



DENVERSTREETSPARTNERSHIP

April 3, 2020

Laura Aldrete

Executive Director

Community Planning and Development

Dear Laura,

We are writing on behalf of the Denver Streets Partnership (DSP) to submit comments on the East Central Area Plan. The DSP is a coalition of community organizations advocating for people-friendly streets in Denver. On people-friendly streets, walking, rolling, biking, and transit are the first choices of transportation for all people. Streets for people are living, public spaces that connect us to jobs, schools, services and each other, and are designed to foster health, happiness, and opportunity for all.

We are pleased to see that many aspects of the draft East Central Area Plan (ECAP) will support the creation of more people-friendly streets, consistent with similar elements in the recently updated Comprehensive Plan and Blueprint Denver. The DSP strongly endorses the following elements within the area wide mobility recommendations of the ECAP:

- Measurable goals
 - Modeshare
 - Single occupancy vehicle trips from 60% to <50% in 2040.
 - Trips taken using transit from 8% to >15% in 2040.
 - Trips taken using a bicycle from 6% to >7.5% in 2040.
 - Trips taken as a pedestrian from 12% to >15% in 2040.
 - Killed and seriously injured
 - Reduce the number of people killed or seriously injured on East Central Area streets from a 3 year average of 59 per year to zero by 2040.
- Policies
 - Create bold changes to the mobility system by repurposing street space along key corridors to prioritize safe and accessible walking, biking, rolling, and transit.
 - Implement and upgrade planned Denver Moves: Bikes bikeways.
 - Install new bikeways not previously identified in Denver Moves: Bikes.
 - Install new sidewalks
 - Install safety and accessibility improvements at existing pedestrian and bicycle crossing.
 - Install new safe, comfortable, and accessible pedestrian and bicycle crossings.
 - Prioritize implementing transit along corridors in East Central.



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- Install rider amenities at transit stops and better connect transportation modes via mobility hubs.
- Study measures to slow traffic along neighborhood streets directly surrounding schools, parks, hospitals, libraries, commercial areas, and recreation centers.
- Manage and more efficiently use curbside resources.
- Strengthen parking management tools that reflect the City's strategic parking goals.
- Adopt Transportation Demand Management strategies and policies to shift people's travel behavior and meet City goals.

People-friendly streets result not only from street designs that support walking, rolling, biking, and transit, but also land use and development patterns that make these transportation modes accessible and practical ways for people to reach daily destinations. The DSP therefore strongly endorses the recommendations in the plan for increased density along Colfax and other transit corridors. Allowing density near transit maximizes the number of people who can access the service and use it on a regular basis, which expands the benefit of existing and future transit investments. Furthermore, two of the most significant household expenses are housing and transportation. Building affordable housing units near transit ensures people who need it the most have access and can significantly reduce transportation costs for cost-burdened households, which make up 36% of households in the East Central Area. Density that allows people to live close to their daily destinations also makes walking and biking a realistic option for getting from place to place, rather than forcing people to live so far away that driving is the only practical option for getting where they need to go. For these reasons, the densities recommended in the plan should be consistent with those identified in the Blueprint Denver. Imposing more restrictive densities would work against the vision of the East Central Area as a welcoming, walkable, historic, and dynamic place where a diversity of people live and work.

To further strengthen the area wide mobility recommendations in the East Central Area Plan, the DSP recommends the following changes and additions:

Move feasibility studies to the short term. A number of recommendations include feasibility studies in the long term. Many of these recommendations are related to safety improvements, like converting streets from one-way to two-way. If found to be feasible, these projects would require a significant amount of planning, which is why we recommend that the studies happen sooner rather than later.

Increase the number of priority transit stop locations. DSP supports increasing amenities at the listed transit stops and recommends that additional stops, particularly those with the most potential for ridership based on location and plans for expanded service be included.

Explicitly state that on-street parking is the least valuable use of curb space. Motor vehicle parking should be listed as the lowest priority use of curb space. When residential street parking exists, it should be priced appropriately through parking permits and fees.



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Increase the 2040 goal for people in the East Central Area walking, biking, and taking transit and further reduce the 2040 single occupancy vehicle trip goal. With 37.5% of trips starting and staying within the East Central Area, there is enormous potential for mode shift and the goals should aggressively reflect that. The DSP recommends increasing this 2040 goal from 30% to 40%.

Include more north/south bicycle facilities to increase connectivity within the East Central Area. The DSP recommends adding high comfort facilities on Logan Street, York Street, Josephine Street, and Colorado Boulevard.

Prioritize physically separated bicycle facilities. In order to reach the 2040 mode shift goals, we need to prioritize a network of protected, connected facilities that encourage the “interested but concerned” population, which includes people who would ride if they felt safer on the street, including families with children and older adults, to take more trips on a bicycle.

Include considerations for dockless micromobility. As the city recently released a request for proposals for dockless micromobility, the DSP recommends that the East Central Area Plan include parking and associated infrastructure for these devices.

We appreciate the extensive amount of community engagement, data analysis, and thoughtful discussion that informed the development of the draft East Central Area Plan. Please do not hesitate to reach out if you or your staff would like to discuss any of the DSP’s comments or recommendations. We would be happy to work with City staff to develop specific changes to the text of the document that address our comments.

Sincerely,

Jill Locantore

Executive Director, Denver Streets Partnership

Danny Katz,

Chair, Denver Streets Partnership Steering Committee

Executive Director, CoPIRG

Molly McKinley

Vice Chair, Denver Streets Partnership Steering Committee

Grassroots Organizer, Bicycle Colorado



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Maggie Lea

Member, Denver Streets Partnership Steering Committee

Director of Programs, Mile High Connects

Emily Cohen

Member, Denver Streets Partnership Steering Committee

Community Impact Director, American Heart Association

Roberto Rey

Member, Denver Streets Partnership Steering Committee

Associate State Director, Multicultural Outreach, AARP Colorado

Cc: Mayor Michael B. Hancock

Evan Dreyer, Deputy Chief of Staff to Mayor Hancock

Council President Jolon Clark, District 7

Council Member Amanda Sandoval, District 1

Council Member Kevin Flynn, District 2

Council Member Jamie Torres, District 3

Council Member Kendra Black, District 4

Council Member Amanda Sawyer, District 5

Council Member Paul Kashmann, District 6

Council Member Chris Herndon, District 8

Council Member Candi CdeBaca, District 9

Council Member Chris Hinds, District 10

Council Member Debbie Ortega, At- Large

Council Member Robin Kniech, At-Large

Curt Upton, Community Planning and Development



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Scott Robinson, Community Planning and Development

Eulois Cleckley, Denver Public Works

Jennifer Hillhouse, Denver Public Works