

Priorities Proposal

As requested by the City and County of Denver





INTRODUCTION

The impetus for the formation of the Santa Fe Business Improvement District began with the desire of area stakeholders to collectively advocate for much needed infrastructural improvements for the Santa Fe Drive corridor. This corridor is the life vein of the La Alma Lincoln Park Neighborhood and the center of Denver's most lively arts and cultural scene, architecturally historic buildings, homes and long-time residents.

Our mission is to "Promote, energize and cultivate the physical and business environment of Denver's Gateway, Santa Fe Drive."

The Santa Fe BID embarked on its inaugural year in 2015. Since that time we have worked on creating new systems for maintenance for the Santa Fe Drive right of way and began the process of communicating the array of needs for physical improvement and economic development. After many Board of Director meetings and select meetings with community leaders to examine the real issues standing in the way of progress, it was agreed that the essence of all of the issues related to the traffic lanes and utilization of the Rights of Way on Santa Fe Drive and Kalamath Street. To resolve those issues requires major physical improvements such as wider sidewalks, slower traffic and increased parking.

The corridor is seriously deteriorating. In most places sidewalk width is inadequate for more than one individual to walk side by side and wheelchair accessibility. There are many obstacles in the right of way that are detrimental to pedestrians such as gas meters mounted on building facades further narrowing the sidewalks. Curbs are deteriorating. Many of the tree well "bump out" features on the 700 and 800 blocks do not have adequate irrigation due to prior underground infrastructure work severing irrigation lines. Santa Fe Drive's three lanes of high speed traffic and the complete absence of marked crosswalks are dangerous for pedestrians.

All of these issues hinder economic development and stand in the way of attracting new businesses, which are sorely needed for visitors and sales tax revenue to increase.

❖ PRIORITIES

The corridor needs to be able to attract visitors and increase foot traffic on a regular basis, not only during First Friday events which only happen 12 times per year. It is our strong belief that the proposed priorities outline below, if implemented, will bring the district into a new era of economic viability and long-term sustainability.

This proposal outlines the priorities the Santa Fe BID believes are necessary to address our current physical structure `deficiencies. The Right of Way needs to be re-designed from building front to building front to provide wider sidewalks, `improved streetscaping, better parking and reduced vehicular traffic speed and volume. In order for this BID to thrive and be able to support business long-term.



Rendering from Hangar 41 Master Plan

1. Short term Improvements: (3 months)

- 1.1. Slow traffic ASAP
 - 1.1.1. Paint cross walks at every intersection on Santa Fe from 6th Ave. to Colfax.
 - 1.1.2. Add flashing crosswalk signs at 6th, 8th, 9th, 10th and 13th.
 - 1.1.3. Police enforcement of Cross Walk violations to train motorists.
- 1.2. Study Santa Fe ROW improvements

2. Intermediate Term Improvements: (18 months)

- 2.1. Replace Santa Fe ROW from 6th to 13th
 - 2.1.1. Reduce traffic to two lanes northbound
 - 2.1.2. Widen sidewalks
 - 2.1.3. Replace street trees
 - 2.1.4. Replace pedestrian and street lighting
 - 2.1.5. Relocate gas meters
 - 2.1.6. Replace underground utilities as needed

3. Longer Term Improvements: (24 to 36 months)

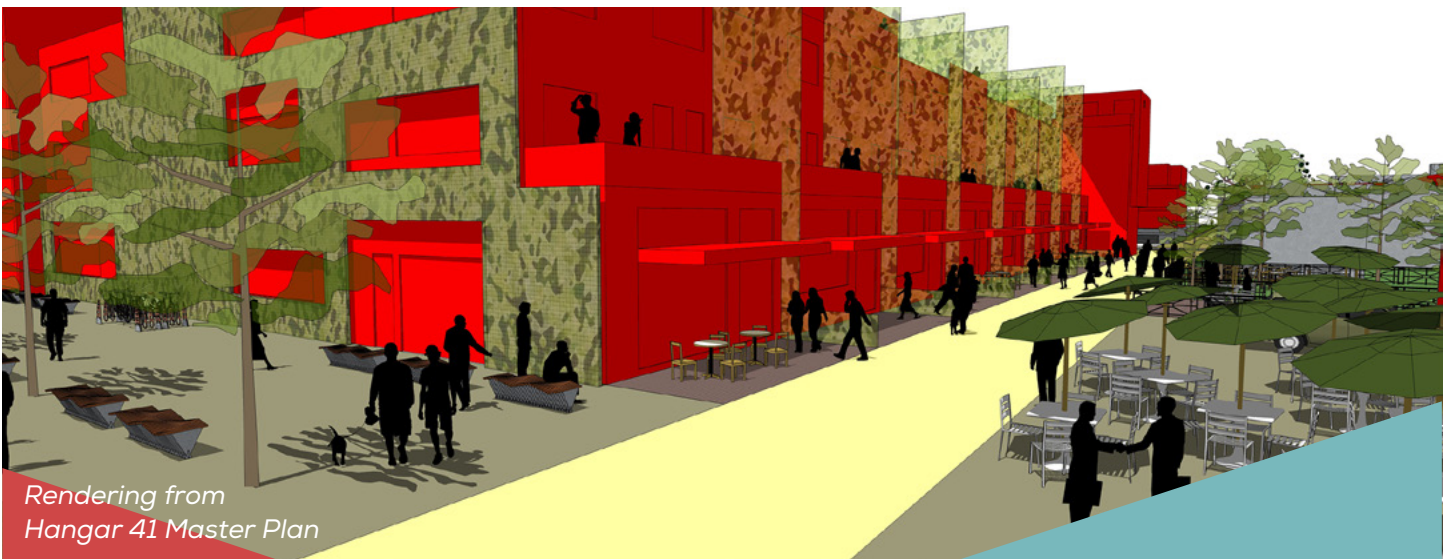
- 3.1. Rebuild Kalamath from Alameda to Colfax
 - 3.1.1. Widen to accommodate four lanes of through traffic, plus dedicated turns
 - 3.1.2. Add Dedicated and separated bike lanes
- 3.2. Rebuild Santa Fe ROW from Alameda to 6th and 13th to Colfax
 - 3.2.1. Narrow to two lanes of through traffic
- 3.3. Rebuild 6th Ave. and Kalamath intersection to accommodate two way traffic each way
- 3.4. Rebuild 8th Ave. and Kalamath intersection
- 3.5. Change traffic patterns
 - 3.5.1. One lane each, north bound and south bound on Santa Fe
 - 3.5.2. Two lanes each, north bound and south bound on Kalamath
 - 3.5.3. Two way traffic on 6th west of Speer
 - 3.5.4. Two way traffic on 8th west of Speer



Crosswalk Example



Drainage to rain garden



Rendering from Hangar 41 Master Plan

Join us in rebuilding Denver’s Gateway

The Santa Fe BID and La Alma Lincoln Park community are seeking to create a people-centric neighborhood with connectivity and improved safety along Santa Fe Drive. We have a variety of information from past studies and community plans that have helped us to reach the conclusions as to what our BID needs to achieve. Over the past several decades *“Santa Fe Drive made a dramatic shift from being a pedestrian oriented main street of residential scale into a three-lane, one way road that focused on moving cars from South Denver into the Central Business District...Adding lanes and widening the street through an already narrow corridor also resulted in drastically narrow sidewalks, displaying the premise that the commuter traffic took precedence over pedestrian street users and the neighborhood along Santa Fe. The effect is the creation of a chasm harshly dividing the neighborhood.”* (Hangar 41, Master Plan pg. 4). This decades old mistake needs to be rectified.