



Vasquez PEL Pedestrian, Bicycle, and Transit Focus Group Summary CDOT CO 2701-040-21083

Meeting Time/Date: 9:30-11 a.m. Tuesday, Oct. 18, 2016,

Meeting Name: Vasquez PEL Bike, Pedestrian, and Transit Focus Group

Meeting Place (Location): Commerce City Civic Center, 7887 E. 60th Ave., Room 2108

Distribution/Attendees: (See sign in sheet)

Summary of Meeting Content

Existing conditions

- Not pedestrian oriented – either the destinations or the transportation facilities
- There are good greenway opportunities for biking in the area
- Pedestrian and school student safety is important
- There is a crossing area with flashers on Vasquez but the design is not safe
- Pedestrian underpass under the railroad is not used (dark and poorly maintained) so pedestrians cross the tracks
- Isolated area for walking and biking
- Look beyond the curbs – don't make this a secondary focus
- Denver Environmental Health includes safe routes to school. This about safe routes to other destinations: parks, shops, etc.
- Vasquez/60th is a major RTD transfer point
- Underpass under railroad is not lit, unsafe, and there are no sidewalks to the north
- No bike connections to major destinations
- Vasquez becomes alternate route during incidents in the area
- SH 2 bike connection to the north is a great opportunity
- Wide crossings and speed of traffic problems to crossing Vasquez
- Need improvements to the connection to Sand Creek at 56th
- Don't let interchange be a barrier to bikes and pedestrians
- Connect transit to the bike system
- Ped facilities should be buffered from traffic
- Map destinations and walking areas to support planning
- Number and width of travel lanes is a big influence on safety and comfort for pedestrians
- Eliminate right turn lanes to make intersections safer for pedestrians
- Prioritize specific streets for pedestrians /bikes
- Design bike facilities for less confident bike riders
- Consider reallocating ROW for all users, look at different ways to use the space
- Look at protected bikeways and required maintenance
- Maintenance of street trees and landscaping is important
- Provide pedestrians bridge connection at 60th across Vasquez
- Sidewalk widths
- Look at parallel routes of Vasquez for non-motorized travel
- Lighting and wayfinding are important

- Limited options for improving biking/walking access on this portion of Vasquez. It appears to be a relatively high speed (50 mph)/high volume facility bordered on the east and west by auto and truck oriented land uses.

Goals:

- Safety
- Connectivity
- Comfort of user
- Ped/bike scale
- Reduce barriers
- Plan for changing mobility
- Community-focused

Suggestions:

- Redesign interchange to accommodate non-motorized users
- Map non-motorized crashes
- Create connections to Sand Creek
- Roundabout at 60th
- Bike path along Vasquez
- Consider environmental impacts of trucks and traffic
- Reestablish grid pattern as land use changes
- Redesign 58th access (slip ramp) to be safer for cars, pedestrians, and bikes
- Proposed facility improvements must consider reducing potential bike/car crashes at many merge and weaving points (from State Highway 2 and Highway 270).
- Consider how new bicycle facilities would connect to the north and south bicycle facilities within the study area. Are there facilities (i.e. bike lanes or paths) to connect to, or would improvements be “dead ends” and drop bicyclist on to high volume/high speed sections of Vasquez?
- A concrete bike path parallel to Vasquez, but separated from existing travel lanes (either by planting strip or some sort of other buffer) could encourage more people to bike on Vasquez. An on-street option is to repurpose one of the existing lanes in each direction and convert them to a protected bike lane (with some kind of vertical separation), but that is less likely to attract users than a separate path.