

Athmar Park Active Living Plan

December 2017



Acknowledgements

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Special thanks to the members of a dedicated volunteer coalition of residents, business owners, and advocates who collected data, participated in meetings and events and provided feedback and input!

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Cover Page Photo:

Athmar Park community installs a mural at the South Tejon Street and West Kentucky Intersection, Photo Credit: M. Boydston

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Introduction

The way our communities are designed can affect the health of the people who live in them. There are many benefits to considering health implications when planning and designing a community. Community design can promote physical activity, improve air quality, lower risk of injury, and increase social connection and a sense of community. When homes are located near schools, businesses and shopping centers, it is easy to walk or bike to different locations within the community. In addition, healthy communities have safe, accessible and dignified routes for pedestrians and bicyclists. Community design can enable people to be physically active on a daily basis, as walking and biking is integrated into a daily routine. These walkable and bikeable communities also make it easier for individuals to stay in their homes as they age, if they choose.



Illustration depicting a walkable community

Project Overview

The Athmar Park Neighborhood Association board was awarded a grant from Kaiser to create an Active Living Coalition (ALC). The grant period began in January 2017 and will end in March 2018. The Coalition is comprised of community members and partners committed to improving public health by promoting and improving the conditions for walking, biking and wheelchair-rolling. The Active Living Coalition holds monthly meetings, including subcommittee meetings. The subcommittees include the Events and Education subcommittee, the Neighborhood Study subcommittee, and the Active Living Plan subcommittee. The ALC has interacted with over 1,700 community members at community meetings, events, and through canvassing. Over 60 stakeholders have contributed to the ALC, representing sectors including schools, design professions, faith-based organizations, health care providers, public health agencies, local government, universities, neighborhood organizations, and businesses.

The goals of the Active Living Coalition are as follows:

1. Increase access to safe and accessible routes to the places we work, play, gather, and shop
2. Encourage community members to walk, bike, and wheelchair roll for transportation
3. Raise awareness of the connection between the neighborhood's physical design, infrastructure, and the health of community members
4. Promote physical activity and increase healthy choices among community members

The Active Living Coalition received technical assistance and ongoing advice from several organizations, including Bicycle Colorado, WalkDenver and Denver Community Active Living Coalition. Bicycle Colorado is a nonprofit advocacy organization championing the interests of all bicycle riders in Colorado. WalkDenver is a nonprofit advocacy group dedicated to making Denver the most walkable city in the

country. The Denver Community Active Living Coalition is part of Denver Environmental Health Department and is a diverse group of community members who care about health and safety through physical activity.

The ALC has a particular emphasis in engaging with monolingual Spanish speakers in the community, with the recognition that 52.4% of people living in Athmar Park speak Spanish at home. To reach these community members, the Active Living Coalition provided Spanish translation on all outreach materials, provided interpretation at meetings and events, and conducted surveys in Spanish. As a result, the ALC has seen an increase in monolingual Spanish speakers attending events, and 59.44% of survey respondents identify as Hispanic or Latino.

The Events and Education subcommittee hosted or collaborated on 30 separate community events and activities since February 2017, each including a component or opportunity for residents to provide feedback about their neighborhood and conditions for walking and biking. Examples of events completed in 2017 include yoga in the park, bike maintenance workshops, bike rides, nature walks, and a resource fair. These events were also intended to raise awareness of parks and other assets in the neighborhood, as well as provide programming within walking distance of Athmar Park community members' homes.

The Neighborhood Study subcommittee was charged with soliciting feedback from the community to inform the Active Living Plan. The feedback was collected in a variety of manners. An adult and youth survey and participatory mapping exercises provided the ALC with the community's priorities for the Active Living Plan. In addition, the Neighborhood Study subcommittee conducted a Built Environment Assessment to identify the existing conditions, opportunities, constraints of Athmar Park's built environment as it relates to walking, biking, and wheelchair rolling.



Photo: M. Boydston

ALC Bike Rodeo at Math and Science Leadership Academy, May 2017



Photo: M. Boydston

ALC Bike Tour of the South Platte River Trail, May 2017

The Built Environment Assessment included community-collected data on sidewalks, intersections, transit stops, and bicycle facilities. The results of this assessment as well as WalkDenver's key findings and recommendations can be found in the Athmar Park Built Environment Assessment, August 2017.

The Active Living Plan subcommittee was responsible for taking the data collected by the Neighborhood Study subcommittee and determining the greatest needs and community's preferences to create a community-informed Active Living Plan. The subcommittee began the process by assessing the existing conditions of the Athmar Park neighborhood. The existing conditions were determined through U.S. Census Data, data obtained from city agencies, and the results of the Built Environment Assessment. In collaboration with partners WalkDenver and CDOT, the subcommittee obtained pedestrian counts and crash data. The subcommittee also reviewed the results of the Adult ALC Survey and Youth ALC Survey. In total, 188 Adult ALC Surveys and 51 Youth ALC Surveys were completed. Finally, the subcommittee reviewed existing plans that pertain to Athmar Park.

Next, the Active Living Plan subcommittee created a list of 22 recommendations based off the existing condition analysis and suggestions from WalkDenver and Bicycle Colorado, and suggestions from ALC members. Specific recommendations from WalkDenver and Bicycle Colorado can be found in Appendix B. The subcommittee then asked the community to rank their top 5 recommendations from the list of 22 recommendations. Community members had the opportunity to participate in the activity through an online survey and at seven different ALC and community meetings from October 2017 through December 2017. After collecting feedback on the top five recommendations, the Active Living Plan subcommittee met to brainstorm implementation strategies, potential partners, and a timeline for the implementation of the top recommendations.

In addition to built environment recommendations, the ALC created sustainability and policy recommendations to assure that the Active Living Plan is implemented. The sustainability and policy recommendations include creating strategic partnerships and building a framework to assure the growth and sustainability of the Active Living Coalition.



Photo: M. Boydston
Parents complete survey for ALC at Math and Science Leadership Academy



Photo: M. Boydston
October ALC Meeting and Tour of Knox Court with Denver Public Works Planner

Built Environment Recommendations



A.1. Create a pedestrian and bicycle bridge across South Platte River to connect to Broadway Station.



A.2. Increase lighting along streets.



A.3. Improve streetscape and safety on South Federal Boulevard and West Alameda Avenue.



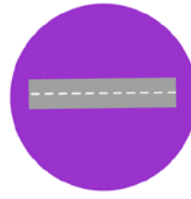
A.4. Install traffic calming measures on streets surrounding Huston Lake Park.



A.5. Improve bicyclist and pedestrian access along the Alameda underpass to Alameda Station.



A.6. Add tree lawns, widen sidewalks, and plant trees on residential streets. Install sidewalks and curb ramps where none exist.



A.7. Extend Exposition Avenue between Lipan Street and Jason Street for pedestrian and bike access.



A.8. Add bike lane on Mississippi Avenue from Federal Boulevard to South Platte River.



A.9. Traffic calming for slower speeds on Tejon Street.



A.10. Traffic calming for slower speeds on Lipan Street, with an emphasis on an improved pedestrian access at the railroad crossing at West Virginia Avenue and South Lipan Street.

Policy and Sustainability Recommendations

Recommendation B.1. Maintain Active Living Coalition.



Athmar Park Active Living Plan

Recommendation B.2. Maintain and promote affordable active living opportunities for youth and adults.

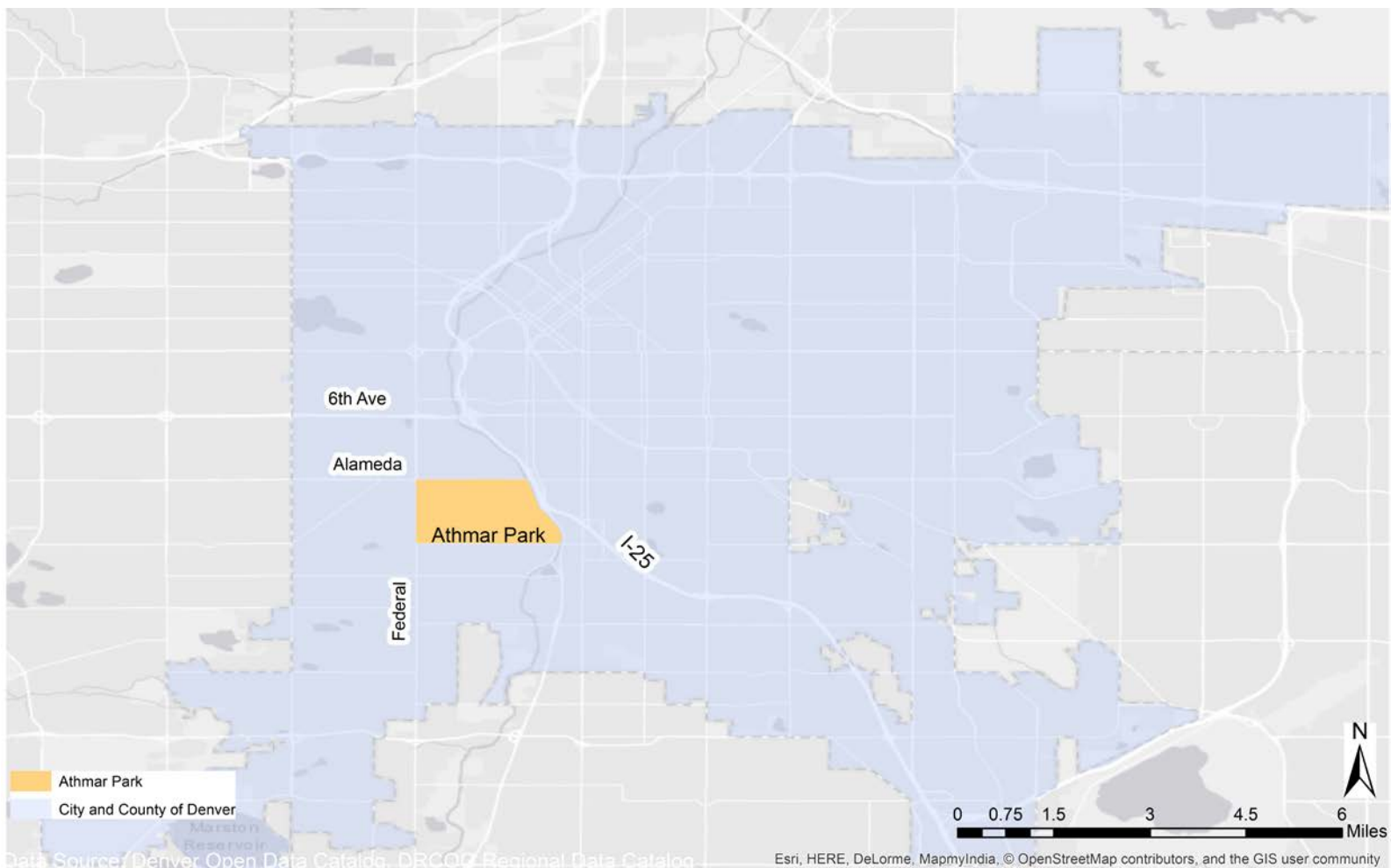


Recommendation B.3. Form an Advocacy Subcommittee to advocate for the adoption of the Active Living Plan and the implementation of its recommendations.



Community Description

The Athmar Park neighborhood is bound by South Platte River to the east, and major arterial roads including West Mississippi Avenue to the south, South Federal Boulevard to the west and West Alameda Avenue to the north. These three major arterials are also commercial areas. There are also industrial and warehousing uses in the neighborhood, primarily located on South Lipan Street. About two-thirds of Athmar Park consists of residential uses and is characterized by single family homes. Athmar Park operates under the Athmar Park Neighborhood Perimeter Plan, which is a supplement to the City of Denver Comprehensive Plan 2000.



Community Values

The Athmar Park community members were asked what they value about their community in the survey. The top five community-identified assets are:

1. Parks and Recreation
2. Neighbors
3. Diversity
4. Schools
5. Location

Current Initiatives and Plans

The following plans and initiatives were reviewed to understand the existing policy context for the Active Living Plan.

Athmar Park Perimeter Plan, September 6, 2000

The Athmar Park Perimeter Plan describes Athmar Park's vision to "evolve as a multi-ethnic, multi-cultural residential neighborhood surrounded by a variety of successful local and regional businesses that provide employment and service for residents and others."

Alameda Station Area Plan, April 20, 2009

The Alameda Station Area Plan addresses east-west connections and increased mobility for the Athmar Park neighborhood. The plan recommends a bicycle/pedestrian bridge over the railroad, I-25 and the South Platte River, connecting Athmar Park to the station. In addition, a separated pedestrian and bicycle route on West Alameda Avenue, between Cherokee and Lipan Streets, to connecting the Alameda Station to the Athmar Park neighborhood.

West Side Transit Enhancement Study, February 2012

The Denver West Side Transit Enhancement Study (WSTES) is an assessment study by the Denver Livability Partnership (DLP) to assess the feasibility of improved transit service and connections between the neighborhoods of Denver's West Side, including Athmar Park, to improve connections and access for choice and transit-dependent riders with light rail, local and regional bus service, and other public transit services.

South Platte Corridor Study, May 2013

The South Platte Corridor Study examined an 11-mile stretch of the river with a specific focus on 5 opportunity areas. The location selected that is just south of Alameda is in the Athmar Park neighborhood. This site is impacted by historic landfilling and trash dumping that was typical to this area along the river. Response from this survey was new walkways, playgrounds and implementation by the Greenway Foundation with outdoor educational and campground activities for youth programs.

Denver Living Streets, December 2014

Denver Living Streets Initiative (LSI) is a multi-sector partnership created in 2007 to support the creation of great places with transportation options that work for the residents of Denver.

I-25 and Broadway Station Area Plan, April 4, 2016

The I-25 and Broadway Station Area Plan will guide the future growth around the station and surrounding neighborhoods over the next 20 years. An Athmar Park resident and board member served on the initial steering committee and remains on the Broadway Station Advisory Committee (BSTAC).

Denver Moves: Enhanced Bikeways, 2016

Denver Moves incorporates biking goals in a physical and action-oriented plan. It builds upon previous planning efforts and the significant investment already made in bicycle and walking. It examines the feasibility of multi-use facility types, incorporates them into a comprehensive multi-use and bicycle network, and develops an implementation strategy for the future. It serves as a guide for City staff, stakeholders, and the public interested in the development of the non-motorized network.

Federal Boulevard Corridor Plan, March 3, 2017

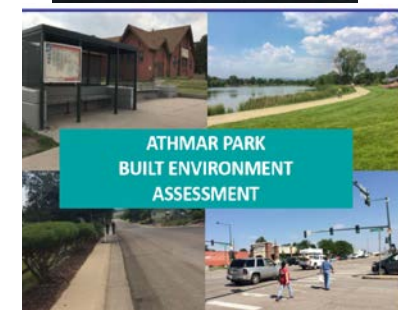
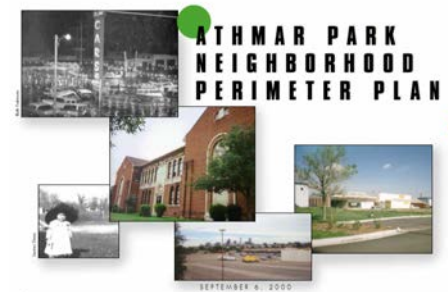
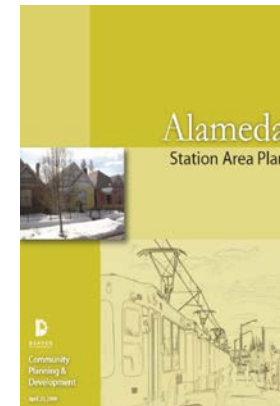
Federal Boulevard, on Athmar Park's western edge, is a critical north-south link on Denver's west side connecting people to local cultural districts and regional destinations via transit, vehicles, walking and cycling. Key regional multimodal connections include 6th Avenue, Colfax Avenue, I-70, the W rail line, Federal and Evans Transfer bus hub and four regional trails. The analysis of existing conditions, and a comprehensive community engagement, revealed a number of challenges to multimodal safety, aesthetics and economic success along the corridor.

Athmar Park Built Environment Assessment, August 2017

The Athmar Park Built Environment Assessment was authored by WalkDenver based on an analysis of data collected by the community and from city agencies. The Built Environment Assessment identified the existing conditions, opportunities and constraints of Athmar Park's built environment and how it relates to active transportation and active living.

Denver Moves: Pedestrians and Trails, Public Draft, November 27, 2017

This Plan provides a vision for a complete network of pedestrian facilities including new sidewalks, widening of existing sidewalks, at-grade crossings of streets and grade-separated crossings of major barriers such as freeways, railroads and rivers. The Plan considers factors such as accessibility, destination access, equity, health and safety.



Existing Conditions

A. Land Use

Athmar Park neighborhood consists of 760.04 acres of land. The predominant land use in the Athmar Park is single family residential, including 2,357 parcels or 83.1% of the neighborhood. Many commercial shopping areas are found along West Alameda Avenue and South Federal Boulevard, and on sections of West Mississippi Avenue. There are four parks in the neighborhood, including Huston Lake, Vanderbilt, Aspgren, and Johnson Habitat. A large area the east side of the neighborhood consists of industrial uses. The Destination participatory mapping exercise revealed that the top community destinations are:

1. Huston Lake Park
2. Chain Reaction Brewery
3. Johnson Habitat Park
4. Athmar Park Library
5. Alameda Square Shopping Center

B. Transportation

(a) Transit

There are four bus routes that serve Athmar Park, including routes 4, 11, 36L and 14. These routes have a combined 43 stops within Athmar Park. Route 4 provides access to the Alameda Station. Route 11 provides access to Lakewood Commons, I-25 and Broadway Station, Louisiana and Pearl Station, Glendale, and the Town Center at Aurora. The 36 limited route provides access to the Littleton Station, Columbine Valley Shopping Center, Decatur and Federal Station, Auraria Campus, and the Colfax at Auraria Station. Route 14 provides access to the Lakewood Commons and the I-25 and Broadway Station. The closest station is the Alameda Station and it is approximately a half mile walk from the study area and requires crossing I-25. The pedestrian access to Alameda Station from Athmar Park is poor, due to closed sidewalks, construction, and busy intersections. The Alameda Station provides access to the C Line on the light rail, connecting to Littleton, Englewood, Mile High Stadium, and Union Station.

(b) Bike Facilities

There are shared lane bicycle routes, which are on-street and paved, in Athmar Park. These are located on South Lipan Street, South Jason Street, West Kentucky Avenue/West Tennessee Avenue, and West Virginia Avenue between South Zuni Street and South Jason Street. The South Platte River Trail, which is a regional multi-use trail, is located east of the neighborhood next to the South Platte River Drive. The participants who completed the bike assessment for the Built Environment Assessments reported a moderate level of comfort while riding bikes, partially due to low posted speed limit of 25 miles per hour. The participants reported several concerns for cyclists, such as vehicles going over the speed limit on South Lipan Street, pavement in poor condition on South Lipan Street and West Virginia Avenue, and lack of wayfinding. Intersections that are found to be particularly stressful for cyclists include the intersection at West Virginia Avenue and South Federal Boulevard and the intersection at West Virginia and South Lipan Street. Denver Moves: Bicycles identifies the western portion of West Kentucky Avenue as a potential corridor for bike lanes, and West Virginia Avenue, West Kentucky Avenue, and South Lipan Street as potential Neighborhood Bikeways.

(c) Sidewalks

According to the Built Environment Assessment, the average quality of sidewalks was 2.65 and intersections was rated 2 on a scale from one (poorest condition) and five (best condition). The overall pedestrian environment has an average rating of 2.7. Many sidewalks, almost 75%, are less than three feet wide and have rollover curbs. These sidewalks lack a buffer between the pedestrian and the road, and are typically only wide enough for one person. These sidewalks are usually too narrow for strollers and wheelchairs. Six percent of the sidewalk segments have no sidewalk at all. Many sidewalk segments have poor conditions, such as a cracked or uneven surface, obstructions (like a light pole, dumpster, parked car, etc.) or other problems.

(d) Commuting

The means of transportation to work data was analyzed for both Athmar Park and the City and County of Denver. Athmar Park had double the rate of carpooling as Denver County, indicating that many people may not have access to a car or may choose not to drive. Athmar Park currently has lower rates of biking and walking to work, therefore, could benefit from education and advocacy about the benefits of biking and walking.

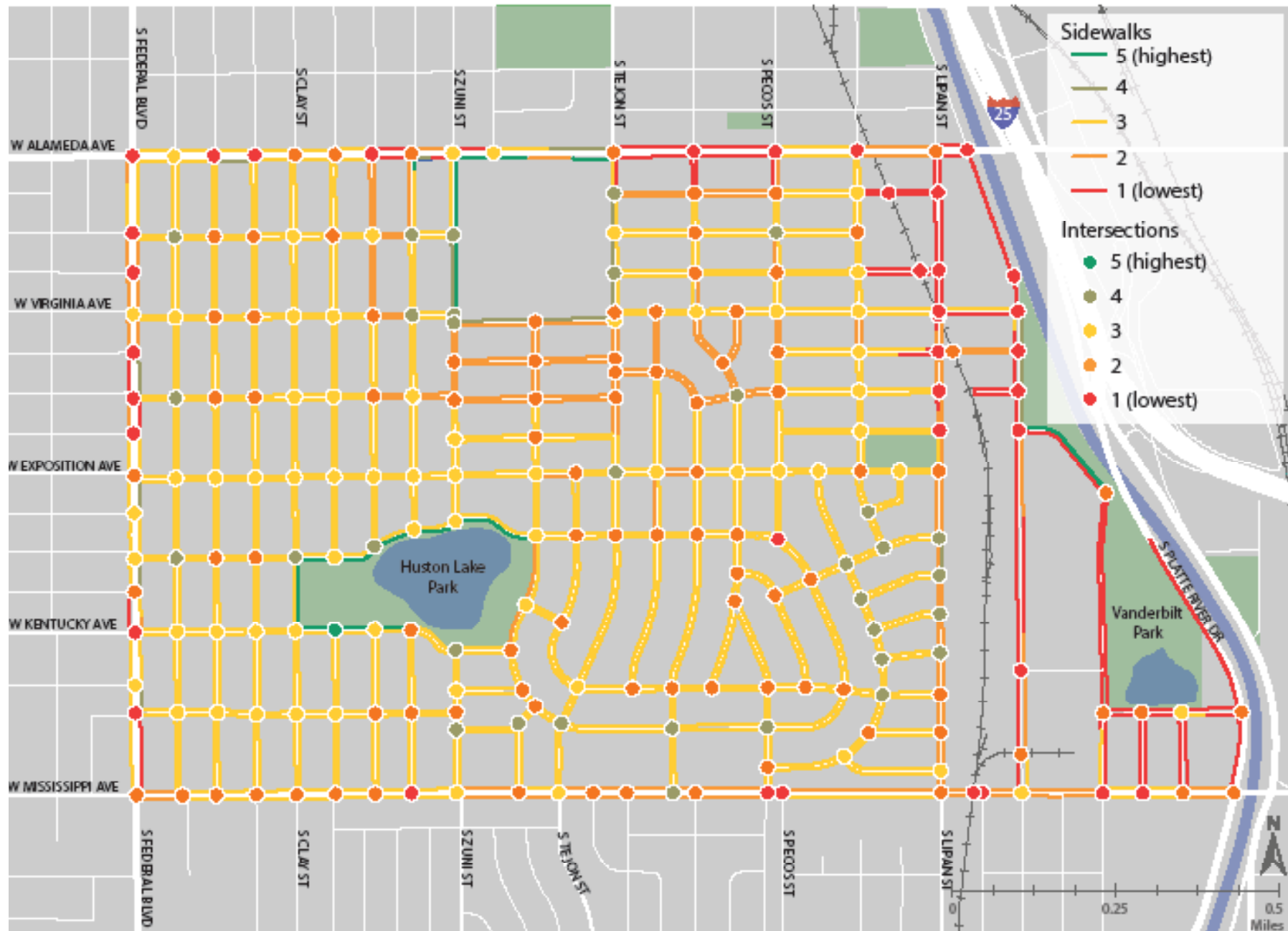
Population by Means of Transportation to Work

	Athmar Park		Denver County	
Drove Alone	3050	69%	241,265	70%
Carpooled	779	18%	29,167	9%
Public Transit	310	7%	23,473	7%
Taxi, Moto, Other	82	2%	3,516	1%
Bicycle	33	1%	7,986	2%
Walked	95	2%	15,448	5%
Worked at Home	68	2%	22,132	6%
Total	4,417	100%	342,987	100%

American Community Survey (ACS) 5 year Estimates, 2012-2016, U.S. Census Bureau

Sidewalk and Intersection Quality Map

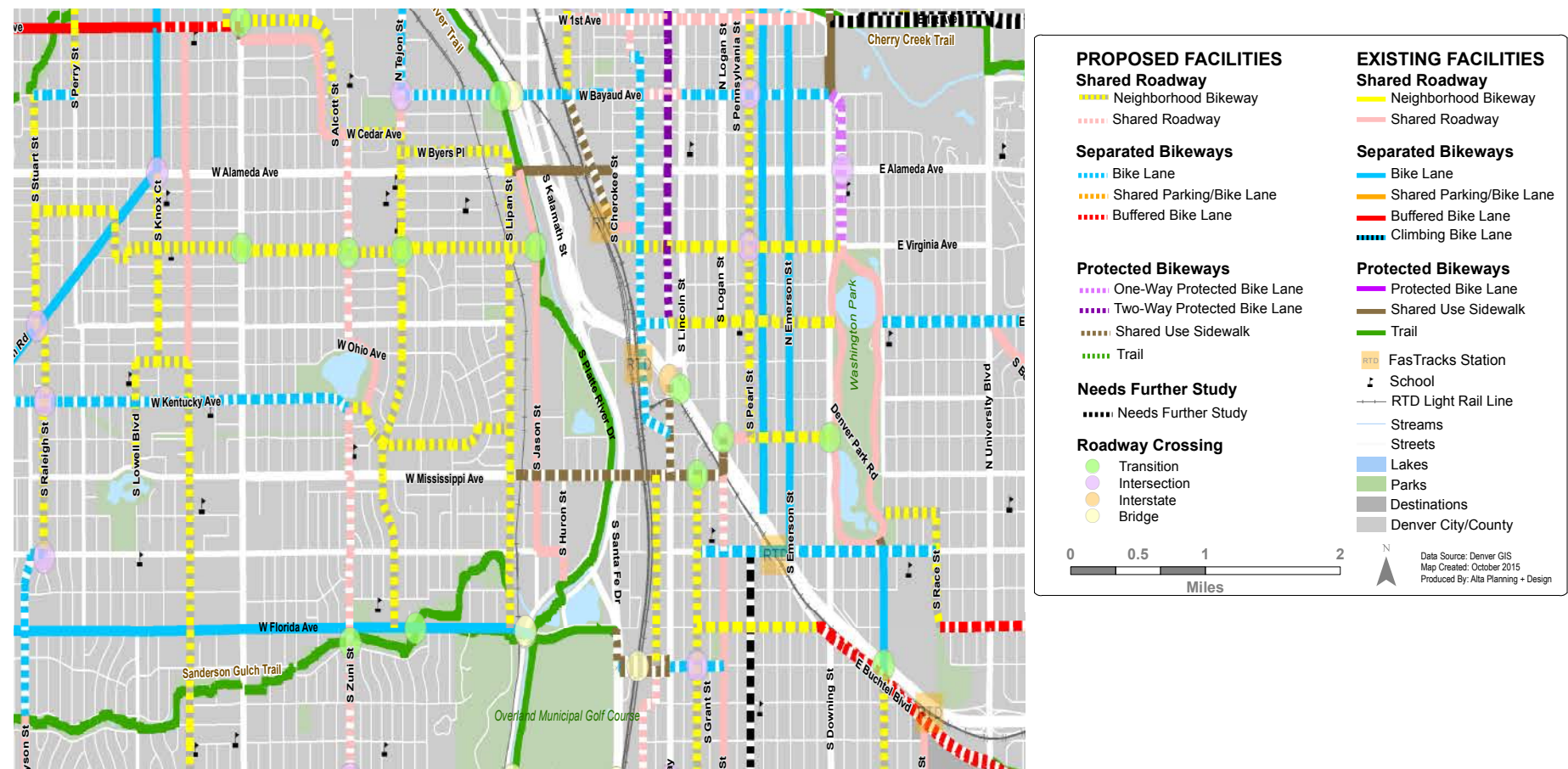
Source: Athmar Park Built Environment Assessment, WalkDenver, 2017



Data Sources: City and County of Denver; WALKscope.org

Athmar Park Active Living Plan

Denver Moves Proposed and Existing Facilities



Source: Denver Moves: Enhanced Bikeways, 2016

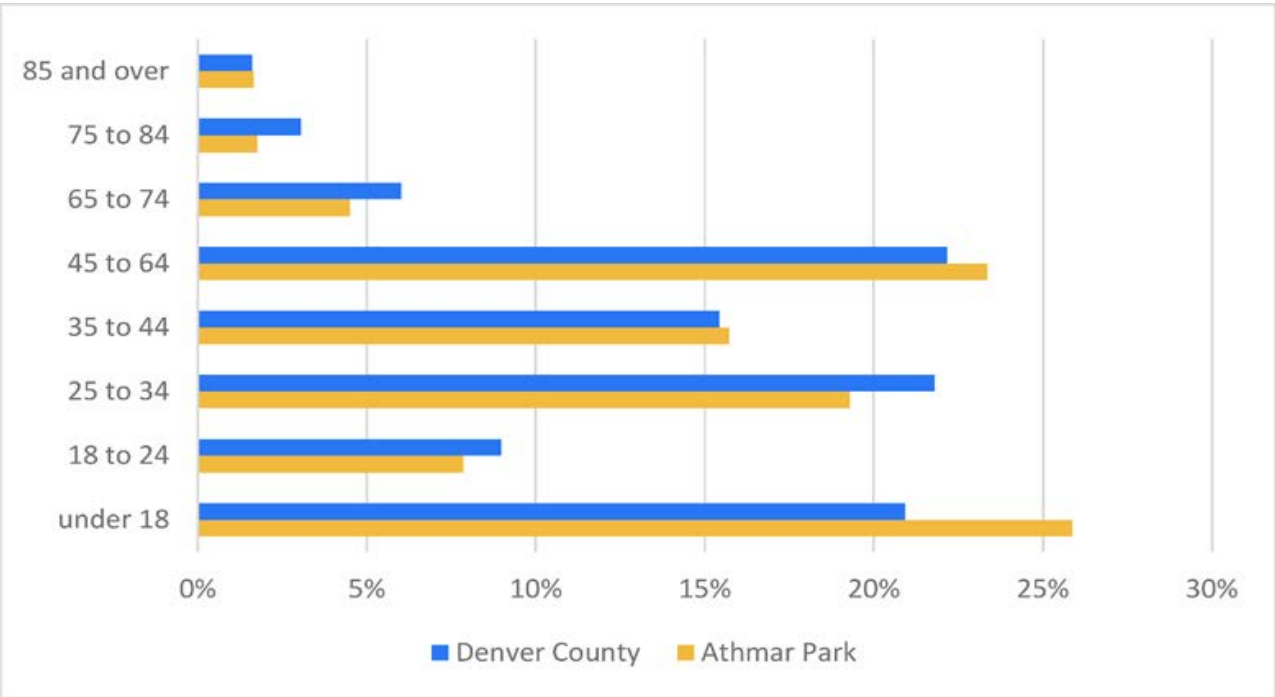
C. Demographics

(a) Age

The data for the demographic attributes of age was aggregated into multiple age ranges and analyzed for both Athmar Park and the City and County of Denver. Athmar Park has a large youth population, 26%, that is under 18 years of age. By comparison, the City and County of Denver has a smaller youth population at 21%. Due to the large youth population in Athmar Park, it is important to focus on creating accessible routes to schools, parks, the library, and other places that youth frequent. Safety is key to making these routes more walkable and bikeable for youth due to their vulnerability to crime and traffic incidents. In addition, many parents will only be willing to allow children to walk or bike to their destinations if they perceive the route as being safe.

Walkable neighborhoods can have implications for the health of the children who live there. Researchers at UC Berkeley found that kids in walkable, “smart growth” neighborhoods got 10 minutes of extra activity per day compared to kids who lived in sprawling neighborhoods. Biking and walking to school can also impact learning. A Dutch study found that kids who rode bikes or walked to school concentrated better than their peers who rode in a car or took public transit.

Percent of Population by Age



American Community Survey (ACS) 5 year Estimates, 2012-2016, U.S. Census Bureau

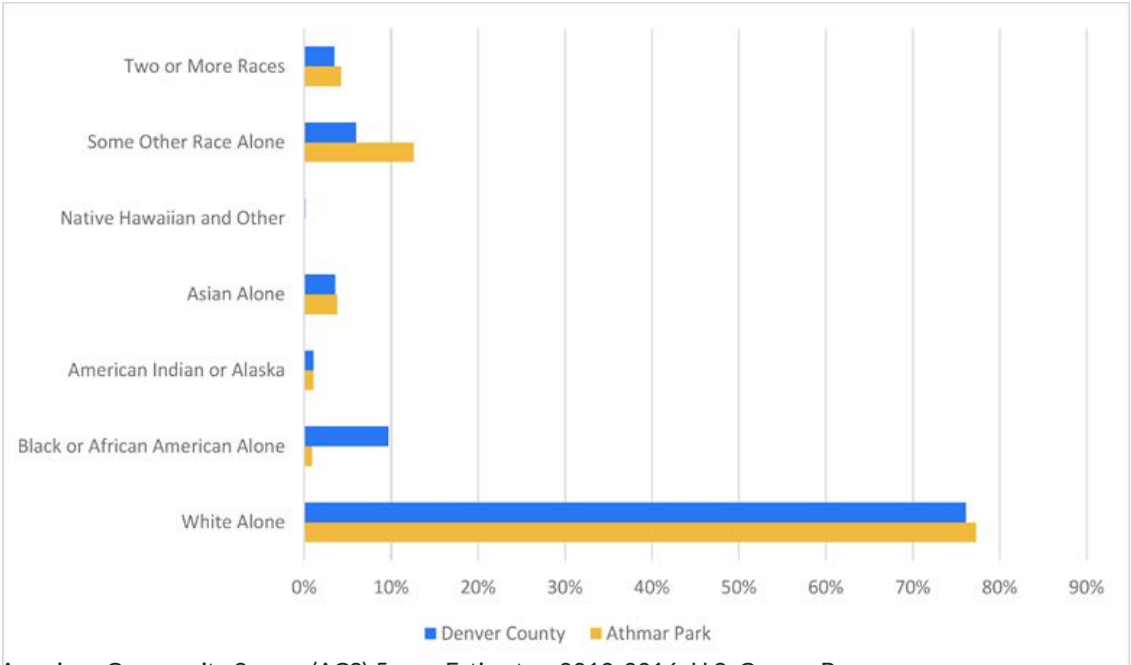
(b) Sex

The data for sex was analyzed for both Athmar Park and the City and County of Denver. The data showed a large difference between the male and female populations in Athmar Park, at 54% male and 46% female compared to Denver where the population is split evenly between the two sexes. While both sexes can benefit from a walkable community, mental health for men may be improved through walking. A study of men and women over 65 years of age in King County, Washington showed an association between walking and depressive symptoms in older men.

(c) Race and Ethnicity

An analysis was done of the race demographics of both Athmar Park and the City and County of Denver. Athmar Park has a much lower Black and African American population, 1%, compared to Denver at 10%. In addition, Athmar Park has a much larger population reporting as “some other race alone” at 13%, compared to 6% in Denver. The Economist reports that during the 2010 census, over a third of American Hispanics selected “some other race alone” as the Hispanic origin is not an option for race on the census questionnaire. The Latino and Hispanic origin data was analyzed for this report and is divided into two categories, Latino or Hispanic origin and not Latino or Hispanic. Athmar Park has a much higher Hispanic and Latino population, 73%, compared to 31% in Denver. In Athmar Park, 56.5% of people speak a language other than English at home, including 52.4% Spanish, 3.3% Asia and Pacific Island, and 0.7% Indo-European. 31.7% of residents in Athmar Park are foreign born.

Percent of Population by Race



American Community Survey (ACS) 5 year Estimates, 2012-2016, U.S. Census Bureau

(d) Education Attainment for the Population 25 Years and Older

An analysis of the demographic information for level of education attainment for the population 25 years and older was completed for Athmar Park and for the City and County of Denver. For most the population in Athmar Park, the highest level of educational attainment is a high school degree, a GED, or some college. The population that has received a Bachelor's degree or above in Athmar Park is 14% compared to 45% in Denver.

(e) Owner/Renter Tenure in Occupied Units

The owner-occupied and renter-occupied tenure for occupied units was analyzed for Athmar Park and the City and County of Denver. Most units in Athmar Park, 61%, are owner occupied, compared to Denver at 49%. The high rate of owner occupancy status could correlate to greater interest in pursuing the objectives of the Active Living Coalition, and improving the built environment to make it more amenable to biking, walking, and wheelchair-rolling. Homeowners who plan to live in the community for a longer period, compared to a renter with a lease, may be more invested in getting involved in community initiatives and getting to know their neighbors.

Percent of Population by Owner/Renter Tenure

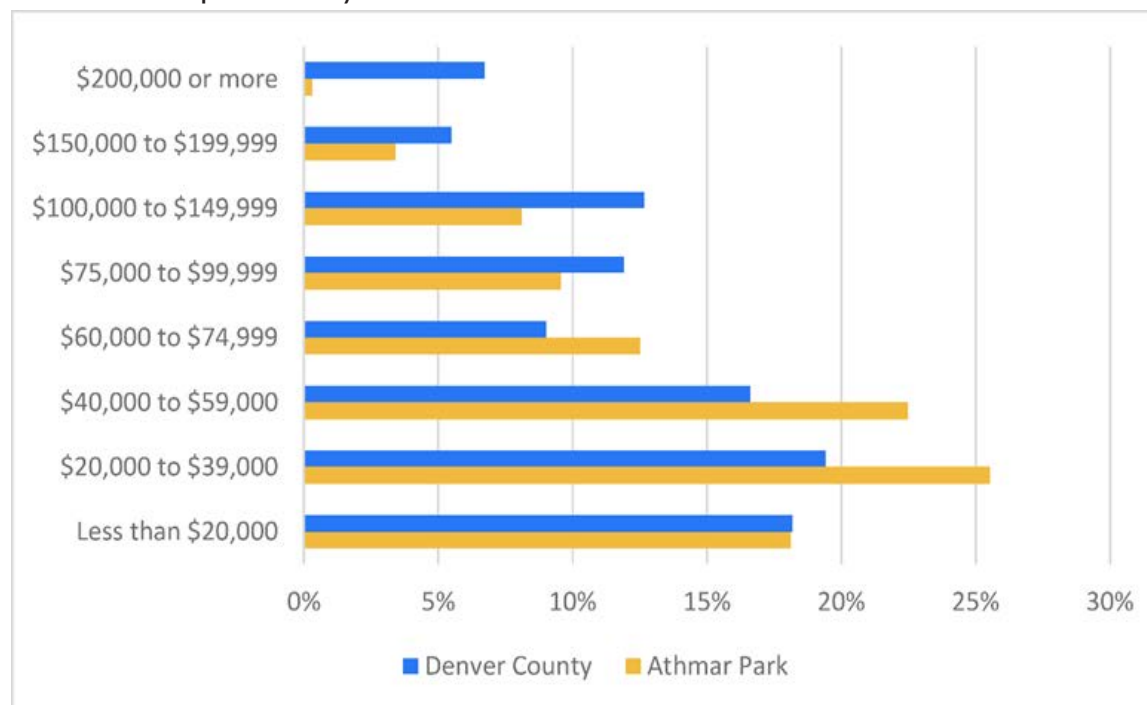


American Community Survey (ACS) 5 year Estimates, 2012-2016, U.S. Census Bureau

(f) Household Income in the Past 12 months in 2015 Inflation-Adjusted Dollars

An analysis of household income data was completed for Athmar Park and Denver County. Most of Athmar Park's population reports to be within the two of the middle-income brackets, with an income between \$20,000 and \$59,000. By comparison, Denver County has higher percentages of the population which fall into the higher income brackets of \$75,000 and above. Because walking is free and cycling is a relatively low-cost way to improve health while commuting or running errands, lower income populations could benefit greatly from a walkable and bikeable community.

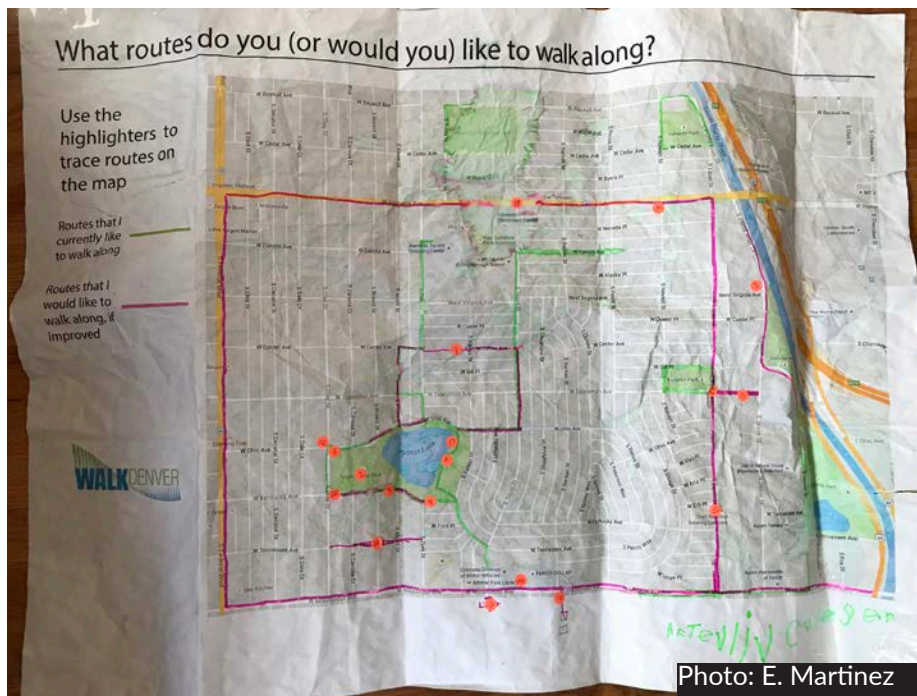
Percent of Population by Income



American Community Survey (ACS) 5 year Estimates, 2012-2016, U.S. Census Bureau

Assessment Tools

Several assessment tools were used to collect input from the community in Athmar Park. There was an emphasis on using portable assessment tools and “meeting people where they are”, that is, attending existing community meetings, events, church services and parks and asking for feedback from passersby. This method was adopted so that it was not necessary for community members to attend a meeting to be part of the process of creating the Active Living Plan and providing input. The ALC hosted or collaborated on 30 separate community events and activities, each including a component or opportunity for residents to provide feedback through the various assessment tools. On 97 separate occasions, the ALC attended community meetings or events, canvassed the neighborhood, or provided an opportunity for community members to give feedback through surveys and participatory maps at the ALC table in the parks or neighborhood shopping centers. Survey data provided essential information on the community’s needs and baseline walking, biking and commuting behavior. The assessment tools included an adult and youth survey, several participatory mapping activities, and the Built Environment Assessment. In addition, a community active living program directory was created.



Routes and Barriers participatory map



Destinations participatory map

A. Adult and Youth Survey

The Active Living Coalition's bilingual Community Connector collected most survey responses, administering the survey in either Spanish or English, depending on the respondent's preferred language. A total of 188 surveys were administered. A copy of the survey can be found in Appendix C. The demographic make-up of survey respondents includes 58% of Hispanic and Latino origin, 52% white and 48% non-white or two or more races. The survey was administered through face-to-face interviews to assure that the most representative data was collected. The findings included:

- Most respondents walk, bike or wheelchair roll for exercise, and only 20% of survey respondents use these methods of transportation to get to a specific destination.
- 31% never bike.
- 55% of respondents reported driving to access transit, almost half reported that they drive because the street to access transit is dangerous, and 28% reported feeling unsafe crossing the intersection at Alameda and I25.
- Besides lack of time, the main reason that people do not walk or bike more often is that they feel that it's too unsafe to walk due to high traffic volume.
- The top five changes that community members would like to see made in the neighborhood are slower speeds, more lighting, better sidewalks, better crosswalks and better bike routes and bike connectivity.
- While the preferred method of communication by respondents was email and Facebook, 26% prefer non-internet based communication, including telephone and the Athmar Park Neighborhood Association newsletter.

Children living and attending school in Athmar Park were asked to give feedback through a five-question youth survey. While 66% of the youth surveyed reported walking to reach destinations in their neighborhood, 61% reported that they are typically driven to school. Most youth (43%) indicated that slower speeds by vehicles would make it safer and easier for kids to walk, bike, or skateboard to get to school and for fun. A copy of the survey can be found in Appendix D.

B. Participatory Maps

The Active Living Coalition used various participatory maps to solicit feedback from community members. These participatory mapping exercises included:

- An online Bicycle Parking Map in which participants indicated where they would like to see bicycle parking. Community members requested 22 new bike parking facilities in Athmar Park, including six locations in Denver parks and 16 on private property. Results of this activity can be seen in Appendix E.
- A tactile Destination Map exercise, in which participants placed dots to indicate their primary destinations (such as work, school, and favorite restaurants), community assets, and areas they feel unsafe. The results of this activity can be seen in Appendix F.
- A tactile Routes and Barriers map was used to collect feedback, and participants indicated routes that they currently walk along and routes that they would like to walk along, if improved. Participants indicated that they currently like to walk in around and the parks in Athmar Park. Obstacles to more walking included insufficient lighting in Huston Lake Park, drivers not obeying traffic controls and speed limits, and a lack of bicycle parking. Results of this activity can be seen in Appendix G.
- Community members were asked to mark a map of Tejon Street to indicate where drivers do not obey traffic laws, areas where pedestrians feel



Photo: M. Boydston

A parent gives feedback to the ALC at Valverde Elementary

unsafe walking, areas that feel unsafe for bicycling, and the location of their home or school. This data will inform the planning and design of the pop-up demonstration intended for May 2018. A copy of this exercise can be seen in Appendix H.

C. Built Environment Assessments

The Neighborhood Study Subcommittee organized three built environment assessments in June 2017. On three separate occasions, volunteers from the community collected data for the built environment assessments. In total, twenty volunteers collected a total of 1,040 WalkScope data points in Athmar Park, including 814 sidewalks and 226 intersections as well as 65 transit stops, and 84 blocks of bicycle facilities. The Athmar Park Built Environment Assessment, 2017, written by WalkDenver, presents an analysis of this data. The WalkScope data showed that the overall rating for the pedestrian environment in Athmar Park is 2.7 on a scale from 1 (low) to 5 (high). The data demonstrated that the pedestrian environment in many parts of Athmar Park is low-quality and unsafe, supported by the following data points:

- Driver behavior is an issue of concern, as speeding was reported at over half of all intersections and 33% of intersections had issues with drivers not obeying other traffic laws.
- Over half of the transit (bus) stops in Athmar Park lack seating, 78% lack shade, and 60% lack sufficient lighting.
- The only bicycle facilities in Athmar Park are signed routes on shared roadways but these don't include sharrows, standard or protected bike lanes. Built environment assessors reported a moderate level of comfort while riding bicycles during the bike assessment, but found certain intersections to be particularly stressful because of hazards present.

D. Pedestrian Counts

The ALC obtained data from the City and County of Denver and through pedestrian counters in four locations. According to data obtained from the Denver Vision Zero Crash Dashboard and the Denver Police Department, there were 103 crashes involving pedestrians and/or bicyclists in Athmar Park between January 2012 and May 2017. An average of 285 people walked past the pedestrian counter on South Tejon Street, 147 at South Federal Avenue at West Alameda Avenue, 111 at West Alameda Avenue and South Tejon Street, 104 at South Federal at West Kentucky.

E. Active Living Directory

Faith-based organizations, specialty gyms, and community groups which encourage an active lifestyle tend to be more affordable than traditional health clubs and gyms. An inventory of these initiatives throughout Athmar Park includes information about adult and youth oriented active living programs. These programs include a Parkour gym, CrossFit gym, boxing gym, Zumba classes, yoga classes, Kung Fu classes, and Run Club. A full adult and youth directory can be found in Appendix H and is posted online at Athmar Park Neighborhood Association's website.



Photo: WalkDenver

WalkDenver installs pedestrian counters with help of Colorado Department of Transportation (CDOT)

Athmar Park Active Living Plan



Photo: M. Boydston

Volunteers gather at Huston Lake Park to complete Built Environment Assessment

Built Environment Recommendations

Projects to improve the built environment will make it easier, more pleasant, and safer for community members to use active transportation. These changes will encourage more people in Athmar Park to incorporate active transportation into their daily lives. Improvements to the streets and sidewalks will help create a neighborhood where people find it easy, safe, and pleasant to walk, bike, or use a wheelchair. The recommendations presented in this plan include implementation strategies to verify that the recommendations are fulfilled. They will be tied to policy recommendations and existing planning processes to provide ideas about how these improvements can be supported.

The Active Living Coalition (ALC) compiled a list of 22 built environment recommendations based on data collected and recommendations given by community members, WalkDenver, and Bicycle Colorado. A complete list of WalkDenver's recommendations for Athmar Park can be found in the Athmar Park Built Environment Assessment, August 2017 or in Appendix B, and a complete list of Bicycle Colorado's recommendations for Athmar Park can also be found in Appendix B. To prioritize these recommendations for the Active Living Plan, the subcommittee created a poster and online survey asking community members to vote for their top five preferences, as seen in Appendix J. Community members had the opportunity to participate in the recommendation prioritization activity at seven community events, including monthly ALC meetings, ALC events, faith-based events, and school events. This Plan highlights the ten recommendations prioritized by the Athmar Park community. The strategies and metrics for implementation for these recommendations can be found in Appendix K.

The ALC formed an Active Living Plan subcommittee that has met on two occasions, and worked independently on different components of the Plan. Subcommittee members helped with the following aspects of the Plan:

- Drafted an outline for the Plan.
- Researched best practices for development of a neighborhood-based active living plan.
- Summarized existing plans related to Athmar Park.
- Solicited feedback from the community, targeting seniors who may not have access to internet or attend community events.
- Completed an active living directory of physical activity opportunities in the community.
- Brainstormed implementation strategies and partners.



Photo: M. Boydston

Shopping center displays vehicle-focused design in Athmar Park

Recommendation A.1. Create a pedestrian and bicycle bridge across South Platte River to connect Vanderbilt Park to Broadway and I25 Station.

The I-25 and Broadway Station is located at 901 South Broadway Boulevard and connects to the C, D, E, F, and H rail lines and the O, OL, 11, 14 bus routes. It is located 1,200 feet (0.22 miles) to the east of the Athmar Park neighborhood at Vanderbilt Park, however, many physical barriers reduce access to the rail station. These physical barriers include the South Platte River Drive, South Platte River, Santa Fe Drive, and South Cherokee Street. The only way to currently access the I-25 Station is by taking the South Platte River Drive to I-25 or by taking South Mississippi Avenue to South Broadway Boulevard. These routes are about one and half miles and are not safe routes for pedestrians or cyclists because there are no sidewalks or bike facilities. The majority of survey respondents reported that they have to drive to access transit (which includes driving to bus stops or train stations) and 46% said that the reason for driving is that the street to access transit is too dangerous for walking or biking. A pedestrian and bicycle bridge would improve access to the station for Athmar Park community members. This recommendation was included in the I-25 and Broadway Station Area Plan. This is a City of Denver plan that was adopted/completed in April 2016.

Implementation Strategies

- Coordinate with Denver Public Works staff to confirm when the planning and design processes for the multi-modal bridge will occur.
- Elect an Active Living Coalition member to represent Athmar Park on the design committee for the multi-modal bridge.
- Support funding of the bridge through the city's annual budgeting process in 2019. This will require coordination with Public Works staff on timing of the (draft) budget cycle.
- Advocate to Councilman Jolon Clark that the project be included in Public Work's annual work program for 2020.

Recommendation A.2. Increase lighting along streets and parks.

Good exterior lighting can encourage active transportation and promote safety after dark. Community members have stated that the lighting along streets and in parks in Athmar Park is not adequate. The survey results showed that increased lighting was the second most important change that respondents would like to see made to the built environment.

Implementation Strategies

- Conduct a lighting assessment to identify where broken and non-functioning lights are located.
- Canvas the neighborhood to find community members who would like to work together on the Denver Public Works mid-block street and alley lighting petition.

EXISTING WALKSHED



Athmar Park is outside the half-mile walkshed for the I-25 and Broadway Station, Source: I-25 and Broadway Station Area Plan

- Identify sources of funding to add or improve street and park lighting.
- Require new street lighting for new development, including redevelopment and infill development projects.
- Educate the community on the appropriate steps for reporting lighting outages.
- Implement a small-scale lighting project during Phase 2 of the Kaiser Grant to call attention to the lack of lighting and improve lighting in a highly-visited public space.

Recommendation A.3. Improve streetscape and safety on South Federal Boulevard and West Alameda Avenue.

South Federal Boulevard and West Alameda Avenue have been identified as particularly uncomfortable and unsafe roads for pedestrians. According to the Built Environment Assessment, many segments of these streets have low ratings. Both South Federal Boulevard and West Alameda Avenue have a concentration of pedestrian and bicycle involved crashes, indicating the need for improvements. Survey respondents identified 25 intersections along South Federal Boulevard and West Alameda Avenue as being unsafe for pedestrians and cyclists, and the intersection at Federal Boulevard and Kentucky Avenue was reported as the most unsafe intersection in Athmar Park. This recommendation was also identified by WalkDenver as a result of data collected in the Built Environment Assessment. The Federal Boulevard Corridor Plan is a City of Denver Plan that was completed in March 2017. The plan recognizes the need to provide additional trees along the street as well as pedestrian and bicycle safety and access improvements at Alameda Avenue, Kentucky Avenue, and Mississippi Avenue.

Implementation Strategies

- Partner with the Little Saigon Business District, which covers South Federal Boulevard between West Alameda Avenue and West Mississippi Avenue, to install bicycle parking, street trees, or improved landscaping.
- Help business owners to apply for free trees and grants for facade improvements from the Denver Urban Renewal Authority, which could include improved lighting and sidewalks.
- Work with Councilman Jolon Clark to complete an Alameda Avenue visioning exercise to identify way(s) in which the street (between Federal and I-25) could be made safer for walking and biking and get involved with the office's devolution of West Alameda project.
- Form a Business Improvement District or General Improvement District to create a continual funding source for the needed streetscape and safety improvements.
- Implement a bicycle parking program during Phase 2 of the Kaiser Grant to subsidize additional bicycle parking at community-serving businesses along these streets.
- Coordinate with city staff to determine the feasibility of placing planters that would eliminate turns off of Federal on to Virginia but allow for turns onto Federal from Virginia and for emergency vehicle access.

Recommendation A.4. Install traffic calming measures on streets surrounding Huston Lake Park.

Community members identified Huston Lake Park as one of their top destinations in Athmar Park. Its relatively central location in the neighborhood make it very accessible for pedestrians and bicyclists and 98% of survey respondents have visited the park. However, many community members have reported speeding and drag-racing on the streets around the park. This recommendation was also made by WalkDenver based on the Built Environment Assessment.

Implementation Strategies

- Work with Denver Public Works to install additional bulb-outs, speed tables, and/or raised crosswalks, chicanes, and traffic circles on streets immediately bordering the park, especially in areas where racing is known to occur.
- Conduct a speed study and pedestrian count on the streets surrounding Huston Lake Park to collect data to enforce the need for better pedestrian amenities in this area.
- Implement a temporary demonstration project to highlight the need for traffic calming and to pilot traffic calming design features.
- Communicate with Denver Police Department to identify ways in which they can enforce posted speed limits to begin to reduce and eventually eliminate drag racing.
- Work with Denver Parks and Recreation to advocate for a new Huston Lake Park Master Plan

Recommendation A.5. Improve bicyclist and pedestrian access along the Alameda Avenue underpass to Alameda Station.



The Alameda underpass lacks safe pedestrian and bicycle access

The Alameda Avenue underpass presents a barrier to connectivity for pedestrians and bicyclists to reach the east side of Denver and the Alameda Station. The Alameda Station connects to the C, D, E, F, and H rail lines and bus lines including the 3, 34, and 52. The Alameda Station is 0.7 miles from Athmar Park, however, the majority of Athmar Park residents report driving to transit, including this station, noting that the street to access the station is too dangerous for walking or biking. According to Denver Public Works, it is the worst underpass in Denver and problems include crumbling walls, drainage issues and substandard pedestrian and bicycle amenities. \$7 million was included in the GO Bond passed in November 2017 for Alameda underpass bicycle/pedestrian improvements. This project will include a grade-separated and ADA compliant sidewalk/multi-use path and improvements for the deteriorating concrete walls. Improved pedestrian and bike access to the Alameda Station along Alameda Avenue is also recommended in the Alameda Station Area Plan which was completed by the City and County of Denver in April 2009.

Implementation Strategies

- Advocate to Councilman Jolon Clark and Denver Public Works for funding to be included in city's future annual budget (or through a future mobility fee) to implement the Alameda Underpass Reconstruction Project and Alameda Pedestrian Bridge Construction.
- Engage in any future planning processes (led by the city) for these two projects.
- Elect an Active Living Coalition member to represent Athmar Park on the design committee for Alameda Underpass Reconstruction and Alameda Pedestrian Bridge Construction.
- Implement a small-scale painting project during phase 2 of the Kaiser Grant to highlight to the lack of pedestrian and bicycle access and create a more pleasant experience for active transportation users.

Recommendation A.6. Add tree lawns, widen sidewalks, and plant trees on residential streets. Install sidewalks and curb ramps where none exist.

The Built Environment Assessment highlighted that the majority of sidewalks in Athmar Park are less than three feet wide and lack tree lawns or a buffer between sidewalk and street. Athmar Park residents report that these sidewalks are a barrier to mobility for people in wheelchairs or pedestrians with strollers and that it is difficult for two people to walk side by side on the sidewalk. The third and fourth most requested change that survey respondents would like to see made in the neighborhood is better sidewalks and better crosswalks, respectively. The Denver Moves: Pedestrians and Trails plan requires sidewalks on local and connector streets to be a minimum of five feet wide and buffers to be eight feet wide. This recommendation was also made by WalkDenver based on the Built Environment Assessment.

Implementation Strategies

- Advocate for the transportation funding from the 2017 City and County of Denver Transportation Bond to be allocated to Athmar Park to begin a sidewalk replacement and improvement program.
- Identify priority blocks for sidewalk improvements considering missing sidewalks and curb ramps.
- Explore the possibility for Athmar Park property owners to improve sidewalks on their own.
- Implement a temporary demonstration project to highlight the need for improved sidewalks.
- Partner with The Denver Digs Trees program to provide discounted (and sometimes free) street trees to Denver residents.

Recommendation A.7. Extend West Exposition Avenue between South Lipan Street and South Jason Street for pedestrian and bike access.

Athmar Park has limited east to west connectivity, preventing many residents from being easily and safely accessing businesses and parks on the east side of the neighborhood, including Johnson Habitat Park, Vanderbilt Park, and the South Platte River Trail. The only streets to access the east side of the neighborhood are West Alameda Avenue, West Virginia Avenue, West Custer Place, and West Mississippi Avenue. However, there is right-of-way between South Lipan Street and South Jason Street that can be converted into a pedestrian and bicycle (and vehicle) connection by extending West Exposition Avenue by 600 feet to connect these two streets. This extension has been cited in the I-25 and Broadway Station Area Plan and listed as a priority by Councilman Clark in the 2018 budget. The I-25 and Broadway Station Area Plan is a City of Denver Plan adopted in 2016. This project will begin with a Next Steps Study and funding for this was requested by Councilman Jolon Clark in the 2018 budget.

Implementation Strategies

- Coordinate with Denver Community Planning and Development, Denver Public Works, and Councilman Jolon Clark to implement the Exposition Avenue extension as proposed in the I-25 and Broadway Station Area Plan. Depending on the outcome, consider pursuing the implementation of a bicycle and pedestrian trail with the following steps:
 - Coordinate with Denver Community Planning and Development to confirm who owns the right-of-way in question.
 - Determine maximum footprint (width) of shared use trail that would be required.
 - Determine if permanent right-of-way purchase would be necessary or access easement would suffice.
 - Coordinate with Councilman Clark and Department of Public Works on best way to identify cost for purchasing property and securing easement.

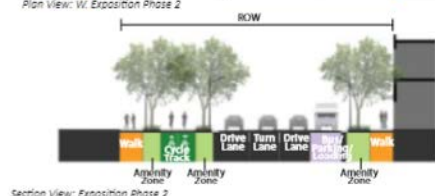
Exposition Improvement: Phase 1

A phased approach could allow for a near term high ease of use bicycle and pedestrian connection along the south side of W. Exposition while accommodating three lanes of traffic.



Exposition Improvement: Phase 2

As the area redevelops over time, the northern side of W. Exposition can be expanded to allow for a potential dedicated rubber-tire or fixed rail circulator connection to the station and a comfortable pedestrian zone. Further study is needed to examine these recommendations.



- Design and develop cost estimates for the project.
- Identify potential funding sources for purchase/easement and trail construction (i.e. GOCO, Department of Parks and Recreation).
- Once funding secured, proceed trail construction.

Recommendation A.8. Add bike lane on West Mississippi Avenue from South Federal Boulevard to the South Platte River.

There are no through bike lanes on east-west streets in Athmar Park. Furthermore, there is no bicycle facility providing safe and convenient access to the I-25 and Broadway Station. The Denver Moves: Enhanced Bikeways Plan recommends a "Protected Bikeway Shared Use Sidewalk" on West Mississippi Avenue between South Lipan Street and South Logan Street. The I-25 and Broadway Station Area Plan includes a suggestion to explore the opportunity for an improved, protected bicycle and pedestrian connection along the north side of West Mississippi Avenue between South Lipan Street and the I-25 and Broadway Station.

Implementation Strategies

- Contact Denver Public Works to obtain average daily traffic totals for West Mississippi Avenue between I-25 and South Federal Boulevard.
- Confirm with Public Works staff on whether this section of West Mississippi Avenue has excess capacity (i.e. designed for 35,000 ADT but only carrying 17,000 ADT).
- If initial calculations indicate excess capacity, advocate to Denver Public Works for the completion of a protected bike lane feasibility study along Mississippi Avenue (between South Federal Boulevard and South Lipan Street).
- Implement a temporary demonstration project to highlight the need for improved bicycle access along West Mississippi Avenue between South Federal Boulevard and South Lipan Street.

Visuals from Exposition Improvement Plan, Source: I-25 and Broadway Station Area Plan

Recommendation A.9. Traffic calming for slower speeds on South Tejon Street.

The ALC has completed extensive data collection along South Tejon Street, which non-compliant driver behavior (i.e speeding and failure to yield), high volumes of pedestrians, respondents feeling unsafe crossing the West Alameda Avenue and South Tejon Street intersection, the history of pedestrian and bicycle involved crashes, and the concentration of community assets and destinations for community members. In the Denver Moves: Enhanced Bikeways Plan, South Tejon Street is recommended to become a Neighborhood Bikeway, which is a street that is designed to give priority to non-motorized users and calm motorized traffic.

Implementation Strategies

- Implement a temporary demonstration project to highlight the need for traffic calming and test out possible design features that could be included in the Neighborhood Bikeway redesign on South Tejon Street.
- Partner with Denver Public Works to ensure that an Active Living Coalition member is involved in the bikeway design process and that data collected by the Active Living Coalition is included in the agency's design process.

Recommendation A.10. Traffic calming for slower speeds on South Lipan Street, with an emphasis on improved pedestrian access at the railroad crossing at West Virginia Avenue and South Lipan Street.

South Lipan Street runs north to south through Athmar Park and is characterized by industrial uses on the east of the street and residential uses and on the west side of the street. It also passes by Aspgren Park. The limited number of east-west cross streets and long distances between stop signs encourages speeding along this street. The Built Environment Assessment revealed that motorized turning movements onto South Lipan Street from West Mississippi Avenue were fast, with limited visibility at northeast corner of the intersection. In addition, the paint on crosswalks of West Mississippi Avenue at South Lipan Street is deeply faded. In the Denver Moves: Enhanced Bikeways Plan, South Lipan Street is recommended to become a Neighborhood Bikeway, which is a street that is designed to give priority to non-motorized users and calm motorized traffic.

Implementation Strategies

- Implement a temporary demonstration project to highlight the need for traffic calming and test out possible design features that could be included in the Neighborhood Bikeway redesign on South Lipan Street.
- Partner with Denver Public Works to ensure that an Active Living Coalition member is involved in the bikeway design process and data collected by the Active Living Coalition is included in the design process.
- Coordinate with Denver Public Works to find out when crosswalks at the Lipan and Mississippi intersection are scheduled to be (re)painted, and ensure it stays on schedule.



Photo Credit: C. Van Atta

Community members completing the bike assessment at Intersection of West Virginia Avenue and South Lipan Street

Sustainability and Policy Recommendations

Athmar Park community members would like to see changes in the community that are sustainable beyond the duration of the Kaiser Grant. While there is momentum in the community from the first phase of the Kaiser Grant, policies and partnerships will assure that this movement towards increasing accessibility and use of active transportation continues to grow. The policy recommendations include creating strategic partnerships and building a framework to assure the growth and sustainability of the Active Living Coalition. This is vital to the implementation of the Active Living Plan. These recommendations were formed by the Active Living Plan subcommittee, survey results, and input from WalkDenver and Bicycle Colorado.

Recommendation B.1. Maintain Active Living Coalition

The Active Living Coalition has grown to around 140 members since its first meeting in February 2017. The Active Living Coalition includes diverse community members and stakeholders from schools, design firms, faith-based organizations, health care providers, public health agencies, local government, universities, neighborhood associations, and businesses. The Active Living Coalition must maintain a strong relationship with the Athmar Park Neighborhood Association board of directors for the ALC to grow and for these organizations to be mutually supportive. The Active Living Coalition has a particular emphasis on inclusivity of non-English speakers and people of all abilities, with the goal of forming a Coalition that reflects the diversity of the neighborhood and engaging new and diverse populations in transportation planning. Communication with and regular updates for the community and key stakeholders must be part of the implementation process.

Implementation Strategies

- Elect an Athmar Park Neighborhood Association board member to serve as a liaison to the Active Living Coalition.
- Develop and agree upon a regular meeting schedule and find a meeting location with good walking, biking, and transit access for Athmar Park residents.
- Work with coalition members to identify the optimal meeting day(s) and time(s) to maximize resident availability and participation.
- Explore the need to expand the committee to include other stakeholders.
- Strengthen non-internet based communication to reach the community members who do not have regular access to internet, including a regular hand-delivered newsletter.
- Include Spanish interpretation and childcare at all meetings and explore the possibility of purchasing interpretation equipment.
- Continually solicit feedback from Coalition members to assure that the meetings are productive and meeting the goals of the Coalition.



ALC Members create a model for traffic calming.

Recommendation B.2. Maintain and promote affordable active living opportunities for youth and adults.

This Plan includes a comprehensive inventory of adult and youth opportunities for physical activity currently offered in the Athmar Park community. There are many free and affordable programs available throughout the neighborhood that many community members may not be aware of. The Active Living Coalition should help to promote and advertise these local opportunities for physical activity to the community.

Implementation Strategies

- Create a schedule for updating the Athmar Park Active Living Directory on an annual basis.
- Coordinate with media for wider distribution of the directory.
- Distribute print and electronic versions of the directory to key community destinations and to existing organizations and groups.
- Maintain an Events and Education Subcommittee to expand and build additional physical activity opportunities in the community.

Recommendation B.3. Form an Advocacy Subcommittee to advocate for the adoption of the Active Living Plan and the implementation of its recommendations.

The Active Living Coalition has worked throughout the Kaiser Grant planning phase to solicit community members and stakeholders feedback to create an Active Living Plan. A framework should be created to form partnerships and advocate for the Plan's implementation. In addition, as the Plan is implemented the community members should be informed of the successes so that they feel their voices have been heard

Implementation Strategies

- Elect a community member to lead the Advocacy Subcommittee.
- Partner with policy experts from WalkDenver and Bicycle Colorado to teach the subcommittee best advocacy practices and 'coach' them on avenues for achieving implementation.
- Partner with Councilman Jolon Clark's office to participate in the subcommittee meetings to provide additional support and guidance on Plan implementation.

Appendices

Appendix A: Glossary of Common Terms

Appendix B: WalkDenver and Bicycle Colorado Recommendations

Appendix C: Adult Survey

Appendix D: Child Survey

Appendix E: Bike Parking Map

Appendix F: Destinations Map

Appendix G: Routes and Barriers Map

Appendix H: Active Living Directory

Appendix I. Recommendations Prioritization Activity

Appendix A: Glossary of Terms

Active Transportation - Active transportation refers to human-powered methods of travel, such as walking, bicycling or rolling to get from one place to another.

Bikeability - a measure of how easy it is to ride a bike in a city or town.

Built environment - the human-made surroundings that provide the setting for human activity (ranging in scale from personal shelter and buildings to neighborhoods and cities) and can often include their supporting infrastructure, such as water supply and energy networks.

CDOT - is the principal department of the Colorado state government that administers state government transportation responsibilities in the state.

Complete streets - roadways designed and operated to enable safe, attractive, and comfortable access and travel for all users, including pedestrians, bicyclists, motorists, and public transit users of all ages and abilities.

Denver Digs Trees - a program that helps residents cultivate greener, healthier, more livable neighborhoods; they have provided 50,000 free and low-cost trees to Denver residents.

Denver Department of Public Works - manages services involving public infrastructure and facilities for residents and businesses in the City and County of Denver.

Existing Conditions - provides a “snapshot” of existing conditions in an area and is a technical resource for an associated environmental document. Major subject areas often covered in this report include demographics, land use, facilities, services, transportation, and circulation.

Demographics - the characteristics of a human population as used in government, marketing, and opinion research, or the demographic profiles used in such research.

Land Use - a term used to indicate the utilization of any piece of land whether it be a lot, plat, tract, or acreage.

Multimodal- planning that considers various modes (walking, cycling, automobile, public transit, etc.) and connections among modes.

Safe Routes to Schools - programs that enable community leaders, schools, and parents across the United States to improve safety and

encourage more children, including children with disabilities, to walk and bicycle safely to school. In the process, programs are also reducing traffic congestion and improving health and the environment, making communities more livable for everyone.

Sharrow - a shared-lane marking used within travel lanes shared by bicyclists and other vehicles. The name “sharrow” was coined by Oliver Gajda, of the City and County of San Francisco Bicycle Program, as a combination of shared lane and arrow.

Stakeholder - a person, group, organization, or system that affects or can be affected by the planning process.

Streetscape - the visual elements of a street, including the road, adjoining buildings, street furniture, trees and open spaces, etc., that combine to form the street’s character.

Transportation engineering - the application of scientific principles to the safe and efficient movement of people and goods.

Urban planning - integrates land use planning and transportation planning to improve the built, economic, and social environments of communities.

U.S. Census data - the findings of a host of surveys conducted by the U.S. Census Bureau that collect information on subjects such as population; housing; retail merchandise; personal, business, and transport services; international trade; local, state, and federal government agencies; education; and transportation.

Walkability - a measure of how friendly an area is for walking.

Appendix B: WalkDenver and Bicycle Colorado Recommendations

WalkDenver Recommendations

Based on the data compiled in this report, time spent in the field, and input from the Athmar Park Neighborhood Association and community, WalkDenver offers the following recommendations to improve walking, bicycling, and wheelchair rolling conditions in the neighborhood, and to encourage more community members to use active transportation modes. Map 10.1 on page 41 illustrates the types and locations of the recommendations.

1. Add tree lawns, widen sidewalks, and plant trees on residential streets. Install sidewalks and curb ramps where none exist.

The vast majority of the sidewalks in Athmar Park are less than three feet wide and lack tree lawns or any other buffer between the street. Such narrow sidewalks are difficult for people in wheelchairs or with strollers to use; pedestrians were frequently observed walking in the street because the sidewalk was too narrow to accommodate two people side by side. According to the *Denver Streetscape Design Manual*, sidewalks in residential areas should be at least five feet wide. Standards laid out in the *Denver Moves: Pedestrians and Trails* also require sidewalks on local and collector streets to be a minimum of five feet wide and buffers to be at least eight feet wide.

A plan to gradually widen sidewalks to a minimum of five feet and add tree lawns should be put in place. Not only will wider sidewalks create a more comfortable pedestrian experience, tree lawns will provide a buffer between the street, allow space for shade trees to be planted, and will narrow the travel lanes, which will naturally serve to calm traffic.

In November 2017, Denver residents will vote on a bond package that includes approximately \$30 million for sidewalk construction citywide. If approved, Athmar Park may be able to secure some funding to begin a sidewalk replacement/improvement program. Individual blocks should be identified for priority sidewalk improvements and instances of missing sidewalks and curb ramps should be addressed first (see Map 3.1 on page 9 and Map 4.1 on page 17).

There is also the possibility for Athmar Park property owners to improve sidewalks on their own. At the time of writing, property owners in Denver are responsible for the sidewalks in front of their property. As long as they follow the city's guidelines and permitting process, people are free to improve the

sidewalks in front of their homes or businesses. Individuals wishing to do so should consider installing five foot wide sidewalks and tree lawns.

Recognizing that improving the sidewalks in Athmar Park will be a long-term process, low-cost interim design strategies should be considered to demonstrate the benefits of wider pedestrian zones and narrower travel lanes. For instance, expoxied gravel, planters, and bollards can be used to simulate curb extensions.

West Virginia Avenue between South Zuni Street and South Tejon Street, and South Tejon Street between West Alameda Avenue and West Virigina Avenue are potential locations for an interim demonstration project. Both have narrow sidewalks, border schools, and have sidewalk condition and traffic issues according to the WALKscope data (see Map 3.2 on page 11 and Map 3.3 on page 13). Both have three foot wide sidewalks, and the portion of West Virigina Avenue that has five foot wide sidewalks are attached and obstructed by utility poles. At approximately 33 and 35 feet wide, both streets have enough room within the right of way to add an additional two feet of sidewalk.

Planting street trees is a probably the easiest and most affordable way to improve the pedestrian environment. Where tree lawns are lacking or are infeasible to construct, yard trees adjacent to the sidewalk will still provide shade to pedestrians. The Denver Digs Trees program provides discounted (and sometimes free) street trees to Denver residents. Athmar Park also qualifies for \$10 yard trees under their low-canopy target neighborhood program.² Tree planting should be carefully coordinated so that they will not interfere with future sidewalk modifications.



Interim sidewalk widening strategy. Source: NACTO Urban Street Design Guide.

2. <http://theparkpeople.org/What-We-Do/Denver-Digs-Trees>

2. Improve streetscape and safety on South Federal Boulevard and West Alameda Avenue.

South Federal Boulevard and West Alameda Avenue stand out as being particularly problematic for non-motorized users. While some segments of these streets received high overall quality ratings, many others have low ratings, and the speed and volume of traffic combined with the concentration of pedestrian and bicycle-involved crashes (particularly on South Federal Boulevard) indicate that they need improvements.

Ultimately, all of South Federal Boulevard and West Alameda Avenue should have five foot wide detached sidewalks with trees and other quality landscaping in the tree lawn. Sidewalks should be clearly demarcated from parking lots and driveways and should be free of significant cracks or obstructions.

Intersections with a high number of pedestrian and bicycle-involved crashes, particularly South Federal Avenue at West Alameda, Virginia, Kentucky, and Mississippi Avenues, and those adjacent to schools, such as West Alameda Avenue and South Tejon Street, should be made safer for pedestrians and bicyclists. Enhanced-visibility crosswalks, smaller corner radii, and wider median islands are potential options. Enhanced-visibility crosswalks may help to better capture drivers' attention as they approach the crosswalk. Reducing the size of corner radii will require vehicles to slow before making right-hand turns and

will also reduce the crossing distance for pedestrians. Wider median islands at South Federal Boulevard and West Alameda Avenue would provide refuges for pedestrians, reduce travel lane widths (and therefore reduce vehicle speeds), and also create space for additional crosswalk signs.

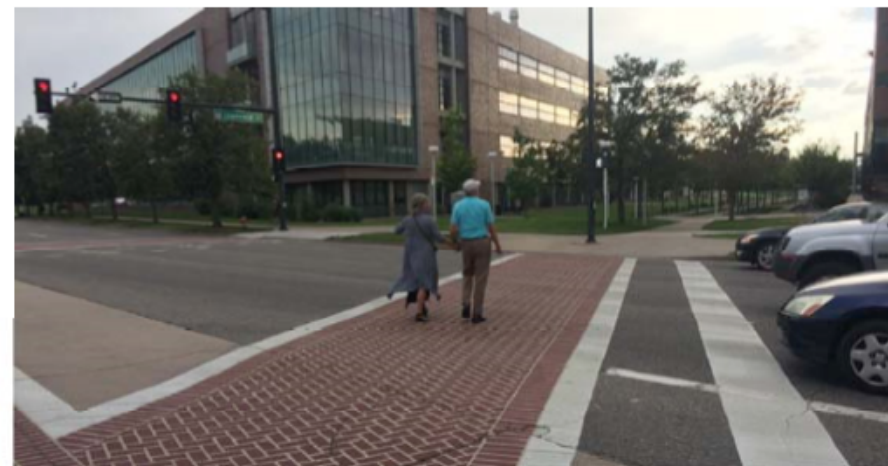
The Athmar Park Active Neighborhood Association should consider partnering with the Little Saigon Business District, which covers South Federal Boulevard between West Alameda Avenue and West Mississippi Avenue, to implement improvements on that corridor. Store owners in the district are eligible to apply for grants for facade improvements from the Denver Urban Renewal Authority,¹ and may have access to other funding sources for streetscape and safety improvements.

The formation of a Business Improvement District would create a continual funding source for the needed streetscape and safety improvements, while also providing an opportunity for the district to further develop its identity. Distinctive planters and street lights are two branding strategies that have been used successfully by the Downtown Denver Partnership, Inc. on the 16th Street Mall.

Additionally or alternatively, a General Improvement District for the whole Athmar Park neighborhood could supply funding for improvements not only to commercial corridors, but to residential streets as well.



Light poles and planters on the 16th Street Mall.



Painted crosswalks on Speer Blvd. and Lawrence St.

1. Vacarelli, J. (2014, Feb 14). Little Saigon Business District designated as Vietnamese cultural area in west Denver. Retrieved from DenverPost.com: <http://www.denverpost.com/2014/02/18/little-saigon-business-district-designated-as-vietnamese-cultural-area-in-west-denver/>

3. Encourage transit stop sponsorship.

Over 5,000 transit trips begin or end in Athmar Park each day, yet nearly two-thirds of the transit stops are considered low quality by volunteer data collectors and the majority lack any type of seating or shelter. Luckily, two RTD programs offer the opportunity for local community members and businesses to become involved in improving and maintaining transit stops in their neighborhood.

As part of the Adopt-A-Stop program, adopters agree to pick up litter and dispose of garbage at a transit stop (or stops) for one year. RTD supplies the trash receptacles, can liners, and adoption signs. There is also the potential to install benches or add decorative touches. This is an easy way for individuals or local organizations to contribute to a cleaner, more transit-friendly community and to show their support for the neighborhood.

RTD also has a corporate partnership program for businesses interested in making financial contributions in exchange for marketing benefits. Transit stop amenities could also be funded and maintained through a GID or BID.

4. Use traffic calming measures to create more a comfortable environment for bicyclists and pedestrians.

Volunteers who participated in bicycle assessments of Athmar Park found the overall bicycling comfort level to be moderate, though certain intersections and the tendency of drivers to speed were problematic. The Denver Moves Bicycles Plan identifies West Virginia Avenue, West Kentucky/West Tennessee Avenue, South Tejon Street, and South Lipan Street as potential Neighborhood Bikeways (formerly known as Bike Boulevards). Exact treatments have not yet been identified, but according to the *Denver Bike Boulevard Design Guidelines*, this type of facility is a combination of measures that together create low-speed, low-volume streets that are comfortable for bicyclists and pedestrians.

When designing neighborhood bikeways for the Athmar Park neighborhood, planners should focus on treatments that will calm traffic and benefit all non-motorized users. Measures such as chicanes, curb extensions, and traffic circles will help reduce vehicle speeds—a problem cited by many Athmar Park residents—and create a safer environment as well.

As was previously noted, South Federal Boulevard is a particularly hazardous corridor for pedestrians and bicyclists. Intersections with this road should receive special attention. In addition to enhanced visibility crossings, activated signals with leading intervals (which stop all vehicle traffic for pedestrians and



An adoption sign at a transit stop on E. Colfax Ave.

bicyclists to cross) and bicycle detection (which allows a bicyclist to trigger a green signal with a push-button or automatic detection) should be considered. Restricting motorized access to South Federal Boulevard from cross-streets is another possibility to improve non-motorized user safety.

The crossing of West Virginia Avenue with South Lipan Street also needs particular attention. Visibility is reduced due to off-set street alignment and the additional intersection with the railroad tracks causes further potential for conflicts. Stops signs should be installed on South Lipan Street, which will also help reduce traffic speeds. A painted crosswalk and additional signage will help alert drivers to the presence of bicyclists and pedestrians.



Traffic circle and chicane. Source: Denver Bike Boulevard Design Guidelines.

5. Install traffic calming treatments on streets surrounding Huston Lake Park.

Huston Lake Park is one of the most popular destinations in Athmar Park for pedestrians and bicyclists, yet community members frequently report vehicles speeding—and sometimes racing—on the surrounding streets. Though low speed limits have been posted and a few bulb-outs installed on the south side of the park, further measures need to be taken to create a safer and more pedestrian- and bicyclist-friendly environment.

Additional bulb-outs, speed tables, and/or raised crosswalks will require drivers to travel more slowly and alert them that this is an area intended for non-motorized users. Other traffic calming measures such as chicanes and traffic circles would also be appropriate here.



A raised crosswalk with bulb-outs. Source: Streetswiki.

6. Improve connectivity and access to key destinations for non-motorized users.

One of the greatest strengths of the Athmar Park neighborhood is its proximity to popular destinations. However, traveling to these destinations by foot, bicycle, or wheelchair is often less than easy, comfortable, or safe. One of the biggest improvements that can be made to increase and encourage active transportation in the neighborhood is to improve connectivity and access for non-motorized users.

Johnson-Habitat Park and Vanderbilt Park are two high-quality parks on the east side of the Athmar Park neighborhood, yet they are separated from the residential part of the neighborhood by a stretch of ten blocks—over two-thirds of mile—with no cross-streets. A right-of-way exists at West Exposition Avenue, yet is currently being used to store private vehicles. Public access should be restored at this location with a crossing over the railroad tracks.

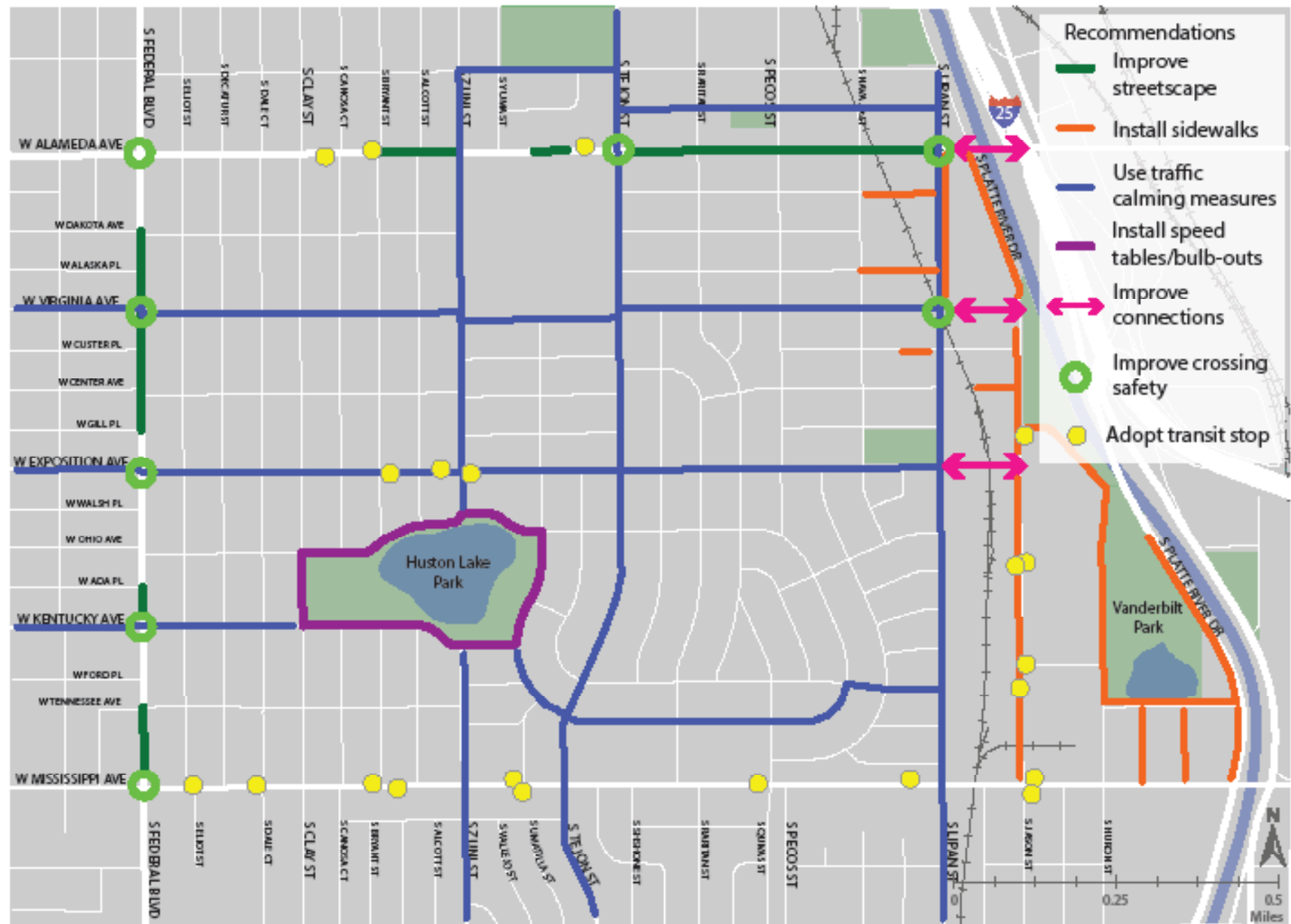
In addition to physical access, wayfinding signage is equally important for guiding people to key destinations. Signage for both pedestrians and bicyclists should be installed throughout the neighborhood to indicate directions and distances to parks and trails.

Finally, the connection to the Alameda Light Rail Station on the opposite of Interstate 25 needs significant improvement. The image below illustrates the current condition of this corridor; it is unsurprising that so many residents reported feeling unsafe here. The West Virginia Avenue bicycle and pedestrian bridges recommended by the *Alameda Station Area Plan* would provide a safe and convenient way to access the station.



Sidewalk on W. Alameda Ave. across the South Platte River.

MAP 10.1. RECOMMENDATIONS



Data Source: City and County of Denver

Bicycle Colorado Recommendations

LIPAN STREET

1. Reach out to city staff in Public Works to obtain average daily traffic totals for Mississippi between I-25 and Sheridan. Note - Ian Harwick observed that this segment seems a good candidate for a road diet (right-sizing) project.
2. Reach out to city staff in Public Works to determine if curb bulb outs could be added to neck down the northeast segment of intersection of Mississippi and Lipan. During field visit, motorized turning movements onto Lipan were fast with limited visibility at NE corner of the intersection.
3. Ruby Hill Park & Bike Park is only four blocks to south of Mississippi, however there is little to no wayfinding signage to guide prospective users. BC will coordinate with city staff on the addition of new wayfinding at Lipan and Mississippi to include destination and distance information.
4. The paint on cross walks of Mississippi at Lipan is deeply faded. Bicycle Colorado will coordinate with city staff, find out when the facility is scheduled to be (re) painted, and ensure it stays on schedule.

VIRGINIA STREET

5. Virginia Street is identified in Denver Moves bike map as a Neighborhood Bikeway. However, there is no wayfinding on this route. Bicycle Colorado staff will collaborate with city public works staff and key members of the ALC to pursue installation of new wayfinding sign(s) on existing stop sign posts that identify the South Platte Trail and Huston Lake Park. Each sign will have associated distances.
6. The east end of Virginia (where it meets Jason) has no signage indicating that the South Platte trail is right across the street and it's not visually obvious. BC will work with city staff and ALC members to pursue installation of new identification signage and direction arrows to guide users to trail entry point.
7. One of the D16 Bike Route signs (with arrow) on the east end of Virginia currently points users into a commercial parking lot that dead ends at a chain link fence. BC staff will work with city staff to ensure the directional cues are corrected.
8. Pavement stamps or markings on every other block would help signify to users that Virginia is a Neighborhood Bikeway. BC will coordinate with key ALC members first and if desired, coordinate with city staff to advocate for implementation of stamps in summer / fall 2018.
9. Virginia is the primary east-west connector to the South Platte trail. Yet the intersection of Virginia and Lipan presents many hazards. Bad sight lines, odd angles, train tracks crossing on the diagonal, cars traveling Lipan at a pretty good clip, etc. this. In looking to encourage more bicycle travel on Virginia and to enhance access to the South Platte trail, we would have to roll up our sleeves on this one. It's not primed for any quick wins but Bicycle Colorado could arrange an on-site meeting with city staff, key ALC members, to discuss what changes could be made to mitigate safety hazards. Building on that, the ALC could potentially host a charrette to arrive at some design recommendations.
10. Intersection of Federal and Virginia is a high-stress environment of bicyclists. In an effort to reduce turning movements onto Virginia (from Federal), Bicycle Colorado will coordinate with city staff to determine the feasibility of placing planters that would eliminate turns off of Federal on to Virginia but allow for turns onto Federal from Virginia and for emergency vehicle access.

Appendix C: Adult Survey

1. What do you value most about your community?

- ☐ Transportation options
- ☐ Access to nature
- ☐ Jobs and economic development
- ☐ Community safety
- ☐ Safe streets
- ☐ Housing
- ☐ Social connections
- ☐ Streets and trails
- ☐ Access to shopping
- ☐ Schools
- ☐ Parks and recreation
- ☐ Churches
- ☐ Neighborhood sports teams
- ☐ Diversity
- ☐ Other _____

2. Do you walk, bike or wheelchair roll in Athmar Park for transportation or recreation?

- ☐ Yes
- ☐ No

3. When you walk, bike or wheelchair roll, what is your primary reason?

- ☐ Walking my dog
- ☐ Going to bus/transit stop
- ☐ Visiting neighbors
- ☐ Getting out with children
- ☐ Exercising
- ☐ Going to a specific place (work, store, post office, etc.)

- ☐ Enjoying the outdoors
- ☐ I do not walk
- ☐ Attending sports games or practice
- ☐ Other _____

4. How many days a week do you typically ride a bike or walk to get around?

Walk

- ☐ Less than 1 time per week
- ☐ 1-2 days per week
- ☐ 3-5 days per week
- ☐ 6-7 days per week
- ☐ I don't walk recreation, fitness or transportation

Bike

- ☐ Less than 1 time per week
- ☐ 1-2 days per week
- ☐ 3-5 days per week
- ☐ 6-7 days per week
- ☐ I don't ride a bike for recreation, fitness or transportation

5. Do you have to get into your car to go to transit?

- ☐ Yes
- ☐ No

If so, why?

- ☐ The transit station is too far
- ☐ The street is too dangerous to cross to get to transit
- ☐ I don't have time to walk or bike to the station
- ☐ There are no bike lanes on the route to the station
- ☐ There are not good sidewalks on the route to the station

6. What prevents you from walking and biking more often?
(choose 1)

- ☐ There are no sidewalks
- ☐ There are no bike lanes
- ☐ The streets do not have good lighting
- ☐ There is too much traffic along the streets
- ☐ There is one or more dangerous street crossings
- ☐ The air is polluted
- ☐ It is unsafe because of crime (strangers, gangs, drugs)
- ☐ I need a car for errands
- ☐ There is nowhere to leave a bike safely
- ☐ There are stray dogs
- ☐ It is too far
- ☐ Streets are too isolated

Other _____

7. Are there intersections that feel dangerous or difficult to cross when walking or biking?

- ☐ Alameda and I25
- ☐ Alameda and Jason
- ☐ Alameda and Lipan
- ☐ Alameda and Navajo
- ☐ Alameda and Pecos
- ☐ Alameda and Raritan
- ☐ Alameda and Tejon
- ☐ Alameda and Zuni
- ☐ Alameda and Alcott
- ☐ Alameda and Bryant
- ☐ Alameda and Canosa
- ☐ Alameda and Clay
- ☐ Alameda and Dale
- ☐ Alameda and Decatur
- ☐ Alameda and Eliot
- ☐ Alameda and Federal

- ☐ Federal and Dakota
- ☐ Federal and West Virginia
- ☐ Federal and Center
- ☐ Federal and Exposition
- ☐ Federal and Kentucky
- ☐ Federal and Tennessee
- ☐ Federal and Mississippi
- ☐ Mississippi and Eliot
- ☐ Mississippi and Dale
- ☐ Mississippi and Clay
- ☐ Mississippi and Canosa
- ☐ Mississippi and Zuni
- ☐ Mississippi and Tejon
- ☐ Mississippi and Quivas
- ☐ Mississippi and Lipan
- ☐ Mississippi and Jason
- ☐ Mississippi and Huron
- ☐ Mississippi and Platte River Drive
- ☐ Mississippi and US85

8. Do you visit parks in Athmar Park, such as Huston Lake Park, Johnson Habitat Park, Aspgren Park or Vanderbilt Park?

- ☐ Huston Lake Park
- ☐ Johnson Habitat Park
- ☐ Aspgren Park
- ☐ Vanderbilt Park

9. If not, what is your reason for not visiting the parks?

- ☐ Lighting
- ☐ Distance from house
- ☐ Personal safety
- ☐ Playground, fields, or equipment are not repaired
- ☐ Cleanliness
- ☐ Lack of toilets
- ☐ Lack of benches
- ☐ Lack of shade
- ☐ Lack of equipment

o other _____

10. What changes would you like to see made in your community? (Select all that apply)

- | | |
|---------------------------------|--|
| a. _____ Better crosswalks | g. _____ Better parks |
| b. _____ Better sidewalks | h. _____ More services
(e.g. post office) |
| c. _____ More lights on streets | i. _____ Slower speeds |
| d. _____ More retail stores | j. _____ More social/community events |
| e. _____ More grocery stores | f. _____ More access to public transit |
| g. _____ More bike lanes | h. Other |

11. If there were community events or clubs to bring people together to be more active, would you participate, and which would you participate in?

- o Bike to School
- o Bike to Work
- o Walking/Running Club
- o Yoga in the Park
- o Tennis/Volleyball/Sports in the Park
- o Recreational Bike Club
- o Bicycle Maintenance Event
- o Other _____

12. What is your preferred method of communication to receive news about the neighborhood news, activities, and meetings?

- o Email
- o Mail
- o Telephone
- o Athmar Park Neighborhood Association Newsletter
- o Facebook
- o Next Door
- o Church newsletter

- o School newsletter
- o Library Bulletin
- o Athmar Park Recreation Center Bulletin
- o Posters at shops and restaurants
- o Other _____

Demographics

13. Your Age

- a. 0-17
- b. 18-34
- c. 35-49
- d. 50-64
- e. 65+

14. Your Gender

- f. Male
- g. Female
- h. Gender not listed

15. What is your race?

- o White
- o Black or African American
- o American Indian or Alaska Native
- o Asian
- o Native Hawaiian or Other Pacific Islander
- o Two or more races
- o Other

16. Are you of Spanish/Hispanic/Latino origin?

- o Yes, I am of Spanish/Hispanic/Latino origin
- o No, I am not of Spanish/Hispanic/Latino origin

17. What is the closest intersection to your home?

18. How many children under 18 live in your household? _____
(number of children)

Appendix D: Youth Survey

1. How do you get around your neighborhood?

- Walk
- Bike
- Skateboard
- We only go by car
- Other (please specify)

2. Where do you go?

- School
- Grocery Store
- Library
- Stores (like Dollar Store)
- Rec Center
- Parks
- Other (please specify)

3. How do you get to school?

- Walk
- Bike
- Skateboard
- Bus
- Car
- Other (please specify)

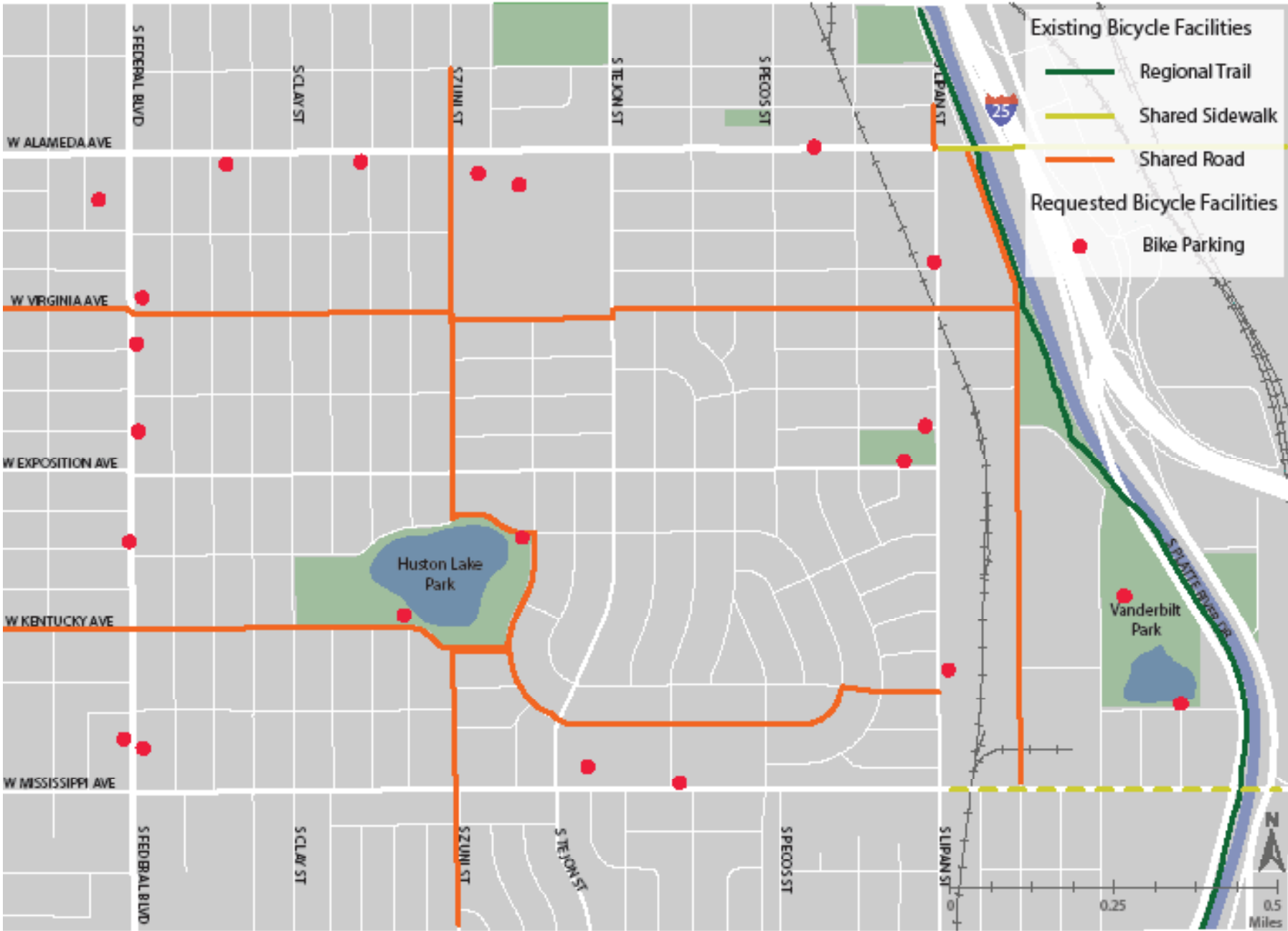
4. What do you think needs to be changed in your neighborhood to make it safer and easier for kids to walk, bike and skateboard for school and for fun?

- Better crosswalks
- Better parks
- Better sidewalks
- More lights on the streets
- Slower speeds
- More bike lanes
- Other (please specify)

5. If you could add one thing to your neighborhood, what would it be?

- More services like a post office
- More retail stores
- More grocery stores
- More fun events
- More access to transit
- More bike lanes
- Other (please specify)

Appendix E: Requested Bike Parking



Data Sources: City and County of Denver.

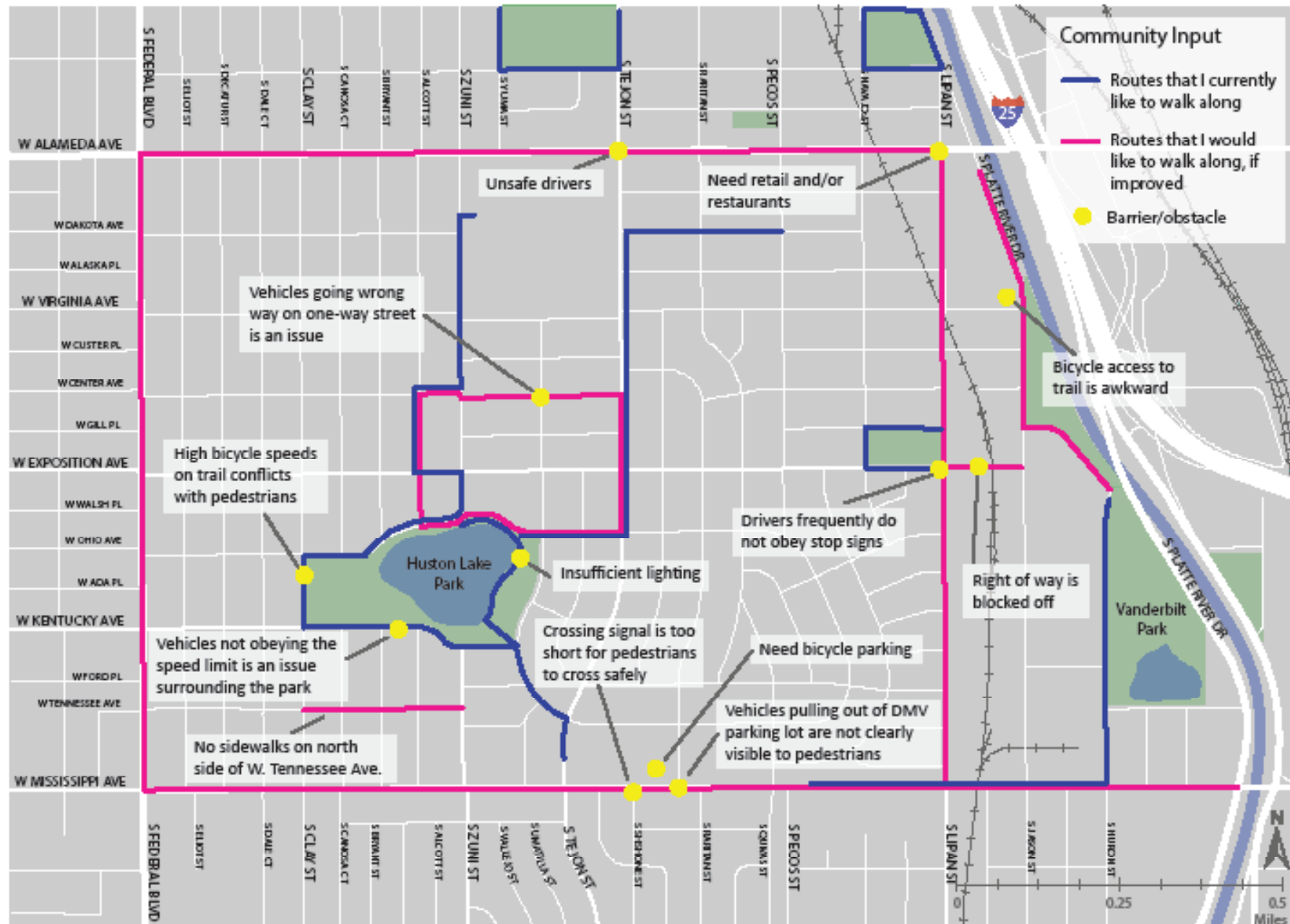
Athmar Park Active Living Plan

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Appendix G: Routes and Barriers Map

Source: Athmar Park Built Environment Assessment. WalkDenver. 2017



Data Sources: City and County of Denver; Athmar Park Neighborhood Association
Athmar Park Active Living Plan

Appendix H: Active Living Directory

Program	Age	Location	Address	Phone Number	Contact	Website	Schedule	Cost
Bowling		China Recreation	719 South Lipson Street			bowlingwestcamp.com	2nd Sunday of month 11am	\$30
Bug Fu	all	Denver Shaolin Bug Fu Academy	2370 West Alameda Avenue	720-397-7921	denverchinaofkungfuacademy@gmail.com			
Zumba	adults	Club Veritya	2740 West Alameda Avenue		Brenda		7:00 pm - 8:00 pm	\$3
CrossFit training		CrossFit Dennis	501 South Jason Street	720-449-2948				
Taijiquan Boxing			2710 West Alameda Avenue	720-332-7002		www.taijiquanboxing.com		
Zumba		Crossroads of Rockies	2707 West Mississippi Avenue	303-922-8772	Rocio		9:30am-10:30am	
Boys Basketball	2, 3, 4 grade	Crossroads of Rockies	2707 West Mississippi Avenue	303-922-8772	Bill Casper	www.crossroadsofrockies.org	Tuesdays 6:00-8:15 pm	
Bug Fu	youth	Buddhist Cultural Center	2330 West Alameda Avenue		Happy Hsu		Wednesdays 6:00 pm-7:00 pm	
Environmental Education Camps	K-3	Greenway Foundation	630 South Tejon Street	720-346-8000		www.greenwayfoundation.org/education		\$45 per child/day
Parabur	all	APEX Denver	3643, 700 West Mississippi Avenue, Denver, CO 80221	720-293-7275		apexdenver.com		
Yoga	all	Active Living Coalition/Buddhist Cultural Center	2330 West Alameda Avenue	303-370-9215	Maggie	activelivingcoalition.com	Mondays	Free, donation based

VOTE FOR YOUR PRIORITIES FOR A MORE WALKABLE, BIKEABLE ATHMAR PARK

Walk Denver Recommendations



Community Recommendations



Athmar Park Active Living Plan

Appendix J: References

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Athmar Park Neighborhood Profile Fact Sheet: <https://www.denvergov.org/content/denvergov/en/human-rights-and-community-partnerships/statistics/neighborhood-data-profiles.html>

Denver Digs Trees: <http://theparkpeople.org/What-We-Do/Denver-Digs-Trees>

CDOT: <https://www.codot.gov>

Councilman Jolon Clark Fall 2017 Newsletter: <http://www.luckydistrict7.org/fall-newsletter-projects.html>

Clarkston Community Active Living Plan: <https://dekalbhealth.net/wp-content/.../12/FINAL-Clarkston-Report-12-14-2012.pdf>

Denver Department of Public Works: <https://www.denvergov.org/content/denvergov/en/denver-department-of-public-works.html>

Denver City Council 2017 Budget Priorities: https://www.denvergov.org/content/dam/denvergov/Portals/766/Documents/REVISED_DenverCityCouncil_District-BudgetPriorities_2018.pdf

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Joe Cortright, "The Economic Value of Walkability: New Evidence," CityCommentary, August 30, 2016, <http://cityobservatory.org/the-economic-value-of-walkability-new-evidence>

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LA Metro: <https://www.metro.net/projects/active-transportation/>

Mayor's 2018 Proposed Budget: <https://www.denvergov.org/content/denvergov/en/denver-department-of-finance/financial-reports/city-budget.html>

RTD: <http://www.rtd-denver.com/>

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Victoria Transport Policy Institute: http://www.vtpi.org/multimodal_planning.pdf

Appendix K: Strategies for Achieving Recommendations

Vision: Athmar Park will have increased access to safe and accessible routes to prioritized destinations within the neighborhood and an increased number of individuals who walk, bike, or wheelchair roll for transportation.		
Goal(s): 1. By 2020, there will be a 15% increase of people who report walking, biking or wheelchair rolling to get to a specific location. 2. By 2025, there will be a 15% decrease in the number of people who report driving to public transportation.		
Strategies	Success Drivers	Performance Measures
Objective 1: By winter 2018, the ALC have completed advocacy for the bicycle and pedestrian bridge.		
Strategy 1: Coordinate with Denver Public Works staff to confirm when the planning and design processes for the multi-modal bridge will occur.	Staff to reach out to: <ul style="list-style-type: none"> Denver Public Works Senior Planner, Dan Raine 	<ul style="list-style-type: none"> # of meetings with Public Works
Strategy 2: Elect an Active Living Coalition member to represent Athmar Park on the design committee for the multi-modal bridge.	Groups involved: Active Living Coalition Advocacy subcommittee members	<ul style="list-style-type: none"> # of advocacy subcommittee meetings held # of design meetings attended by ALC representative
Strategy 3: Support funding of the bridge through the city's annual budgeting process in 2019. This will require coordination with Public Works staff on timing of the (draft) budget cycle.	Staff to reach out to: <ul style="list-style-type: none"> Denver Public Works Senior Planner, Dan Raine Groups involved Active Living Coalition Advocacy subcommittee members	<ul style="list-style-type: none"> # of meetings with Public Works # of Athmar Park community members showing support for bridge through advocacy Funding for the bridge considered in the city's annual budgeting process
Strategy 4: Advocate to Councilman Jolon Clark	Staff to reach out to: <ul style="list-style-type: none"> Councilman Jolon Clark's Office Groups Involved	<ul style="list-style-type: none"> # of meetings with Councilman Jolon Clark's Office

Appendix K: Strategies for Achieving Recommendations

that the project be included in Public Work's annual work program for 2020.	Active Living Coalition Advocacy subcommittee members	<ul style="list-style-type: none"> Councilman Jolon Clark advocates for bridge on behalf of Athmar Park
Objective 2: By spring 2020, increase lighting so that Athmar Park community members feel comfortable walking, biking and wheelchair rolling at night and less than 15% report lighting as a barrier to active transportation.		
Strategy 1 Conduct a lighting assessment to identify where broken and non-functioning lights are located.	Athmar Park ALC volunteers to complete assessment	<ul style="list-style-type: none"> # of streets where lighting has been assessed
Strategy 2: Canvas the neighborhood to find community members who would like to work together on the Denver Public Works mid-block street and alley lighting petition.	Athmar Park ALC volunteers to canvas the neighborhood Staff to reach out to: Denver Public Works Councilman Jolon Clark's Office	<ul style="list-style-type: none"> # houses reached through canvassing # petitions completed to request lighting in the neighborhood
Strategy 3: Identify sources of funding to add or improve street and park lighting.	Research of sources of funding, identify and interview leaders in communities where lighting was increased through grassroots efforts	<ul style="list-style-type: none"> # of sources identified
Strategy 4: Require new street lighting for new development, including	Staff to reach out to: Denver Community Planning and Development	<ul style="list-style-type: none"> # of meetings held with Denver Community Planning and Development staff

Appendix K: Strategies for Achieving Recommendations

redevelopment and infill development projects.	Request changes to zoning such as an overlay district to require street lighting with all new development	
Strategy 5: Educate the community on the appropriate steps for reporting lighting outages.	Athmar Park ALC volunteers	<ul style="list-style-type: none"> • # of communication strategies developed • #of Athmar Park community members reached
Strategy 6: Implement a small-scale lighting project during Phase 2 of the Kaiser Grant to call attention to the lack of lighting and improve lighting in a highly-visited public space.	Athmar Park ALC volunteers Community feedback	<ul style="list-style-type: none"> • # of Athmar Park community members who provide feedback on the location and design of the lighting project
Objective 3: By spring of 2020, improve streetscape and safety on South Federal Boulevard and West Alameda Avenue.		
Strategy 1: Partner with the Little Saigon Business District, which covers South Federal Boulevard between West Alameda Avenue and West Mississippi Avenue, to install bicycle parking, street trees, or improved landscaping.	Athmar Park ALC volunteers Staff to reach out to: <ul style="list-style-type: none"> • Little Saigon Business District leaders 	<ul style="list-style-type: none"> • # of streetscape improvements in the Little Saigon Business District • # of meetings held with Little Saigon Business District leaders

Appendix K: Strategies for Achieving Recommendations

Strategy 2: Help business owners to apply for free trees and grants for facade improvements from the Denver Urban Renewal Authority, which could include improved lighting and sidewalks.	Staff to reach out to: Business owners along West Alameda Avenue and South Federal Boulevard	<ul style="list-style-type: none"> • # of grants and trees applied for • # meetings with business owners • # of facades improved
Strategy 3: Work with Councilman Jolon Clark to complete an West Alameda Avenue visioning exercise to identify way(s) in which the street (between Federal and I-25) could be made safer for walking and biking and get involved with the office's devolution of West Alameda project.	Councilman Jolon Clark's Office Athmar Park community members providing feedback	<ul style="list-style-type: none"> • # of community member giving input for West Alameda Avenue visioning exercise
Strategy 4: Form a Business Improvement District or General Improvement District to create a continual funding source for the needed streetscape and safety improvements.	Athmar Park Neighborhood Association	<ul style="list-style-type: none"> • # of people supporting a BID or GID

Appendix K: Strategies for Achieving Recommendations

Strategy 5: Implement a bicycle parking program during Phase 2 of the Kaiser Grant to subsidize additional bicycle parking at community-serving businesses along these streets.	Athmar Park ALC volunteers Business owners on West Alameda Avenue and South Federal Boulevard	<ul style="list-style-type: none"> # of businesses participating in the ALC bicycle parking program
Strategy 6: Coordinate with city staff to determine the feasibility of placing planters that would eliminate turns off of Federal on to Virginia but allow for turns onto Federal from Virginia and for emergency vehicle access.	Athmar Park Advocacy subcommittee Staff to reach out to: Denver Public Works	<ul style="list-style-type: none"> # of meetings held with Denver Public Works Staff
Objective 4: By spring 2020, install traffic calming measures on streets surrounding Huston Lake Park.		
Strategy 1: Work with Denver Public Works to install additional bulb-outs, speed tables, and/or raised crosswalks, chicanes, and traffic circles on streets	Athmar Park ALC volunteers Staff to reach out to: <ul style="list-style-type: none"> Denver Public Works 	<ul style="list-style-type: none"> # of meetings held with Denver Public Works

Appendix K: Strategies for Achieving Recommendations

immediately bordering the park, especially in areas where racing is known to occur.		
Strategy 2: Conduct a speed study and pedestrian count on the streets surrounding Huston Lake Park to collect data to enforce the need for better pedestrian amenities in this area.	Athmar Park ALC volunteers WalkDenver CDOT	<ul style="list-style-type: none"> • # of data collection points for speed • # of data collection points for pedestrians
Strategy 3: Implement a temporary demonstration project to highlight the need for traffic calming and to pilot traffic calming design features.	Athmar Park ALC volunteers Denver Public Works staff	<ul style="list-style-type: none"> • # of community members participating in demonstration project • # of city officials learning of the problem due to demonstration project
Strategy 4: Communicate with Denver Police Department to identify ways in which they can enforce posted speed limits to begin to reduce and eventually eliminate drag racing.	Staff to reach out to: Denver Police Department- Alexis Aranda	<ul style="list-style-type: none"> • # of meetings with Denver Police Department

Appendix K: Strategies for Achieving Recommendations

Strategy 5: Work with Denver Parks and Recreation and advocate for a new Huston Lake Park Master Plan	Athmar Park ALC Advocacy Subcommittee Staff to reach out to: Denver Parks and Recreation Planners	<ul style="list-style-type: none"> # of meetings held with Denver Parks and Recreation
Objective 5: By spring 2020, Improve bicyclist and pedestrian access along the Alameda Avenue underpass to Alameda Station.		
Strategy 1: Advocate to Councilman Jolon Clark and Denver Public Works for funding to be included in city's future annual budget (or through a future mobility fee) to implement the Alameda Underpass Reconstruction Project and Alameda Pedestrian Bridge Construction.	Athmar Park ALC Advocacy subcommittee Staff to reach out to: Councilman Jolon Clark's office	<ul style="list-style-type: none"> # of meetings held with Councilman Jolon Clark's office
Strategy 2: Engage in any future planning processes (led by the city) for these two projects.	Athmar Park ALC Advocacy subcommittee	<ul style="list-style-type: none"> # of city planning meetings attended
Strategy 3: Elect an Active Living Coalition member to represent Athmar Park	Athmar Park ALC volunteers	<ul style="list-style-type: none"> # of design committee meetings attended

Appendix K: Strategies for Achieving Recommendations

on the design committee for Alameda Underpass Reconstruction and Alameda Pedestrian Bridge Construction.		
Strategy 4: Implement a small-scale painting project during phase 2 of the Kaiser Grant to highlight to the lack of pedestrian and bicycle access and create a more pleasant experience for active transportation users.	Athmar Park ALC volunteers Identify local Athmar Park artists	<ul style="list-style-type: none"> # Athmar Park community members involved in painting project
Objective 6: By spring 2020, Add tree lawns, widen sidewalks, and plant trees on residential streets. Install sidewalks and curb ramps where none exist.		
Strategy 1: Advocate for the transportation funding from the 2017 City and County of Denver Transportation Bond to be allocated to Athmar Park to begin a sidewalk	Staff to reach out to: Councilman Jolon Clark's office	<ul style="list-style-type: none"> # of meetings held with Councilman Jolon Clark's office

Appendix K: Strategies for Achieving Recommendations

replacement and improvement program.		
Strategy 2: Identify priority blocks for sidewalk improvements considering missing sidewalks and curb ramps.	Athmar Park ALC volunteers to collect data	<ul style="list-style-type: none"> # of data points collected
Strategy 3: Explore the possibility for Athmar Park property owners to improve sidewalks on their own.	Athmar Park ALC Staff conduct research	<ul style="list-style-type: none"> # of meetings held or sources consulted to find out if property owners can improve sidewalks on their own
Strategy 4: Implement a temporary demonstration project to highlight the need for improved sidewalks.	Athmar Park ALC volunteers WalkDenver	<ul style="list-style-type: none"> # Athmar Park community members involved in demonstration project
Strategy 5: Partner with The Denver Digs Trees	Athmar Park ALC events and education subcommittee Staff to Contact:	<ul style="list-style-type: none"> # of trees planted

Appendix K: Strategies for Achieving Recommendations

program to provide discounted (and sometimes free) street trees to Denver residents.	Denver Digs Trees	
Objective 7: By spring 2023, Extend West Exposition Avenue between South Lipan Street and South Jason Street for pedestrian and bike access.		
Strategy 1: Coordinate with Denver Community Planning and Development, Denver Public Works, and Councilman Jolon Clark to implement the Exposition Avenue extension as proposed in the I-25 and Broadway Station Area Plan or consider extending the street through a grassroots community planning effort.	Staff to reach out to: Councilman Jolon Clark's office	<ul style="list-style-type: none"> # of meetings held with Councilman Jolon Clark's office
Objective 8: By spring 2023, Add bike lane on West Mississippi Avenue from South Federal Boulevard to the South Platte River.		
Strategy 1: Contact Denver Public Works to obtain average daily traffic totals for West Mississippi Avenue between I-25 and South Federal	Staff to reach out to: Denver Public Works	<ul style="list-style-type: none"> # of meetings held with Denver Public Works

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Boulevard and confirm with Public Works staff on whether this section of West Mississippi Avenue has excess capacity (i.e. designed for 35,000 ADT but only carrying 17,000 ADT).		
Strategy 2: If initial calculations indicate excess capacity, advocate to Denver Public Works for the completion of a protected bike lane feasibility study along Mississippi Avenue (between South Federal Boulevard and South Lipan Street).	Athmar Park ALC Advocacy subcommittee Staff to reach out to: Denver Public Works	<ul style="list-style-type: none"> • # of meetings held with Denver Public Works • # of advocacy strategies developed • # of people participating in advocacy
Strategy 3: Implement a temporary demonstration project to highlight the need for improved bicycle access along West Mississippi Avenue	Athmar Park ALC volunteers	<ul style="list-style-type: none"> • # of community members participating in a demonstration project • # of city officials aware of the problem based on demonstration project

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between South Federal Boulevard and South Lipan Street.		
Objective 9: By fall 2020, implement traffic calming for slower speeds on South Tejon Street.		
Strategy 1: Implement a temporary demonstration project to highlight the need for traffic calming and test out possible design features that could be included in the Neighborhood Bikeway redesign on South Tejon Street.	Athmar Park ALC volunteers Staff to reach out to: Denver Public Works	<ul style="list-style-type: none"> • # community members participating in the demonstration project • # of city officials aware of the problem based on demonstration project
Strategy 2: Partner with Denver Public Works to ensure that an Active Living Coalition member is involved in the bikeway design process and that data collected by the Active Living Coalition is included in the agency's design process.	Staff to reach out to: Denver Public Works	<ul style="list-style-type: none"> • # of meetings held with Denver Public Works • # of people participating in advocacy

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Objective 10: By fall 2023, implement traffic calming for slower speeds on South Lipan Street, with an emphasis on improved pedestrian access at the railroad crossing at West Virginia Avenue and South Lipan Street.		
Strategy 1: Implement a temporary demonstration project to highlight the need for traffic calming and test out possible design features that could be included in the Neighborhood Bikeway redesign on South Lipan Street.	Athmar Park ALC volunteers Staff to reach out to: Denver Public Works	<ul style="list-style-type: none"> • # community members participating in the demonstration project • # of city officials aware of the problem based on demonstration project
Strategy 2: Partner with Denver Public Works to ensure that an Active Living Coalition member is involved in the bikeway design process and data collected by the Active Living Coalition is included in the design process.	Athmar Park ALC Advocacy subcommittee Staff to reach out to: Denver Public Works	<ul style="list-style-type: none"> • # of meetings held with Denver Public Works • # of people participating in advocacy

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Strategy 3: Coordinate with Denver Public Works to find out when crosswalks at the Lipan and Mississippi intersection are scheduled to be (re)painted, and ensure it stays on schedule.	Athmar Park ALC Advocacy subcommittee Staff to reach out to: Denver Public Works	<ul style="list-style-type: none">• # of meetings held with Denver Public Works• # of people participating in advocacy