to be a lot of nice bike lanes being added but without connecting them to existing bike lanes, so using them can be perilous in the areas where there are gaps.
- My concerns center around changes to the medians as proposed in order to allow for a safe, functioning arterial in the context of vibrant neighborhood and business district. First, less continuous linear feet such as shown on the Eastern section of the plan area, so that people can continue to access their houses and businesses. I am just as concerned that with long stretches of medians, drivers are less likely to expect pedestrians crossing (even though that is sure to occur) and therefore feel they have license to speed. Improvement from bare concrete with landscaping in order to create the feel of a place rather than a highway while also creating friction for drivers. Similar to the concern expressed in the first point, creating an environment with barren medians could be likely to exacerbate rather than ameliorate pedestrian safety by creating a highway like atmosphere that encourages speeding with no regard to potential pedestrian crossings. Finally, RFBs. I realize this presents a policy issue, but they would address a number of people’s concerns about safe crossings that the medians would facilitate and are likely to happen. They could do much to change the feel of Colfax to a place that can work within a neighborhood context with only minimal disruption to traffic flow. We

are looking into raising the issue at a policy level using Boulder as one precedent for their implementation on highly trafficked streets.

- Honestly, I love it. Just a few things that I would tweak to make it perfect. 1st being the almost emergency need to add a storm drain port in the alley way between 7/11 and the Roselady Bail bonds. I've expressed the urgency for this in detail so hopefully this takes precedence before anything is done. 2nd, I am a little concerned about the need for such a wide medium on this portion of Colfax (Perry to Newton only). If it were limited to only 3-5ft in width we could still have parking on both sides of the street. We have several businesses that absolutely need as much as we can get. So please please take it into consideration. Safety is important, so the least amount of people we have crossing the street the better. However, now that, I am grateful that the parking/splash barrier has been established and is in the works. This is so important So if it's not feasible to have parking on both sides. I do understand. This is an extreme safety issue, so this does have to happen regardless. The 3rd and final comment/request would be to prioritize the space directly in front of my store. Or the section between Perry and Newton. The recent snowfall has proven my concern and I've had enormous issues with cars and trucks splashing not only the pedestrians but the windows and sidewalk coating it ever few minutes with a fresh coat of slush and ice. Creating an extreme hazard. I believe that even a temporary barricade would absolutely do the trick until a more permanent solution can be implemented. Even if only for the winter months. Last year the construction on Colfax lasted several months and didn't seem to effect traffic what so ever, so theres no reason we couldn't make this happen for the safety of our citizen's. Not only that it would be an excellent way to test how well this would perform. Anyway, anything you can do to make it happen would be greatly appreciated and thank you all for your hard work. I know ya'll put a lot of hours and thought into this and have had to put up with a lot of opposition. So just know there are those of us who are excited to see the positive changes and are looking forward to reaping the fruits of your labor. Even though it will be a mess for traffic until it's complete. Thank you.
- I like the changes which seem to be very transit and pedestrian friendly.
- In general... medians without trees are horrible, and a wasted opportunity. Why are we still prioritizing cars? People over cars. Please.
- I have attended a # of meetings in person and am very surprised by these designs. The goal is/was to improve multiple modes of getting around (pedestrian, bike, etc.) and improve the viability of businesses along the corridor to improve the services they provide to the neighborhood and incentivize them to invest along the lines of main street zoning, etc. These plans look like they are designed to help cars go uninterrupted through the area. Giant medians and limited left turns in lieu of on street parking and bulb outs. The idea that you would encourage people to cross the street at uncontrolled intersections b/c of refuge islands seems crazy. It's like instead of reading the city's West Colfax Plan and listening to everybody at the meetings, the city handed the whole thing off to CDOT to maximize traffic flow through the area. Ugh. Please revisit this or just leave it as it is. This seems like a waste of tax payer \$ for no real benefit to the neighborhood.
- Overall I think it is too much infrastructure for the corridor. The last round of designs places too many barriers and restricts too many intersections to effectively balance pedestrians with commuter traffic. My preference would be to see some successful examples of where this works or were a variation of these designs work. There has been some backtracking of these designs

in other communities so I think we can find some better solutions. I will follow up with a letter outlining more of our specific concerns at Colfax and Lowell.