



DENVER
THE MILE HIGH CITY

Washington Street Study

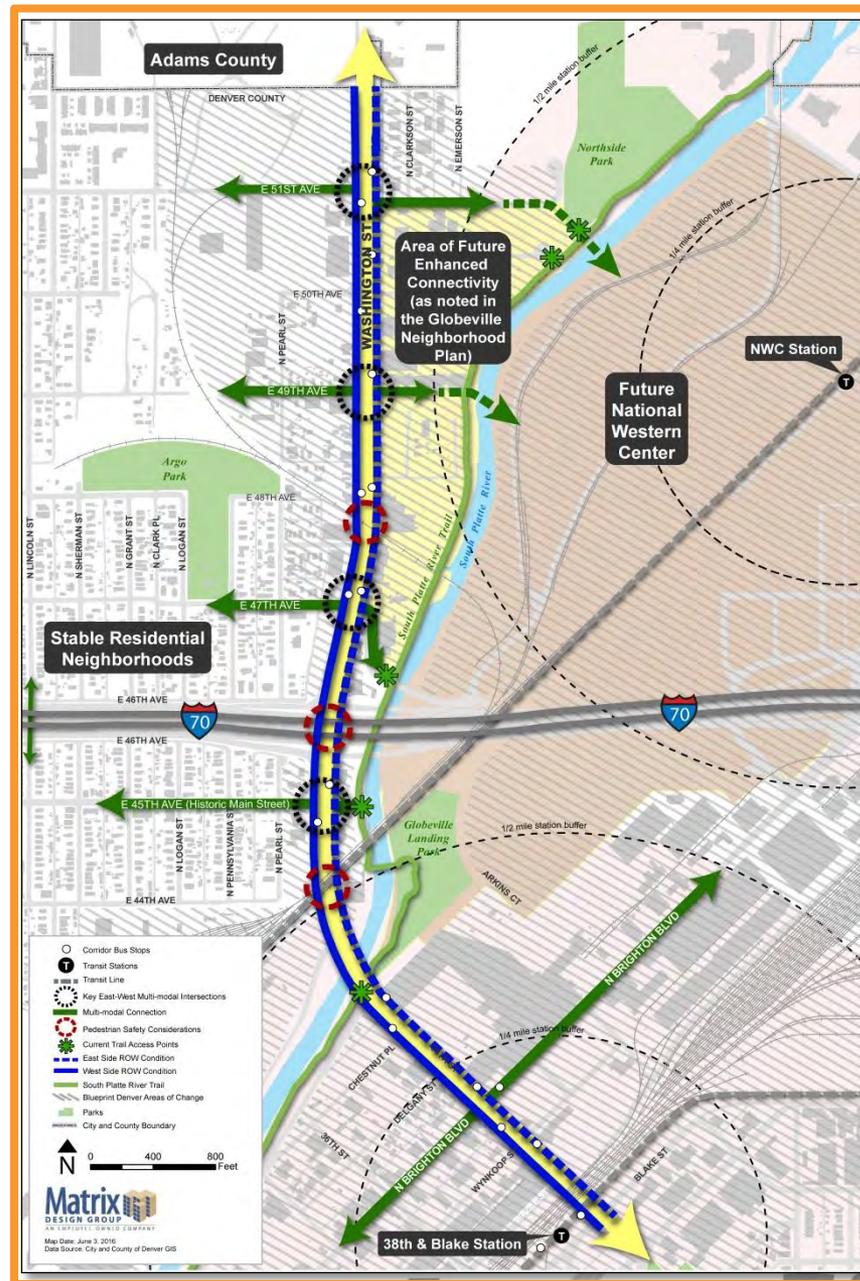
Community

Working Group #3

June 15, 2017

Agenda

- Schedule Update
- Overview of Open House: What We Heard
- Overview of Open House: Data Collection
- Review Vision and Guiding Principles
- Draft Corridor Character Areas
 - Existing Conditions
 - Corridor analysis
 - Opportunities & Constraints
 - Streetscape elements
- Q&A



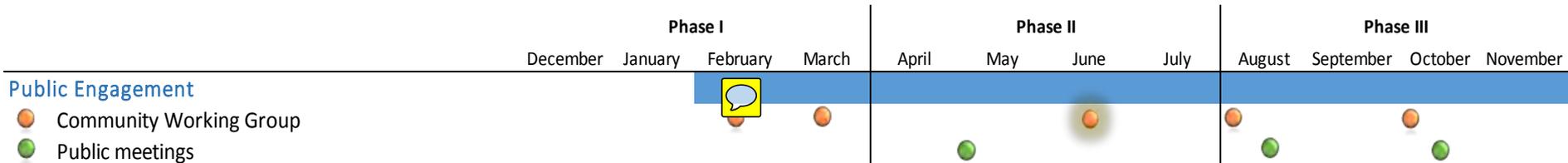
Schedule Update

- 5 CWG Meetings

- Meeting #1 - February
Introduction
- Meeting #2 - March
Visioning / Existing Conditions
- **Meeting #3 – June**
Review Visioning/ Reivew Character Areas
- Meeting #4 – **August**
Review and discuss alternatives
- Meeting #5 – **October**
Confirm preferred alternative

- 3 Public Meetings

- Meeting #1 - May
Visioning
- Meeting #2 – **August**
Alternative Cross Sections/Character Areas
- Meeting #3 – **October**
Preferred Alternative



Overview of Open House #1: What We Heard

- Existing Conditions Comments
 - Intersection at 45th Avenue is not safe for bikes or pedestrians
 - Left turns at 47th Avenue are impacted during peak hours
 - Lack of lighting along the corridor
 - Insufficient sidewalks
 - High traffic speeds
 - South Platte River Trail doesn't feel safe



Overview of Open House #1: What We Heard

- Suggested Improvements
 - Add trees
 - Improve access to South Platte River Trail / Improve Safety
 - Add lighting in I-70 underpass
 - Add bus shelters and seating
 - Bicycle lane on Washington Street is important
 - Add pedestrian bridge at 44th Avenue from Pearl Street to South Platte River Trail
- *Outreach strategy for Open House #2*
 - Community volunteers to help with flyering



Overview of Open House #1: Data Collection

- Survey – Intersection Priority Ranking

Survey Priority Intersection Results			
Item		Rank	Votes
45th Ave		1	33
47th Ave		2	31
51st Ave		3	27
50th Ave		4	11
49th Ave		5	9
48th Ave		6	5



Overview of Open House #1: Data Collection

- Survey – Streetscape Element Preferences

Survey Streetscape Preference Results		
Item	Rank	Scoring
Sidewalk	1	205
Pedestrian Lighting	2	197
Dedicated Bike Lane	3	167
Traffic Calming	4	162
Street Trees	5	153
Bus Stop Upgrades	6	149
Water Quality	7	117
Wayfinding	8	114
Site Furnishing	9	94
Parking Lane	10	90



Overview of Open House #1: Data Collection

- Priority by Character Area Dot Exercise



Open House Streetscape Preference Results			
Item	Area I	Area II	Area III
Dedicated Bike Lane	1	2	1
Street Trees	2	3	3
Sidewalk	3	1	2
Upgraded Bus Stop	4	5	5
Public Art	4	5	7
Pedestrian Lighting	4	5	8
Median	7	9	10
Wayfinding	7	8	11
Site Furnishing	9	9	12
On-Street Parking	11	11	4
Business Access	11	4	6
Water Quality Planter	12	11	9



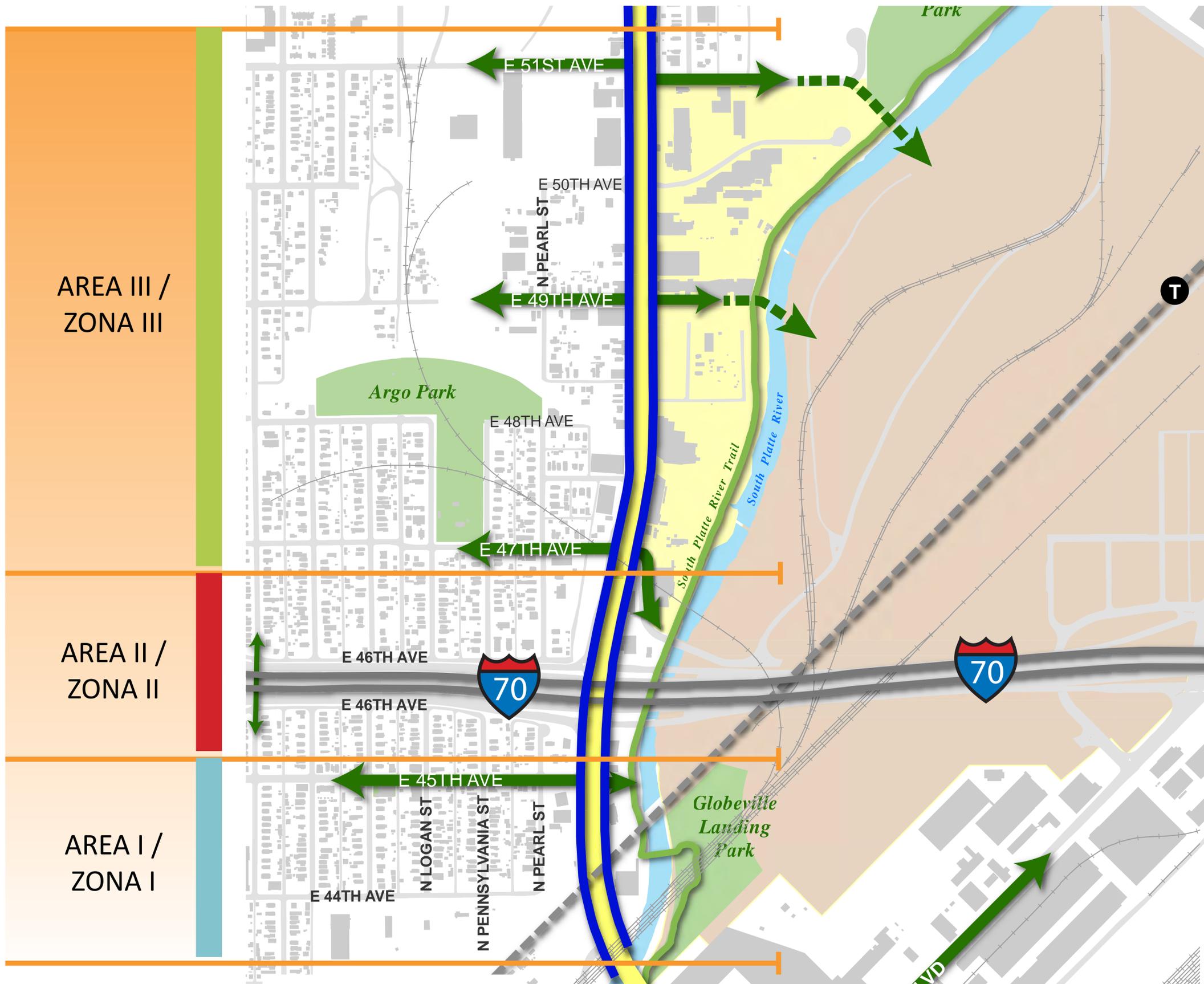
Globeville Neighborhood Study – Are the Vision & Principles Valid?

VISION: The area is transformed into a mixed-use riverfront destination area that capitalizes on its adjacency to the South Platte River, a revitalized Washington Street, reinvented greenspace, and direct connections across the river to the National Western Center.

GUIDING PRICIPLES: Make Washington Street an attractive corridor that creates a positive sense of place, attracts private reinvestment, and better accommodates all transportation modes.



CHARACTER AREAS

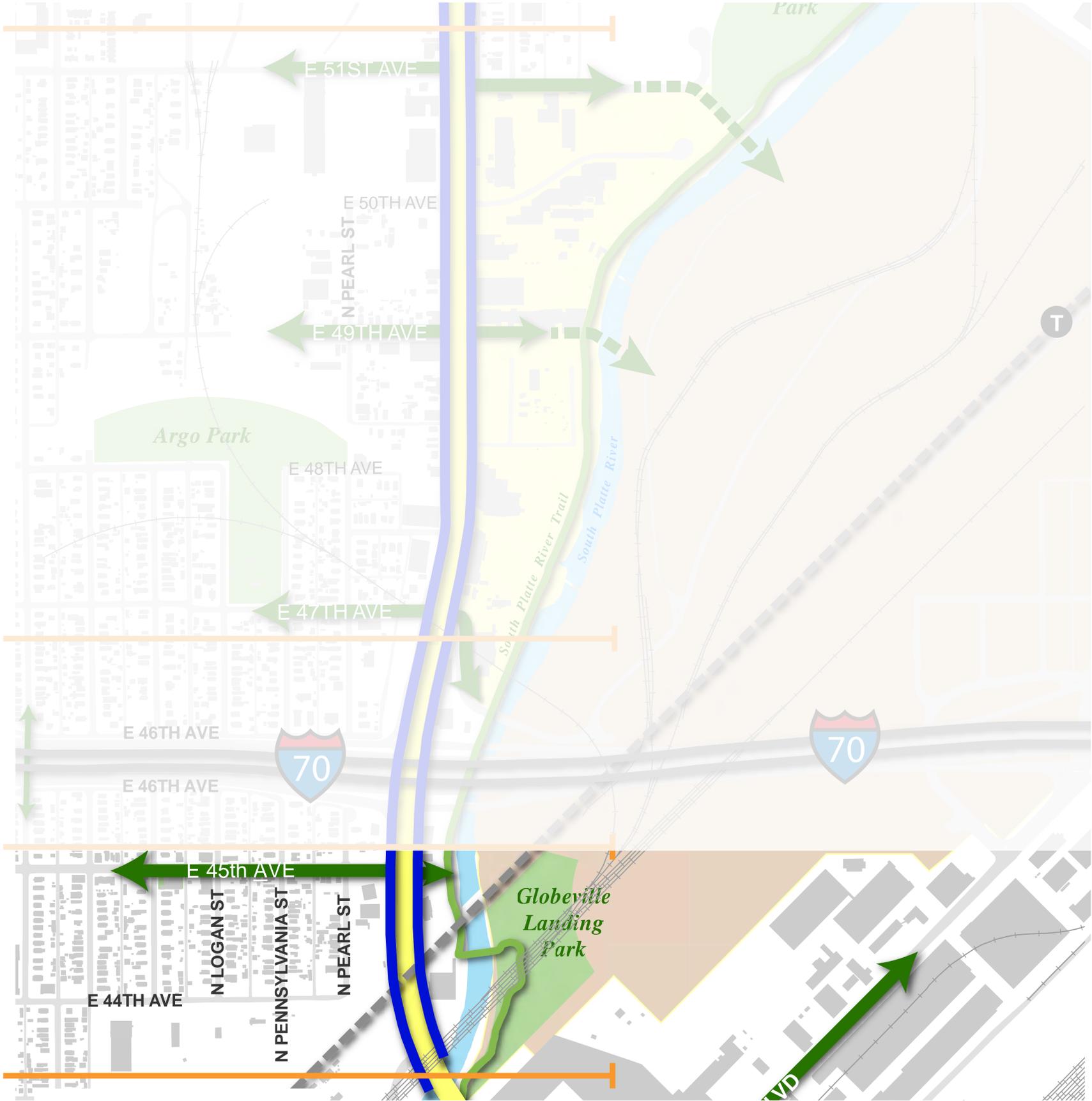


CHARACTER AREA I



STREETSCAPE DESIGN PRIORITY ON PLACEMAKING, 45TH STREET NEIGHBORHOOD GATEWAY AND PEDESTRIAN/BICYCLE CONNECTIVITY. DESIGN PRIORITIES INCLUDE:

- Celebrate the character of the neighborhood
- Provide neighborhood gateway identity and connections to the existing neighborhood
- Stimulate activity along the street, particularly at the 45th Street gateway
- Ensure pedestrian safety and comfort
- Encourage multi-modal transportation
- Promote slower speeds through active and passive traffic calming
- Implement safe pedestrian and bike connections to the South Platte River Trail



CHARACTER AREA I

EXISTING CONDITIONS

EXISTING GATEWAY TO THE NEIGHBORHOOD WITH CONSTRAINED NON-VEHICULAR ACCESS, AND LIMITED CONNECTION TO THE RIVER CORRIDOR. CHARACTERISTICS INCLUDE:

- Limited pedestrian connectivity (sidewalk on one side only beneath the rail bridge) and limited crossing points
- Visual character dominated by bridges and retaining walls (at southern end)
- Road depression beneath rail bridge leaves limited opportunities for active frontages and will rely on landscape improvements for enhancing gateway character
- Entrance to the neighborhood at 45th Street intersection represents an important neighborhood arrival point
- Poor bicycle connections to the South Platte River Trail at 45th Street (however recent bike detection and striping improve level of service accessing trail)
- Poor bicycle connections to Brighton Boulevard



COMMUNITY PRIORITIES

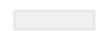
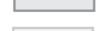
- 1 DEDICATED BIKE LANE
- 2 STREET TREES
- 3 SIDEWALK
- 4 UPGRADED BUS STOP
- 5 PUBLIC ART
- 6 PEDESTRIAN LIGHTING
- 7 MEDIAN
- 8 WAYFINDING
- 9 SITE FURNISHING
- 10 ON-STREET PARKING
- 11 BUSINESS ACCESS
- 12 WATER QUALITY PLANTER



Existing Character

CHARACTER AREA I

LEGEND

-  EXISTING E.O.P.
-  EXISTING SIDEWALKS
-  EXISTING TRAILS
-  EXISTING BUILDINGS
-  EXISTING PARCELS
-  EXISTING INTERSECTION
-  EXISTING PRIVATE ACCESS
-  BLDGS WITHIN 5' OF R.O.W.
-  BLDGS WITHIN 10' OF R.O.W.
-  BLDGS WITHIN 15' OF R.O.W.

0' 50' 100'



NOTES

- Varied R.O.W.
- Access to South Platte Trail at 45th is not visible
- Railroad underpass

West Side
 [2] Intersection Points
 [1] Private Access Points
 [0] Bldgs 5' from R.O.W.
 [0] Bldgs 5'-10' from R.O.W.
 [0] Bldgs 10'-15' from R.O.W.

East Side
 [1] Intersection Points
 [0] Private Access Points
 [0] Bldgs 5' from R.O.W.
 [0] Bldgs 5'-10' from R.O.W.
 [0] Bldgs 10'-15' from R.O.W.

OPPORTUNITIES/CONSTRAINTS

- Increased visibility of pedestrian environment; amenities, safety and comfort
- Improved street tree planting
- Improved bus stop amenity
- Improved bicycle access to South Platte River Trail and Brighton Boulevard
- Strong visual and physical connections between Washington Street and neighborhoods
- Future sidewalk on eastern side of Washington Street upon upgrade of rail bridge
- Railroad bridge



CHARACTER AREA I



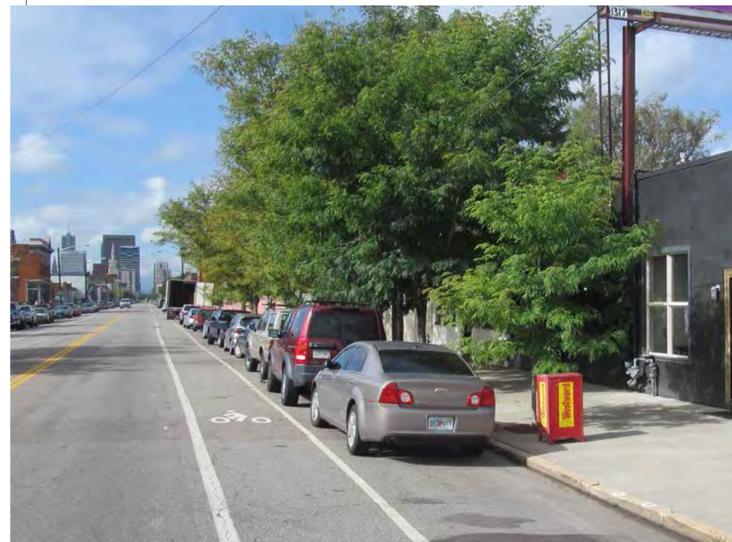
POSSIBLE CHARACTER

STREETScape DESIGN PRIORITY ON PLACEMAKING, SIDE-WALK ACTIVITY, AND PEDESTRIAN CONNECTIVITY. TRAFFIC ENGINEERING TO EMPHASIZE:

- Improved sidewalk amenity and accessibility.
- Improved connections to trails and adjacent amenities.
- Slower design speeds with possible reduced lane widths if possible.
- Intersection modifications to reduce curb radii, with enhanced pedestrian safety and prioritization.
- Enhanced streetscape quality through the introduction of consistent street tree planting

STREETScape ELEMENTS

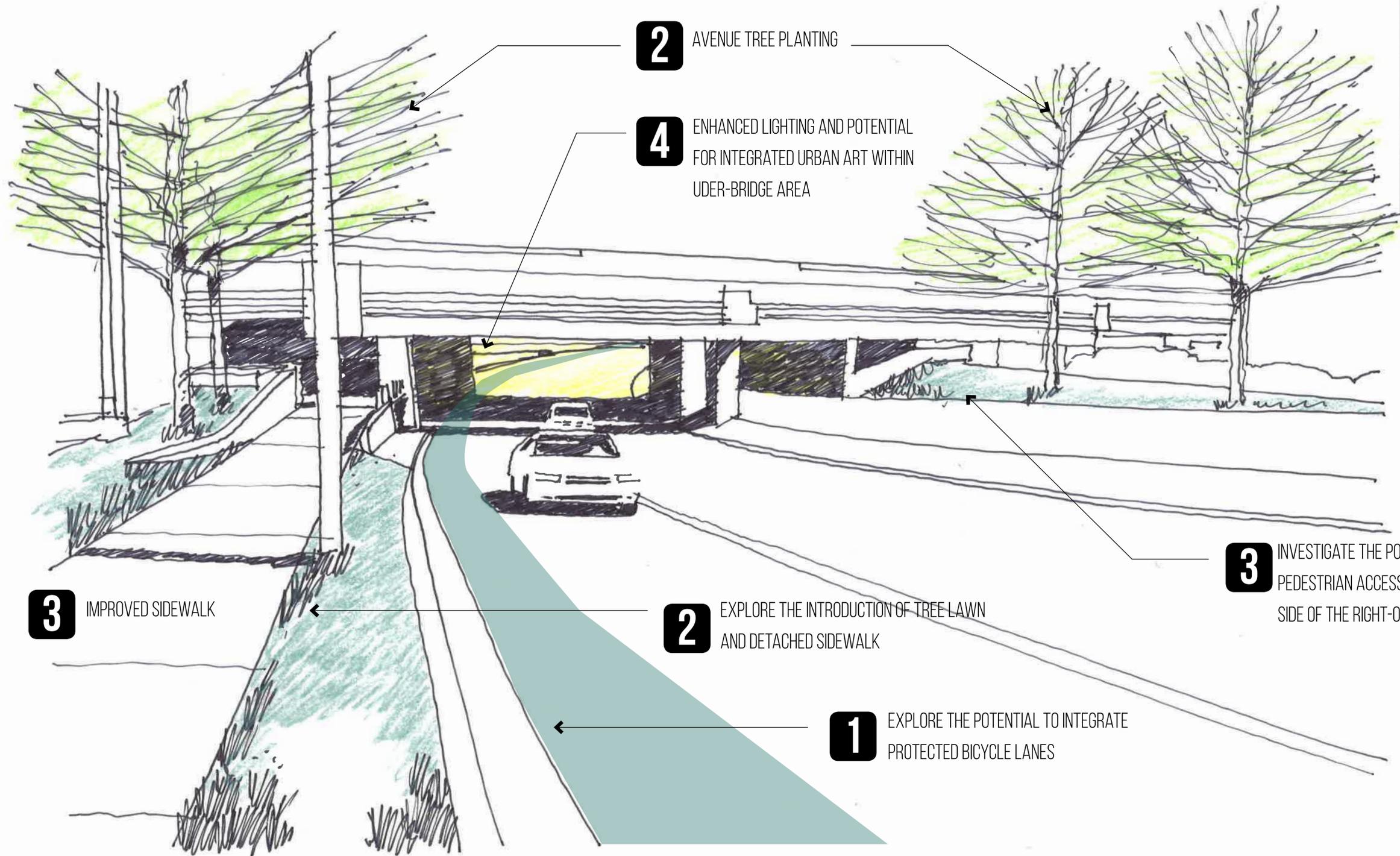
- Gateway street tree planting
- Street Amenities
- Well connected pedestrian network
- Safe intersections and pedestrian crossings
- Bike Lanes
- Neighborhood signage
- Pedestrian Lighting
- Public Art
- Enhancements to under-bridge areas



Character Typology Boards

CHARACTER AREA I

South



3 IMPROVED SIDEWALK

2 AVENUE TREE PLANTING

4 ENHANCED LIGHTING AND POTENTIAL FOR INTEGRATED URBAN ART WITHIN UDER-BRIDGE AREA

3 INVESTIGATE THE POTENTIAL FOR PEDESTRIAN ACCESS ON THE EASTERN SIDE OF THE RIGHT-OF-WAY.

2 EXPLORE THE INTRODUCTION OF TREE LAWN AND DETACHED SIDEWALK

1 EXPLORE THE POTENTIAL TO INTEGRATE PROTECTED BICYCLE LANES

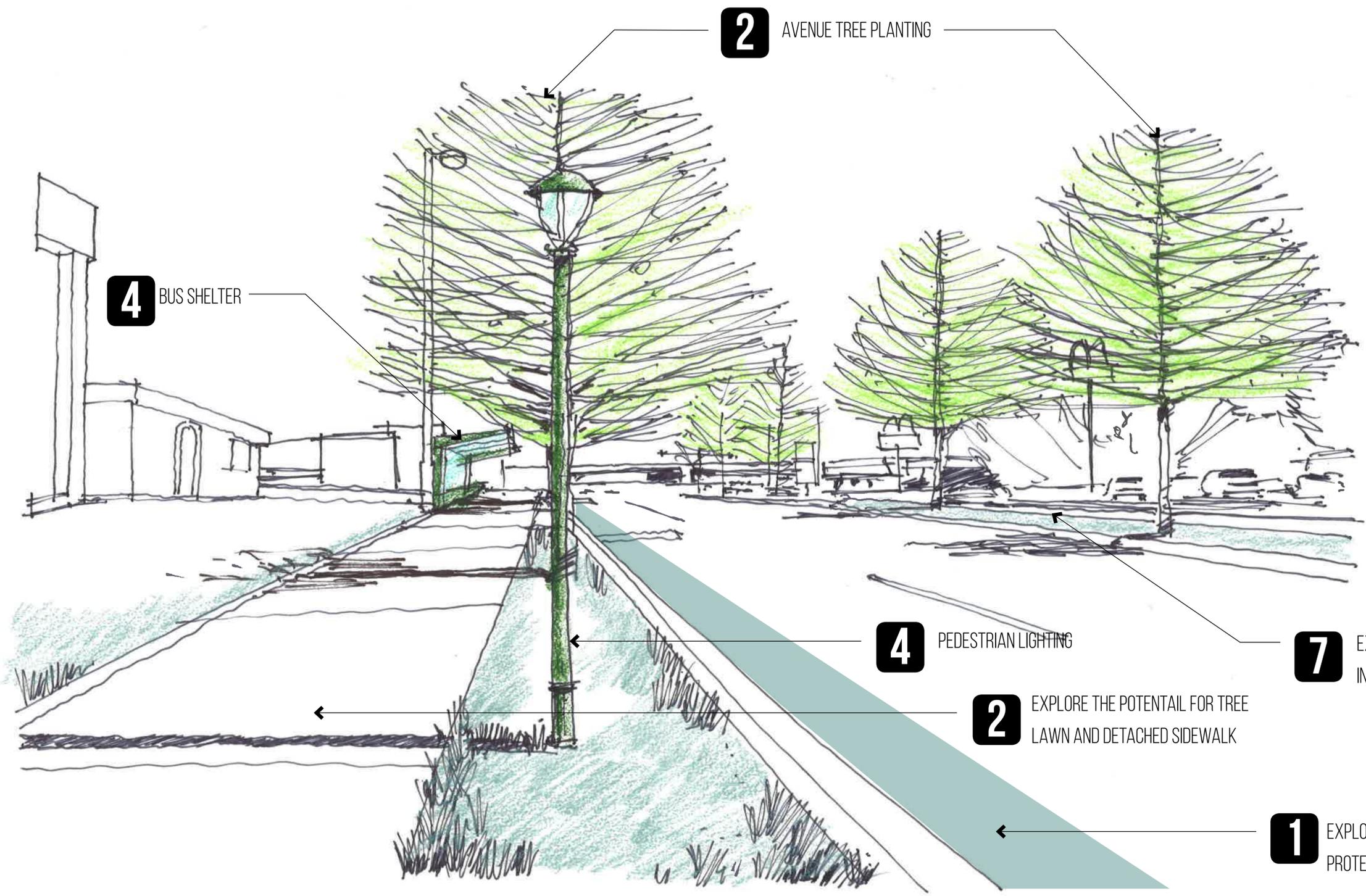
TOP PRIORITIES

- 1 DEDICATED BIKE LANE
- 2 STREET TREES
- 3 SIDEWALK
- 4 UPGRADED BUS STOP

Streetscape Intervention Options

CHARACTER AREA I

North



TOP PRIORITIES

- 1 DEDICATED BIKE LANE
- 2 STREET TREES
- 3 SIDEWALK
- 4 UPGRADED BUS STOP

2 AVENUE TREE PLANTING

4 BUS SHELTER

4 PEDESTRIAN LIGHTING

2 EXPLORE THE POTENTIAL FOR TREE LAWN AND DETACHED SIDEWALK

7 EXPLORE THE POTENTIAL TO INTRODUCE MEDIAN PLANTING

1 EXPLORE THE POTENTIAL TO INTEGRATE PROTECTED BICYCLE LANES

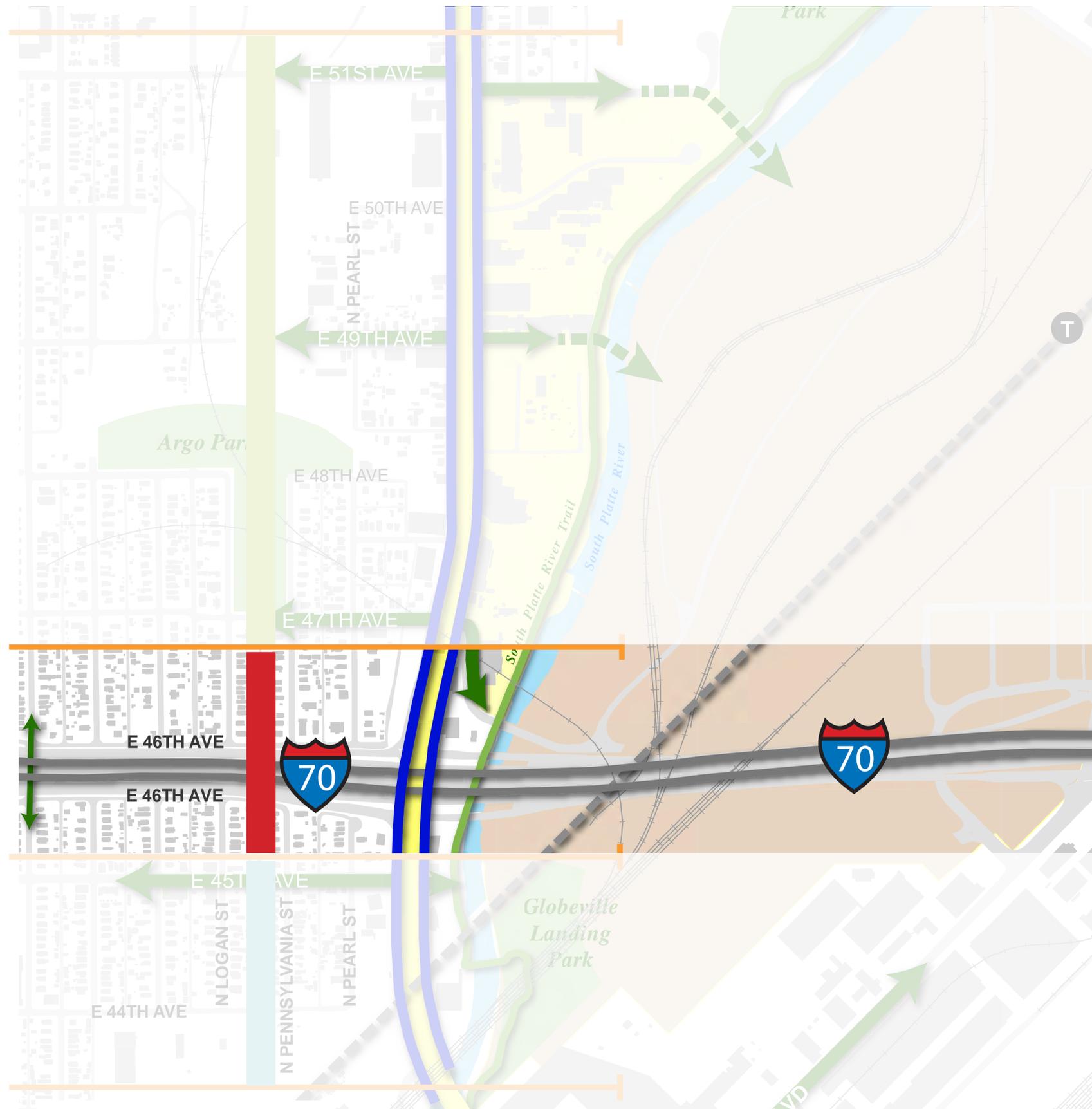
Streetscape Intervention Options

CHARACTER AREA II



THE STREETScape DESIGN PROVIDES A BALANCE BETWEEN FREEWAY ACCESS AND PEDESTRIAN AND BICYCLE AMENITIES. THE CHARACTER OF THE STREETScape WILL REINFORCE THE GATEWAY POINT TO THE NEIGHBORHOOD AND THE EMPLOYMENT USES ALONG WASHINGTON STREET. DESIGN PRIORITIES INCLUDE:

- Encourage multi-modal transportation
- Enhanced pedestrian and bicycle safety and amenity
- Ensure pedestrian safety and comfort
- Enhanced lighting and improved urban character



CHARACTER AREA II

EXISTING CONDITIONS

SIGNIFICANT INTERCHANGE ACCOMMODATING MAJOR TRAFFIC MOVEMENTS. THE AREA FORMS A GATEWAY INTO THE NEIGHBORHOOD WHEN ARRIVING FROM I-70. CHARACTERISTICS INCLUDE:

- Poor pedestrian amenity beneath freeway viaduct
- Large radius curves to on and off ramps create poor pedestrian crossing environment
- Inconsistency in street tree planting and other amenities result in a poor visual quality
- A lack of actively fronting land parcels facing Washington Street contribute to an unfriendly urban environment
- Large concrete median adds additional width to the road corridor with little visual or amenity value.
- Safety concerns between bikes/pedestrians and vehicles

COMMUNITY PRIORITIES

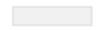
- 1 SIDEWALK
- 2 DEDICATED BIKE LANE
- 3 STREET TREES
- 4 BUSINESS ACCESS
- 5 UPGRADED BUS STOP
- 5 PUBLIC ART
- 5 PEDESTRIAN LIGHTING
- 8 WAYFINDING
- 9 MEDIAN
- 9 SITE FURNISHING
- 11 ON-STREET PARKING
- 11 WATER QUALITY PLANTER



Existing Character

CHARACTER AREA II

LEGEND

-  EXISTING E.O.P.
-  EXISTING SIDEWALKS
-  EXISTING TRAILS
-  EXISTING BUILDINGS
-  EXISTING PARCELS
-  EXISTING INTERSECTION
-  EXISTING PRIVATE ACCESS
-  BLDGS WITHIN 5' OF R.O.W.
-  BLDGS WITHIN 10' OF R.O.W.
-  BLDGS WITHIN 15' OF R.O.W.

0' 50' 100'



NOTES

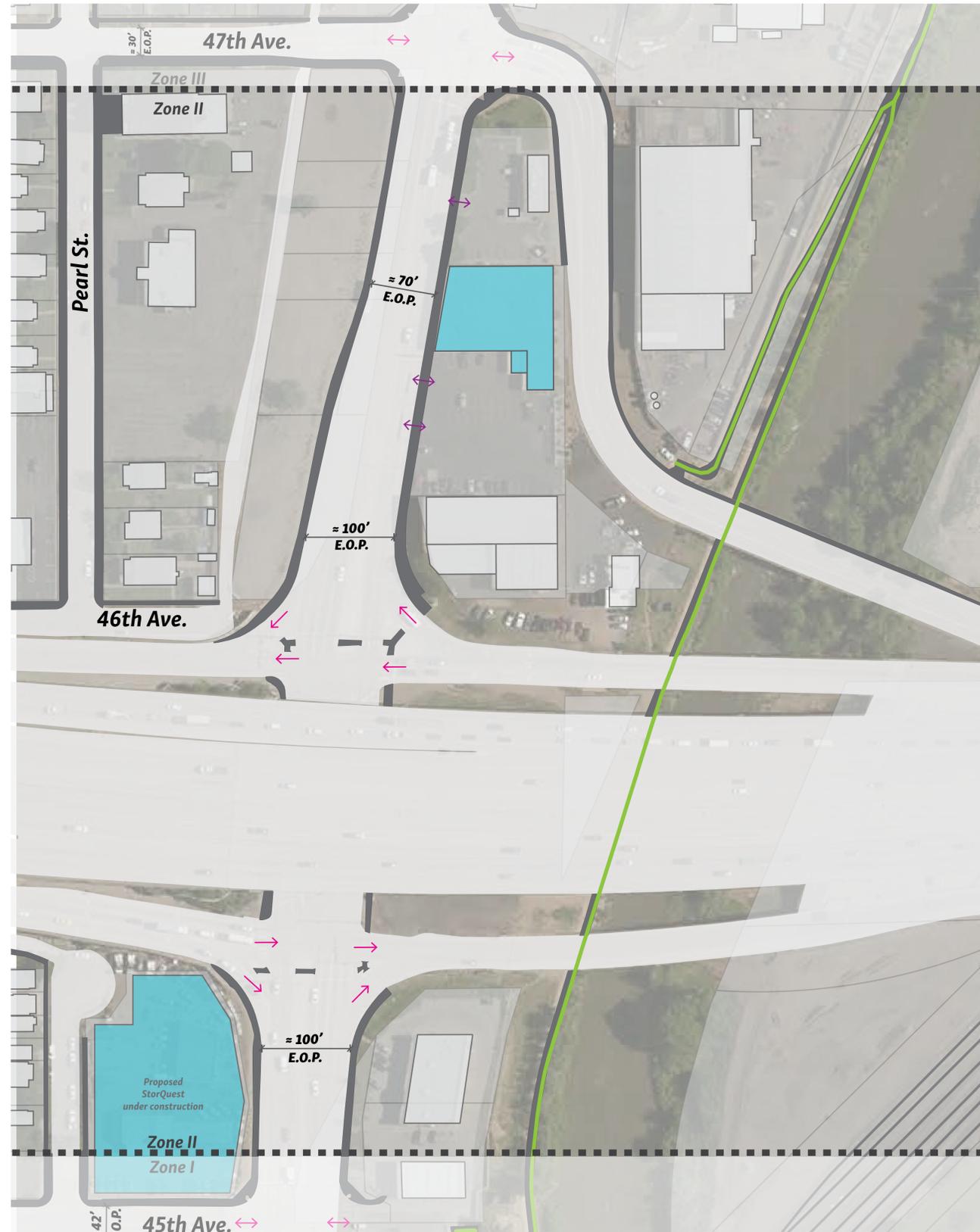
- Varied R.O.W.
- Edge of Payment (E.O.P) From 100' to 70'
- Access to South Platte Trail at 47th is not visible

West Side
 [2] Intersection Points
 [0] Private Access Points
 [1] Bldgs 5' from R.O.W.
 [0] Bldgs 5'-10' from R.O.W.
 [0] Bldgs 10'-15' from R.O.W.

East Side
 [2] Intersection Points
 [3] Private Access Points
 [1] Bldgs 5' from R.O.W.
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OPPORTUNITIES/CONSTRAINTS

- Increased visibility of pedestrian environment; amenities, safety and comfort
- Improved pedestrian crossings at I-70 on-ramps
- Improved pedestrian environment beneath I-70, with lighting and sidewalk improvements



CHARACTER AREA II



POSSIBLE CHARACTER

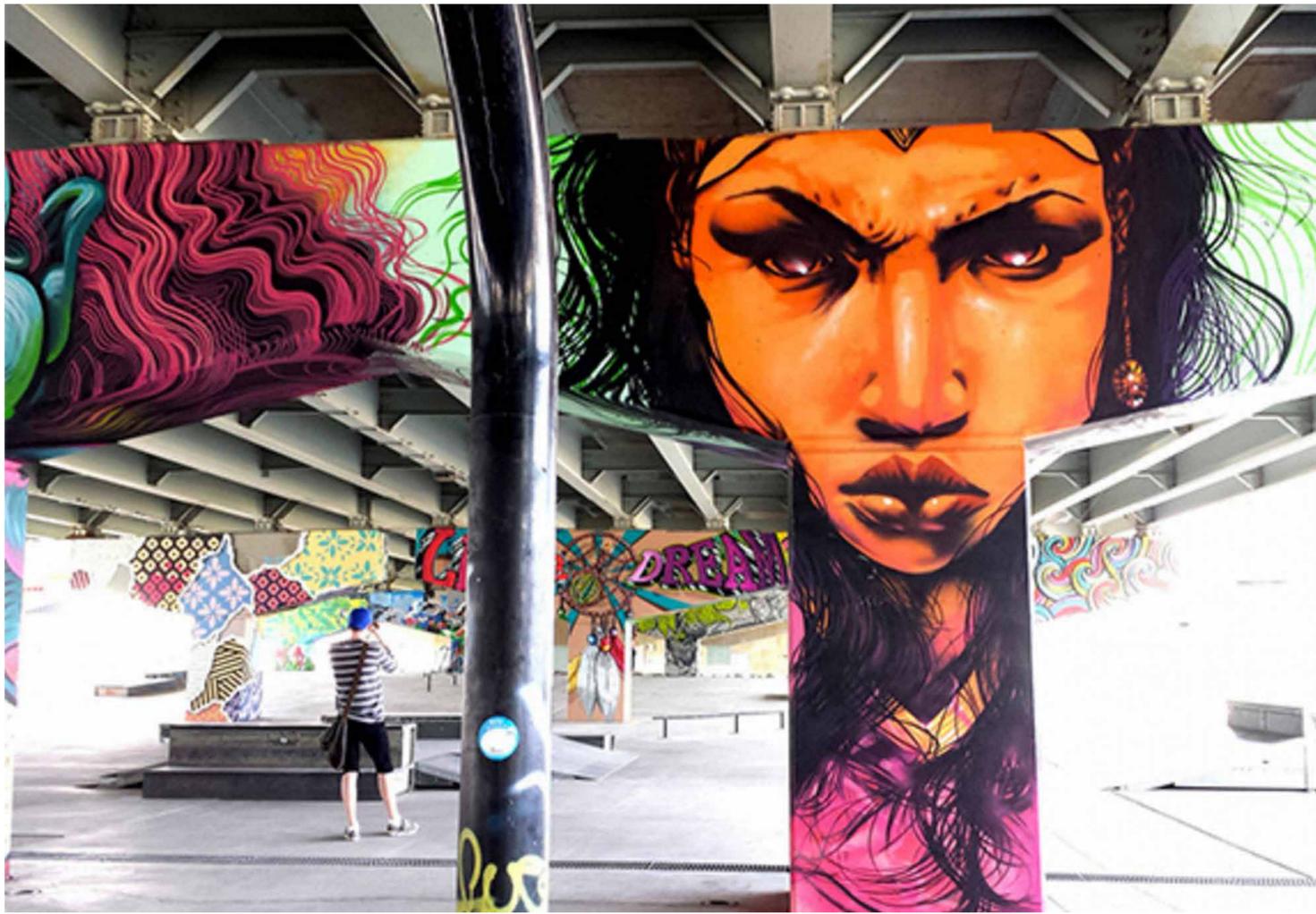
STREETScape DESIGN PRIORITY ON PLACEMAKING, NEIGHBORHOOD GATEWAY, PEDESTRIAN SAFETY AND PEDESTRIAN AND BICYCLE CONNECTIVITY. TRAFFIC ENGINEERING TO EMPHASIZE:

- Improved intersection design at freeway ramps, providing pedestrian prioritization
- Slower design speeds within the intersection
- Enhanced visual quality beneath the freeway viaduct with signature lighting and integrated urban art and gateway elements



STREETScape ELEMENTS

- Pedestrian Zone
- Bike Lanes
- Wayfinding Signage
- Pedestrian Lighting
- Public Art
- Potential urban park

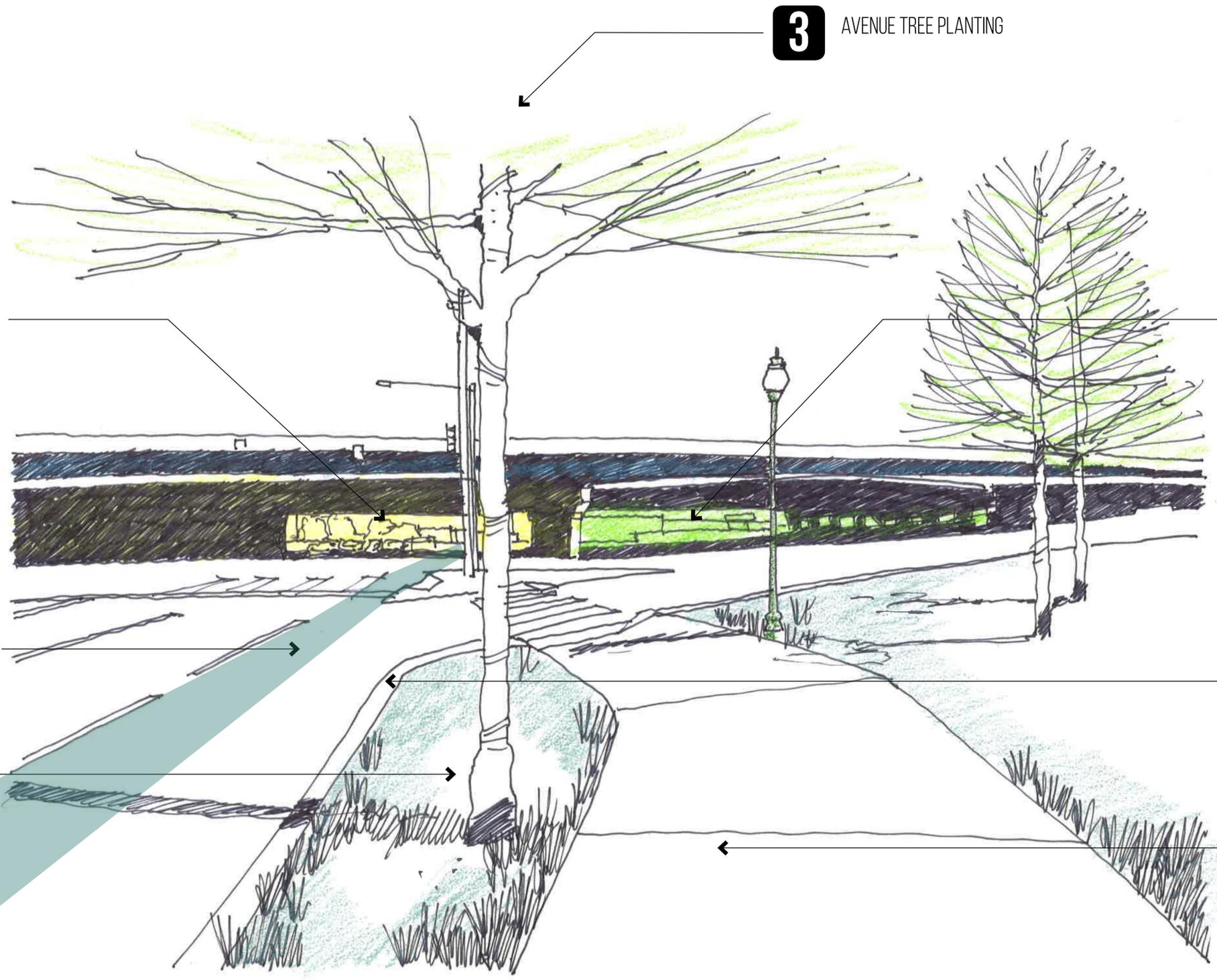


CHARACTER AREA II



TOP PRIORITIES

- 1 SIDEWALK
- 2 DEDICATED BIKE LANE
- 3 STREET TREES
- 4 BUSINESS ACCESS



5 ENHANCED LIGHTING AND POTENTIAL FOR INTEGRATED URBAN ART WITHIN UNDER-BRIDGE AREA

2 EXPLORE THE POTENTIAL TO INTEGRATE PROTECTED BICYCLE LANES

3 EXPLORE THE POTENTIAL FOR TREE LAWN AND DETACHED SIDEWALK

3 AVENUE TREE PLANTING

5 EXPLORE THE OPPORTUNITY TO CREATE PLANTING/URBAN PARK BENEATH THE FREEWAY

4 CREATE A TIGHTER TURN RADIUS FOR ON-RAMP TO LOWER TRAFFIC SPEEDS AND CREATE A SAFER PEDESTRIAN ENVIRONMENT

1 SIDEWALK IMPROVEMENTS

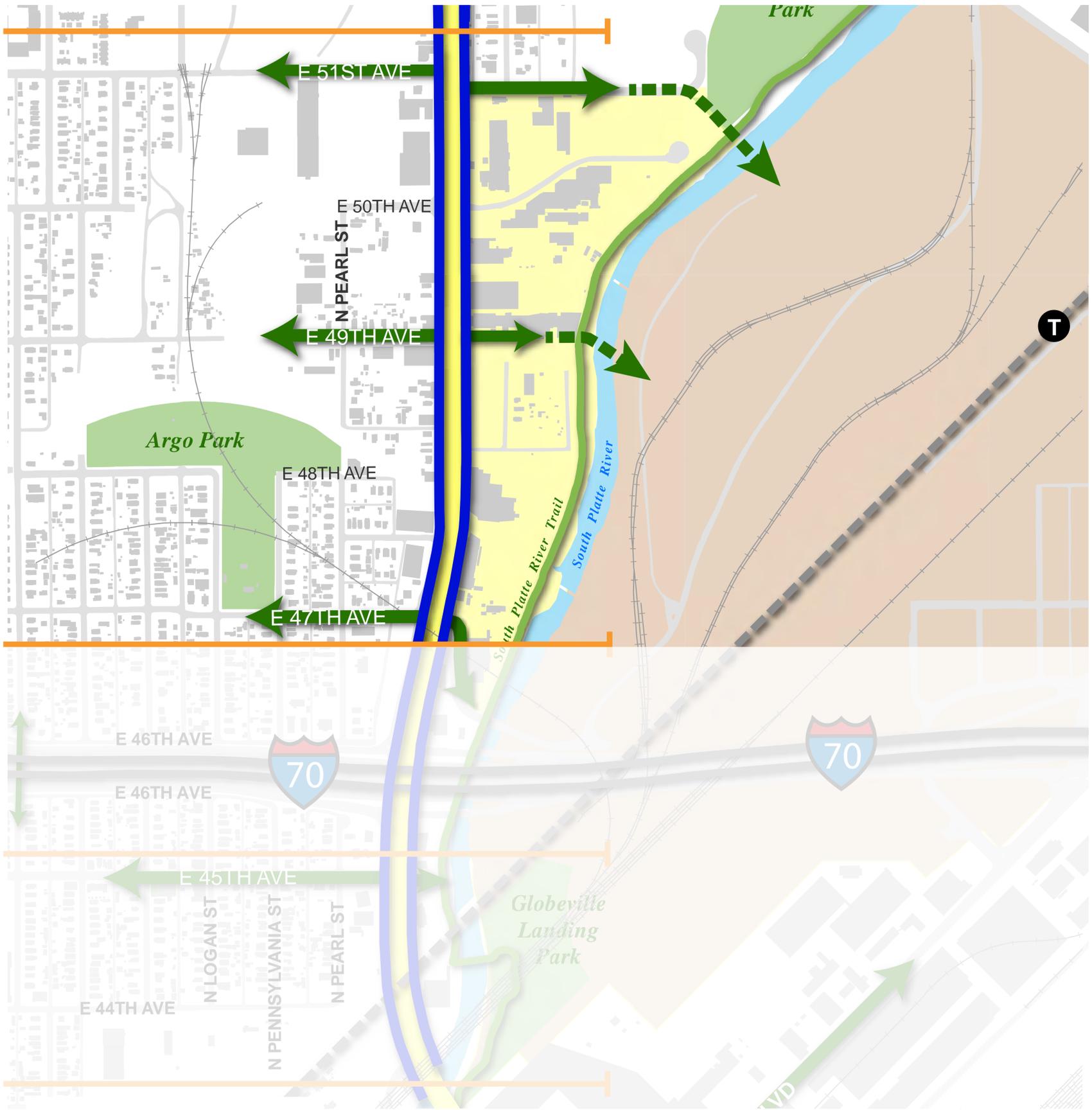


CHARACTER AREA III



THE STREETScape DESIGN PLACES A PRIORITY ON PLACEMAKING, AS WASHINGTON STREET WILL FUNCTION AS THE 'FRONT DOOR' TO THE COMMUNITY. DESIGN PRIORITIES INCLUDE:

- Enable a diversity of mixed-use and industrial users throughout the corridor
- Stimulate activity along the street
- Ensure pedestrian safety and comfort
- Provide neighborhood gateway identity and connections to the existing neighborhood
- Encourage multi-modal transportation
- Implement safe connections to the River Trail and Transit Facilities
- Provide on-street parking and/or drop off zones
- Enable wider sidewalks for increased pedestrian activity
- Promote slower speeds through active and passive traffic calming



CHARACTER AREA III

EXISTING CONDITIONS

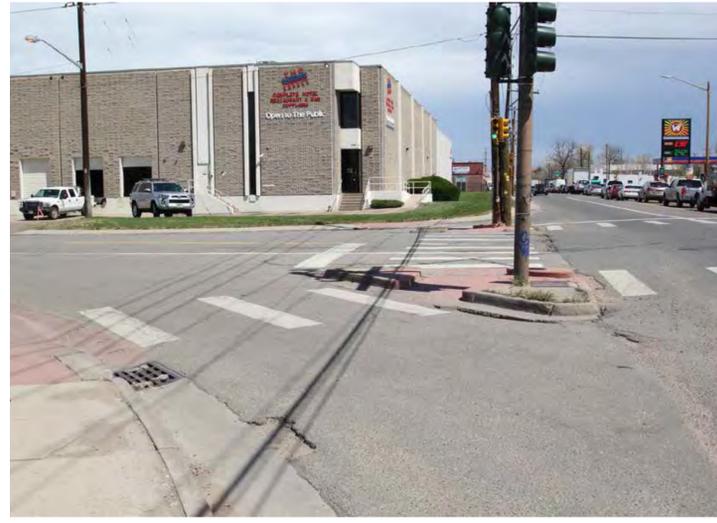
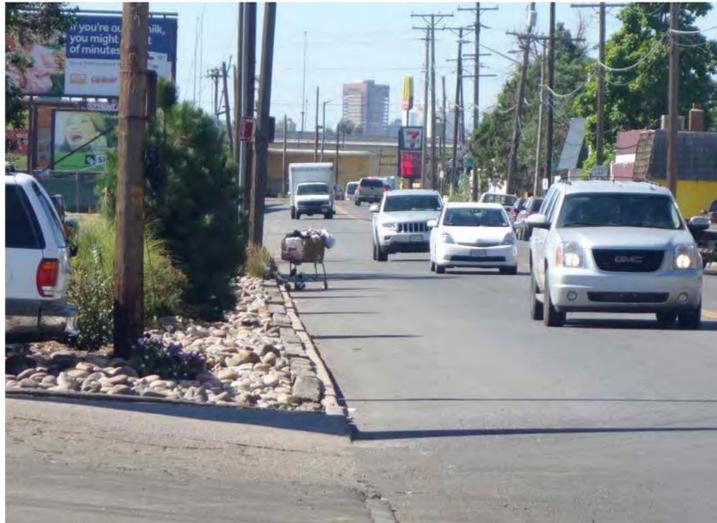
MAJOR ARTERIAL STREET FUNCTIONING TO SERVE REGIONAL AND LOCAL TRAFFIC FUNCTIONS. THE STREET DESIGN TRANSITIONS FROM A MULTI-LANE ROADWAY IN THE SOUTH, TO A SINGLE LANE IN EACH DIRECTION BETWEEN 47TH AND 48TH STREETS. INTERSECTIONS WITHIN THIS ZONE HAVE WIDE TURNING RADII TO ACCOMMODATE LARGE VEHICLE MOVEMENTS (NOTABLY 50TH AVENUE). PEDESTRIAN AMENITY IS VARIABLE, WITH A RELATIVELY CONSISTENT SIDEWALK CONDITION ON THE WESTERN SIDE OF THE ROAD, AND POOR CONNECTIVITY TO THE EAST. CHARACTERISTICS INCLUDE:

- Single traffic lane in each direction, with turning lane at 50th and transition to 2 lanes in each direction to the south.
- Constrained right-of-way at rail crossing.
- Inconsistent parking provision along sections of the western side of the corridor.
- Inconsistent sidewalk conditions.
- Poor quality/inconsistent street tree planting.
- Poor transit stop amenity.
- Variable land uses and building setbacks along the corridor.



COMMUNITY PRIORITIES

- 1 DEDICATED BIKE LANE
- 2 SIDEWALK
- 3 STREET TREES
- 4 ON-STREET PARKING
- 5 UPGRADED BUS STOP
- 6 BUSINESS ACCESS
- 7 PUBLIC ART
- 8 PEDESTRIAN LIGHTING
- 9 WATER QUALITY PLANTER
- 10 MEDIAN
- 11 WAYFINDING
- 12 SITE FURNISHING



Existing Character

CHARACTER AREA III

South

LEGEND

-  EXISTING E.O.P.
-  EXISTING SIDEWALKS
-  EXISTING TRAILS
-  EXISTING BUILDINGS
-  EXISTING PARCELS
-  EXISTING INTERSECTION
-  EXISTING PRIVATE ACCESS
-  BLDGS WITHIN 5' OF R.O.W.
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NOTES

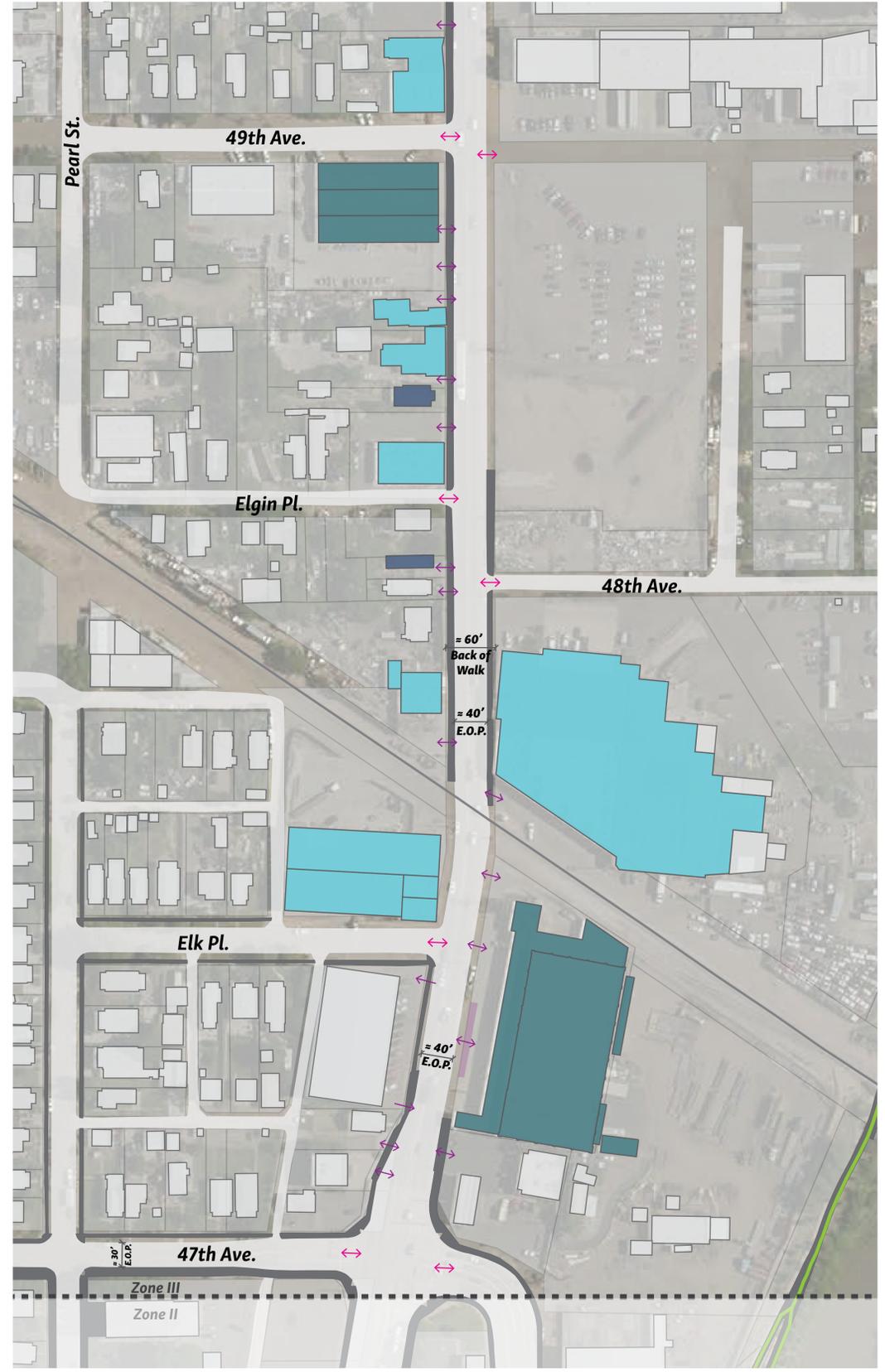
- R.O.W. around 60'
- Edge of Payment (E.O.P.) around 40'

West Side
 [6] Intersection Points
 [18] Private Access Points
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 [2] Bldgs 5'-10' from R.O.W.
 [2] Bldgs 10'-15' from R.O.W.

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OPPORTUNITIES/CONSTRAINTS

- Increased visibility of pedestrian environment; amenities, safety and comfort
- Improved pedestrian crossings at multiple locations
- Consistent sidewalk connectivity along both sides of Washington Street
- Strong visual and physical connections between Washington and neighborhoods
- Improved access to South Platte River Trail
- On-street parking



CHARACTER AREA III

North

LEGEND

- EXISTING E.O.P.
- EXISTING SIDEWALKS
- EXISTING TRAILS
- EXISTING BUILDINGS
- EXISTING PARCELS
- EXISTING INTERSECTION
- EXISTING PRIVATE ACCESS
- BLDGS WITHIN 5' OF R.O.W.
- BLDGS WITHIN 10' OF R.O.W.
- BLDGS WITHIN 15' OF R.O.W.

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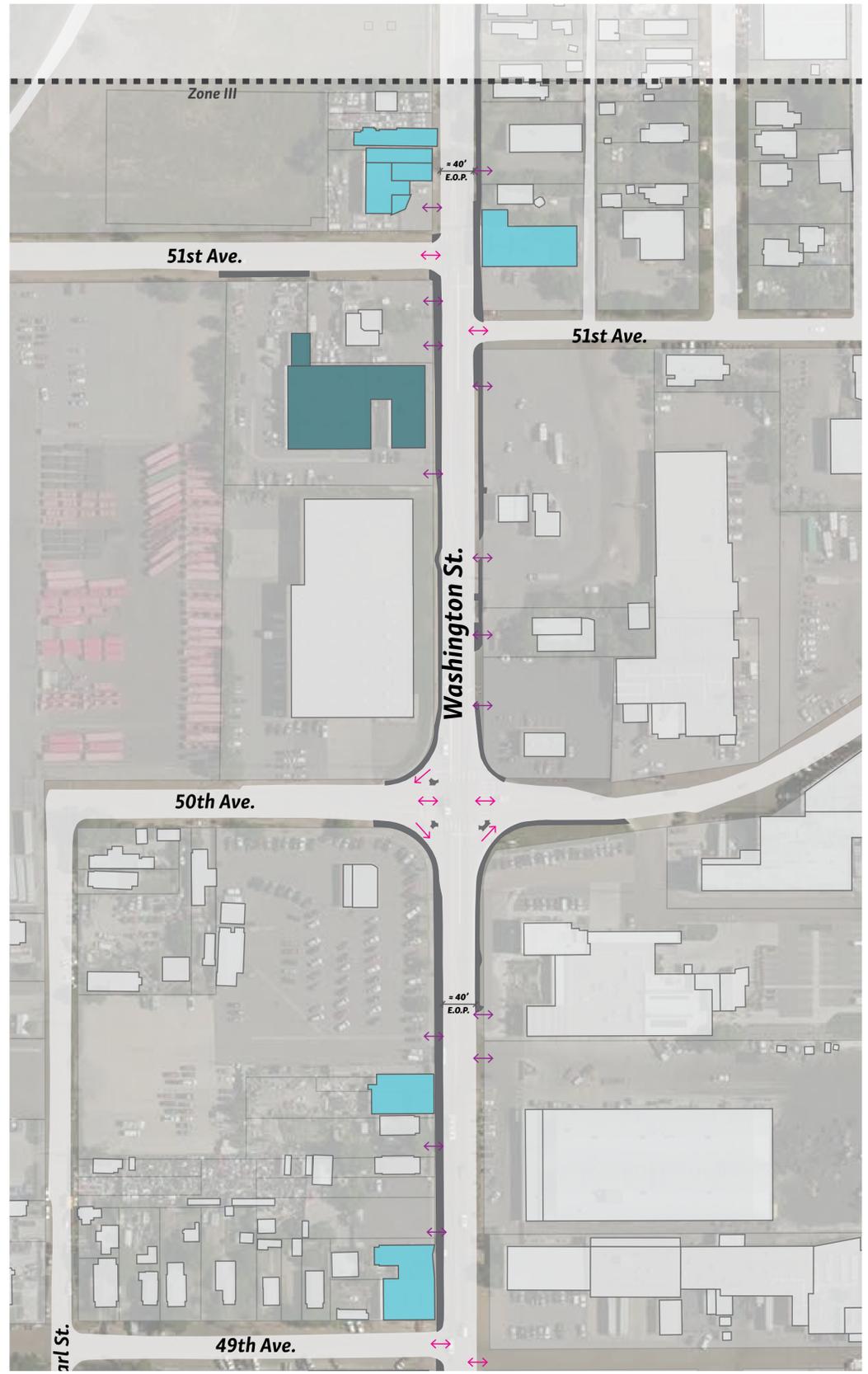
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West Side	East Side
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OPPORTUNITIES/CONSTRAINTS

- Increased visibility of pedestrian environment; amenities, safety and comfort
- Improved pedestrian crossings at multiple locations
- Consistent sidewalk connectivity along both sides of Washington Street
- Strong visual and physical connections between Washington and neighborhoods
- Improved access to South Platte River Trail
- On-street parking



CHARACTER AREA III



POSSIBLE CHARACTER

STREETScape DESIGN PRIORITY ON PLACEMAKING, SIDE-WALK ACTIVITY, AND PEDESTRIAN CONNECTIVITY. TRAFFIC ENGINEERING TO EMPHASIZE:

- On-street parking
- Slower design speeds
- Increased levels of congestion are acceptable
- Traffic calming measures



STREETScape ELEMENTS

- Consistent Tree Canopy
- Street Amenities
- Improved bus stop amenity
- Safe pedestrian crossings
- Improved pedestrian crossing at rail line
- Bike Racks
- Improved pedestrian and bicycle connections to the South Platte River Trail and Brighton Boulevard
- Pedestrian Zone
- Bike Lanes
- Cafe Seating
- Wayfinding Signage
- Pedestrian Lighting
- Public Art



Character Typology Boards

CHARACTER AREA III

North



TOP PRIORITIES

- 1 DEDICATED BIKE LANE
- 2 SIDEWALK
- 3 STREET TREES
- 4 ON-STREET PARKING

1 EXPLORE THE POTENTIAL TO INTEGRATE BICYCLE LANES (EITHER WITHIN WIDENED SIDEWALK OR AS DEDICATED LANE WITHIN ROADWAY)

3 AVENUE TREE PLANTING

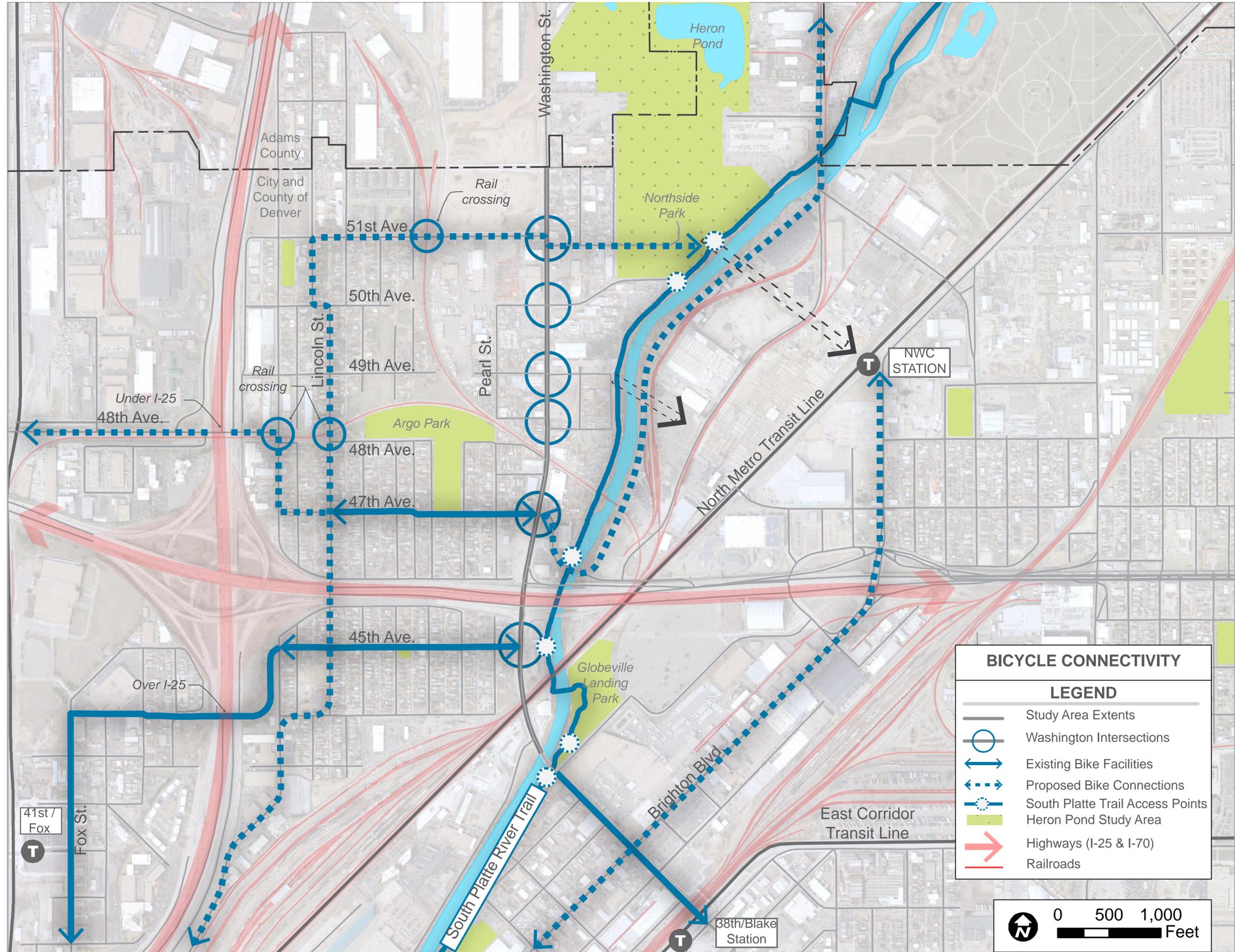
8 PEDESTRIAN LIGHTING

4 EXPLORE THE POTENTIAL FOR INDENTED PARKING AT KEY LOCATIONS ALONG WASHINGTON STREET

2 URBAN SIDEWALK CONDITION

Streetscape Intervention Options

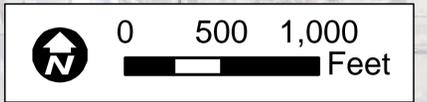
REGIONAL NETWORK



BICYCLE CONNECTIVITY

LEGEND

- Study Area Extents
- Washington Intersections
- Existing Bike Facilities
- Proposed Bike Connections
- South Platte Trail Access Points
- Heron Pond Study Area
- Highways (I-25 & I-70)
- Railroads





Thank You

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