



## Quebec Street Multimodal Improvement Project Open House Summary September 27, 2017

The kick-off Public Open House for the Quebec Street Multimodal Improvement Project was held on Wednesday, September 27th from 5:30 pm to 7:30 pm at the Hope Center at 3475 Holly Street, Denver.

There were approximately 80 members of the public in attendance at the bilingual open house meeting, which included multiple project stations. Spanish interpretation was available. This format provided guests the opportunity to view project materials and speak directly with specific subject experts relevant to the following project topics:

- Project Overview
- Project History
- Existing Conditions
- Environmental Process
- Next Steps
- Neighboring Projects
  - Syracuse Bicycle Facility Study
  - Colfax BRT
  - Northeast Area Neighborhood Plans

Leading up to the first Open House, the project team actively met with the stakeholders in the project area to help educate and inform the surrounding community about the overall process and schedule. The following outreach has been conducted to-date:

- Initial Stakeholder One-On-One Meetings
  - Met with approximately 15 organizations
- Drop-in Property Owner Meetings
  - Met with approximately 60 property owners located directly on the project corridor
- Kick-off Community Working Group Meeting (September 14, 2017)
  - Approximately 25 key community leaders make up this group
- Promoted the kick-off Open House (Sept. 27th)

- 8,000 postcards mailed
- Flyers placed at over 155 key locations in the project area
- Social media
- Email blasts
- Newspaper print ads in the Greater Park Hill News and the Front Porch

Open House attendees were informed that all project materials presented (renderings and information boards) would be available to review at the project website at [www.denvergov.org/quebeccorridor](http://www.denvergov.org/quebeccorridor).

Bilingual (Spanish and English) comment forms were provided in paper and digital formats at the meeting. Forms included opportunities for attendees to offer specific feedback based on a series of questions related to the project's Purpose and Need, the proposed action, and general feedback. Comments were also collected through email and the project website through October 4<sup>th</sup>. A total of 33 comment forms and emails were submitted and/or completed during this timeframe. Results from those comments can be found at the end of this summary.

The open house format (substantive and procedural information presented at a variety of stations with boards and/or maps) was conducted to allow ample opportunity for the project team to have meaningful, in-depth conversations with the public. The following is an overview of the main themes that emerged from those conversations.

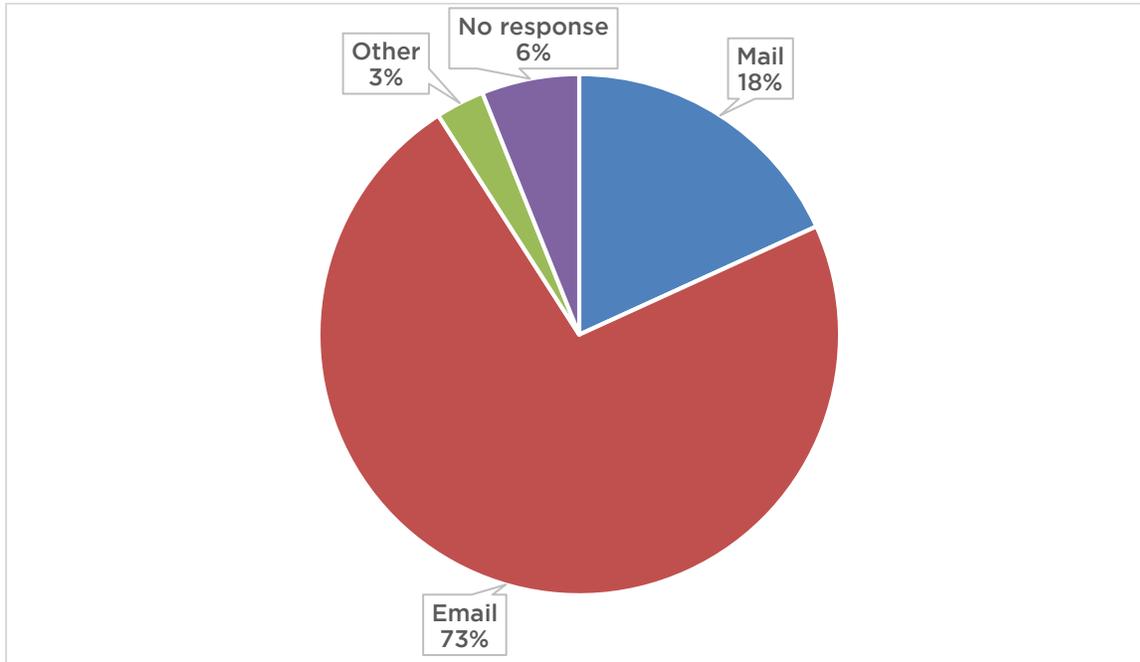
- **Project schedule and timeline**  
Attendees wanted to clearly understand the project schedule and timeline.
  - Some were disappointed construction would not take place until 2022-2023 if an alternative is recommended.
  - Some felt the improvements are long overdue and recommended a shorter schedule.
  - Several attendees felt these improvements should have been done before Stapleton and Lowry were built out.
- **Desired need for improved sidewalk and connectivity**  
Multiple attendees expressed the need for continuous, equitable, and improved sidewalks to increase corridor connectivity.
  - Several attendees expressed a desire to not only improve sidewalks along the corridor, but also on neighboring streets.
  - Some attendees made additional requests for ADA compliant sidewalks for the aging and/or disabled community needing access to transit.
  - Attendees also expressed an interest to infrastructure improvements for school-aged children (e.g., crosswalks) given the number of schools along the corridor and in the project area.
  - Some recommended detached and wider sidewalks.

- **Consideration of BRT on Quebec Street**  
Attendees seemed generally excited about Colfax BRT and expressed a similar interest in moving more people and fewer cars on Quebec Street with a BRT to complement the Colfax project.
  - Some suggested a full-time dedicated bus lane and some asked about an option for peak-period dedicated lanes.
  - Some would like transit prioritized to align with The City's Vision Zero and mobility goals.
  
- **Improved bus amenities**  
Some attendees felt that bus amenities along the corridor can be improved including shelters, access and pull-outs.
  - Specifically, some would like to see better bus stop shelters near the Denver School of Arts and Johnson and Wales University
  
- **Concerns regarding speeds and overflow/cut-through traffic onto side streets**  
Multiple attendees shared frustrations regarding motorists seeking alternate routes to avoid Quebec Street, utilizing side streets as an alternative.
  - Side street usage and high speeds make many people feel unsafe due to the increased traffic volumes.
  - While improving the residential side traffic is a desire, some attendees expressed the need to preserve the neighborhood look, feel and character.
  
- **Increased congestion and slower travel times along the corridor**  
As traffic density is up significantly on Quebec Street, attendees want to understand how this study will work to alleviate congestion.
  - With this added congestion some feel the timing of the lights and intersections needs to be improved upon.
  
- **Property impacts**  
Numerous attendees want to understand potential property impacts and timing.
  - Attendees who live directly off Quebec Street were concerned that additional lanes will infringe on their homes, lawns and driveway access.
  - Multiple conversations took place about landscaping features that may or may not be removed depending on a proposed alternative.
  - Others wanted to discuss property acquisition standards and how the Uniform Relocation Act has worked on past projects.
  - A substantial number of attendees reviewed the Right Of Way roll plot maps to understand potential property impacts and gain insight into their existing property lines.
  
- **Safety improvements**  
Attendees want the project area to feel safer and friendlier for pedestrians, cyclists, transit riders, and vehicle traffic.
  - Some attendees stated that safety and mobility improvements are paramount for improved north-south connectivity.
  - Several residents from the area expressed strong support for safe transit, good pedestrian access, and safe walking along the corridor to improve overall safety.
  - Multiple attendees shared that high-speeds and traffic volume contributes to accidents in this area making it unsafe and undesirable.

**Comment Form Responses – multiple choice:**

(Please note not all respondents answered every question)

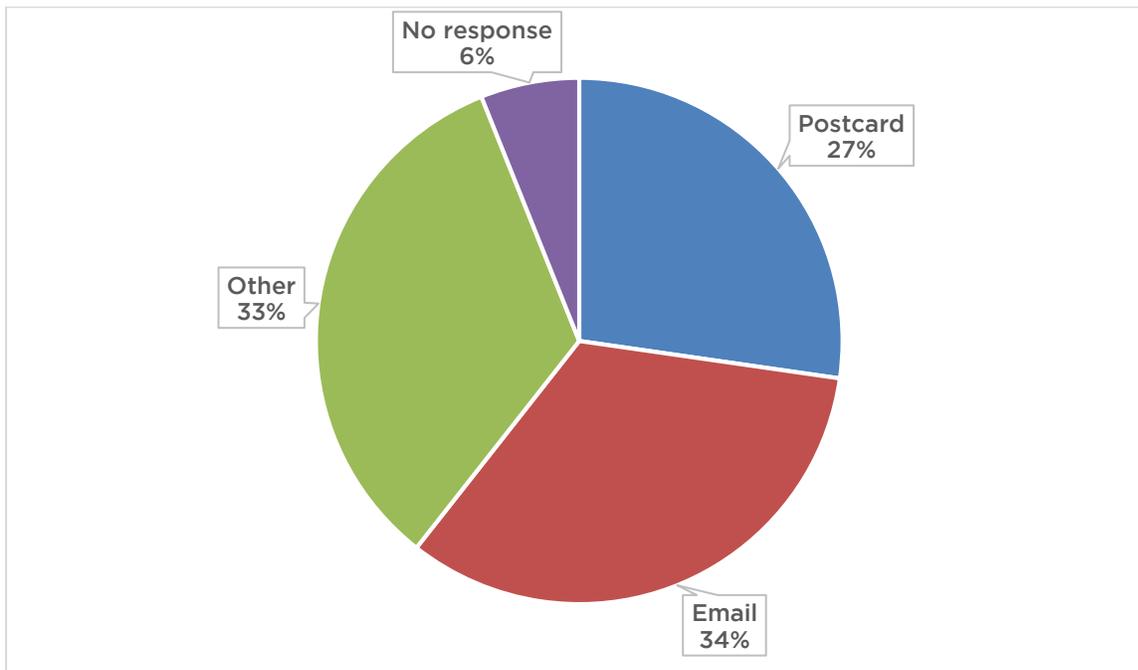
**Q1: What is your preferred method of receiving future project information?**



**Other:**

- “Send inserts in mail to neighborhood”

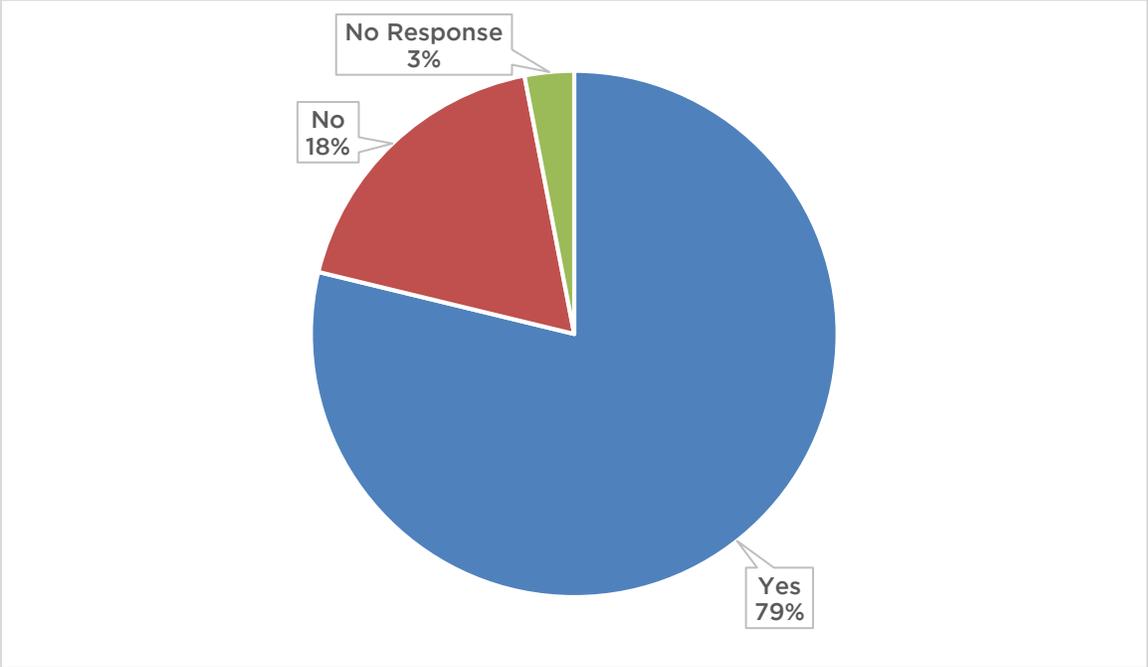
**Q2: How did you hear about this Open House?**



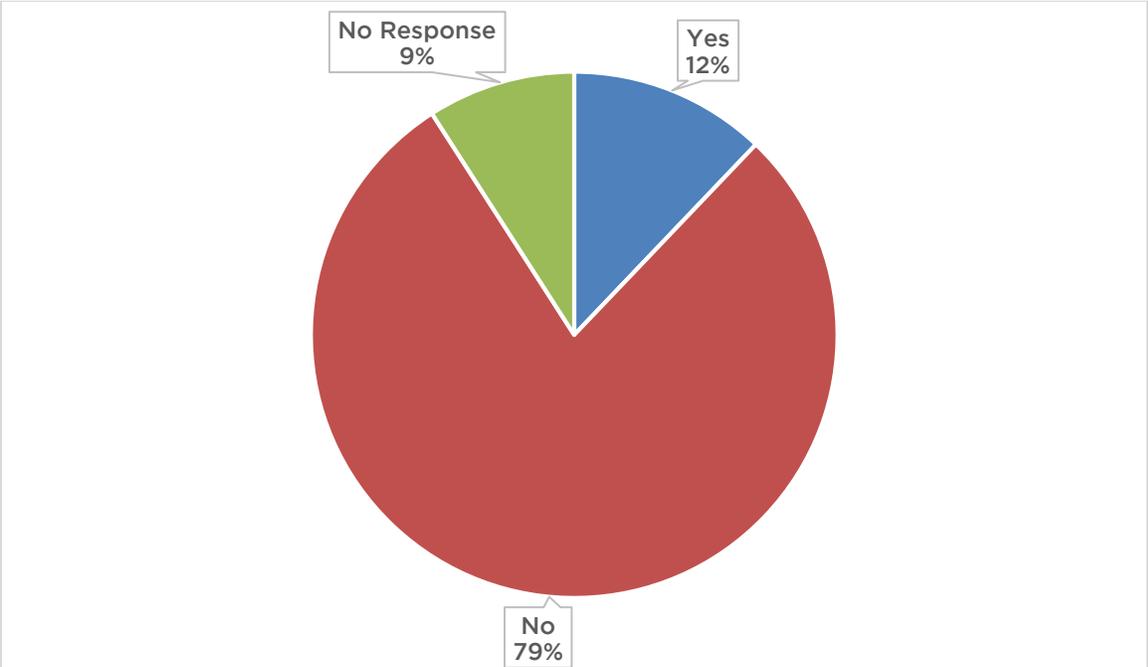
**Other:**

- "Friend sent me an article"
- "Streetsblog Denver"
- "Internet"
- "Facebook"
- "Walk Denver"
- "Postcard"
- "Email"

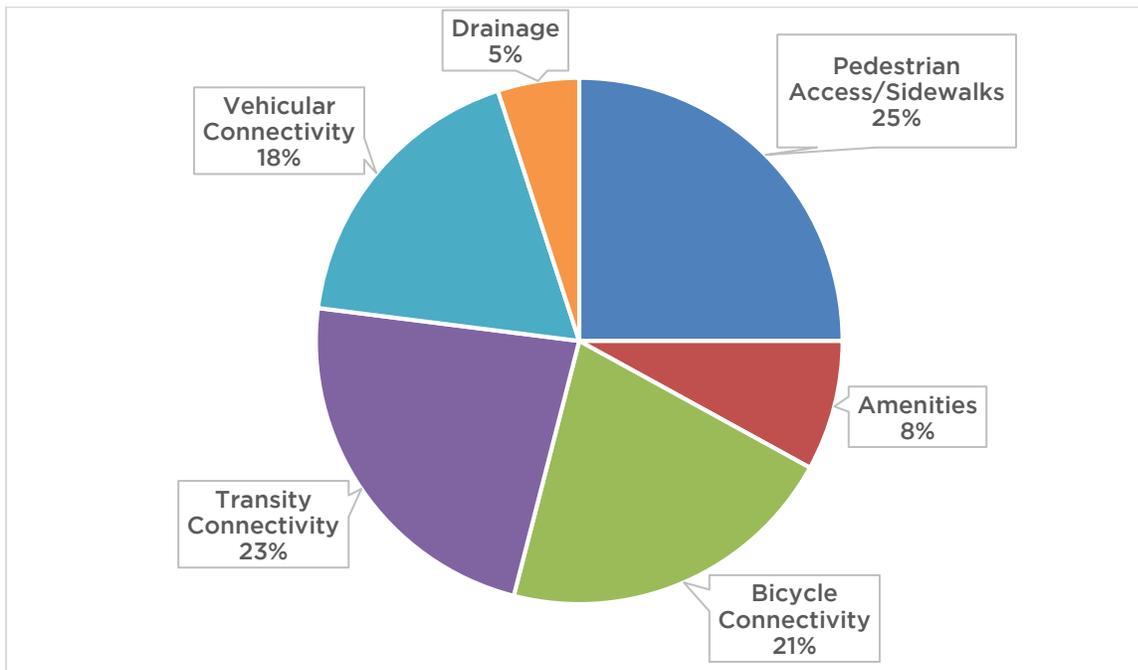
**Q3: Do you agree with the purpose and need for the project?**



**Q5: Do you like the current look and functionality of Quebec Street between East 13<sup>th</sup> and East 26<sup>th</sup> Avenues?**



**Q6: If you answered no, what are your basic concerns?**



**Comment form responses—open-ended**

Comments appear as they were written with no edits to grammar, spelling, or context.

<b>Q4: Do you have any additional thoughts regarding purpose and need for this project?</b>
Thank you for doing something
RTD bus pullout (out of traffic) would be helpful at the busier intersections including at Montview and Quebec and Colfax and Quebec. Sidewalks would help bus riders immensely. At some places on Quebec a pedestrian is dangerously close to traffic. Improved bus stop shelters especially near the schools (DSA and Johnson and Wales) would really help students who ride transit. Sometimes they are really exposed in cold, windy, rainy, snowy weather.
Treat property owners well during the process. Consider the option of buying home owners' property.
Please look at the possibility of having dedicated bus lanes on Québec, either full time or peak traffic times. A bus in traffic can't move people any faster than a car in traffic can.
People throughput > traffic throughput
Unintended but possible purpose is division of neighborhoods east and west which would be a shame.
Definitely need to move more people and fewer cars. More sidewalks, safer bike lanes that connect neighborhoods to downtown, and more efficient and frequent bus service. Love the idea of the Colfax BRT!
Need to put in sidewalks in surrounding neighborhood so we can get to public transportation

<p>You offer us a DONE DEAL + dress it up as thought we have any real input in the process. Then take property away from long time homeowners + add more cars, pollution, noise, traffic. This is not an improvement, this is taking a street to carry a load that many streets in the neighborhood should shoulder. This is a city that does not plan neighborhood + street systems properly.</p>
<p>Bus of Colfax. We have consistently attended meetings + voiced our concern on limiting car lanes to 1 lane lack direction of Colfax. I live at 16<sup>th</sup> + Newport. We anticipate a major increase in traffic on Newport due to the backlog a Monaco.</p>
<ol style="list-style-type: none"> <li>1. CONTINUOUS SIDEWALKS ON MONTVIEW FROM QUEBEC TO CITY PARK</li> <li>2. PLEASE SPEED UP THE TIMELINE. 2022-23 IS TOO FAR OUT.</li> <li>3. BUS TURNOUTS TO ALLOW TRAFFIC TO STILL FLOW.</li> <li>4. BUS STOP SHELTERS PLEASE</li> <li>5. CONTINUOUS SIDEWALKS FROM LOWRY TO STAPLETON ON QUEBEC</li> </ol>
<p>Transit, bikes, and pedestrians must be prioritized. Project needs to align to city's Vision Zero and mobility goals. Needs to have bus only lane and accommodate east-west bike crossings at bikeways like 12th and 16<sup>th</sup></p>
<p>The purpose and need are partially correct, but fatally flawed. The purpose of roads is to transport people and goods quickly, safely, and equitably. The mode by which people and goods are transported is irrelevant. Therefore, if some modes are slower, less safe, or less equitable, they should be placed at a lower priority.</p>
<p>Extend to e 29th ave, improve pedestrian crossing over Quebec, pedestrian bridge, expand sidewalk width in NE park hill</p>
<p>We cannot be tricked into thinking just adding lanes for cars will have a material impact on increasing mobility over the long-term. It is so obvious that is alternatives to cars are not prioritized, people will be forced to stay in their cars. You cannot cross Quebec on a bike lane except for 1 place - Montview. That is shameful.</p>
<p>To increase safety and efficiency of travel for non-SOV users, to increase road capacity without inducing SOV demand.</p>
<p>The need for safety and mobility is high. The stretch should be widened to connect the north and south legs and capacity.</p>
<p>Strongly support the need for transit and especially for good pedestrian access and safe walking along the corridor.</p>
<p>The need for walls if property is impacted to curb noise. Excessive traffic impact housing structure. This process has been ongoing for more than 15 years to no avail. No vision for long term goal with traffic. Friends will more than likely be diverted to Colfax (mayor's improvement idea). These modal showing improvements demonstrated out Johnson and Wale several years ago.</p>
<p>I'm glad it's finally being addressed. Thank you.</p>
<p>This project is not needed. By widening Quebec will link more traffic not less. The need to expand will create a Colorado Blvd situation. The modal needs to create Quebec as a alternative to Syracuse and create less traffic. Without Quebec either the end of the streets will create more of a problem.</p>
<p>This project appears to be primarily focused on increasing single occupancy vehicle driving lanes, road widening which encourages more people to drive and at faster speeds. I agree with making side walk, bus station and hopefully bike lane improvements. If an additional lane is added in either or both directions I believe it should be a 2+ passengers carpool and bus only lane.</p>
<p>It needs to be focused on moving as many people as easily as possible through the area due to its location between multiple employment centers, and that requires a focus on transit.</p>
<p>The purpose should put more priority in mobility in terms of moving people. If an alternative moves more people but the same amount of vehicles, this should be</p>

preferred Ave an alternative that improves all modes equally but only by a little bit. To make Quebec better, we have to move people, but still allow for a nice street in front of so many home and an historic school house. In terms of need, something about urban design should be in here, this street is a key collector that goes right in front of homes and an historic school. This project should improve the experience of adjacent land user is terms of noise, pollution, and design, not make it worse. The rest of your questions get at this point, so I believe you already now you need to add the look and feel to the need of the project. The need should also honor historic assets.

**Q7: Do you like the current look and functionality of Quebec Street between East 13<sup>th</sup> and East 26<sup>th</sup> Avenues? Please provide additional comments:**

**Sidewalks would connect pedestrians to commercial areas and Fred Thomas Park.**

**Make the area friendly toward pedestrians, cyclists, transit riders and vehicle traffic.**

**Sidewalks for disabled citizens are important.**

**Québec is one of the major east side N/S arteries that connects to freeway and major commerce. Street as it stands is unusable during peak hours. With recent construction of A-line and central park station, upcoming Colfax BRT, Québec will need to become a useful artery to connect major mass transit.**

**I'm concerned that the focus on vehicle congestion will change the character of our neighborhood in a detrimental way. Our neighbors walk with their dogs and children around our neighborhood. If Quebec becomes centered on moving cars it will become a barrier, even if better sidewalks are available (which is desirable). Quebec near Almeida and 1st Avenue has a very different character to Quebec near us. Even with pedestrian amenities it's a barrier between east and west. It's loud and uncomfortable as a pedestrian. On a poster board at this meeting I read that the average commute time in traffic increases from 3 minutes to 8 minutes, which is a pretty small increase overall. If this project tries to move vehicles at 3 to 4 minutes at all times during the day then I believe our neighborhood will suffer.**

**Move people, not cars. Would like to see a BRT similar to what is being implemented on Colfax. Looking forward to the addition of bike lanes on Syracuse. Lack of sidewalks along Québec is a disgrace.**

**We are affected by the cars that cut over to Monaco to avoid the Quebec congestion. Monaco is steadily becoming more and more congested too, particularly during rush hour!**

**Lowry is a poorly planned neighborhood that needs the improvements. Quebec should not become another Colorado Boulevard. And once Quebec is widened other streets like 13<sup>th</sup>, 14<sup>th</sup>, 17<sup>th</sup> will have to be impacted. Montview was designed to take a load off of traffic in Denver style - this out at the museum or the west and Anschutz on the east. Stupid right! Quebec is wrong. Use alternative streets + retrain drivers.**

**No sidewalks. No way to cross on bike. Congestion. Buses stuck in traffic. No bus shelters.**

**There is a lack of sidewalks and safe cycling facilities. However, more importantly, the lanes are far too wide, encouraging motorists to drive at high speeds and increase risk to pedestrians, cyclists, and each other.**

**The current street design North of the extent of this projects parameters, 26th through Smith Road, is not a desirable option for walkability. Nor does it provide safe access to the nearby A Line station in Stapleton for residents that live in Northeast Park Hill. It has a much wider street section which allows for cars to**

move at high speeds. This type of street design dismisses and neglects the people who would prefer to walk or bike from amenity depleted Northeast Park Hill to amenity rich Stapleton. The perceived lack of safety forces people into their vehicles and perpetuates the issue of traffic congestion.
eliminate the bottleneck
I can't emphasize enough how unfriendly the corridor is to pedestrians.
Lowry was developed 20 years ago. The plan does not include the Lowry area on Quebec 6th-12 <sup>th</sup>
Congestion, Noise, Pollution
There are no bicycle utilities on Quebec.
Pedestrian, bike and transit infrastructure is a healthy and sustainable investment, however adding traffic lanes for cars is costly and counter productive.
For pedestrians, the non-existent sidewalks are dangerous, especially for people with physical disabilities. I'm surprised it's ADA compliant.
I work in the DTC and my wife works in Stapleton. We are a one car household with different schedules and oftentimes I will take the bus up to her work so we can commute home together. However, cars backup the area frequently. This results in the 73 bus running 15-30 minutes behind schedule as the bus is unable to circumvent the congestion. Additionally, my wife has to do school outreach. Several schools in the area lack pedestrian sidewalks, which makes walking to school dangerous for the children. There needs to be protected wide sidewalks for all travelers to get around the area easily.

Q8: Aesthetically, what do you envision for the Quebec Corridor between East 13 <sup>th</sup> and East 26 <sup>th</sup> Avenues?
Turn signals (green arrows) from 17th Avenue (Eastbound) on to northbound Quebec, please!!!!
Something similar to what is further north and south of that corridor
Smooth transitions from block to block; pleasing greenery along sidewalks.
Public transit that works, and helps to reduce car use on Québec.
Useable sidewalks for access to bus stops, clear lane markings for throughway.
Plantings between the street and pedestrians. Total hardscape is uncomfortable. I believe improving sidewalks and bus shelters is very positive. I have concerns that the experience of being a pedestrian may not be very friendly. I agree that it certainly isn't now but I don't want the future improvements to create a situation that might have the appearance but not substance of pedestrian comfort. Turning lanes are important. The lack of a turn lane at the intersection of 17th and Quebec as one heads west on 17th causes issues. I disagree with the suggestion of preventing left turns at that intersection (not given at this meeting but has been on neighborhood chatboards). Turning lanes also need turn signals however. Otherwise it's not possible for cars to actually turn. Traffic lights should include turn signals.
Sidewalks, comfortable bus stops, much more frequent bus service.
Sidewalk ability will be so important here! In addition, we would love to see aesthetic improvements like trees to beautify this utilitarian street - We are also quite concerned at the lack of bus benches/shelters/facilities for those taking the bus here - current bus stop areas are ugly and very unsafe!
Sidewalks would be a good idea for Quebec. Better timed lights and better street maintenance would make a huge difference. Also, educating the public that there are other streets that they could use.
Greenways, space for walking, connectivity

Narrower car lanes, sidewalks, protected bike lanes, and maybe dedicated transit lanes
2 lanes both ways for cars; 1 lane both ways for transit. Improved sidewalks and other access for peds.
More trees and plants, a wide, attractive sidewalk
5' - 8' sidewalks (with neckdown pedestrian crossings at intersections) designed for ADA accessibility to mass transit, buffered by a 3' - 5' tree lawn lined with trees and native grasses and flowers, included purposefully designed on-street parking, a dedicated bus lane, a single 9' wide vehicle lane, a protected 5' landscaped median with pedestrian landings. Then mirror these items across the centerline of the street.
Wide sidewalks and/or easy areas for bikes. Bus lanes. Smart signaling technologies to reduce wait times for cars at intersections. More safe areas to cross Quebec if you are not in a car.
A complete street with adequate pedestrian/bike amenities that allow for safe travel.
detached sidewalks, bus and bike lanes
Wide sidewalks being separated from the street by a tree lawn with many trees being planted and cared for. Inviting bus stops where people can safely wait for the bus. Much improved bus service along the corridor as it links Stapleton with Colfax Ave and Lowry and then beyond to Alameda Ave, another busy thoroughfare.
Whatever is pleasing to the people who love to live on this street.
Better road, sidewalks. Do not intensify traffic
A treelined community causway, pleasant and safe to walk, bike and gather on, with safe, calmed car traffic moving slowly through.
The street needs to be widened to accommodate both bus and auto traffic. A bike lane would be good, and wide, accessible sidewalks. Tree lined, but with easier access to cross from east to west without playing Frogger.
Bus/Bike lane to allow for ease of travel by, and encourage, other transit modes.
A road where traffic and pedestrians/bike riders work together. Relieve congestion!
no more than 2 travel lanes, no turn lanes, maybe a dedicated transit lane. Space for trees and sidewalks.

<b>Q9: Please share any additional comments or concerns below:</b>
Thanks for inviting me to this process.
Please emphasize public transit options and bus weighting for throughput of people. With the upcoming neighborhood and transit improvements, personal vehicle is going to become a poor option to prioritize. Long term success of the neighborhood and project will be mass transit.
My concerns have to do with the Colfax rapid transit system. By having only one lane for cars, this will push traffic onto parallel streets which is very worrisome for the neighborhood. 17th, Montview, and 23rd will be flooded with traffic. That will be a huge problem for our neighborhoods!
I have a concern about noise. If Quebec becomes an artery that focuses on moving vehicles then it will become a barrier. I hope improvements really does include the pedestrian and transit friendliness that's being discussed.
We need to move away from a car-based transportation system to one that moves people via walking, bicycling and use of mass transit.
We want to make sure there is bicycle access from Lowry's "Boulevard One" neighborhood area up through the Colfax Bus Rapid Transit (BRT). Would hope

to see safe and secure bicycle storage facilities *or* ability to bring bicycles on BRT.
Needs to be expedited. Pedestrian access + sidewalks are desperately needed throughout the neighborhood so can get to public transportation and businesses
At the very least Quebec as a one way + Syracuse the other direction. But expanding Quebec makes the problem bigger. Colo. Blvd has accidents that cause the whole thing to stop - same for Quebec. A larger parking lot is what you'll be creating. Go back to the drawing board - this is a terrible plan! I am speaking for many people in my neighborhood who don't want to show up at meetings like these because they feel have no voice for this done deal.
We need to build tomorrow's Quebec for future generations not just a wider version of today's Quebec.
A north/south continuous dedicated bike lane is needed on or parrallel to Quebec. We really need a pedestrian bridge or underpass at e29th or e26th aves and Quebec
Please consider the people living in the adjacent communities first; their ability to safely walk around their neighborhood, take a bus, ride a bike, etc. Then consider the convenience and privilege of moving vehicles through their
Would like to see this completed sooner then later
I'm pleased that the city is open to new ideas on how to best "remake" this important corridor. I am hopeful this corridor will be addressed through a 21st century lense, not a lense from the past. This is a wonderful opportunity to work toward Vision Zero goals by addressing the needs of pedestrians, bikes, and transit first and help the city to truly become a city of the future. We cannot widen our way to less congestion.
It would have been nice for Forest City or Lowry Developers to come up with homes for some of the people who went to move off Quebec. These 2 developments are the main cause of a lot of additional congestion on this street. I feel bad for these residents.
This project will only create more traffic, it will not solve the issue.
I believe and will be vocal about the evidence that adding primarily single occupancy vehicle lanes is a costly liability and is not an appropriate use of taxpayer dollars.
As Stapleton and the north, south corridor continue to grow in importance, it is important to be able to commute safely and efficiently. I agree with the mayor that a more mass transit, less auto focus is a smart approach.
As Quebec is a major connector for the Stapleton neighborhood going south, it would make sense to widen it to 4 lanes.
Turn lanes would be detrimental to the community and not safe for the pedestrians especially the preschoolers at 13th and Quebec. In addition, a large number of both college and high school students walk and bike across Quebec at Montview.