

# Denver Vision Zero York: 40<sup>th</sup> to 18<sup>th</sup> Avenues Travel Lane Reduction Project

## *Community Meeting #3*

February 28<sup>th</sup>, 2024

5:30 to 7:00 p.m.



# How to listen to Language Interpretation



## Desktop (Windows / MacOS)

1. In your meeting/webinar controls, click Interpretation.
2. Click the language that you would like to hear.
3. (optional) To hear the interpreted language only, click Mute Original Audio.

### Notes:

- You must join the meeting audio through your computer audio/VoIP. You cannot listen to language interpretation if you use the dial-in or call me phone audio features.
- As a participant joining a language channel, you can broadcast back into the main audio channel if you unmute your audio and speak.

## Mobile Device (Android / iOS)

1. In your meeting controls, tap the ellipses
2. Tap Language Interpretation.
3. Tap the language you want to hear.
4. (Optional) Tap the toggle to Mute Original Audio.
5. Click Done.

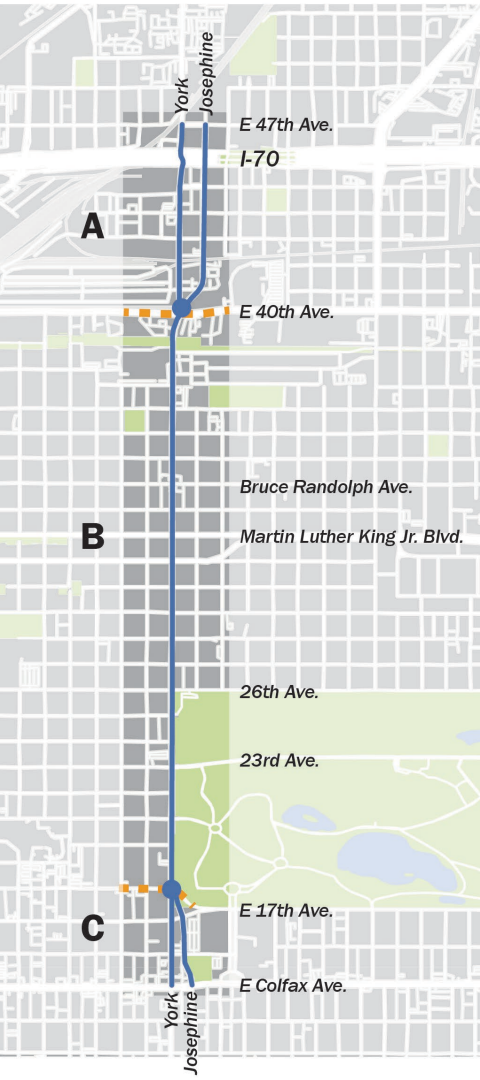
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# Goals for Today's Community Meeting

- Project Overview
- Project Goals
- Traffic Analysis and Recommendations
- Design Components and Application
- Corridor Design Walkthrough & Discussion
- Answers Questions on 4 to 3 Lane Conversion





# Project Overview

Denver Vision Zero York/Josephine Corridor Study and Design Project

## Part 1: Long-Term Vision

## Part 2: Short-Term Improvement Project– Lane Reduction

- Segment B: 40<sup>th</sup> to 18<sup>th</sup> Aves
  - Lane Reduction: 4 travel lanes to 3 travel lanes
  - Summer 2024 - Repaving

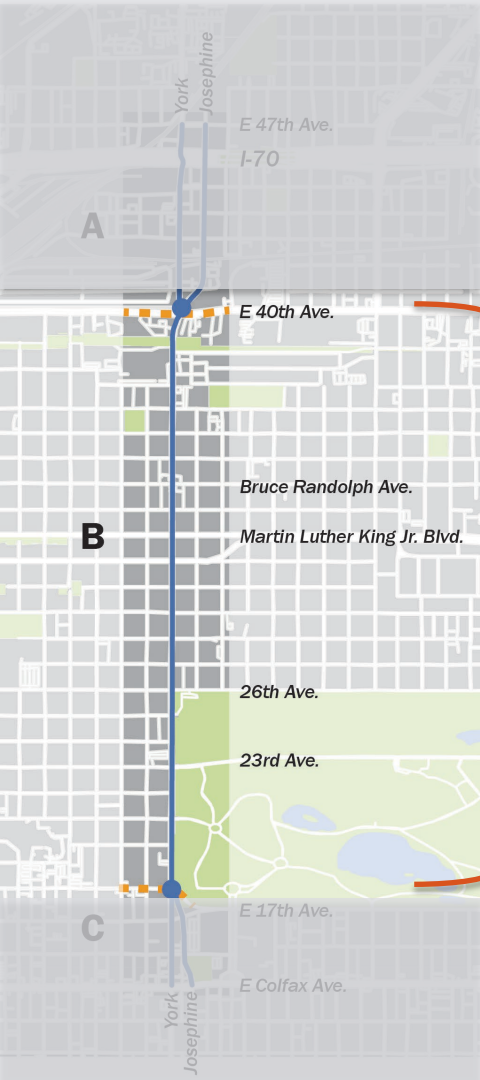
# Project Overview

Denver Vision Zero York/Josephine Corridor Study and Design Project

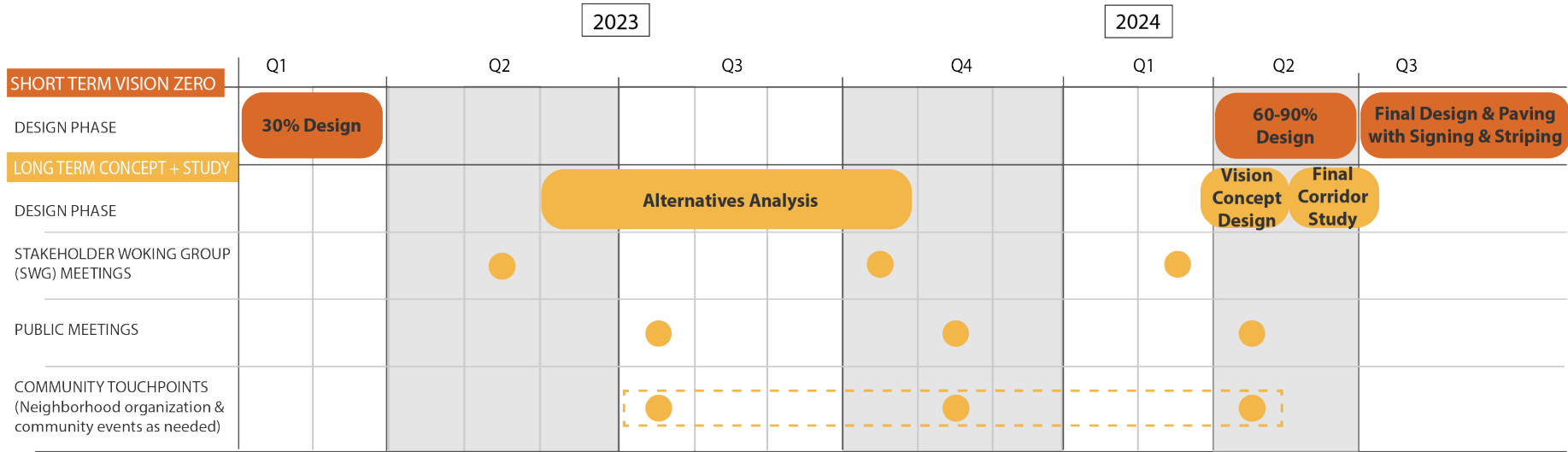
## Part 1: Long-Term Vision

## Part 2: Short-Term Improvement Project – Lane Reduction

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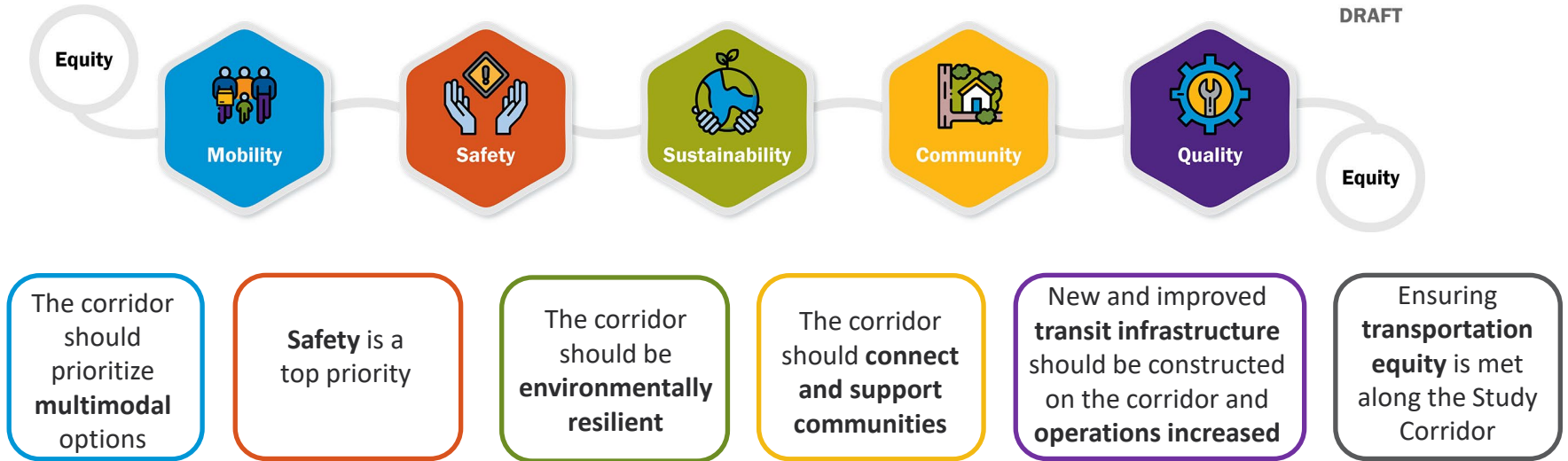
# Project Schedule





# Project Goals and Vision

# Goals & Vision



York/Josephine is a corridor for safe, accessible, multi-modal mobility for all users, removed from the high injury network, is environmentally resilient, and serves to connect communities.



# Opportunity for Short-Term Improvement Project

# Repaving Opportunity

## York: 40<sup>th</sup> to 18<sup>th</sup> Avenues

- Summer of 2024
- Repaving will be mill and overlay
  - Opportunity to evaluate current roadway operations AND analyze existing conditions and data
  - Can change roadway operations through paint, posts, and signing
    - *No concrete work*

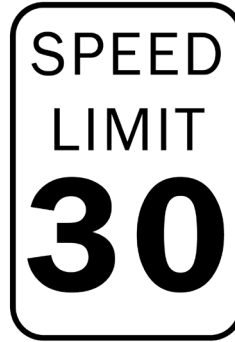


# Existing Conditions – Roadway Operations

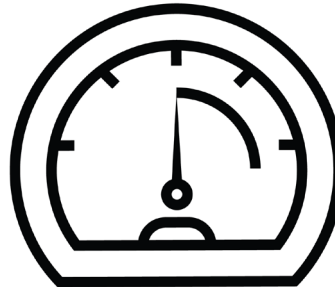
## Traffic Volumes

- North end Average Daily Traffic of 11,642
- South end Average Daily Traffic of 18,902
- The Federal Highway Administration supports a 3 lane roadway, for roadways with an Average Daily Traffic of 25,000 or less

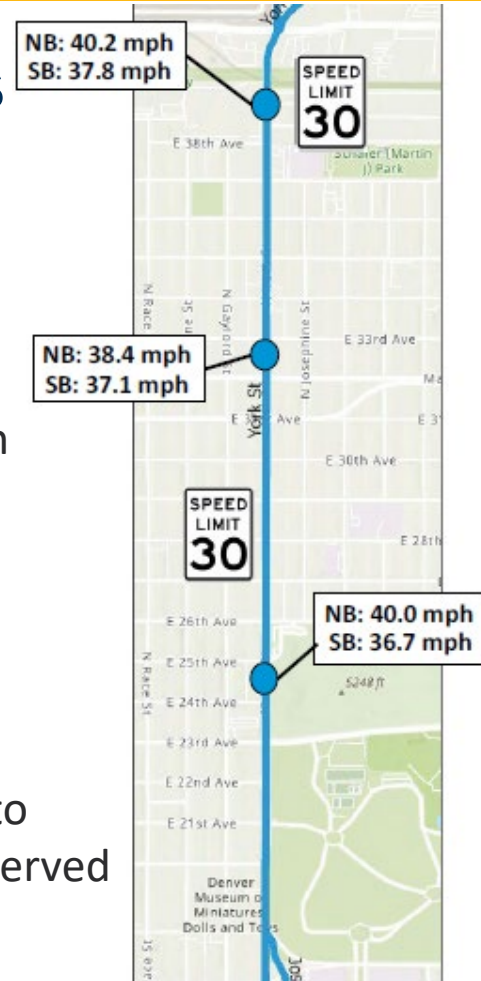
## Traffic Speeds



Posted Speed Limit is 30mph



Speeds up to 40mph Observed



# Existing Condition – High Injury Network and Crash Analysis

3 Fatalities in the Last 5 Years



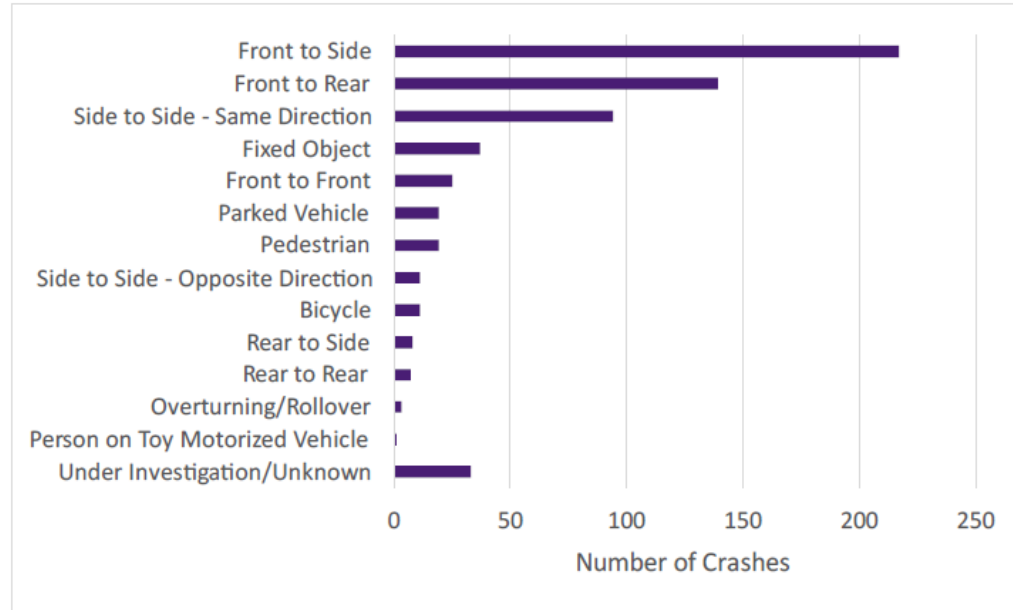
17 Crashes Causing Serious Injuries



604 Crashes with Minor Injuries or Property Damage



Speeding is the top contributing factor to serious and fatal crashes on York St.



# Short Term Project *Solution* that Responds to Crash Analysis

## 4 Lane to 3 Lane Conversion

### Benefits of lane reduction may include:

- Reduction of rear-end and left-turn crashes due to the dedicated left-turn lane.
- Reduced right-angle crashes as side street motorists cross three versus four travel lanes.
- Short distance for pedestrians to cross.
- Opportunity to install pedestrian refuge islands, bicycle lanes, on-street parking, or transit stops.
- Traffic calming and more consistent speeds.
- A more community-focused, Complete Streets environment that better accommodates the needs of all road users.



### Safety Benefits:

**4-Lane to 3-Lane, Road Diet Conversions**

**19-47%**

reduction in total crashes.<sup>1</sup>

# Meeting the Project Goals

- 1 Safety Improvements:** Create an environment that is safe for all road users.
- 2 Context-Sensitive Approach:** Implement improvements to match the land use and conditions of the corridor.
- 3 Future Transit:** Create space for present and future transit amenities and reduce delay for buses.
- 4 Efficient Vehicle Movements:** Keep vehicles moving with minimal delay.
- 5 Improved Parking:** Allow space for parking to access destinations along the corridor.

# Analyzing Roadway Operations 4 to 3 Lane Conversion

	Northbound	Southbound
Time	AM: 0:14	AM: 0:32
Difference with 4 to 3 Lane Conversion	PM: 0:02	PM: 1:27

- Transportation Modeling Exercise - VISSIM
- A decrease in delay at unsignalized intersections
- A slight increase in delays at signalized intersections (this can be mitigated with select right-turn lanes)
- Improved safety due to no longer prohibiting left-turns

# Questions/Discussion



# 4 to 3 Travel Lane Reduction Design Overview

# Safety Improvements

**Key Feature: Striped curb extensions at intersections, striped medians, left turn lanes at intersections, and fewer through lanes**

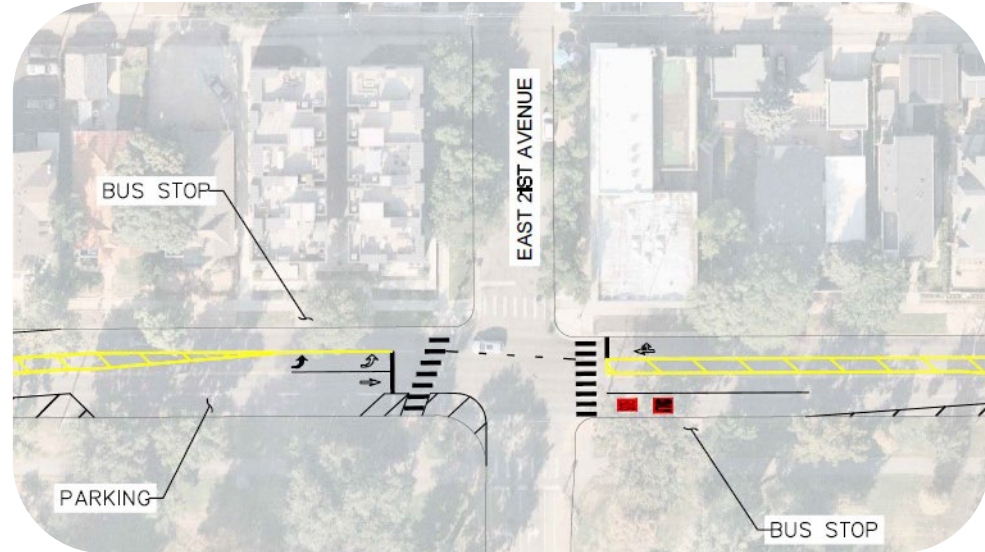
- Striped curb extensions/bumpouts will slow traffic and narrow roadway
- Striped medians and fewer through lanes are proven safety countermeasures to reduce motorist speeds
- Left turn lanes increase site distance for turning drivers



# Efficient Vehicle Movements

## Key Feature - 4 to 3 lane reduction

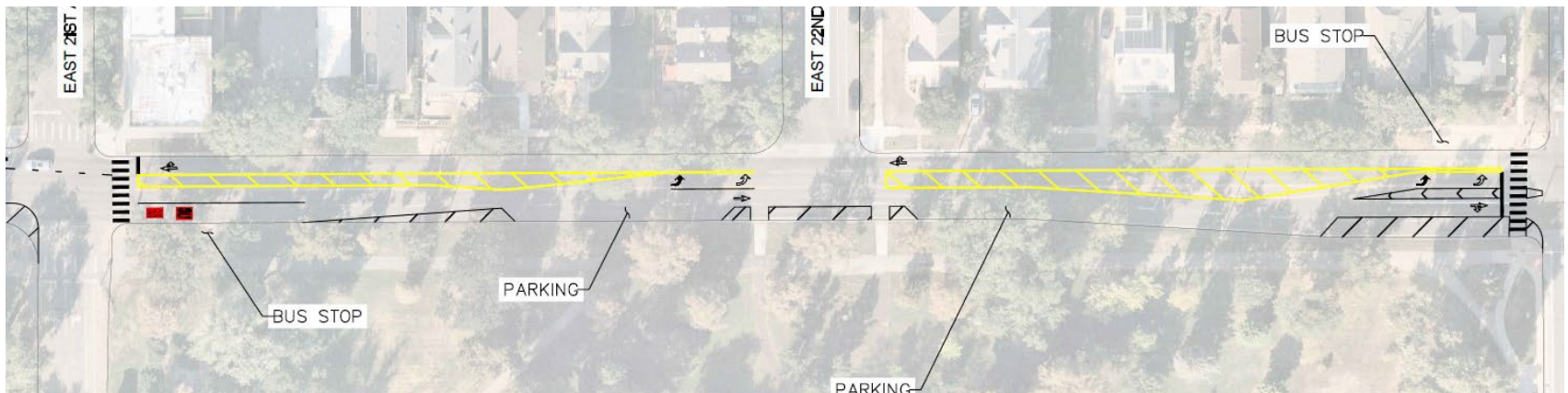
- The lane conversion sees fewer delays at unsignalized intersections due to center turn lanes
- Neighborhood access will be improved by allowing left turns in more locations along the corridor



# On-street Parking

Extra room on the roadway allows for On-street parking to be added at key destinations on one-side.

- Blocks that do not require right-turn lanes will add parking spots.
- The amount of parking added to each block is context-sensitive.
- The blocks along the park receive additional spaces to allow for park visitors and improved park access



# Questions/Discussion



# Corridor Design Walk Through

# Design Element Key

- 6 types of improvements will be highlighted in the next section
- Look for the icons highlighting context-sensitive improvements throughout the corridor



Safety Improvements



Curb Extension



Left Hand Turns



On Street Parking



In Lane Bus Stops



Connecting bike Facilities

# York Street from 17<sup>th</sup> Avenue to 18<sup>th</sup> Avenue



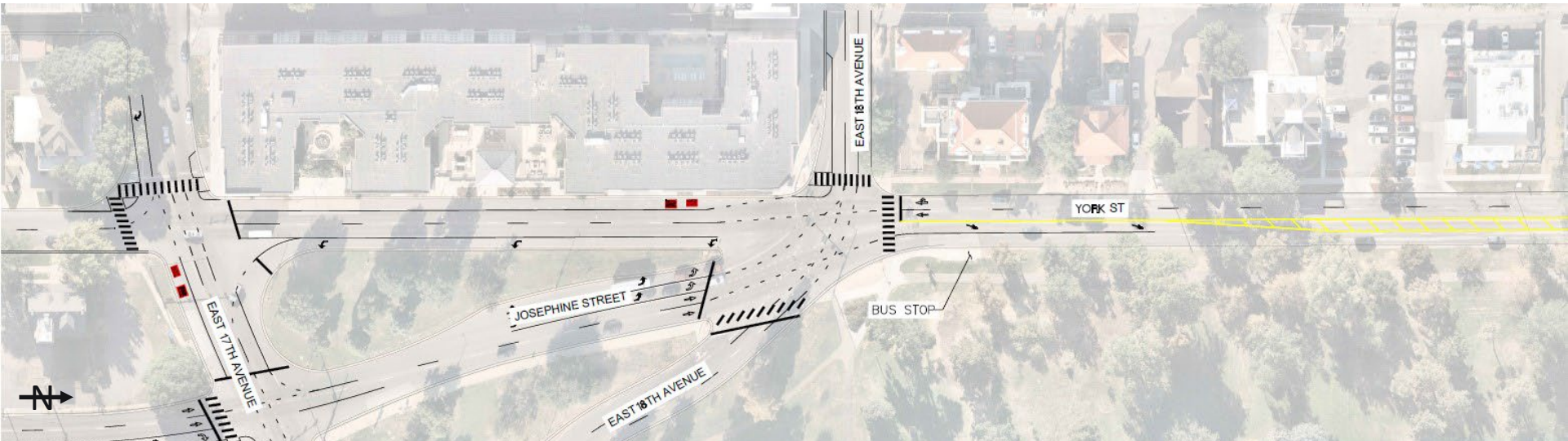
At 18<sup>th</sup> Street, Josephine will taper into the 3-lane alignment



Curb extension: southwest corner of 18<sup>th</sup> will shorten the crossing distance




Buses and vehicles heading south on York will transition back into the four-lane alignment using a through right lane



# York Street at 22<sup>nd</sup> Avenue

 Curb extensions: at 22nd Street shorten the crossing distance for pedestrians.

 On street parking adjacent to the park, improving access and slowing vehicle speeds

 Added left turn lane at 22<sup>nd</sup> Avenue reduces delays



# York Street at 23<sup>rd</sup> Avenue



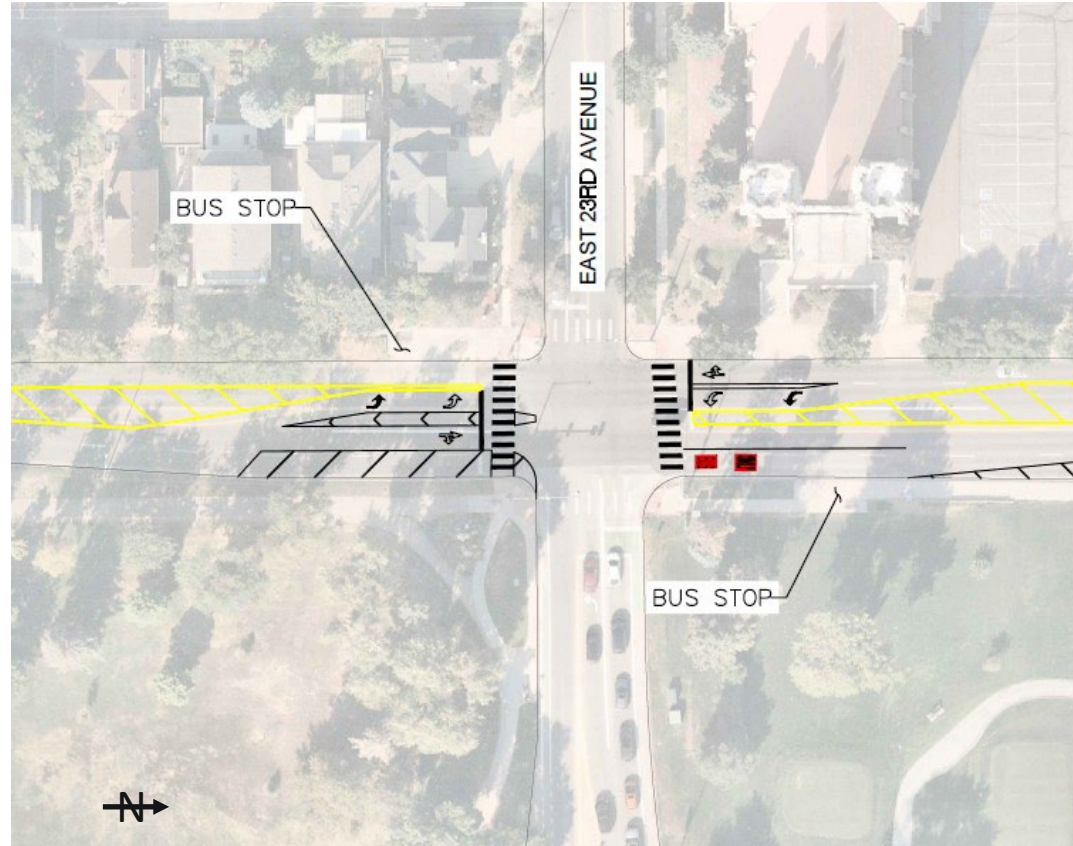
In-lane bus stop for the southbound buses will reduce delays and dangerous passing maneuvers



Curb Extension: shorten crossing distance for people, and slow northbound cars as they turn right onto 23<sup>rd</sup> Ave.



Bus Only Lane: Northbound bus stop is separated from through, reducing queuing



# York Street at 26<sup>th</sup> Avenue



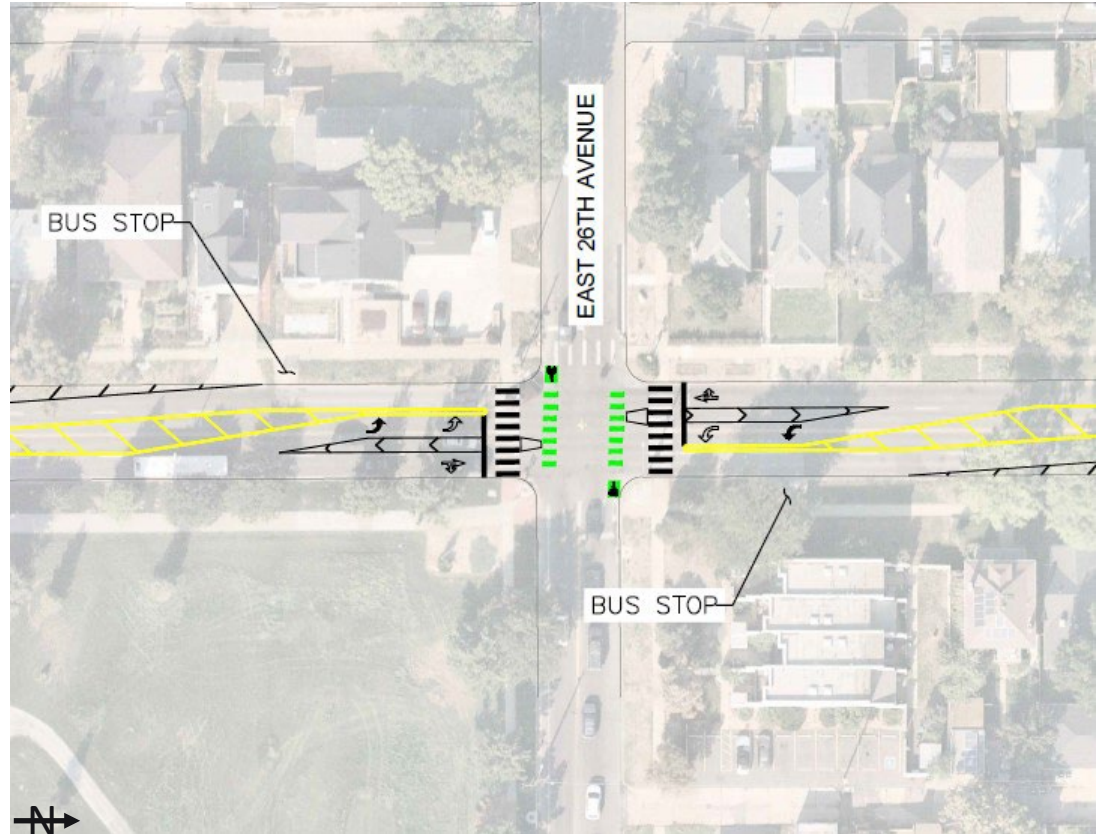
Painted medians provide separation of space



Left-turn lanes improve site lines for turning vehicles



Bike lane connectivity will be completed as a part of the 26th Ave bike lane refresh



# York Street at 35<sup>th</sup> Avenue



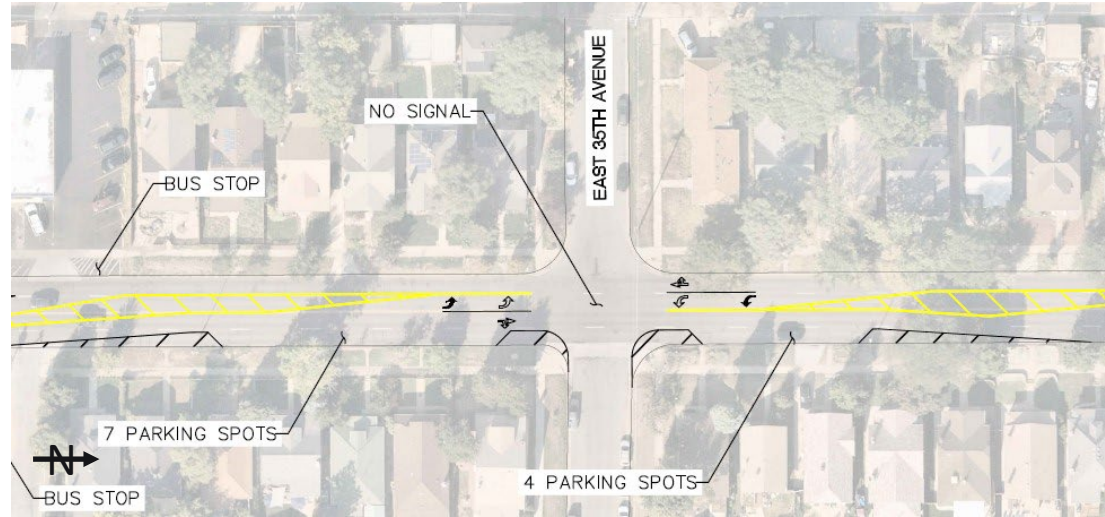
Curb extensions: help to slow traffic and shorten distance pedestrians have to cross



Dedicated left-turn lanes help to reduce queuing helping traffic move efficiently



On Street Parking



# Questions & Discussion

What design elements do you have questions about?

# Corridor Design Walkthrough & Discussion

In Person Attendees— Review the Printout of the Design. This is a time to discuss and ask questions

Online Attendees – Stay on the Zoom meeting, and go to Jamboard (the link is in the chat) review comment and discuss the design in a virtual setting



Contact: Mike King - [michael.king@denvergov.org](mailto:michael.king@denvergov.org)