303 ARTWAY
HERITAGE TRAIL
CORRIDOR STUDY

May 5th, 2020
303 ARTWAY HERITAGE TRAIL

"303 - has come a long way since conversations first began in 2014. Today, 303 ArtWay proudly represents a diverse array of Northeast Park Hill residents, local organizations, and stakeholders advocating for safer and more connected streets. I am excited to see 303 ArtWay’s positive momentum continue to grow as we work together to improve multi-modal infrastructure, all while celebrating the rich cultural heritage of the Northeast Park Hill neighborhood."

Erin Clark, Vice President of Master Site Development Urban Land Conservancy
ABOUT 303 ARTWAY HERITAGE TRAIL

- HISTORY
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- PROJECT TEAM
- PROJECT TIMELINE
- THE TRAIL

HISTORY

The 303 ArtWay Heritage Trail is a future four mile pedestrian and bike loop connecting RTD’s 40th and Colorado to key transit station destinations within Northeast Park Hill. The Heritage Trail is a community-driven project, with local stakeholders playing a major role in both the location and the design of the future urban path. 303 ArtWay will highlight the visionaries, artists, leaders and community activists who have brought so much life to this historically unique and diverse neighborhood, all while increasing safety and connectivity throughout the Northeast Park Hill community.

In 2016, 303 ArtWay surveyed more than 1,000 Northeast Park Hill residents. Over 92% believe 303 ArtWay is moderately to extremely important. Surveyed residents also indicated that health benefits, community art and increased connection to transit should be the top priorities of 303 ArtWay.
**303 ARTWAY HERITAGE TRAIL GOALS**

- Increase connectivity and mobility between the 40th and Colorado Transit Station, the Dahlia Camps, and Holly Square.
- Highlight local artists while focusing on Northeast Park Hill’s rich history, heritage and culture.
- Encourage walking, biking and transit use.
- Improve sidewalks and bike infrastructure, creating safer routes throughout Northeast Park Hill.
- Reduce traffic speeds in the neighborhood to create safer streets.
- Promote a healthy and active lifestyle.

**SPECIAL THANKS TO**

- 303 ArtWay Steering Committee
- Radian
- The Colorado Health Foundation
- Walk2Connect
- WalkDenver
- The Denver Vision Zero Action Plan
- The Denver Public Library - Pauline Robinson Branch
- The Dahlia Campus for Mental Health & Well-Being
- The Vickers Boys & Girls Club
- Trust for Public Land
- PlatteForum
- Safe Routes to School
- City Council District 8 - Councilman Chris Herndon
- Blazing Chicken Shack II
- The City of Denver’s I Am Denver Storytelling Lab
- Park Hill Village West
- Craig Fitchett
- Denver’s Department of Transportation & Infrastructure (DOTI)
- Park Hill Station
- I Am Denver Storytelling Lab

**PROJECT TEAM**

**ULC**

Urban Land Conservancy (ULC) is a Denver-based nonprofit that uses real estate to meet community needs. 303 ArtWay was conceived through ULC's real estate investments in Northeast Park Hill, including the redevelopment of the Holly Square and future development of land near the 40th and Colorado Transit Station. After hearing concerns from the community regarding the fundamental lack of existing infrastructure between the 40th and Colorado Station and Holly Square in particular, ULC launched 303 ArtWay to increase safety through mobility and connectivity. As the project lead, ULC is charged with identifying funding, partnerships and resources to fully execute and establish the four-mile pedestrian and bike loop in Northeast Park Hill.

**Radian**

ULC partnered with Radian due to their core areas of expertise in participatory design, stakeholder engagement, data informed decision making, innovation and capacity building. As the only nonprofit architecture and urban design firm in Colorado, Radian is dedicated to advocating for community need through the built environment. Radian was tasked with leading various community engagement and design exercises to better understand community need as it relates to 303 ArtWay. ULC partnered with Radian to secure grant funding from The Colorado Health Foundation, which we used to engage the community and ultimately create this initial corridor study.

**Walk 2 Connect**

Walk2Connect is a cooperative that works to create whole-health walking programs focused on connection to others, the places we live, and to ourselves. In alignment with their mission to encourage health and connectivity in communities, 303 ArtWay partnered with Walk2Connect to lead three community walk audits in the spring of 2019. Walk2Connect was charged with organizing and leading each walk, which provided each participant with the true pedestrian experience of the future urban loop. As advocates for walkable community design, Walk2Connect was innovative in their approach to these walks, which were partnered with design workshops allowing participants to immediately identify and record lacking pedestrian infrastructure in the neighborhood.

**Walk Denver and Vision Zero**

In 2019, 303 ArtWay was awarded grant funding through the City and County of Denver’s Vision Zero Community Program, which aims to eliminate traffic deaths in Denver by 2030. The funding was administered by WalkDenver, who partnered with ULC and Radian to organize a community pop-up event demonstrating design changes that can result in safer streets in Northeast Park Hill. WalkDenver is a nonprofit organization committed to reclaiming Denver’s streets for people by making them safe and comfortable for people walking, biking, and taking transit. Known for their ability to successfully transform public spaces through strategic tactical urbanism, WalkDenver provided extensive technical assistance and support to ensure the pop-up event was a success.

**PlatteForum**

PlatteForum is an innovative art and youth development program connecting youth from historically marginalized communities with professional artists in intensive and creative learning environments. As a noted leader in the artistic community, 303 ArtWay selected PlatteForum to host creative visioning workshops with neighborhood youth and lead the artist selection process for the loop’s first mural. In July of 2016, PlatteForum identified Birdseed Collective as the lead artist and worked as a liaison and project manager to ensure local community youth were involved throughout the process. PlatteForum will continue to serve as a valued partner to 303 ArtWay as it incorporate culturally relevant and community-driven art installations along the four-mile loop.
The concept of an urban loop was sparked in 2014 following discussions Urban Land Conservancy had with the surrounding community regarding the long standing need for increased safety and connectivity in Northeast Park Hill. With two real estate investments in the neighborhood, ULC recognized a lack of a direct connection between the 40th & Colorado Station and Holly Square. As the idea of a pedestrian and bike path gained momentum, local residents also expressed their desire for culturally inclusive art to highlight, preserve and celebrate the local heritage of Northeast Park Hill.

**ORIGINATION**

- **2014**
  - Fundraising for conceptual planning and design begins. Early funders include individuals via a “crowd-funding” campaign, the Stapleton Foundation, Denver Health, ArtPlace America and Denver’s Arts & Venues.
  - The 303 ArtWay website launches: www.303artway.org

**FUNDING**

- **2015**
  - An 18 month community outreach process begins, led by Northeast Transportation Connections (NETO) and PlatteForum.
  - Completion of the premier art installation adjacent to the 40th & Colorado Station is completed by Birdseed Collective through funding from a Denver Arts & Venues’ “P.S. You Are Here” grant.

- **2016-2017**
  - Over 1,000 residents are surveyed to determine a route for through Northeast Park Hill, preferred destinations and community acceptance of the concept. 93% of respondents believe 303 ArtWay is important to the community.

**COMMUNITY ENGAGEMENT**

- **2018**
  - In May 2018, ULC re-launched community engagement efforts to determine future plans for 303 ArtWay.
  - In partnership with local residents, community organizations and neighborhood stakeholders, 303 ArtWay created a goal action plan to guide the future development of the trail.

- **2019**
  - 303 ArtWay receives two grants in 2019 from the Colorado Health Foundation and Denver’s VisionZero program (managed by WalkDenver).
  - In partnership with ULC, Radian and Walk2Connect, 303 ArtWay led a series of community walk audits and design charrettes to better understand areas in need of pedestrian infrastructure improvements. In August, 303 ArtWay, WalkDenver and Radian hosted a community pop-up event to demonstrate safer streets and improved biking, transit and pedestrian infrastructure through temporary street calming activities.

**RE-LAUNCH**

- **2020**
  - The creation of 303 ArtWay’s Initial Corridor Study in March of 2020 marked the completion of the schematic development phase. Moving forward, 303 ArtWay will identify partners, stakeholders and funding opportunities to ensure the successful launch of the implementation phase. Based on our recommendations from the Initial corridor study, 303 ArtWay will include improved pedestrian infrastructure, increased lighting, and wayfinding signage to mark key destinations along the future loop. Each improvement is dependent upon available resources and partnership with the City and County of Denver’s Department of Transportation and Infrastructure (DOTI).
THE TRAIL

The 303 ArtWay Heritage Trail is intended to connect the historic Holly Square area of Northeast Park Hill with the 40th and Colorado RTD A-Line commuter rail station. The Holly serves as a hub in the neighborhood, housing the Hope Center for Adults, the Boys and Girls Club, The Denver Public Library - Pauline Robinson Branch, the Hiawatha Davis Recreation Center, Skyland Park, and additional community and cultural assets.

The Dahlia Campus for Health and Well-Being was formerly home to the Dahlia Square Shopping Center, the largest known African-American owned shopping center in the country. The shopping center included a grocery store, library, bowling alley, roller rink, restaurants, and additional community destinations. Today, the former shopping center is home to the Mental Health Center of Denver which operates an aquaponics greenhouse, community garden, provides behavioral health services and provides community spaces. There is also a senior housing apartment complex and a primary care Denver Health Community Clinic.

As is documented elsewhere in this report, there are a number of significant barriers that prevent easy access to the station from Northeast Park Hill, including missing sidewalks, narrow sidewalks, and a lack of adequate lighting.

KEY
PROPOSED 303 ROUTE
EXISTING SOCIAL PATH
A-LINE
BUS ROUTE
In May of 2019, 303 ArtWay partnered with the City and County of Denver to host an I Am Denver Storytelling Lab at the Vickers Boys & Girls Club in Northeast Park Hill. I Am Denver is a City-led initiative bringing together diverse voices from across the city to foster unique conversations and capture the history of Denver through the spoken word. After creating our partnership, the 303 ArtWay team canvassed the neighborhood and contacted local community members to share their stories. More than 15 community residents and business owners (both past and present) participated in the storytelling lab, sharing incredible stories about life in the neighborhood dating back to the early 1950s. Nearly 20 stories were captured through the event. These stories will be incorporated into historical wayfinding and signage along the future loop.
In early 2019, 303 ArtWay partnered with Walk2Connect to lead three community walk audits. The purpose of each walk was to engage local community members and better understand critical areas in need of improvement along the future Heritage Trail.

**OVERVIEW**

**WALK 1**

This walk started and ended at the Dahlia Campus for Health and Well-Being. The route took residents down the Dahlia social path, and along 35th Ave and Bruce Randolph Ave.

**WALK 2**

This walk started and ended at the Hope Center, examining the sidewalks along 35th Ave. and 33rd Ave. in the heart of the neighborhood.

**WALK 3**

This walk started and ended at the Park Hill Station Apartments. During the walk, participants were asked to assess the intersections, sidewalks and pedestrian crosswalks. Did they feel safe and comfortable? How was their experience as pedestrians affected by the surrounding driver behavior? This walk took participants across Colorado Blvd., down 41st Avenue towards the transit station and under the Colorado Blvd. overpass towards the intersection of Smith Ave. & Albion St.

**CRITICAL ISSUES IDENTIFIED ON THE WALKS INCLUDED:**

- Crosswalk timing on Colorado Blvd. is not sufficient for many seniors, children, or individuals in wheelchairs
- Missing crosswalks, such as at the intersection of Smith Rd. and Albion St., make it unsafe and unwelcome
- Missing or inadequate sidewalks
- Missing ADA-accessible alley curb ramps
- High speed traffic on streets within the neighborhood

**Summary**

More than 20 community members participated in the first community walk audit, which started at the Park Hill Station Apartments. During the walk, participants were asked to assess the intersections, sidewalks and pedestrian crosswalks. Did they feel safe and comfortable? How was their experience as pedestrians affected by the surrounding driver behavior? This walk took participants across Colorado Blvd., down 41st Avenue towards the transit station and under the Colorado Blvd. overpass towards the intersection of Smith Ave. & Albion St.
DESIGN CHARRETTEs

CHARRETTE 1
March 19, 2019
Park Hill Station
Apartments

Overview
During the walk, participants used red and green frames to photograph and highlight structural elements in the community that were either working or needed improvement. After completing the walk, participants used markers, thumb tacks, and string to attach Polaroid photos to maps of the community. Findings were discussed in smaller groups and then shared with the larger group.

Group charrette findings
• More pedestrian infrastructure, particular safer crosswalks, are needed on most streets in the Park Hill Station area.
• Pedestrians do not feel safe walking in this area.
• Additional lighting and signage is needed.
• Improvements at the ArtWay North development could include play areas for children, who have no viable options in the area currently.
• The social path connecting Colorado Blvd. to the underpass to 40th and Colorado Station reinforces the need for pedestrian infrastructure.
• Smith Rd and Albion St have high speed traffic and pedestrian improvements/ traffic calming elements are needed.

CHARRETTE 2
April 24, 2019
The Hope Center

Overview
Charrette 2 followed the third walk and also captured comments and photos from the same “red frame - green frame” exercise, with smaller groups reporting their findings to the whole group. Otis Preston from the Hope Center for Adults shared his experiences of living and working in the neighborhood, including the significant need for healthy food access.

Group charrette findings
• In this portion of Northeast Park Hill, walks are extremely narrow and, due to right of way and utility constraints, are not easily widened.
• North-south traffic speeds are a higher concern than east-west traffic speeds on 35th Ave.
• Street pedestrian ramps have been updated to be ADA-accessible but walks are too narrow and alley ramps are not ADA-accessible.
• There are bike routes, but no bike lanes.
• The group expressed a clear feeling that the streets are for cars, not people or bicycles.
DESIGN CHARRETTE & WALK FINDINGS
CRITICAL IMPROVEMENTS

Lack of wayfinding signage to show path leading east of station. This is confusing and implies that the path under Colorado Blvd. is inaccessible.

The current path east @ 40th & Colorado Station forces pedestrians to walk on the north side of Smith Rd. The route is very close to the train and fast moving traffic. A pedestrian crosswalk at the corner of Smith and Albion would provide a safer, wider route and help calm traffic.

Pedestrians have created a social path from Colorado Blvd. to the existing trail. The social path needs to be formalized and improved, making it welcoming and ADA accessible.
The social path through the missing portion of Dahlia St. is a logical route for the Artway. Additional right-of-way, and or an easement, should be acquired and a sidewalk added.

An ADA-accessible route was needed to circumnavigate the fire hydrant on Colorado Boulevard. The hydrant was recently removed by the city.

West of Dahlia St., there are significant gaps in the sidewalk on the north side of 36th and about two blocks of missing sidewalks on the south. The City is planning to build the ones on the north side, but should also add those on the south.

DOTI has created ADA accessible sidewalk ramps at intersections in the neighborhood, but many alleyways still lack ADA accessible crossings.

CHARRETTE & WALK FINDINGS
CRITICAL IMPROVEMENTS
POP-UP EVENT

August 3, 2019 | Corner of 35th Ave & Holly St.

In partnership with WalkDenver and Vision Zero, the design team held a pop-up event at the intersection of 35th Ave. and Holly St. at the edge of Holly Square. The event demonstrated safer streets, incorporating temporary bike lanes, enhanced crosswalks, bus shelters and widened sidewalks. The event also included food, ice cream, drinks, games, and activities for children.

Participants had the opportunity to borrow bicycles and test out a protected bike lane. The design team also painted the proposed pedestrian route directly on the sidewalk to demonstrate 303 ArtWay's potential pathway.

Radian also set up the Tiny Wonderful, a tiny house used for community engagement. The Tiny Wonderful served as a hub for discussing the overall route concept, the challenges and opportunities along the corridor, and to document comments from the community.

Per data collected by WalkDenver and Vision Zero, the percent of drivers exceeding the posted speed limit dropped from 35% before the event to 0% during the event. WalkDenver and Vision Zero also conducted a survey of residents at the event and found that 55% of respondents walk regularly, however only 27% said they bike regularly. Overall, 92% said that curb extensions would make them feel safer walking and 82% said that crosswalks would make them feel safer walking in the neighborhood. If protected bike lanes were installed, 91% responded that they would feel safer biking and would bike more often.

For additional information on these statistics and for WalkDenver’s report from the event, please refer to the attached appendix.
Infrastructure improvements
- Widen sidewalks and improve curb cuts
- Improve lighting on streets
- Improve drainage
- Provide trash receptacles
- Support alternative transportation options: Uber/Lyft/scooters/bikes

Design and Concept
A way to honor past and current residents, not an attempt to brand for further investment. Respect the integrity of the current culture.

History and Culture
- The story of the people who lived here
- Key places
- Big Moments
- Literacy into path
- Combine old with new (Holly Pillars)

Questions and Concerns
- What is the impact on taxes and property values?
- How will the project be funded?
- We are always talking about improvements, when can we implement?
- How do we ensure that this project does not lead to further displacement by making the community more attractive to speculative investment?

The individuals who stopped by the pop-up demonstration were in general agreement that the list of challenges documented by this point in the process was accurate. Northeast Park Hill is not an easy place to be a pedestrian and the map of structural problems in the community was in alignment with residents first-hand experiences.

Overall, locals were supportive of including personal stories and neighborhood history in improvements to the corridor. However, the design team did not hear overwhelming support for a branded trail, nor for bicycle improvements.

Concerns included impacts of any improvements on property values, the risk of displacement, and concerns about how the work would be funded.
DENVER STREET DESIGN SUMMIT

January 24th, 2020 | Webb Municipal Building

The 2020 Denver Street Design Summit was co-hosted by the Denver Streets Partnership (DSP) and Denver Department of Transportation and Infrastructure (DOTI) in advance of the City’s expansion of a complete streets policy. The all day summit created a space for experts, City officials and community members to discuss street design priority and how these designs influence the pedestrian experience.

The 303 ArtWay Heritage trail team was invited to be a breakout group case study at the event. This provided 303 with the opportunity to promote the trail and also gain insight from a wide range of individuals. This provided 303 with the unique opportunity to share updates on the loop to a broad audience and gain critical insights into future design alternatives.

The event focused on three zones of the street; above the curb, at the curb and below the curb. Lighting, sidewalk widths, intersections and parking were big topics.

STEERING COMMITTEE MEETINGS

MEETING 1
October 21st, 2019 | Hope Center for Adults

The first Steering Committee meeting focused on the process to-date, establishing baseline conditions in the neighborhood, and discussing possible interventions. Initial street sections were shown, illustrating how key roads could be redesigned to accommodate more pedestrians and bicyclists.

These designs were developed as a result of multiple conversations with the DOTI which indicated that improvements to 35th Ave. need to occur between the outer edges of the existing sidewalks. Even if the existing right of way would accommodate a wider street section, the City is hesitant to acquire additional land or widen the perceived right of way.

Additionally, the Committee discussed significant historic locations and events throughout the area that should be documented and recorded in future wayfinding, signage, and art installations.

Overall, the group expressed skepticism about reducing traffic speeds on 35th Ave. as that corridor provides a critical connection for parents taking their kids to school. Traffic on MLK Blvd. is known to be heavy and residents like having an alternative route.

The group expressed concerns about losing parking if the street were rebuilt, and was also worried about how a future neighborhood bikeway designation would affect street sweeping and snow removal, as well as the possibility of increasing parking tickets for elderly residents.

Steering Committee takeaways

- General concern about slowing east-west traffic speeds along 35th Ave., as that is a critical corridor for parents.
- Concerns about bikeway improvements and their effect on RTD and Denver Public Schools bus routes.
STEERING COMMITTEE MEETINGS

MEETING 2
November 20th, 2019
Denver Public Library - Pauline Robinson Branch

Our second Steering Committee meeting focused primarily on safety issues, which were identified by the Committee as a top priority. This includes the need for additional lighting and improved sidewalks.

Ana Gadson, the Executive Director of the Vickers Boys and Girls Club, shared stories of her students’ needs, including better access to the 40th and Colorado station. About 1/4 of the kids at the Club commute from the 40th and Colorado station. Ana often sends many of the children home early so that they can get home in the daylight. She also noted that her students are often stopped by police on their way home. Parents do not feel safe letting their kids walk to the Club due to a lack of adequate sidewalks and lighting. The Committee discussed maps of existing lighting and felt that additional lighting was needed in the neighborhood.

Steering Committee takeaways
- The main need is for increased lighting and pedestrian improvements.
- Concerns about displacement are deep-seated.
- Bicycle infrastructure is perceived to be a harbinger of change and an amenity for outsiders.
- If the City will be deploying funds for neighborhood bikeways, the Committee wanted to direct it towards meaningful ends for the neighborhood’s other expressed priorities.

MEETING 3
December 10th, 2019 | Hope Center for Adults

The design team took the Committee’s feedback from the second meeting and continued to work with DOTI on opportunities for improvement in the neighborhood. This included increased lighting, the Dahlia Street Gap, issues at the intersection of Smith Rd. and Albion St. and overall street design needs.

The meeting included a series of stations where the Committee Members provided feedback on specific issues including areas to target with more lighting, preferred sidewalk and intersection design elements, and locating historically significant places within Northeast Park Hill.

The Committee particularly liked the option of adding intersection bump-outs along the 35th Ave corridor, as well as landscaped stormwater runoff systems that double as midblock bump-outs. There was broad support for intersection murals and pedestrian-activated crosswalk beacons. Traffic circles were generally opposed.

Recommendations for lighting were mainly focused on 35th Ave, Dahlia St., the industrial area north of the neighborhood, and the area on the east side of Colorado Blvd. by the social path.

Steering Committee takeaways
- Trust for Public Lands (TPL) was introduced as a mentor and resource.
- ADA accessibility, pedestrian safety and lighting continue to be a top priority.
- Convening a 4th Steering Committee meeting along with a community meeting were important next steps.
STEERING COMMITTEE MEETINGS

MEETING 4
January 21st, 2020
Dahlia Campus for Health and Well-Being

The final Steering Committee meeting focused on recapping the history of 303 ArtWay Heritage Trail and discussing the next phase of the project. The Design team confirmed that funding from TPL has become available and will enable the team to begin engineering infrastructure improvements as a part of Phase 2.

Through ongoing outreach efforts, the Committee expanded to include members from the Dahlia Campus for Mental Health and Well-Being and the Northeast Park Hill Pirates. The new members brought unique perspectives, providing additional resources for connecting with the community.

The Steering Committee expanded the route to include Skyland Park, east of the Hiawatha Davis Recreation Center. The park is a hub for the youth community but the lighting and infrastructure in and around the park are perceived to be unsafe.

The group determined that two community meetings would be the best way to reach the most people: one on a weekday evening and one on a weekend day. The group developed a list of activities that should take place during the community meeting, including:

• NE Park Hill Historic documentation
• Youth engagement needs to be prioritized
• 303 ArtWay Improvement Priorities
• Infrastructure improvements
• How to get involved with the 303 Artway.

‘In an effort to minimize the impact and spread of COVID-19, the Steering Committee agreed to postpone the planned community meetings. For an alternative solution, the 303 ArtWay team distributed a digital survey to gather critical community input regarding infrastructure improvements in NE Park Hill. You can find the results on pages 32 - 41.’

MEETING 5
March 18th, 2020 | Virtual Meeting

As the 303 ArtWay team prepared for the community-wide meetings in March, the world was met with an unprecedented time in modern history. With COVID-19 rapidly spreading across the U.S., the team weighed the decision to delay the meetings. By March 16th, communities were strongly advised against large group gatherings.

With the health of the community as the top priority, the team made the difficult decision to indefinitely postpone the community meetings.

In lieu of the March 18th event, the 303 ArtWay Steering Committee generously offered to meet virtually via the first (of many) video conferences. In advance of this meeting, committee members participated in an online priority voting exercise, ranking 15 infrastructure improvements based on personal preference. Survey results indicated that increased lighting, improved sidewalks and retimed crosswalks were the highest priorities. See the full list to the right.

Following feedback from the Steering Committee, 303 ArtWay decided to gather community-wide feedback via a digital survey. With a deadline to complete the Schematic Corridor Plan by April 3rd, the team had just one week to collect survey responses. Thanks to dedicated community partners, nearly 40 participants completed the survey, providing invaluable feedback for the future of 303 ArtWay. You can review the survey results and analysis on pages 32-41.

Steering Committee Priorities in order of importance

1. Increase lighting in the neighborhood in partnership with the City and County of Denver, the community, and the Denver Police Department District 2.
2. Add missing sidewalks, ensuring ADA accessibility. This includes missing sidewalks not included in the Elevate Denver Bond map (e.g. south side of 35th Ave, at Colorado Blvd).
3. Rebuild alley curb ramps throughout the route to ensure ADA-accessibility.
4. Rebuild and/or retime the crossing at 40th and Colorado Blvd., 35th and Colorado Blvd., and Bruce Randolph and Colorado Blvd. to improve intersection safety.
5. Partner with the Department of Transportation and Infrastructure (DOTI) to improve intersections along 35th Ave to shorten street crossings (e.g. bump outs) and potentially slow traffic on cross streets.
6. Complete the walkway in the Dahlia gap to provide an alternative path to the 40th and Colorado station.
7. Improve connectivity between Smith Elementary School and Holly Square
8. Add pedestrian crosswalk signage and/or beacons at the intersection of Smith Rd. and Albion St., and potentially by Smith Elementary.
9. Rebuild the dead end at the 40th and Colorado station to create an arrival plaza with art installations, history, and wayfinding signage.
10. Add murals at intersections that meet City criteria, in particular the intersections of 35th and Fairfax St., 35th and Colorado Blvd., at Colorado Blvd.
11. Paint the route on existing sidewalks.
12. Add wayfinding signage
13. Add historical monumentation and artwork
14. Conduct bike education events in partnership with Bikes Together, Bicycle Colorado, and other groups.
15. Paint bike lanes on Dahlia St. because the existing right of way (ROW) is wide enough to accommodate a dedicated bike path.
COMMUNITY PRIORITIES SURVEY

March 24th - 31st, 2020 | Digital Survey

With the help of the Steering Committee and local community organizations, a community priority survey was distributed using multiple avenues including email, social media, newsletters and word of mouth. During the span of one week, 38 people completed the survey. The information gathered will be used to inform the design and engineering of specific projects along the route. Additionally, this information will be shared with departments and programs within the City and County of Denver who are working on applicable projects in the neighborhood.

Question 1
How you are connected to Northeast Park Hill? Please select any that apply.

- Resident: 22
- Business owner/employee: 10
- Community Organization: 13
- Former resident: 3
- Former business owner or employee: 1
- Other: 5

3 residents from neighboring communities
1 customer of the community
1 school administrator

Question 2
If intersections along the 303 ArtWay route were improved in the neighborhood, which photos below are an example of what you would like to see? These are all proven ways to help make the streets safer for people and bicyclists. You can select more than one photo.

- Intersection mural: 25
- Hardscape bump-out with vegetation: 24
- Painted bump-out: 18
- Traffic circle: 12
- Center median: 6
- Raised bump-out: 5
Question 3
Which intersections in Northeast Park Hill most need pedestrian safety improvements? (e.g. 35th Ave and Holly st., Bruce Randolph Ave and Colorado Blvd., etc)

The heat index below indicates the number of times an intersection was identified. As you can see in the corresponding map (on right side), orange and red squares indicate six or more mentions.

3 respondents did not express an opinion.
Question 4
If mid-block traffic calming measures along the 303 ArtWay route were added in the neighborhood, which photos below are examples of what you would like to see? These are all proven ways to help make streets safer for people and bicyclists. You can select more than one photo.

- Bump-out with stormwater mitigation: 23 mentions
- Pedestrian activated crosswalk: 20 mentions
- Radar speed sign: 14 mentions
- Center median: 12 mentions
- Speed cushion: 10 mentions
- Roadway curve to slow traffic: 8 mentions

Question 5
If adding bump-outs and/or other pedestrian improvements means losing some parallel parking on 35th St, would the improvements still be a priority?

- Yes: 28 mentions
- No: 5 mentions
- No opinion: 5 mentions

Question 6
Capturing and honoring the history of Northeast Park Hill is a critical component of 303 ArtWay. Please share any historical information below (e.g., people, events, specific places and/or stories), as well as ideas of capturing that history (e.g., murals, sculptures, historical monuments, painted intersections, etc.). Thank you for your suggestions!

- Murals: 8 mentions
- Sculptures: 8 mentions
- Legacy wall: 8 mentions
- Monument: 8 mentions
- Airport: 5 mentions
- African American History: 5 mentions
- The Park Hill Pirates: 5 mentions
- Park Hill Strong: 8 mentions
- Muhammad Ali and Sonny Liston: 8 mentions
- Martin Luther King Jr: 8 mentions
- Chauncey Billups: 8 mentions
- Holly Square: 8 mentions
- Pauline Robinson: 8 mentions
- Ester Butler: 8 mentions
- Hiawatha Davis: 8 mentions
- The Park Hill Action Committee: 8 mentions
- The Park Hill Pirates: 8 mentions
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- Chauncey Billups: 8 mentions
- African American History: 8 mentions
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- African American History: 8 mentions
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- The Park H
Which areas of the neighborhood feel too dark, or need improved lighting? (e.g. 35th Ave and Grape St., Skyland Park, etc.)

The heat index below indicates the number of times an area was identified. As you can see in the corresponding map (on right side), the bright yellow corresponds to high priority areas.

- 5 respondents stated that all of the neighborhood needs improved lighting.
- 4 respondents stated that the neighborhood was adequately illuminated.
- 8 respondents were not able to answer because they are not familiar with the neighborhood in the evening.
Question 8

Please select up to 4 improvements you would like to see in the neighborhood.

- Add sidewalks where they are missing
- Improve lighting
- Improve street crossings
- Add historical monumentation and art installations
- Widen sidewalks
- Build bike infrastructure and host bike-education events
- Incorporate wayfinding signage
- Other (speed cushions, grocery store)

Top 4 improvements the respondents would like to see in the neighborhood:
- Add sidewalks where they are missing
- Improve lighting
- Improve street crossings
- Add historical monumentation and art installations

Top 3 Intersection improvement examples
- Intersection mural
- Hardscape bump-out with vegetation
- Painted bump-out

Top 3 Intersections that need pedestrian safety improvements:
- 35th Ave & Holly St
- M.L.K Jr Blvd. & Holly St
- Colorado Blvd. & 35th

Top 3 mid-block improvement examples
- Bump-out with stormwater mitigation
- Pedestrian activated crosswalk
- Radar speed sign

28 people agree that pedestrian improvements on 35th Ave would still be a priority even if some parallel parking was lost in the process.

Survey respondents noted a wide range of historic neighborhood locations that should be highlighted along the 303 ArtWay, including Stapleton Airport, the brickyards, the Holly Shopping Center, and Dahlia Square.

A few of the many impactful people and organizations that should be spotlighted are the Park Hill Pirates, Pauline Robinson, and Hiawatha Davis.

Murals, sculptures, and monuments are a few ways that respondents would like to see neighborhood history displayed along the route.
The following is a list of potential projects which could be pursued in future phases of work. This list is based on the community engagement conducted through 2019, as well as the survey results from the Steering Committee and the broader community. Some of these projects are smaller in scale and others are larger infrastructure projects, but they all focus on increasing safety and connectivity within the neighborhood.

- Add missing sidewalks and ensure they are ADA accessible, including missing sidewalks not included in the Elevate Denver Bond map (e.g. south side of 35th at Colorado Blvd.), focusing in particular on 35th Ave at the Park Hill Golf Course, which would provide a safe and complete route to Colorado Blvd.
- Increase lighting in the neighborhood by adding lighting in partnership with Xcel Energy, the community, and the Denver Police Department.
- Pursue quick wins for pedestrian safety, including improvements on Holly St. at the Vickers Boys and Girls Club, the intersection of Smith Rd. and Albion St., and potentially by Smith Elementary.
- Perform a demonstration project, either temporarily or permanently, by providing wider sidewalks between Skyland Park and Smith Elementary on 35th Ave. This would allow the extension of the neighborhood bikeway to the school, while providing synergy with the work of Safe Routes to School. This would allow the opportunity to test community responses to proposed changes along the whole corridor.
- Rebuild alley curb ramps on 35th Ave. to make them ADA-accessible and place improvements in such a way that wider walks could easily be accommodated in the future.
- Rebuild and/or retime the crossings at 40th and Colorado Blvd., 35th and Colorado Blvd., and Bruce Randolph and Colorado Blvd. to make the intersections safer for all pedestrians and bicyclists. This work is being initiated by DOTI.
- Partner with DOTI to improve intersections on 35th with bump-outs, potentially including storm-water infiltration, to shorten street crossing distances and to slow traffic on cross streets. Bump-outs should be designed to easily connect to future wider walks and tree lawns.
- Complete the walk in the Dahlia gap to provide an alternative path to the 40th and Colorado station.
- Begin adding monumentation and art throughout the corridor.
- Add intersection murals at stop-controlled intersections, in particular the intersection of 35th and Fairfax St. and the intersection of 35th and Jasmine St. by Smith Elementary School.
- Rebuild the cul-de-sac at the 40th and Colorado station to create an arrival plaza with art installations, history, and wayfinding signage.
- Paint the route on existing sidewalks and install wayfinding signage.
- Conduct bike education events in partnership with Bikes Together, Bicycle Colorado, and other groups.
- Paint bike lanes on Dahlia St., as the existing ROW is wide enough to accommodate painted lanes.
- Rebuild 35th Ave. between Colorado Blvd. and Jasmine St. to accommodate a high level of pedestrian amenities, increased bicycle safety, and increased lighting - including pedestrian-scaled lighting.
- Rebuild Bruce Randolph and 33rd Ave to accommodate all users.
**POTENTIAL PROJECT MAP**

Legend:
- Artway Route
- Monument Sign
- Bus Route
- Way-Finding Signage

**Notes:**
- This image is conceptual and subject to change.
- Add pedestrian-activated crossing or other calming measure.
- Complete social path (to be a part of ULC redevelopment).
- Complete 6'-8' min. path through gap in Dahlia and extend walk south to E. 38th Ave.
- Painted intersection mural and traffic circle, per neighborhood bikeway design standards.
- Proposed artway route.
- Complete cul-de-sac and remove dead-end MUTCD signage.
- Add painted bike lanes to Dahlia corridor.
- City to complete north side sidewalks on E. 35th Ave.
- Add sidewalks to south side of Skyland Park.
- Western monument signage location.
- Add wayfinding signage.
- Add historical monumentation and art installations throughout the corridor.
- Improve ally curb cuts throughout the corridor to make them ADA accessible.
- Create neighborhood bikeway, downgrade to local, improve walks, lighting and add bump-outs.
- Improve existing pedestrian crossing.
- Improve intersection mural location.
- Improve lighting at Skyland Park.
- Improve lighting and add bump-outs.
- Potential intersection mural location.
- Potential alternate location for pedestrian-activated crossing.
- Complete social path with ULC development.
- Simplify cul-de-sac and remove signage.
- Re-time signals to increase pedestrian safety.
- Hydrant removal (completed).
- Improve lighting and complete walks on north and south sides.
- Rebuild intersections to increase safety.
- Create neighborhood bikeway, downgrade to local, improve walks, lighting and add bump-outs.
- Improve existing pedestrian crossing.
- Add sidewalks to south side of Skyland Park.
- Improve lighting at Skyland Park.
- Improve existing pedestrian crossing.
- Add wayfinding signage.
- Add historical monumentation and art installations throughout the corridor.
- Improve ally curb cuts throughout the corridor to make them ADA accessible.
- Create neighborhood bikeway, downgrade to local, improve walks, lighting and add bump-outs.
- Improve existing pedestrian crossing.
- Add wayfinding signage.

**Section:**
- Section 1
- Section 2
- Section 3
- Section 4
- Section 5
- Section 6

**Wayfinding Signage:**
- Western Monument
- Western Monument Signage Location
- Street names:
  - E. 38th Ave.
  - E. 36th Ave.
  - E. 35th Ave.
  - BRUCE RANDOLPH AVE.
  - E. 33rd Ave.
  - SMITH RD.
  - E. 40th Ave.
  - DAHLIA ST.
  - COLORADO BLVD.
  - ELM ST.
  - FAIRFAX ST.
  - FOREST ST.
  - EUDORA ST.
  - DEXTER CT.
  - DEXTER ST.
  - IVANHOE ST.
  - IVY ST.
  - JASMINE ST.
  - Kearney St.
  - Glencoe St.
  - Grape St.
  - Hudson St.
  - Holly St.
  - Dexter St.
  - Clemont St.
  - Birch St.
  - Bellaire St.
  - Ash St.
  - Albion St.
  - Albion St.
  - E. 41st Ave.
  - Jackson St.

**Potential Alternates:**
- Potential alternate location for pedestrian-activated crossing.
- Potential intersection mural location.
- Potential intersection mural location.
- Add pedestrian-activated crossing.
- Potential alternative location for pedestrian-activated crossing.
During the 3rd Steering Committee Meeting, the group mapped the history of Northeast Park Hill. The group suggested connecting with the seniors of the neighborhood along with Park Hill Talks to get a more clear idea of the history. Additional research will be budgeted into the 2nd phase of 303 ArtWay.

Below are the list of people and places that were documented during the process.
In an effort to identify potential locations for wayfinding signage and art installations, the design team examined locations along the 303 ArtWay route where there is room in the public right-of-way, either in the tree lawn or behind the walk. The orange areas on the map indicate portions of the trail corridor where such a condition exists, based on the available GIS data. This map includes enlargements of portions of the route that overlap with information provided by the Steering Committee on historically significant locations with the neighborhood. This map is for informational purposes only and the ultimate placement of signage, art, and/or historical markers will be determined at a later date, in partnership with the City and County of Denver as well as the adjacent property owner(s).
Future phases of work on the 303 Artway should include partnerships with Xcel Energy, the City and County of Denver, and the neighborhood to install additional lighting, particularly in areas where there is a perceived shortage of illumination.

At the third Steering Committee meeting, the committee provided feedback on where additional lights were most needed; these areas are marked with the larger yellow dots. The Community Survey respondents provided locations where they would like to see improved lighting in the neighborhood. The top areas include:

- Skyland Park
- Along 35th Ave. between Colorado Blvd. and Dahlia St.
- Along 35th Ave. between Grape St. and Ivy St.
The City and County of Denver, as a part of the Elevate Denver Bond Program, established an inventory of missing sidewalks within the City and County of Denver. The portion of the sidewalk gap program which overlaps with the ArtWay is shown to the left.
Through the course of the walks, events, and meetings associated with the 303 ArtWay project, the following missing segments of sidewalk were identified. These include:

- The social trail on the east side of Colorado Blvd, connecting Colorado Blvd with the path along the A-Line.
- The portion of Dahlia St, between 39th Ave and 38th Ave. A building was constructed in the public ROW and the road was never extended, though a dirt social path currently exists.
- The north side of 35th Ave lacks 5-6 blocks of sidewalks from Colorado Blvd to the new housing developed just west of Dahlia St.
- The westernmost 2 blocks of 35th Ave, just before Colorado Blvd, lack walks on the south side as well.
- The southern edge of Skyland Park also lacks sidewalks.

The official map of sidewalks gaps published as a part of Elevate Denver does not include the small segment of the south side of 35th by Colorado Blvd, nor does it include the social path by Colorado Blvd, though this segment is more likely to be categorized as a trail, as opposed to a sidewalk.

The City and County of Denver is currently improving Tier 6 segments of the map on Dahlia as a part of the drainage improvements occurring in the golf course. The ArtWay team is recommending that the remaining Tier 6 segment between 38th Ave and 39th Ave be included in the next phase of work.

The social path along Colorado Blvd will be incorporated into a future ULC development on the property, however City funding could contribute to this link, as it will likely need extensive grading to make the future path ADA-accessible. Two small slivers of land in this area are owned by the City and CDOT, respectively, and ULC is currently working to obtain control of the land.
Narrow sidewalks exist elsewhere in the neighborhood and there is not a current funding stream for addressing these challenges.

Source: DenverMoves Pedestrian & Trails

NARROW SIDEWALKS LOCATIONS
The primary concern in the neighborhood is safety.

Increased lighting and safer sidewalks were identified as primary focuses for improvements, over other options, such as bicycle improvements.

This was reinforced by the data collected by WalkDenver at the pop-up event, which found that 35% of respondents walk regularly, however only 27% said they bike regularly. Overall 91% said that curb extensions would make them feel safer walking and 82% said that crosswalks would make them feel safer walking in the neighborhood. If protected bike lanes were installed, 91% responded that they would feel safer biking and would bike more often.

The City has funding mechanisms for installing walks where they are missing, but there is not a strong resource for remedying narrow walks.

Underlying discussions about improved infrastructure is a deep concern that developing adequate walks and other amenities will necessarily invite outside speculative investment, further accelerating displacement and gentrification. This is the core concern of the neighborhood.

In light of this, a heavily branded and marketed corridor is not recommended. Rather, infrastructure and wayfinding improvements should focus on capturing the history and identity of the community, rather than creating a new district (e.g. RiNo or 40W Arts District).

Funding for a future Neighborhood Bikeway along 35th Ave should also include creative solutions for pedestrian improvements, including sidewalks. Based on conversations with the City, the improvements are primarily focused on bicycle infrastructure, and traffic calming but 35th needs to remain a multi-modal corridor.

While there is some bicycling in the area, particularly by kids during the summer months, an outreach program could help increase usage of the bikeway by local residents.

Thanks to the diligent work of Councilman Herndon’s office, the fire hydrant in the middle of the Colorado Blvd. sidewalk has been removed, which makes the 303 ArtWay far more accessible than before.

Partnerships between various departments within the City and County of Denver, neighborhood groups, non-profits, individuals, and anchor institutions will be required to begin implementation of the 303 ArtWay.

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In 2019, 303 ArtWay helped create a working group convening pedestrian and bicyclist loops currently operating in the Metro Denver region. The group meets each quarter to discuss strategies, challenges and best practices as each trail works towards full scale implementation in their respective communities. Moving forward, 303 ArtWay will remain an active participant in these working group meetings.

Partnerships will remain at the heart of 303 ArtWay during Phase II, the team recognizes that the most successful projects are those with dedicated and steadfast partners. The team will continue to identify future partnership opportunities to assist in the funding of future infrastructure improvements along the route.

Phase II will begin in spring of 2020, to develop 30% design engineering plans for the initial portions of the corridor.
This plan at a high level connects all the below researched plans. The underlying theme in this plan is reducing inequities and creating a better city. This includes creating pedestrian enhanced streets.

- Goal 3, “Develop safe, high-quality mobility options that prioritize walking, rolling, biking and transit and connect people of all ages and abilities to their daily needs.” pg. 23
- Goal 7, “Foster great urban design and the creation of authentic places that thoughtfully integrate streets, public spaces and private property.” pg. 23
- Goal 10, “Promote a healthy community with equitable access to healthy living for all residents.” pg. 23

This plan focuses on creating streets that are pedestrian friendly in Denver. It outlines several key goals that continue to influence today’s plans, including:

- Goal #1 Safety: Create a safe environment that encourages pedestrian mobility
- Goal #2: Accessibility: Provide barrier free mobility for all pedestrians that meets ada requirements
- Goal #4 Connectivity: Create a network to enable pedestrians to move comfortably and safely between places and destinations.
- Goal #5 Streetscape: Create human scale environments that are safe, attractive, and encourage walking

This strongly aligns with the communities needs.
Mayor's 2020 proposed Budget

October 2019

This excerpt from the Mayor's Budget shows how much of the City's budget is influenced by and dedicated to pedestrian mobility issues.

- $1.1 billion, which includes $1.4 billion in planned Elevate Denver Bond funding, to design and construct projects throughout the city to advance our goal of building 250 miles of bikeways in five years and making streets safer for bicyclists.
- $8.95 million, which includes $5 million of planned Elevate Denver Bond funding, to complete more than five miles of sidewalk gaps, and improve pedestrian crossings citywide.
- $4 million for investments in the safety of people walking, biking and traveling throughout our city including:
  - $1.5 million for the implementation of safer crossing technology at 10 intersections on Federal Boulevard to leverage potential increased federal funding.
  - $2.1 million to update the Strategic Transportation Plan to provide a comprehensive delivery approach for implementing the goals outlined in the Mobility Action Plan.
  - $6.8 million, which includes $3 million of planned Elevate Denver Bond funding, to design and construct projects throughout the city to advance our goal of building 250 miles of bikeways in five years and making streets safer for bicyclists.
  - $8.95 million, which includes $5 million of planned Elevate Denver Bond funding, to complete more than five miles of sidewalk gaps, and improve pedestrian crossings citywide.

Street Partnership Budget Summary

May 6th 2019

This document, created by the Denver Streets Partnership, is a summary of funding for key areas related to creating people-friendly streets where walking, biking, and transit are safe and convenient options for all.

SAFE ROUTES: COLORADO SAFE ROUTES TO SCHOOL. FIVE-YEAR STRATEGIC PLAN 2017-2022

AUGUST 30, 2017

This program seeks to create safer streets, but more specifically along the transit corridors that children use to get to school.

- $2.5 million annually to the program, beginning in 2015.
- CDOT regional engineers and planners provide assistance to infrastructure applicants.
- CDOT Transportation Commission committed $2.5M annually to the program, beginning in 2015.
- K-8 bicycle and pedestrian safety education curricula endorsed by Colorado Department of Education.
- Online adult crossing guard training
- SRTS Community Coalition Building Toolkit

2017 SMART Denver

2017

This plan specifically outlines mobility goals aimed at creating safer, accessible routes throughout Denver.
**Denver’s Mobility Action Plan**  
*July 2017*

The plan promotes the goals of the Vision Zero Action plan through strategies to create safer streets, improve public health, and connect people to places throughout the city.

**2019 Denver Moves**  
*January 2019*

Pedestrian & Trails: This plan identifies key areas to focus on creating accessible pedestrian transportation infrastructure to achieve the goal of the Vision Zero Action Plan.

**Vision Zero Action Plan**  
*October 2017*

This plan identifies the key streets where action is needed to reduce traffic deaths, otherwise known as the High Injury Network. The 303 ArtWay intersects along a part of the High Injury Network, particularly along Colorado Blvd.

**Elyria Swansea Neighborhood Plan**  
*AUGUST 30, 2017*

This plan outlines the lack of quality infrastructure available in the Elyria Swansea neighborhood and also touches on what strategies should be implemented to create a pedestrian friendly neighborhood.

**Imagine 2020 Plan**

A potential future source of funding for wayfinding, art, signs, etc.
Denver Vision Zero has compiled a web-based GIS mapping tool that presents fatal and serious crashes across the city. The information presented here shows the portion of that dataset applicable to the Northeast Park Hill area.

This information is broadly consistent with the findings of the 303 ArtWay project, including one story the team heard of a woman who pushed her son out of the way of a car, getting hit herself, at the intersection of Colorado Blvd. and Bruce Randolph Ave.

In addition, the team heard many stories of “near-misses” that were described by community members. Overall, Colorado Boulevard is not considered safe for pedestrians. Similarly, 40th Ave., Smith Rd., and Albion St. were all described as being extremely unsafe for pedestrians, due to high truck traffic, high vehicle speeds, poor crossing options, and the high number of children living in the neighborhood.

Similarly, north-south traffic on the 35th Ave. corridor was described as being far faster than east-west traffic. This is due in part to drainage cross pans, flowing to the north, which function as inverted speed bumps on 35th Ave.
ABOUT THE PROJECT

On August 3, 2019, WalkDenver teamed up with Urban Land Conservancy and Radian Inc to organize a pop-up event in Northeast Park Hill to temporarily display a safer intersection along the proposed 303 ArtWay Heritage Trail. Using a variety of low-cost materials, including colorfully painted tires, planters, and even a painted bike lane, community members were able to visualize a safer and calmer street.

In alignment with ULC’s mission to increase safety and mobility in the Northeast Park Hill community, the event took over the 35th Avenue and Holly Street intersection to demonstrate the impact that widened sidewalks, a sheltered bus stop, bike lanes and pedestrian crosswalks could have on the area. The pop-up also featured local food vendors, fun activities, and opportunities to help design the future Heritage Trail as well. The proposed path is a four-mile pedestrian and bike loop connecting the 40th and Colorado Transit Station to Holly Square. 303 ArtWay’s three themes of Art, Health and Heritage originated from the community’s collective desire for improved connectivity and increased cultural expression to highlight, preserve and expand upon the area’s unique history. The vision for this project is to create a people-friendly path that encourages walking or bicycling activity, increases safety and celebrates the rich cultural heritage of the Northeast Park Hill community.

WHAT IS VISION ZERO?

Vision Zero is a transportation safety philosophy that was developed to eliminate traffic deaths and serious injuries in the transportation system. Everyone has the right to safely travel on our streets no matter where they are going or how they travel. That is why the City and County of Denver is committed to eliminating traffic deaths and serious injuries by 2030 through a Vision Zero program. Learn more at denvergov.org/visionzero.

WHAT IS TRAFFIC CALMING?

Traffic calming uses physical design and other measures to improve safety for all users of a street. Techniques can include curb extensions, reduced turning radii, bike lanes, and raised crosswalks. It aims to encourage safer, more responsible driving, reduce dangerous traffic speeds, and encourage the use of other modes of travel. Temporary demonstrations like this are used to test out potential design changes and gather community feedback.

DATA ANALYSIS

SPEED DATA RESULTS

Speed management is a critical component of Vision Zero because it is one of the most influential factors in crash severity and frequency. As shown in the image below from the City’s Vision Zero Action Plan, driving just 10 mph slower can have a significant effect on safety.

Vehicle speed data was collected on 35th Ave both during the event and on a comparable Saturday to measure the effects of the pop-up. The average speed dropped from 25mph to just 14mph, indicating that traffic calming measures could have a significant impact on lowering speeds on residential streets.

The percent of drivers exceeding the speed limit dropped dramatically from...

35% with the street as-is to...

0% during the pop-up!

SURVEY RESULTS

During the pop-up demonstration, our volunteers surveyed people walking by about traffic safety in the neighborhood. 55% of respondents said they regularly walk in the area and 41% bike transit regularly, so improvements to the pedestrian environment would go a long way.

Would you feel safer crossing or walking in the area if these treatments were installed?

- Curb Extensions 91% said yes
- Crosswalks 82% said yes

Only 27% of respondents said they regularly bike in the neighborhood, with biking safety rated an average of 2.2 out of 5. Most cited safety around vehicles as their main concern that prevents them from biking. They agreed that better infrastructure, such as the proposed ArtWay trail, would make them more likely to bike around.

If protected bike lanes were installed...

- Would you feel safer while biking? 91% said yes
- Would you bike more often? 91% said yes to both!