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/ Review 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

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Overview of Open House #1: Data Collection

- Survey – Streetscape Element Preferences

### Survey Streetscape Preference Results

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Overview of Open House #1: Data Collection

- Priority by Character Area Dot Exercise

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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 PRINCIPLES: Make Washington Street an attractive corridor that creates a positive sense of place, attracts private reinvestment, and better accommodates all transportation modes.
Character Areas / Zonas Distintivas

South Platte River Trail

Northside Park

Argo Park

Globeville Landing Park

Transit Stations

South Platte River

Transit Line

Map Date: June 3, 2016

Data Source: City and County of Denver GIS
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
**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.

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

**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
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 AREA I
South

**TOP PRIORITIES**
1. Dedicated Bike Lane
2. Street Trees
3. Sidewalk
4. Upgraded Bus Stop

**Streetscape Intervention Options**

1. Explore the potential to integrate protected bicycle lanes.
2. Explore the introduction of tree lawn and detached sidewalk.
3. Investigate the potential for pedestrian access on the eastern side of the right-of-way.
4. Avenue tree planting.

Enhanced lighting and potential for integrated urban art within under-bridge area.
**CHARACTER AREA I**

North

**TOP PRIORITIES**

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

**Streetscape Intervention Options**

1. EXPLORE THE POTENTIAL TO INTEGRATE PROTECTED BICYCLE Lanes
2. AVENUE TREE PLANTING
3. PEDESTRIAN LIGHTING
4. BUS SHELTER
5. EXPLORE THE POTENTIAL FOR TREE LAWN AND DETACHED SIDEWALK
6. EXPLORE THE POTENTIAL TO INTRODUCE MEDIAN PLANTING
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
CHARACTER AREA II

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 Typology Boards

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
Streetscape Intervention Options

Top Priorities
1. Sidewalk
2. Dedicated Bike Lane
3. Street Trees
4. Business Access

Enhanced lighting and potential for integrated urban art within underbridge area

Explore the potential to integrate protected bicycle lanes

Explore the potential for tree lawn and detached sidewalk

Avenue tree planting

Explore the opportunity to create planting/urban park beneath the freeway

Create a tighter turn radius for on-ramp to lower traffic speeds and create a safer pedestrian environment

Sidewalk improvements

Character Area II
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
### 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
BLDG'S WITHIN 5' OF R.O.W.
BLDG'S WITHIN 10' OF R.O.W.
BLDG'S WITHIN 15' OF R.O.W.

OTES

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

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

East Side
- 5 Intersection Points
- 12 Private Access Points
- 1 Bldgs 5' from R.O.W.
- 1 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 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
POSSIBLE CHARACTER

STREETScape Design Priority on Placemaking, Sidewalk 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 AREA III
North

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

Streetscape Intervention Options

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

2. URBAN SIDEWALK CONDITION

3. AVENUE TREE PLANTING

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

8. PEDESTRIAN LIGHTING

Avenue Tree Planting

Pedestrian Lighting

Urban Sidewalk Condition

North
Thank You

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