

1. What is the Cory Merrill Multimodal Improvement Project?

The City and County of Denver Department of Transportation and Infrastructure (DOTI) intends to implement multimodal safety improvements, collectively called the “Cory Merrill Safe Routes to School Project,” along E. Florida Avenue and E. Iowa Avenue.

These improvements will include:

- sidewalk infill construction on the north side of E. Florida Ave., from S. Clayton St. to S. Steele St.,
- sidewalk infill construction on both sides of E. Iowa Ave., from S. University Blvd. to S. Columbine St.,
- a new bike lane on E. Florida Ave. from S. Race Street to S. Steele St.,
- signal rebuild at the intersection of E. Florida Ave. and S. Steele St.,
- a concrete bump-out to replace the paint and post-bump-out on the southeast corner of E. Florida Ave. and S. Steele St., and
- repaving of E. Florida Ave., from S. University Blvd. to S. Steele St.

2. Why are sidewalks being constructed in the Cory Merrill Neighborhood?

In 2018, DOTI staff (then named Denver Public Works) engaged with the Cory Merrill neighborhood to discuss Safe Routes to School concerns and priorities. Throughout the spring and summer of 2018, several conversations were held with the community during which it was identified that adding sidewalks to E. Florida Ave, especially near the intersection of E. Florida Ave. and S. Steele St., was a top priority for the community. Funding was then identified through the Safe Routes to School program to build sidewalks between S. Clayton St. and S. Steele St. on E Florida Ave. Sidewalks on E. Florida Ave. align with a city priority of filling sidewalk gaps that provide safer and better access to neighborhood schools.

In order to maximize efficiencies in funding and project delivery, this project was able to partner with the Elevate Denver Bond - Sidewalk Program to expand the scope to include the design and install of sidewalks on E. Iowa Ave from S. University Blvd. to S. Columbine St. The need to fill this segment of sidewalk gap was identified through the Elevate program which focuses on filling sidewalk gaps near transit stops on the City’s High Injury Network. There is a transit stop at S. University Blvd. and E. Florida Ave. and experience 27 average number of riders per weekday and 20 average riders on a weekend. University Blvd. is a part of Denver’s High Injury Network which are streets that account for only 5% of Denver streets but account for 50% of Denver’s traffic deaths ([Denver’s Vision Zero Action Plan](#)). This coordination also helped facilitate a cost savings for both programs.

3. What is Public R.O.W.?

According to [Blueprint Denver](#): “The public right-of-way is an area of land owned or controlled by the city for the purposes of constructing, operating, and maintaining public facilities such as streets, alleys, sidewalks, and bike paths for the needs of transportation, utilities and other public infrastructure.” Public right-of-way (ROW) is land owned or controlled by the City and is area outside of private property boundaries.

All improvements that are a part of this project will be constructed within the Public ROW.

4. Why are the sidewalks not extending down Florida to South High as part of the Safe Routes to School project? Many students walk up Florida from Wash Park to Merrill. Wouldn't this give equal access to both neighborhoods?

**The 2019 [Denver Moves: Pedestrian and Trails](#) plan identified that the City would need approximately \$273 million to completely build out all of Denver's missing sidewalks. This number far exceeds the budget Denver has available for sidewalk gap projects like the Cory Merrill Multimodal Improvement Project. As a result, DOTI staff work with communities to prioritize where sidewalk projects will have the greatest impact. In 2018, the Cory Merrill neighborhood identified E. Florida Ave., and specifically the blocks between S. Clayton St. and S. Steele St. as the highest priority due to Florida being a primary route for many students who walk to and from the Cory Merrill campus. Due to a limited budget, the project focuses on these specific blocks and does not extend further.**

5. Why aren't the bike lanes extending to South High School (all the way down Florida)?

**The new bike lanes will extend from S. Race St. to S. Steele St on E. Florida Ave., connecting to the existing buffered bike lane on E. Florida Ave. that extends from S. Steele St. to S. Monaco Pkwy. S. Race St. runs adjacent to the South High School and All-City Stadium campus.**

6. Why is the standard cross-section for the sidewalk portions of the project ten feet wide or more (accounting for the five foot wide sidewalk and five foot wide tree lawn)? Couldn't the City save money with a narrower cross-section?

**Denver City standards require that newly constructed sidewalks design towards a five foot tree lawn and a five foot detached sidewalk on local streets with residential land uses when possible. This standard holds true for any City and County of Denver managed project as well as private developers.**

**The tree lawn helps to facilitate greater comfort and separation of the pedestrian with roadway users. Additional information can be found at:**

**<https://www.denvergov.org/content/dam/denvergov/Portals/Denveright/documents/pedestrians-trails/Denver-Moves-Pedestrians-Trails-2019.pdf>**

**The 5 ft tree lawn will be installed next to the sidewalks on Florida and Iowa using crusher fine material because it is permeable, low maintenance, ADA compliant, and does not easily wash away into the storm drains. During construction, an irrigation sleeve will be installed under the sidewalk for abutting property owners to install an irrigation system in that sleeve if they choose to.**