

REGIONAL COMPLETE STREETS TOOLKIT ENGAGEMENT SUMMARY

JANUARY 2021

WHAT IS THE REGIONAL COMPLETE STREETS TOOLKIT?

The toolkit will provide guidance for local governments to plan, design and implement Complete Streets. It will provide strategies and give support to decision-makers, planners and designers to ensure that multimodal elements are incorporated into transportation projects.

The toolkit will also:

- support connectivity and the development of a safe and comfortable transportation network for all modes and all users
- promote the use of the latest design criteria and guidelines for multimodal facilities
- establish a vision for how local governments could adopt and apply a Complete Streets policy
- develop a multimodal street design typology to supplement the traditional functional classification system by identifying design elements linked to all modes of travel
- create awareness and provide guidance on a variety of street design measures available to local governments in planning and engineering safe and comfortable Complete Streets for all users of the regional transportation system

ENGAGEMENT STRATEGY AND PROMOTION

The Denver Regional Council of Governments developed an interactive map and questionnaire for the public to provide guidance on the Regional Complete Streets Toolkit. The primary objective was to assess which design features make people feel safe and comfortable, and what features are most important to making a “Complete Street”. The purpose of the map was to identify good examples of Complete Streets, as well as those streets that need improvement or have safety issues in the region.

Using the online engagement platform Social Pinpoint, DRCOG staff created an interactive map and users were asked to identify streets they love, they like, that need improvement, or that have a safety concern. A questionnaire populated on the screen as well and asked several questions about design features and amenities of streets. The site had functionality to translate to other languages as needed. Please note that the questionnaire is not a statistically valid, representative sample survey of the region’s views, but rather an engagement tool for collecting input from the public.

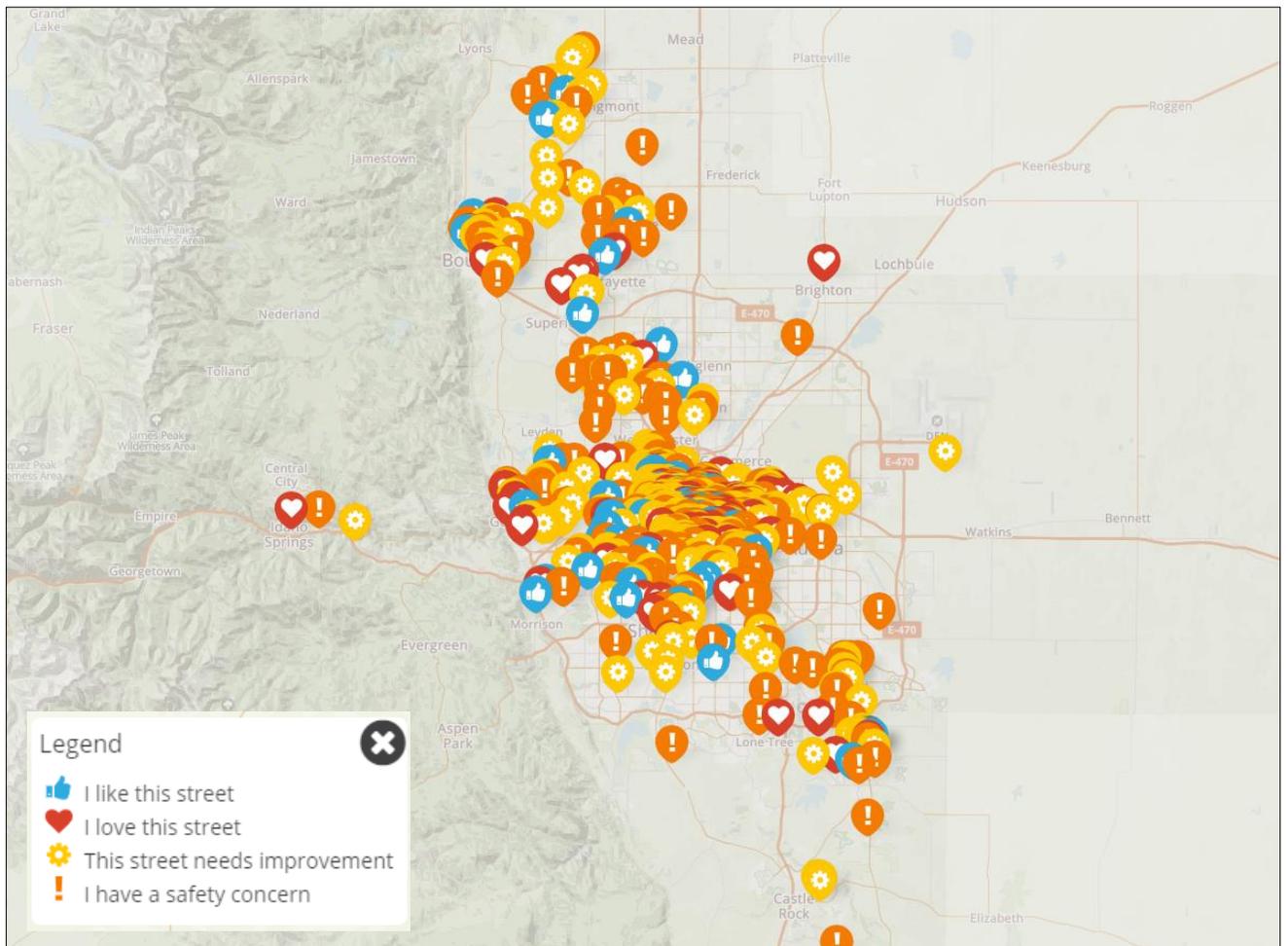
The interactive map was available from September 17, 2020 through November 10, 2020. Promotion of the input opportunity was shared in Bike to Wherever Week communications to over 47,000 mailing list subscribers on September 17. Additionally, about 2,000 people on other DRCOG mailing lists were informed of the opportunity through eblast notifications sent on September 21 and October 28. In addition, several DRCOG social media posts promoted the opportunity in both Spanish and English. Follow-up requests to share were made to communications staff in Adams County, Aurora, Centennial, Commerce City, Douglas County, and Thornton, where the number of comments on the map appeared lower than other areas of the region.

RESPONSE

In total, DRCOG received 725 comments on the interactive map and 375 questionnaire responses. These came from 571 unique stakeholders. The site received 2,074 total visits.



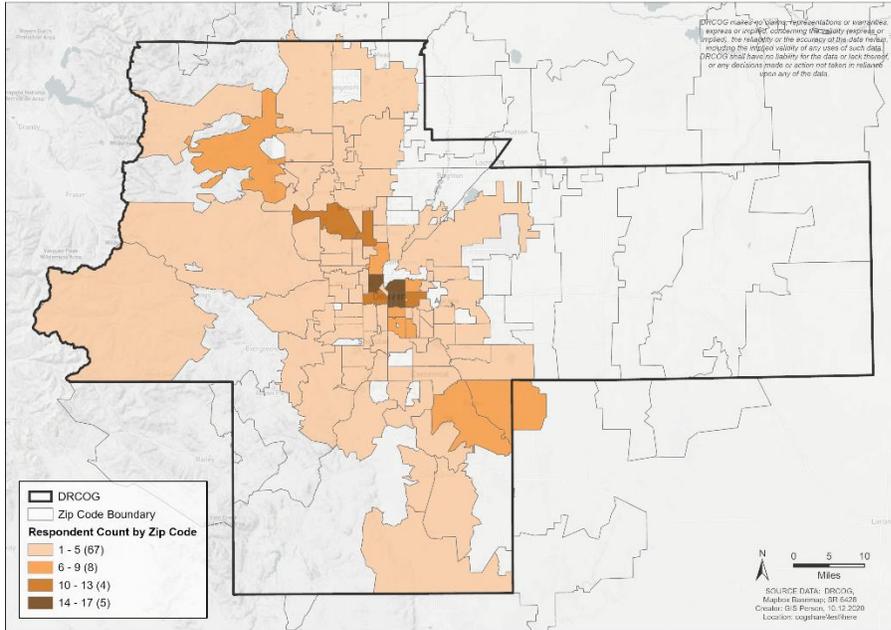
Explore all the comments online at <https://drcog.mysocialpinpoint.com/regional-complete-streets>



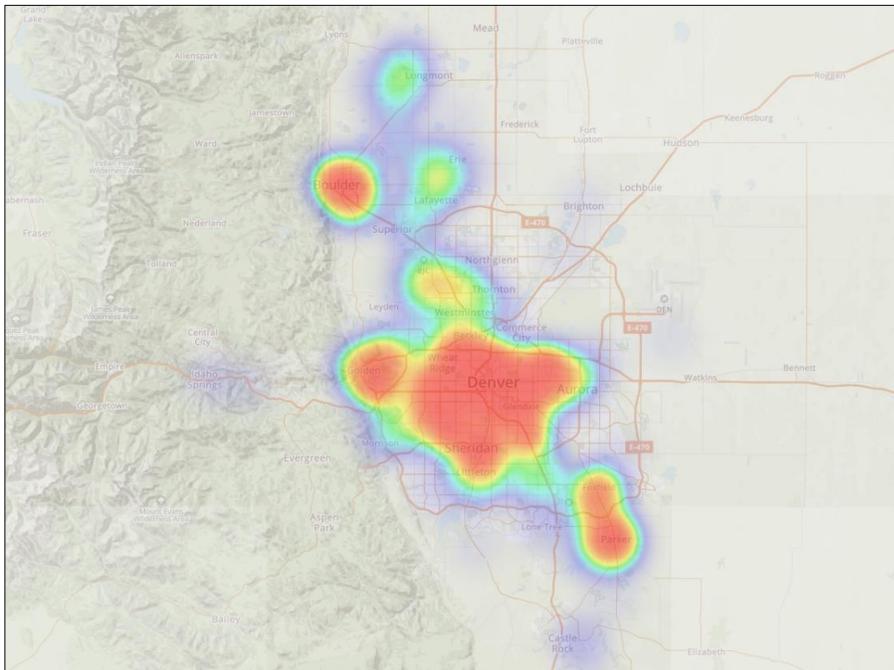
WHO RESPONDED?

The questionnaire asked people to provide their zip code. The map below shows the location of the respondents. In addition to those shown on the map, one respondent was from Larimer County outside of the DRCOG region, and 29 respondents did not provide a zip code.

Questionnaire Respondents



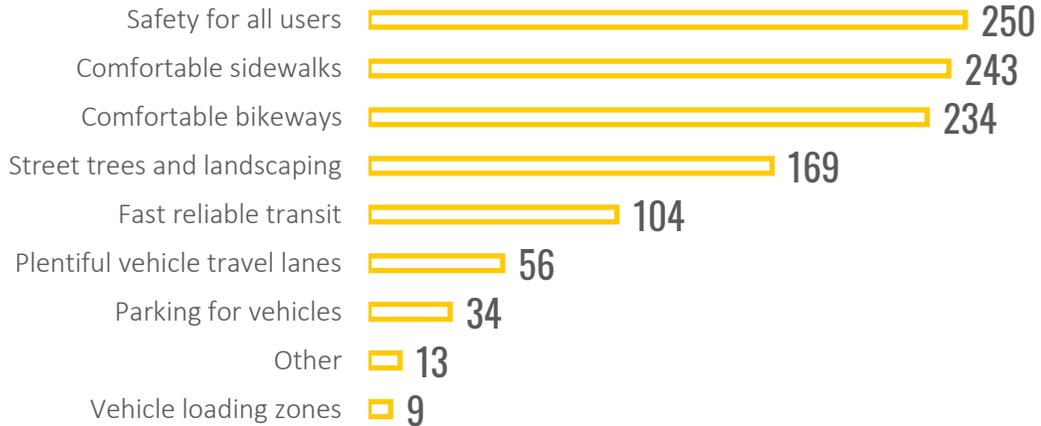
The heat map below shows the concentration of comments, with many of the comments located in Denver, Golden, Parker and Boulder.



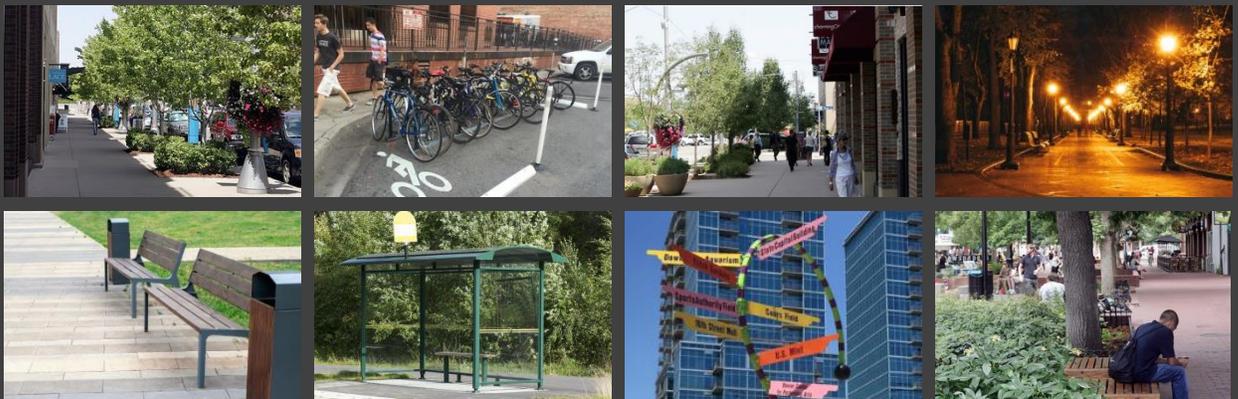
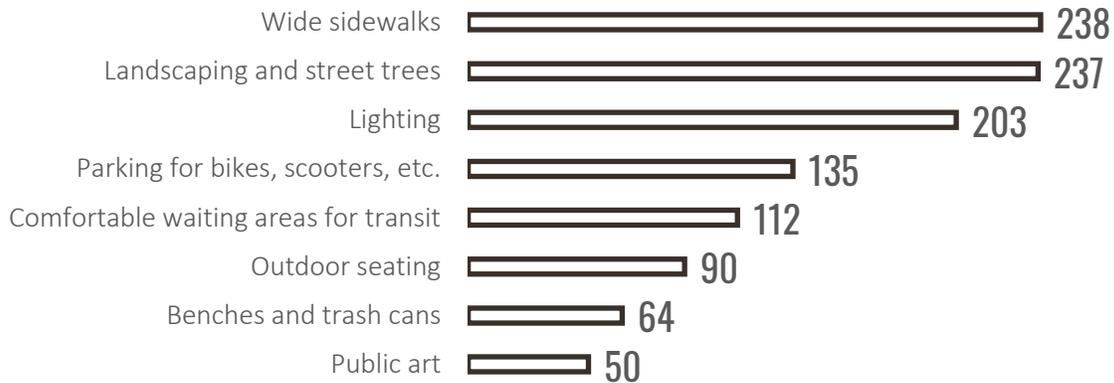
QUESTIONNAIRE RESPONSES

The questionnaire asked about features that make a street feel safe and comfortable and what design features are highest priorities. The results of the questions asked are presented below.

QUESTION 1: WHEN DESIGNING A STREET, WHICH FEATURES SHOULD BE THE HIGHEST PRIORITIES? SELECT UP TO 3.



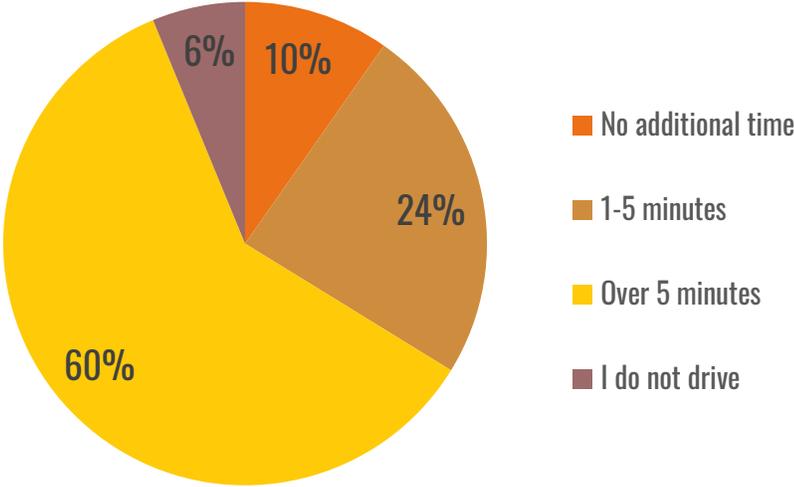
QUESTION 2: WHICH SIDEWALK AMENITIES ARE MOST IMPORTANT TO MAKE A STREET FEEL SAFE AND COMFORTABLE?



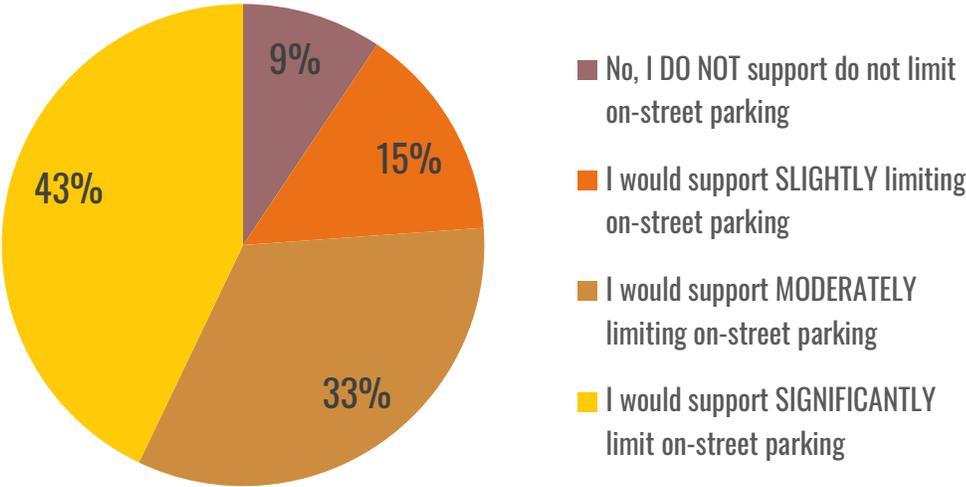
OTHER AMENITIES:

- Trimmed trees so they don't block stop signs. More straight line streets. Curvy roads are dangerous, especially small neighborhood streets. Homeowners park their giant SUV and trucks on the street leaving little room to maneuver, especially in bad weather. Drivers go to fast, and with curvy roads and trucks blocking the view it's dangerous for other drivers, pedestrians, and especially kids riding bicycles. My son has not ridden his bike for a year because he is afraid of being hit by a car.
- Chill music. Something most towns forget about.
- Safe crossings
- Clearly delineated traffic/usage lanes
- Adequate lighting
- Slower vehicle traffic
- I'd love to see dedicated motorcycle parking. (ok for scooters to use too)
- Multi-modal elements that give equal or greater priority to walking, biking, transit and public spaces for gathering
- The best way to make a street walkable/livable is to restrict car access using bollards/diverters and severely restricting speed of cars that do drive there
- Please refrain from the trend of planting tall ornamental grasses along the street edge of the sidewalks... it blocks the view of oncoming traffic when pulling out from side streets
- Streets should be beautiful and utilitarian. Best layout I'm aware of is driving lane->parking lane->bike lane->sidewalk
- Separated bike lanes
- Did I delete what I wrote? Try again: trash; plus sleeping, smelly, wild-eyed, begging people. The economic problems, substance abuse, and begging are bigger problems than all you are asking about for a sense of safety and calm and beauty.
- Responsible lighting that is safe but not naturally overbearing
- Handicap Access at street crossings
- Some landscaping: may or may not include trees
- City governments that Make developers bring buildings up to the street
- Speed limits/design speeds appropriate for all road users
- Grade-separated trail crossings for bikes & pedestrians where possible, dedicated crosswalks & beacons in other locations
- The sidewalk needs to have enough people using it to feel a sense of safety in numbers. Being alone on a sidewalk feels unsafe regardless of the other amenities. This means people need to be able to afford to live within walking distance of useful things.
- Safety - slowing traffic or eliminating it altogether being able to walk to all places being safe accessible differentiated lanes for bikes cutting down traffic no parking for vehicle on or along streets ambience quiet streets for people

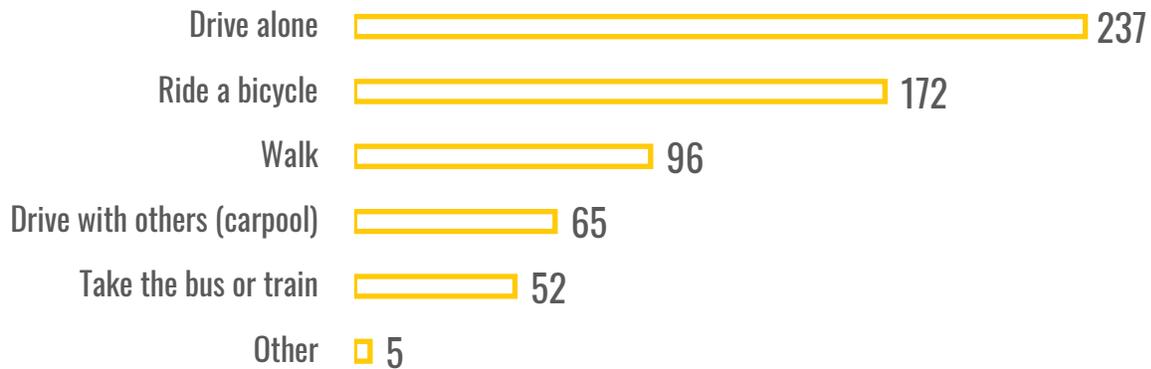
QUESTION 3: HOW MUCH ADDITIONAL TIME WOULD YOU BE WILLING TO ADD TO YOUR DRIVE IF IT MEANT THAT STREETS COULD BE IMPROVED IN OTHER WAYS (SUCH AS IMPROVING SAFETY FOR OTHER USERS, ADDING SIDEWALK AMENITIES, ETC.)



QUESTION 4: WOULD YOU BE WILLING TO SEE ON-STREET PARKING LIMITED OR REMOVED TO MAKE STREETS SAFER AND MORE COMFORTABLE FOR ALL USERS?



QUESTION 5: WHAT IS YOUR MOST COMMON MODE OF TRAVEL? CHOOSE THE TOP ONE OR TWO.



INTERACTIVE MAP COMMENTS

As noted previously, 725 comments were received on the interactive map. Of these, 41% were marked as “This street needs improvement” 36% were marked as “I have a safety concern,” 14% were “I love this street,” and 9% were “I like this street.” This word cloud visually summarizes common words in the comments.



COMMENT THEMES

The 725 comments received on the interactive map were tagged with the following keywords:

Access (8)	General safety (14)	Road diet (13)
Accessibility (6)	Good bike lane (43)	Roundabout (6)
Activation (1)	Good crossing (5)	Sidewalk (60)
Better transit (20)	Good transit (2)	Signals (18)
Bike connection (42)	Lighting (4)	Speed (106)
Bike ped conflicts (4)	Loading (1)	Stoplight (9)
Bike safety (172)	Maintenance (35)	Stop sign (14)
Bus lane (3)	Miscellaneous (15)	Striping (7)
Capacity (1)	Needs bike lane (100)	Traffic (24)
Closed street (24)	Needs landscaping (8)	Travel lane (2)
Complete street (104)	Parking (24)	Visibility (17)
Crossings (100)	Pedestrian safety (156)	Width (5)
Drivers (29)	Red light (2)	Yield (8)

Bike and pedestrian safety concerns were most commonly noted in the map comments. The other top themes heard through the map comments were **complete streets, safety concerns related to vehicle speed, need for bike lanes, and the importance of safe crossings**. Representative examples of comments from each of these themes are presented below. Many comments were also related to **closed streets**. These have also been highlighted below, due to the unique nature of the COVID-19 pandemic's impact on street infrastructure in the region.

COMPLETE STREET (104 COMMENTS)

Many streets throughout the region were identified positively as streets that respondents either "like" or "love". The following streets were described as potential examples of Complete Streets.

NORTH MAIN STREET, BRIGHTON:

"Main Street is walkable, has several mid-block pedestrian crossings, ample sidewalks, and street parking."



PINE STREET, LAFAYETTE

“Recently restriped and signed to prioritize biking and create safer crossings at intersections. Lanes have been narrowed significantly.”



W 104TH AVE, WESTMINSTER

“Federal and 104th have a decent bike/sidewalk for safe separated travel. Like it!”



COLORADO BLVD, IDAHO SPRINGS

“Great big sidewalk, access to open park area.”



IOWA DRIVE, GOLDEN

"Comfortable vehicle speeds, lots of infrastructure for pedestrians and cyclists, nice landscaping and even public art. This street has it all!"



WASHINGTON AVE, GOLDEN

"Lots of street level activity, bicycle parking, wide sidewalks"



COMMONS AVE, CENTENNIAL

"While not public street, this development is very cozy in the center."



MAINSTREET, PARKER

"Businesses close to the street Plenty of sidewalk to walk slower traffic speeds trees"



S. DOWNING STREET, DENVER

"Walkable shops, good transit, cars traveling at a reasonable speed."



MAIN STREET, LITTLETON

"Great to walk"



12TH AVENUE, DENVER

"12th Avenue (esp. at Madison St.) is perfectly scaled for walking, biking, driving, and the RTD route that services 12th. No matter which of the above forms of transportation I take along 12th it feels safe and efficient."



23RD AVENUE, DENVER

"Great improvements over the last few years. Improved lighting, pavements, wide lanes and bike lanes."



MONTVIEW BLVD, DENVER

"Wide streets w/bike lanes, good visibility to see pedestrians and bikes. Getting on to this street from side streets is easy."



29TH AVE, DENVER

"Slow street, great for biking, lovely median"



HERITAGE ROAD, GOLDEN

"Good pedestrian comfort, also roundabouts slow traffic. raised bike lanes help riders not comfortable in an on street bike lane."



W 52ND AVE, ARVADA

"Roundabouts, and street narrowing features slow traffic without requiring much in maintenance, nothing in traffic timing and a welcome environment for walkers, bikers and nearby residents."



PEDESTRIAN AND BIKE SAFETY (328 COMMENTS)

Many of the comments were related to pedestrian (156) or bike (172) safety issues. Below are a few representative comments:

- This street's bike lane is nice, but it needs physical separation in order to stop cars parking in it and drivers blindly speeding through it.
- This street is dangerous for pedestrians and cyclist to cross because of speed and volume of motorized traffic. Posted speed limit is 40 MPH and is often 45 or 50 in reality. Needs traffic calming and safe pedestrian crossing.
- This street is very busy through old town and the residential neighborhoods. There aren't enough safe crossings to access the open space and there's not enough room for bikes.
- This is a busy neighborhood park that serves the surrounding community. There is a crosswalk here that is largely ignored by drivers and crossing here is a safety concern. A flashing crosswalk sign would alert drivers that they need to yield to pedestrians and cyclists.
- Missing sidewalks on this street makes it unsafe for pedestrians and makes bus stops less accessible.

SAFETY CONCERNS RELATED TO VEHICLE SPEED (106 COMMENTS)

- Traffic speeds along these streets are quite excessive. It is not safe for pedestrians or cyclists. Traffic calming and some stop signs or traffic circles are needed.
- Wide street with no slowing measures. Cars travel very fast. High speeds and volumes despite Oxford being a primary street two blocks away.
- There are some great restaurants and river access points in here, but access is difficult and high traffic speeds make these intersections dangerous.
- 30 mph speed limit - speed limits/design speed/street design on this residential street and others in Lakewood need to be reduced to 20-25 mph to account for the mix of children, pedestrians, cyclists and other road users.
- The sidewalk is far too narrow here (especially with a bus stop), and winter conditions are awful. With so many cars going so fast, it feels incredibly unsafe to be a cyclist/pedestrian along here

NEED FOR BIKE LANES (100 COMMENTS)

- This segment needs better bicycle infrastructure for westbound riders. The sidewalk is too narrow and there are no bike lanes.
- There is no way to get here on a bike from the light rail. The streets are wide enough for bike facilities without losing any parking or drive lanes.
- I would like to see bike lanes on the streets to the light rail station.
- Take out the parking on Irving and add protected bike lanes. If you really can't lose the parking on both sides, take it out on one side and put in a two-way protected cycle track.
- This street should be redesigned to more comfortably accommodate bicyclists and pedestrians and slow vehicle speeds. Narrow/remove lanes, add bike lanes.

IMPORTANCE OF SAFE CROSSINGS (100 COMMENTS)

- This intersection needs an adequate pedestrian crossing. This is an intersection that is used by many to access the park, school, and business park but needs an enhanced cross walk or some form of stopping the traffic.
- The pavers that constitute the sidewalk and ramp on the northeast corner of this intersection are broken and have a very uneven surface. These conditions pose a danger to wheelchair-bound individuals trying to navigate this location.
- Crossing this interchange is very uncomfortable and unpleasant if not in a vehicle.
- Provide a median on this street to make it safer for pedestrians to cross. Due to the spacing of signals, people will always j-walk, particularly during large events in the nearby park.
- This street functions as a high speed, high capacity highway but there is significant at-grade bike/ped crossing activity. The answer is not to limit or move the bike/ped crossing activity but make improvements at the intersection that provide for reduced crossing distances, mid-road boulevard style bike/ped refuge, reduced speeds and greater bike/ped crossing times.

CLOSED STREETS (24 COMMENTS)

Several comments were received that supported the current closure of streets to vehicles in Denver due to the COVID-19 pandemic. A few comments recommended other streets for future closure. As these comments are particularly timely due to the unique circumstances experienced in our transportation infrastructure this year, it is important to note some of the representative comments related to this topic:

- Bannock Street: I love this street now that it is closed to car traffic! Do more!
- E 11th Ave: I would love for the street closure to be made permanent. It feels like I have so much more choice as a pedestrian or bicyclist to get around when I know this street is quiet and safe.
- Larimer Street: Please close Larimer Square to motor vehicles PERMANENTLY! This is a restaurant row more than anything else, and the additional outdoor dining capabilities should last long beyond the pandemic.
- E 16th Ave: Please make the 16th Ave. temporary closure permanent - local traffic only for vehicles and narrow the lanes so cars cannot travel over 20mph - create a woonerf type street.

TO REVIEW ALL MAP COMMENTS, PLEASE VISIT

<https://drcog.mysocialpinpoint.com/regional-complete-streets>