



Meeting Details

Meeting Name:	Near Southeast Area Plan Steering Committee
Date/Time:	Wednesday, December 8 th , 2021 6-8 PM
Location:	Zoom Meeting

Attendees

Steering Committee Members

Jared Mackey, Dustin Browne, Chris Viscardi, Lisa Foreman, Judy Anne Kriss, Harvey Cohen, Scott Kilgore, Jenny Neuhalfen, Spenser Stevens, Miranda Meadows, Sarah Stewart

Denver Elected Officials

Councilman Kashmann, Brent Fahrberger, Logan Fry (Councilwoman Sawyer); Elise Bupp (Councilwoman Kendra Black)

Denver Staff

Jason Morrison (CPD), Libbie Adams (CPD), Ashlee Grace (DOTI), Dana Hoffman (DOTI), Zack Gambetti-Mendez (DOTI), Liz Babcock (CASR), Eric Bosman (Kimley-Horn), Blake Young (Kimley-Horn)

Meeting Summary

- **Welcome** – Jason Morrison welcomed the steering committee members to the meeting and explained the agenda for the meeting.
- **Department of Transportation and Infrastructure Presentation** – Dana Hoffman (DOTI) gave a presentation on transportation basics, plans, and projects. The steering committee had several questions and a discussion followed.

Question: What does the department consider a roundabout? Is it a calming device or traffic control device?

Answer: A roundabout is a traffic control device like a traffic signal. However, traffic circles are paired with stop signs so they're a traffic calming device, and the stop sign is traffic control device.



Question: does DOTI use traffic circles or other types of traffic calming methods not mentioned in the presentation? Or speed bumps or chicanes?

Answer: DOTI uses a driver feedback sign – sign that repeats speed back to driver, and bulb outs – ways to narrow the roadway. DOTI is currently looking to expand into creative solutions for traffic calming methods and using complete streets with bike lanes to help calm traffic.

Question: Is a bike land being considered on Quebec between Evans and Leetsdale? And Florida which connects to the Cherry Creek trail?

Answer: DOTI doesn't currently have anything planned for Quebec. For Florida, DOTI recently completed a study in collaboration with Arapahoe County that looked at Quebec and Florida looking at multi modal options. Florida is congested and has pinch points. This plan can help with configuration for this area.

Question: Is there anything already in the works for the SE area? Particularly Evans and Yale?

Answer: Yale Corridor study was just completed so DOTI is looking at the recommendations. Colorado and Evans have some bond projects – University Neighborhoods Safer Streets, for example. There's still room for improvement, especially along Evans. There are no major plans between I-25 and Monaco along Evans at this time.

Question: Are we implementing speed tables? What's DOTI's position is on these?

Answer: None have been installed at this time. There are a handful that are a part of neighborhood bikeways. DOTI is piloting a few traffic calming devices that are new to Denver along neighborhood bikeways, but all of these are in the design phase. Once they're in the ground, they'll be studied for a couple of years. The list of locations will be available by 2022.

Question: Who has oversight of trails (Cherry Creek / High Line Canal, etc.) DOTI or CDOT?

Answer: Typically, the city's multiuse paths are operated by DPR. They have certain requirements on what multiuse paths should look like. But there's some overlap. DOTI is reviewing overpasses along the High Line Canal. Denver Water was the original owner of High Line Canal so they are contacted when improvements need to be made.

Question: Are traffic calming devices available for trails for safety of bicycles interaction with pedestrians?

- **Climate Action, Sustainability, and Resiliency Presentation** - Liz Babcock (CASR) gave a presentation on the Office of Climate Action, Sustainability, and Resiliency. The steering committee had several questions and a discussion followed.



Question: Are there any thoughts to offer incentives to Denver residents to xeriscape/reduce their lawns?

Answer: CASR is looking into those programs and speaking with Denver Water about it. Expect that there may be more programs like that in the future.

Question: The High Line Canal is the eastern boundary of Indian Creek and Denver is regulating water that flows through the canal. I think they're continuing to see that water flows through, so we don't lose the tree canopy. It's an important canal to Denver because it runs for a long distance. How do concrete and asphalt affect the changes and degrees in temperature?

Answer: Not as familiar with water agreements around the flow of water in the High Line Canal. CASR is looking into types of trees that may need less water and be more resilient to our extreme weather. We're seeing increasing humidity with climate change, which means nighttime temperatures will be higher. Looking into building materials that are cooler to help with urban heat island.

Question: \$250,000 seems too low for environmental justice. How do we get more funding for those who live near major corridors and highways?

Answer: Environmental justice is equal protection from environmental hazards. It supports community-based organizations to participate and ensures equal representation in regulatory processes and policymaking. For example, it may allow a CBO to hire an attorney to be represented at the state level. This is just the initial work in this space, there's several million dollars allocated for the larger program. This money will not cover any remediation that would be done. These funds are making sure communities have a voice as new regulations are put into place. Equity mandate is the overarching program that has a total of 7.5 million allotted.

- **Revised Vision and Opportunity Statements** – On Wednesday, November 24th, the project team emailed the steering committee draft vision statements for review and discussion during this evening's meeting. Jason asked if there are there any final comments on the vision statements or preliminary direction.

General Comments

- Why is it the year 2040? - this is consistent with the comprehensive plan for a 20-year plan
- Several vision statements list Colorado Blvd, Evans, and Quebec, but if we're going to list major corridors then we should be more inclusive. Holly is left out, and it's a residential and commercial strip that is growing. If we call out specific corridors, either don't be specific or call out all of them.
- "Better" is often used in the preliminary direction, but what does that mean? Can we be more descriptive of what that means?



- Are we including unincorporated Arapahoe county data in the statistics? The data only includes Denver. Great to see coordination with Arapahoe County but worries that including only Denver data is misleading because development in Arapahoe County affects traffic and other things in Denver.

Land Use and Built Form – Discussion and feedback provided

- “There are new housing options in corridors near Colorado and Yale Transit Stations” – Yale transit station properties that are in Denver are all single-family zoned so should we take a closer look at including Yale Station, instead of leaving it just Colorado Station?
 - Staff will look at existing zoning, but the idea is to have growth near major transit stations.
- Under preliminary direction for land use: first two bullet points don’t make sense – percentage of land uses
- How are architectural styles not reinforced by existing zoning – clarify for Kashmann

Economy and Housing – Discussion and feedback provided

- The phrase that talks about a quality education, to Kashmann this implies high school and college, his thought would be to change it to educational opportunities available
- Rents are higher than the city average while houses are lower than city average and household income – is this correct? This is problematic if so.
 - This data is pulled from the City of Denver’s GIS database and is current

Mobility – Discussion and feedback provided

- More detail on what areas of Colorado Blvd have the most traffic crash issues and same for Quebec, Leetsdale, and Evans
- Odd that in the mobility vision statements we’re not talking about autos and correcting the traffic in the opening line. Traffic on Evans was such a common comment from the public. Maybe we add something about safe autos
- **Existing Conditions** – Jason introduced Eric Bosman and Blake Young from Kimley Horn. Eric discusses the other organizations that will also be working on this plan. Eric recommends focusing on what’s already been discussed – quality of life infrastructure and mobility. How do we take the vision statement and make it a reality?

Quality of Life Infrastructure – Discussion and feedback

- Start with positive – what's working well
 - Park and trail access
 - Tree canopy
 - Active equipment at parks
- Where are the biggest opportunities – what do we need to address as part of this plan
 - Walkability, access to transit, better transit



- Climate appropriate vegetation
- Better/wider sidewalks
- Nighttime lighting
- Fossil fuels – power plant on Leetsdale that could be transitioned to a different facility. Neighborhood generation of solar instead of relying on Xcel power plant. Lots of roof space and commercial development so how can we transition our buildings to rely less on fossil fuels?
- Stronger neighborhood restaurants to walk to instead of having to drive out of neighborhood to dine
- Economically diverse housing
- Speed reduction
- Pickle ball courts
- Covered community outdoor gathering spaces
- Cherry Creek Trail – opportunity for walkability
- Separate bikes and pedestrians to increase safety on trails
- Dog park

Mobility

- What's working
 - Increased bike lanes
 - Dedicated bus lanes for major roads (at least during peak hours)
 - Close proximity to other larger centers – Cherry Creek, Downtown
 - Colorado Station pedestrian bridge
- Opportunities
 - Time to take transit takes longer than driving to get downtown
 - Increase bus frequency
 - Sidewalk width should be addressed, two people can't walk side by side
 - There might be new innovations in travel (scooters, e bikes, etc.) that are different than what exists today for people who need more assistance, how can we adapt more quickly
 - More turn signals at busy intersections
 - Light-rail is more expensive than driving
 - Street diets
 - Challenging that it's the property owner's job to maintain the sidewalks – City Council is working on a program that will shift that burden from the homeowner
 - Mobility map app to educate travel options beyond vehicle transportation
 - Pedestrian crossing lights like what exists in Boulder
 - Make Holly and Florida pedestrian / bike / transit priority streets if it runs through the middle of the neighborhood. And behind Place Middle School



- The next step is a community work session – engaging the larger community in how to implement vision
- Continue to think about community navigators who will help us get the word out to keep the conversation going

Jason Morrison concluded the meeting by encouraging the steering committee members to keep the momentum up and talk to neighbors about this process. The next steering committee meeting is January 12, 2022. An agenda will be sent out prior to meeting. Staff will discuss the comments received regarding the vision and preliminary opportunities.

The meeting concluded at 8:05