



Vision Zero York & Josephine Transportation Safety Study

Public Meeting #1 - July 12th, 2023

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.
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Notes:

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- As a participant joining a language channel, you can broadcast back into the main audio channel if you unmute your audio and speak.

Meeting Agenda

Introductions

Project Purpose and Schedule

Understanding the Corridor: Existing Plans & Conditions

Corridor Constraints

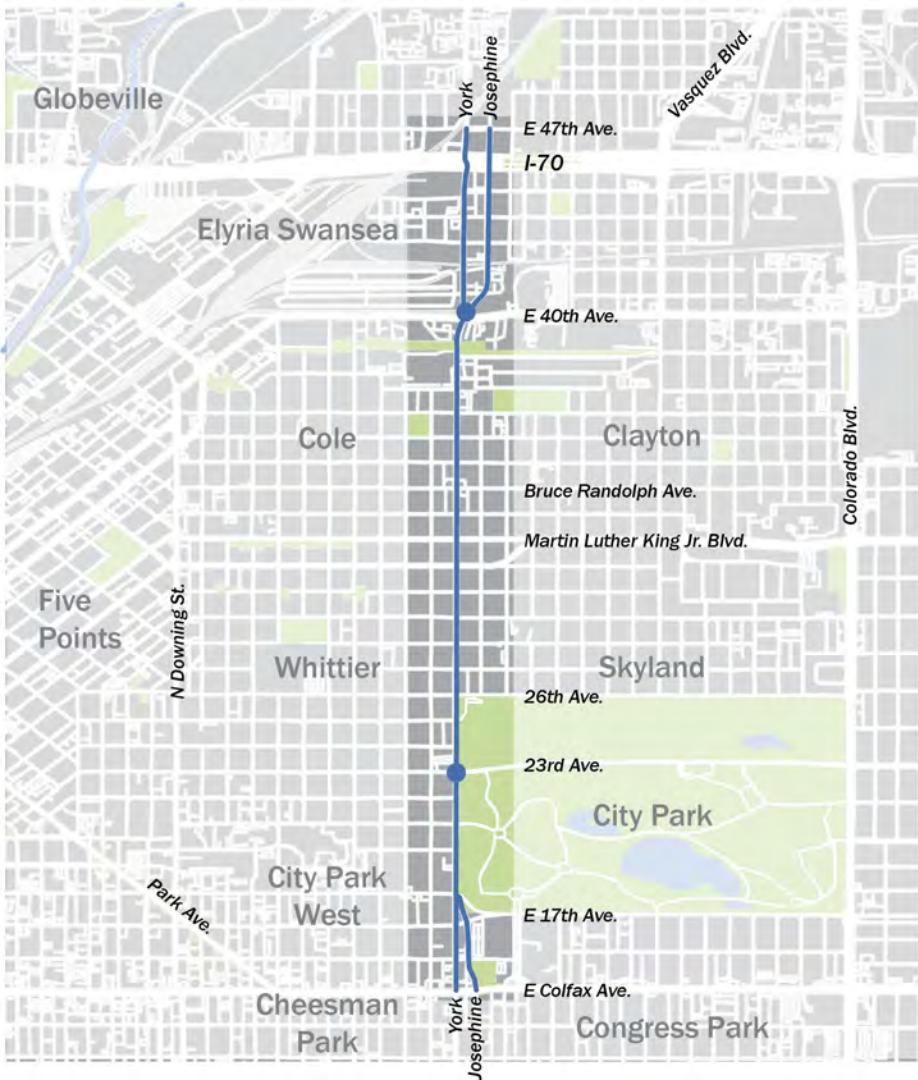
Project Goals

Group Workshop

Thank You & Next Steps



Project Purpose & Schedule



Project Extent

- York/Josephine between 47th Ave and Colfax Ave
- Adjacent to:
 - 6 neighborhoods
 - Single Family, Multi Family and Industrial Use
 - Numerous schools
 - City Park & Denver Zoo



Project Overview

Corridor Segments

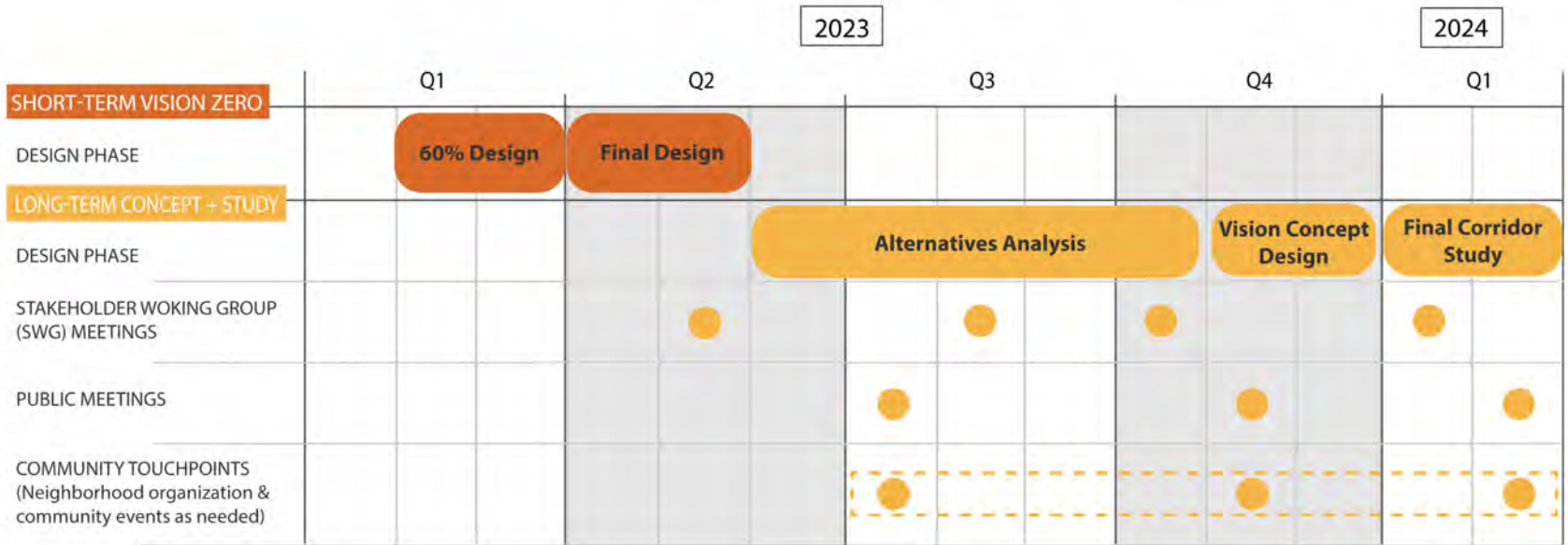
- Segment A: 40th to 47th Ave
- Segment B: 23rd to 40th Ave
- Segment C: Colfax to 23rd Ave

Near-Term Design Improvements

- Construction Summer 2023 & Summer 2024
- What will these improvements include?
 - Reduced pedestrian crossing distances
 - Curb ramp improvements
 - Changes to signal and intersection operations
 - Additional traffic-calming measures

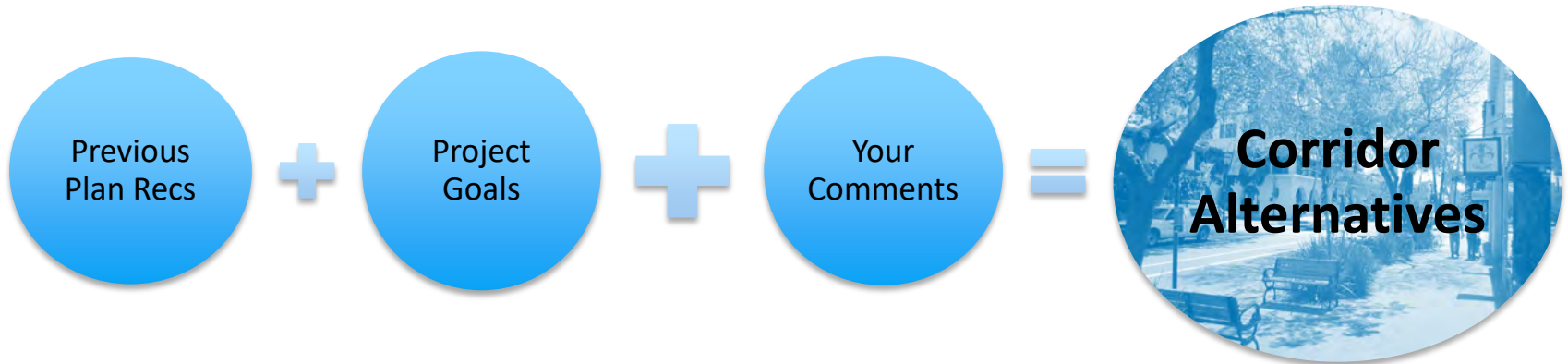
Long-Term Visioning – Schedule to follow

Project Schedule



*Suggestions for Community Touchpoints? (Ex: Farmer’s Market, RNO Event, etc.)

Today's Meeting Goals

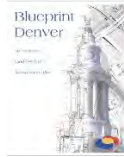




Understanding the Corridor

Existing Plans

Existing Plan Review



2002

Blueprint Denver identifies York as an enhanced bus transit corridor and lays out citywide transportation policies, as well as general characteristics of land uses surrounding the corridor



2017

Denver Vision Zero identifies York/Josephine as part of the High Injury Network (HIN)

The **I-70 Impact study** recommends eliminating the interstate interchange at York

2019

Denverite Comp. Plan and the **Blueprint Denver** identify citywide safety goals and vision for corridor typology

Denver Moves: Transit Identifies York/Josephine as a medium-capacity transit corridor

2021

Denver Safe Routes to School Action Plan further solidifies the themes of Safety, Health, Connections, and Community and identifies two schools along the corridor (Intl. Academy of Denver: Harrington & Hope Center Children's Program) as 'Tier 1' schools for improvements



2015

The **Elyria & Swansea Neighborhoods Plan** identifies York as the definite separation point between the Elyria and Swansea neighborhoods and recommends Pedestrian, Bike, and Safety improvements along the northern end of the study area

2018

The **City Park Master Plan** recommends crossing improvements over York



2020

The **East Area NPL** identifies 5 intersection improvements and short-term/long-term goals for the York/Josephine Corridor that include ped/bike safety improvements and transit reliability improvements

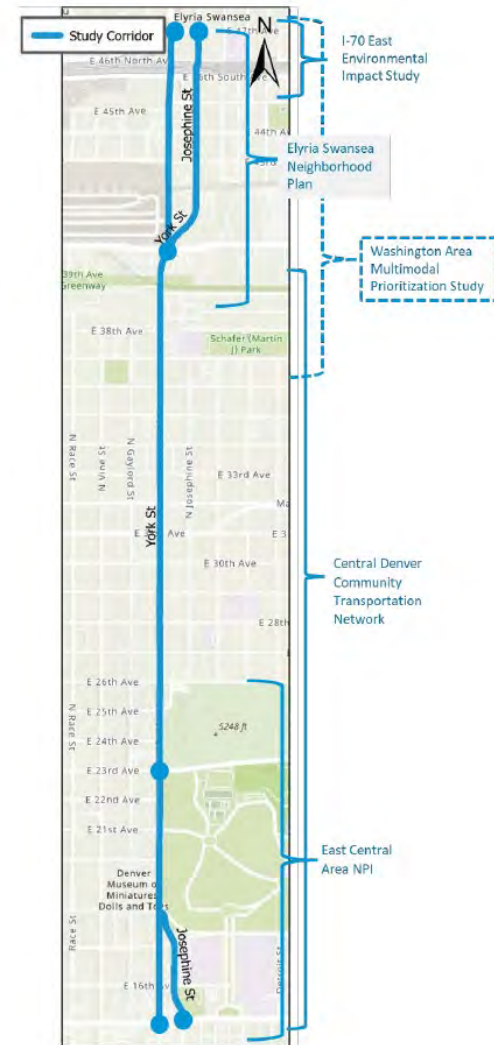
2022 & Beyond

Denver Moves: Everyone re-identifies York/Josephine as being on the HIN

The **Washington Area Multimodal Study** identifies York/Josephine as a network gap for all modes of travel from 49th Ave. to 29th Ave.

Ongoing adjacent studies include the **Denver Bus Priority Study** and the **Central Denver Community Bicycle Network** project

Vision Zero 2.0: Action Plan



Denver Moves Everyone - 2022

- Denver Moves Everyone (DME) is the citywide transportation plan prioritizing safety, equity, and multimodal transportation options
- York St. (from E 18th Ave. to E 40th Ave.) is identified on High Injury Network (HIN)*
- York St. included in proposed 2050 Bus Priority Corridor

*HIN accounts for 5% of Denver's streets where 49% of traffic deaths and serious injuries occur



1 SHARED VISION



60 PARTNER ORGANIZATIONS INVOLVED



All 78 DENVER NEIGHBORHOODS WERE ENGAGED



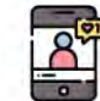
90 GRASSROOTS EVENTS HELD



5,600+ SURVEYS COMPLETED



10,200+ PARTICIPANTS ONLINE AND IN-PERSON



151,000+ RESIDENTS ENGAGED ON SOCIAL MEDIA

Existing Plans: Key Takeaways

1. **Safety** is a top priority
2. The corridor should prioritize **multimodal** options
3. New and improved **transit infrastructure** should be constructed on the corridor and **operations increased**
4. The corridor should **support community and neighborhood connectivity needs**
5. **Transportation equity** should increase through the entire corridor



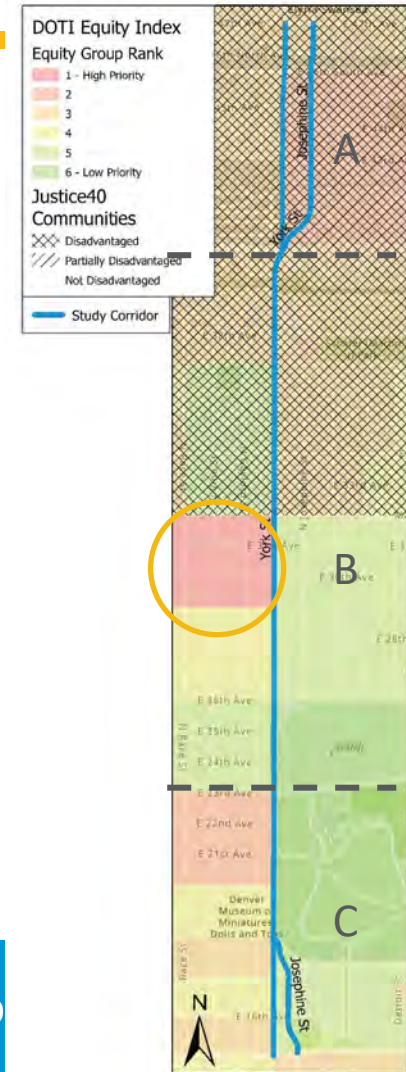
Corridor Conditions

Equity

The DOTI Equity Index identifies socially and historically underserved areas to identify priority areas for transportation equity in our city. The index is based on the following factors: race and ethnicity, income and poverty, educational attainment, age, household access to a vehicle, female heads of household, and people with disabilities.

- I. Segment A: Mid-high priority area
- II. Segment B: Primarily low priority areas, but includes highest priority area on corridor
- III. Segment C: Primarily low-mid priority areas

We will return to this topic as part of our breakout group exercises.



Study Area Crash Data

- Jan 2018 – Dec 2022: 622 crashes reported on corridor
 - 15 serious injury; 2 fatal
- Crash resulting in two fatalities occurred May 2023 at 17th & Josephine
- See Map: Top 10 Crash Intersection

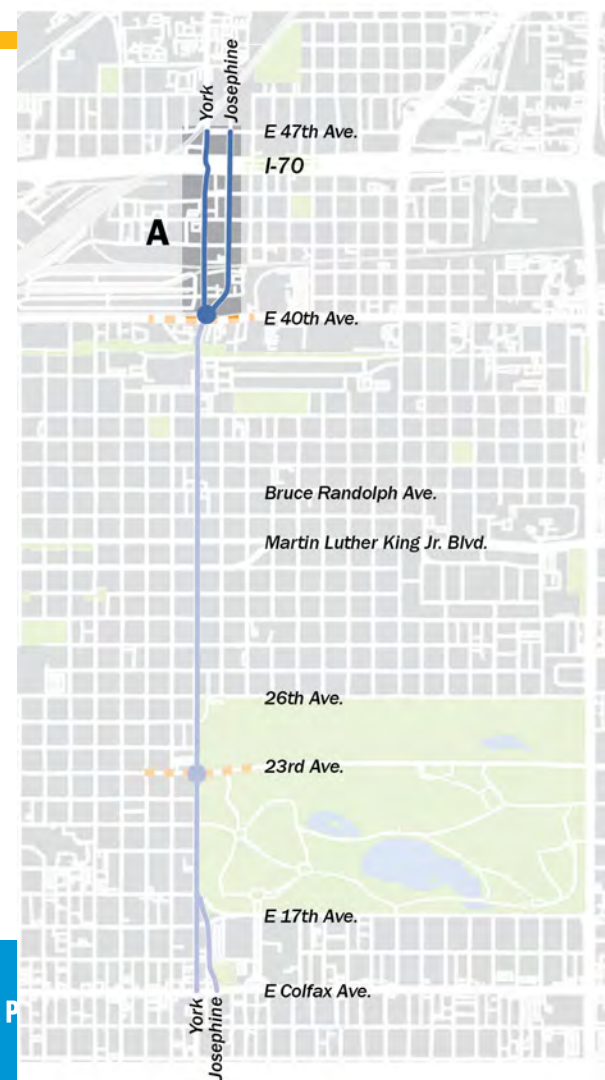
Table 8: Crashes by Year

Year	PDO ¹ Or Minor Injury	Serious Injury Crashes	Fatal Crashes	Total Crashes
2018	173	7	1	181
2019	172	3	0	175
2020	77	1	0	78
2021	85	3	0	88
2022	97	3	0	100
Total	604	17	1	622

1- PDO stands for Property Damage Only



Segment A – 47th Ave to 40th Ave



Segment A - Land Use

Equity

- I. This entire segment is an Equity Priority Area
- II. Not identified in High-Injury Network (HIN)

Current Land Use

- I. Stark mix of heavy industrial, residential and civic use

Future Places Designation

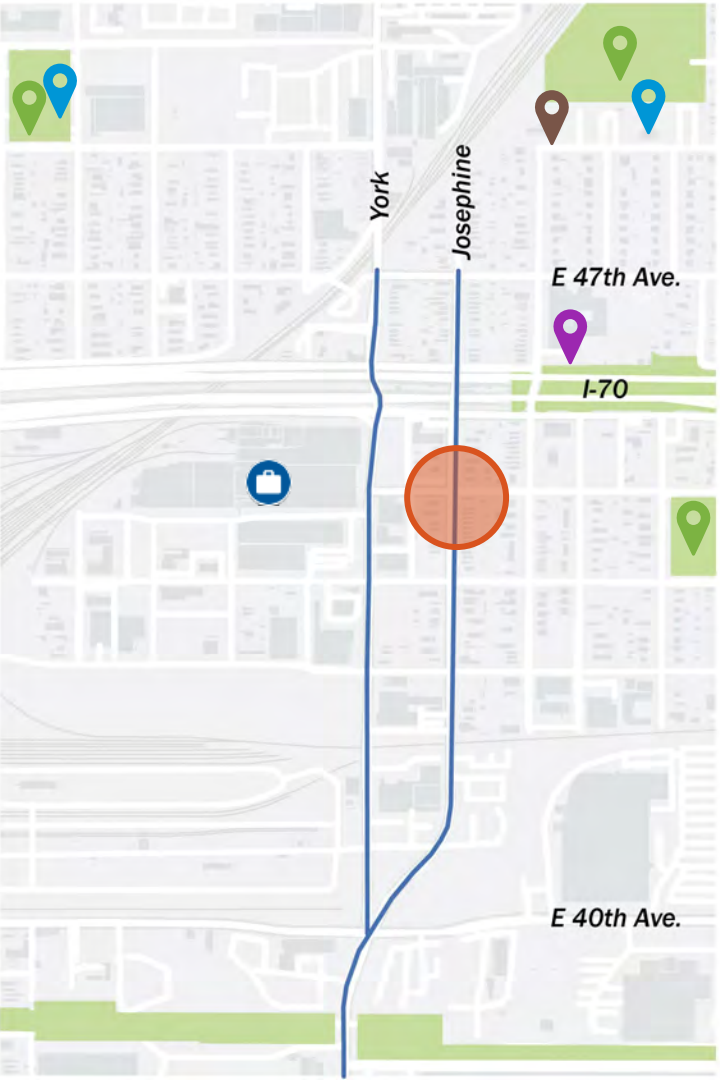
- I. Majority Land Use: Value Manufacturing District and Innovation/Flex District
- II. Minor Land Use: Local Center and Low-Density Residential

Current Use









Future Places





Segment A – Assets

-  Schools - Swansea Elementary School
-  Recreation
 - Johnson Recreation Center
 - Swansea Recreation Center
-  Large Employer: Purina
-  Parks
 - Swansea Park
 - Elyria Park
 - Dunham Park
-  Community Resources
 - Focus Points Family Resource Center
-  High Crash Intersection

Previous Plan Recommendations

From Washington Area Connectivity Prioritization Study:

- Importance of prioritization of sidewalk improvements
- Improvements to safety conditions and safe street crossings to support a strong and healthy walking environment
- Lack of biking opportunities or gaps in street connections for bikes
- Safe pedestrian/bicycle access to basic goods and services

Segment B – 40th Ave to 23rd Ave



Segment B – Land Use

Current Land Use

- I. Primarily single unit residential
- II. Some light industrial and medium density residential
- III. Pockets of main street designations
- IV. On High Injury Network

Future Place Designations

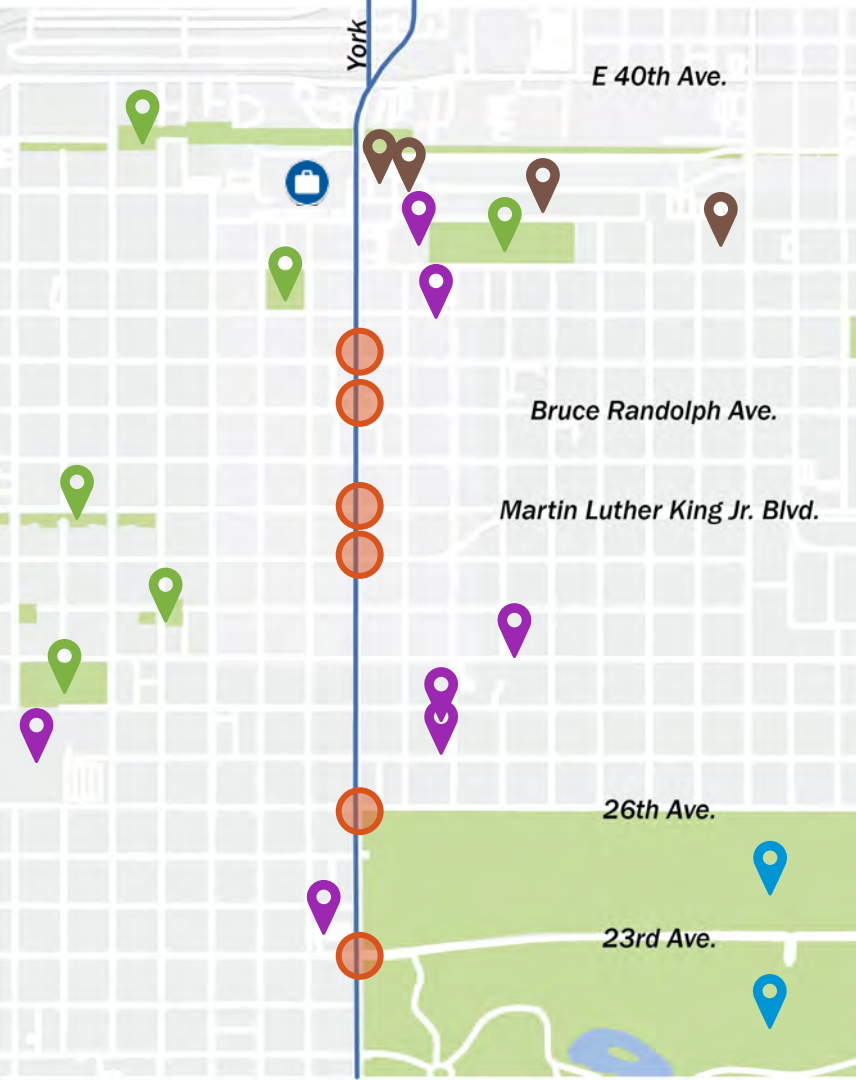
- I. Local Center
- II. Low & Low-Medium Density Residential

Current Use









Future Places





Segment B – Assets

-  Schools (7+)
-  Large Employer: Coca-Cola Plant
-  Recreation + Cultural Facilities
-  Parks (8+)
-  Community Resources
-  High Crash Intersection

Previous Plan Recommendations

From Central Denver Community Transportation Network & East Central Area Plan

- Improve North to South bus connections
- Improve pedestrian crossing at 28th & York
- Fix signal compliance at 21st & York
- Analyze turn signals/ movements at 26th & York
- 29th & York is dangerous for pedestrians, including elementary aged kids

Segment C – 23rd to E. Colfax Ave



Segment C – Land Use

Current Land Use

- I. Mix of single-unit residential and apartments
- II. Some office and commercial use
- III. Colfax Ave is a primary commercial corridor with a designation of five-story Main Street
- IV. On High Injury Network

Future Place Designations

- I. Regional Park and Campus Districts
- II. Low-Medium Residential
- III. Public Parks and Open Space

Current Use



Future Places



Segment C – Assets



Schools

- Denver East High School



Recreation & Culture

- Carla Madison Recreation Center
- Denver Zoo
- Museum of Nature and Science



Parks

- City Park

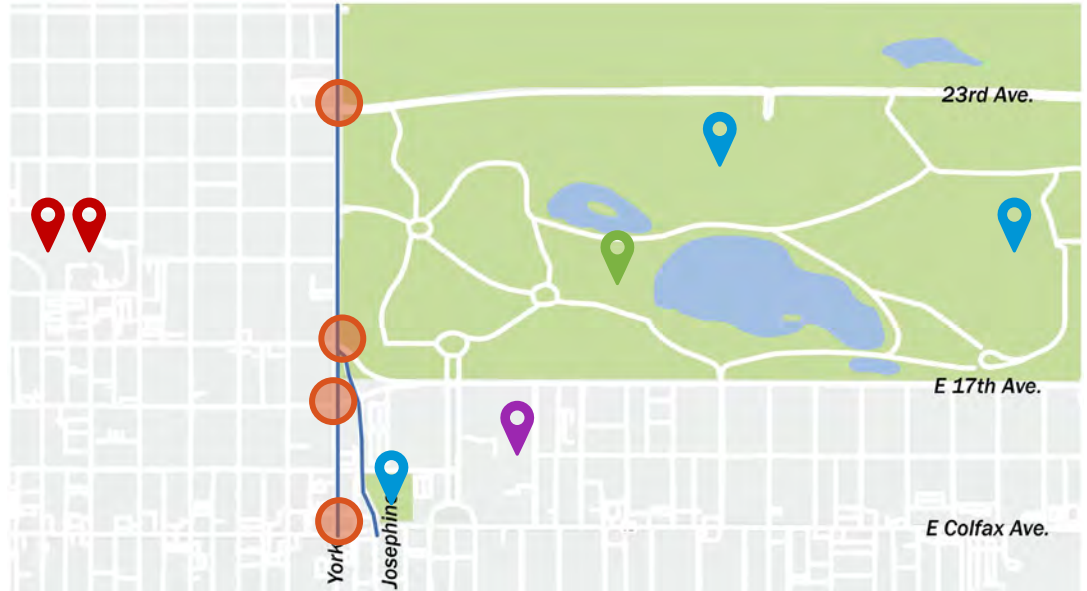


Medical Facilities

- Presbyterian St. Luke's
- Saint Joseph Hospital



High Crash Intersection



Previous Community Comments

From Vision Zero Action Plan and Bus Network Priority Study

- Missing pavement segments @ 17th
- Increase paint reflectivity of curbs for nighttime visibility
- Enhance green infrastructure and traffic calming measures (i.e. bulb-outs)



Travel Experience Exercise

Google Jamboard Workshop

- **Virtual:** Check the chat for the link to the first Jamboard
- **In Person:** Please answer the following questions on provided sticky notes to be collected by the meeting facilitators





Corridor Constraints

Design Considerations – ROW

- The corridor has numerous street cross-sections and amenities
- Right-of-way width varies: **35' - 75'**
- Tree lawn, sidewalks and on-street parking inconsistent
- Lane count and direction changes in Segment A and C



Design Considerations – Peds

Generally, corridor provides a connected pedestrian network

- Sidewalk infrastructure largely complete from 17th Ave to 38th Ave
- Notable sidewalk gaps in Segment A
- Maintenance concerns along corridor

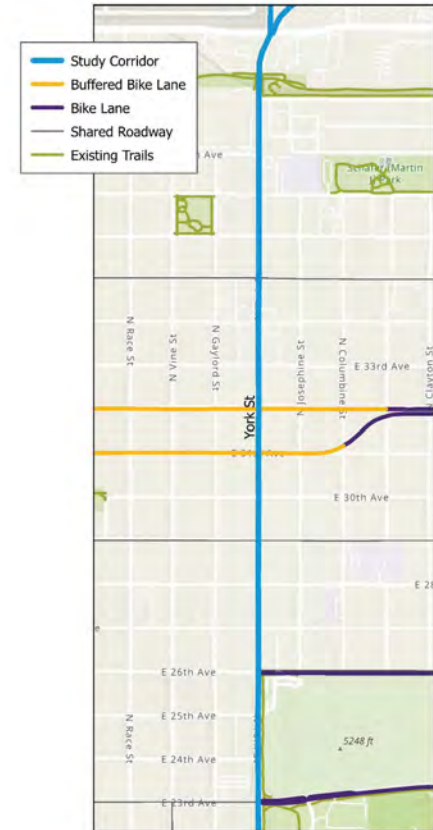
Segment A Sidewalk Gaps



Design Considerations – Bikes

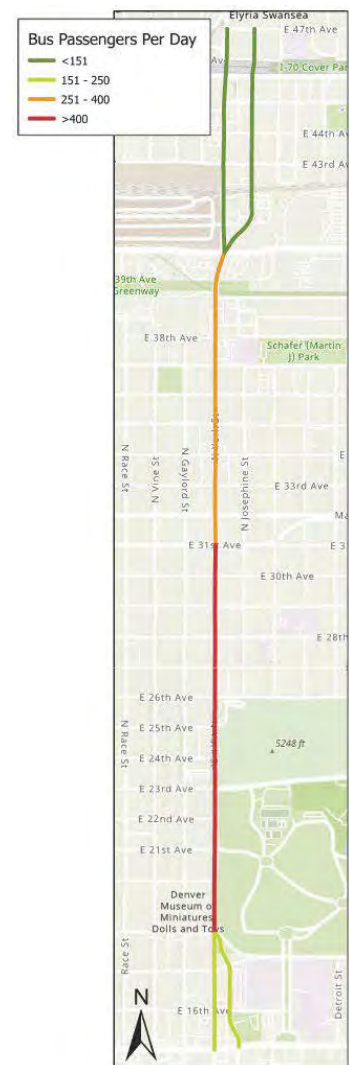
- No N/S bike facilities on corridor today
- 11 E/W bike facilities that intersect the corridor
- Future emphasis on bike/ped facilities along Josephine in Elyria Swansea

Segment B Bike Lanes



Design Considerations – Transit

- The York/Josephine corridor has 2 bus routes today:
 - Route 44 – Segment A
 - Route 24 – Segments B + C
 - Highest rate of transit usage (400+ bus passengers per day) between 18th and 31st
- 6 intersecting bus routes
- A-Line Commuter Rail crosses near 40th Ave
 - Corridor directly between 38th & Blake and 40th & Colorado Stations





Project Goals & Objectives

DME Goals in Review



- Denver Moves Everyone (DME) goals apply to the entire city of Denver for ongoing and future transportation projects.
- Not every street in Denver must accommodate every travel option, but the network must work together to advance the collective vision.

Proposed Goals for York/Josephine Corridor Vision

Equity



Mobility



Safety



Sustainability



Community



Quality

Equity

The corridor should prioritize **multimodal** options

Safety is a top priority

The corridor should be **environmentally resilient**

The corridor should **connect and support communities**

New and improved **transit infrastructure** should be constructed on the corridor and **operations**

Ensuring **transportation equity** is met along the Study Corridor



Group Workshop



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Google Jamboard Workshop



Virtual Group:

- Check the chat for the link to the Jamboard
- The Jamboard workshop will be approximately 20 minutes long

In-Person:

- Please join your facilitator at the presentation board labeled “Segment A”



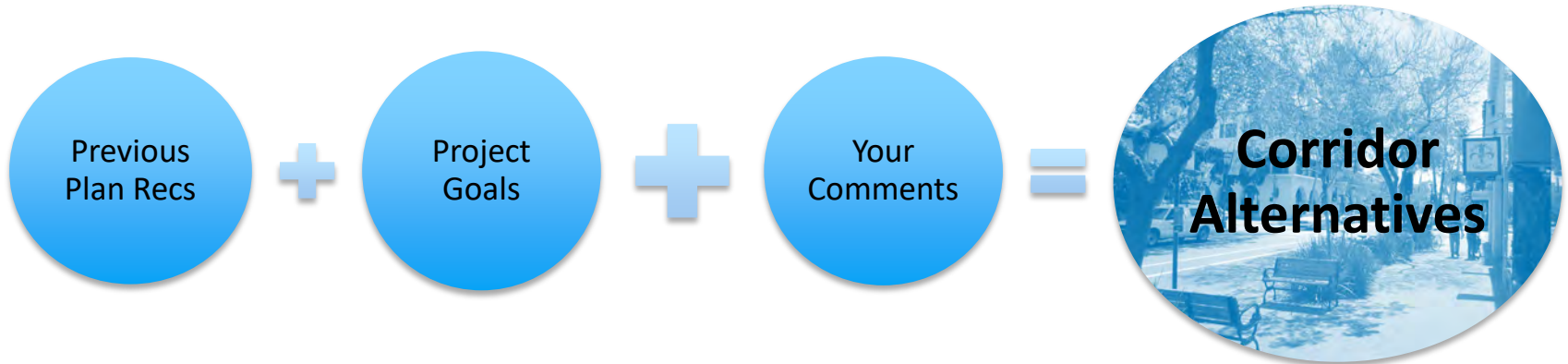
Next Steps



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Next Steps





Community Touchpoints – August/September Next Public Meeting - October