TEJON STREET FACILITY DESIGN RECOMMENDATION

URPL 6565 - November 10, 2015

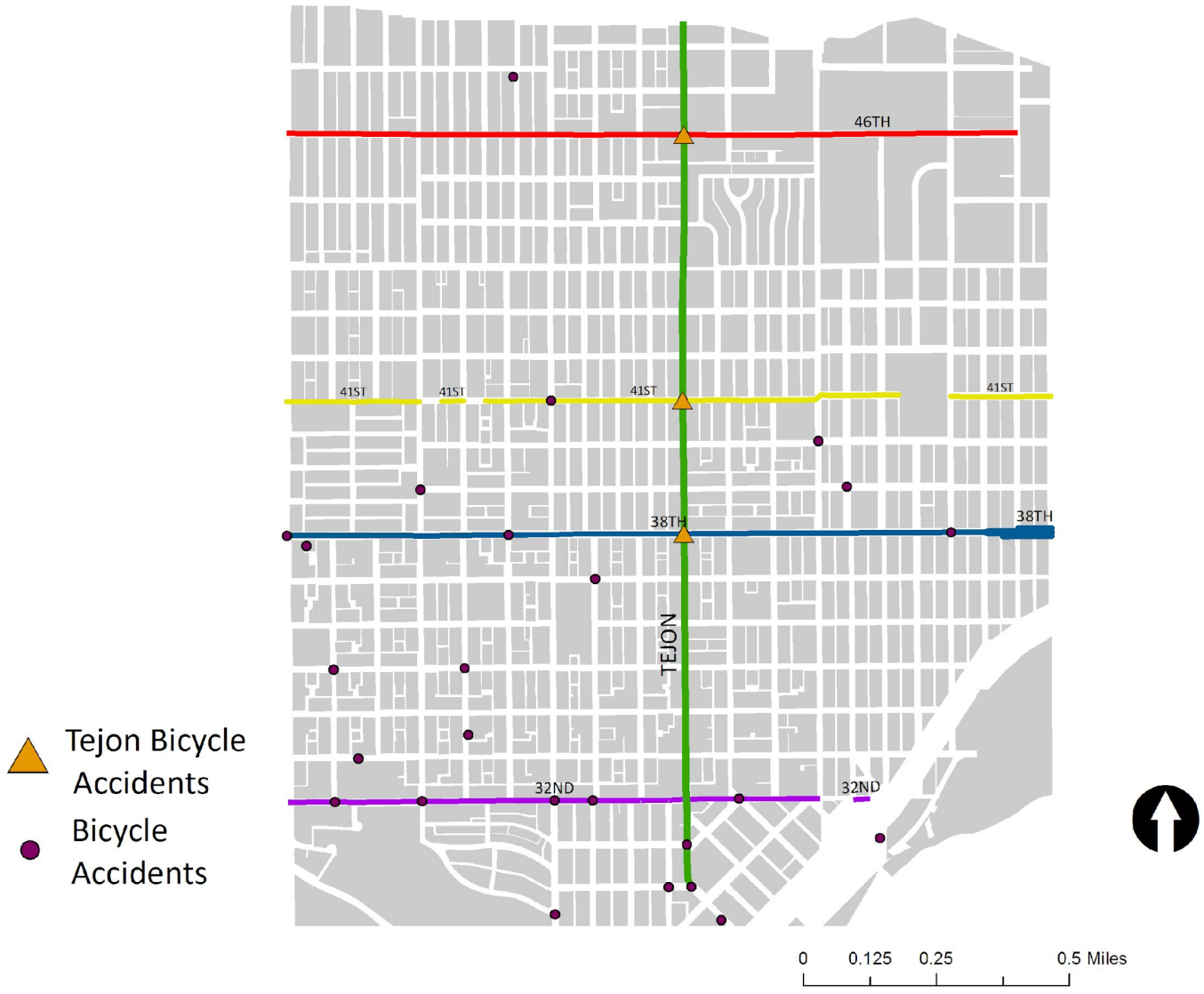
Robby Long | Allison Neuman | Jenny Niemann | Alison Redenz

CONTEXT

EXISTING CONDITIONS

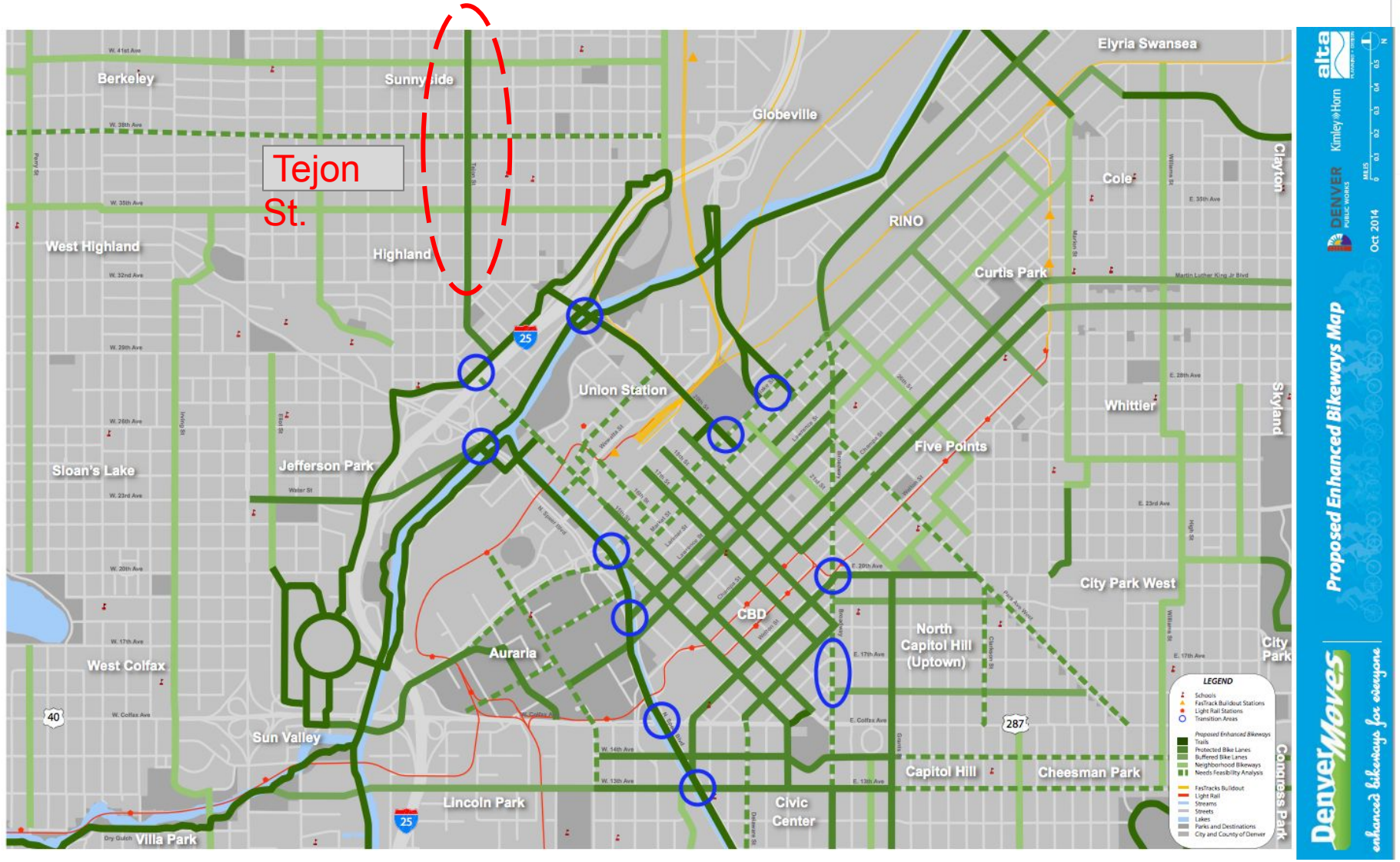
BIKE ACCIDENTS

EXISTING CONDITIONS



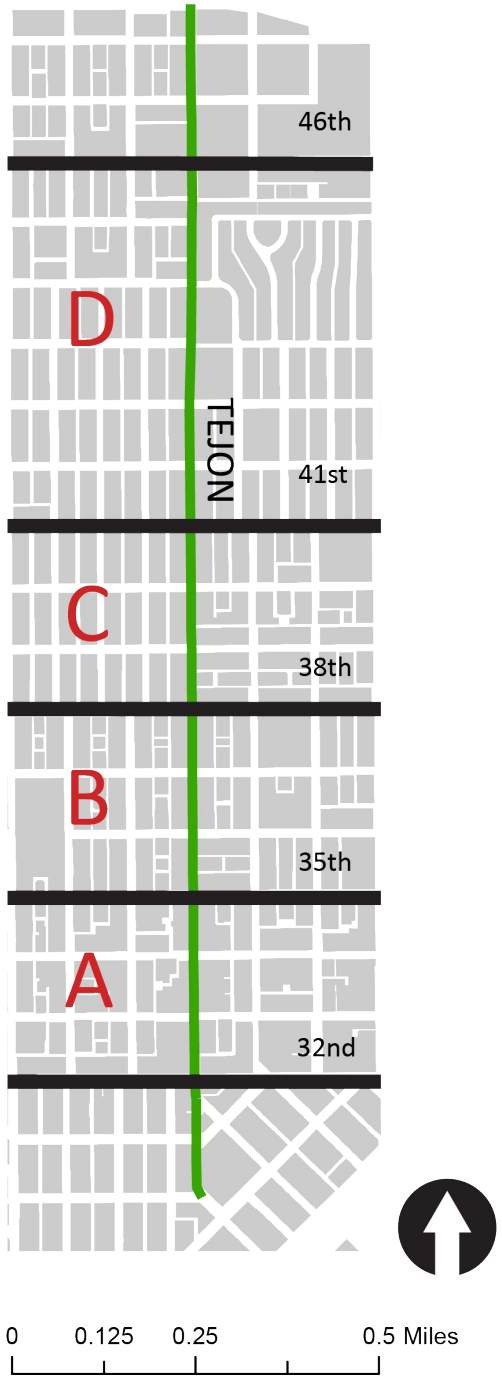
DENVER MOVES

EXISTING CONDITIONS



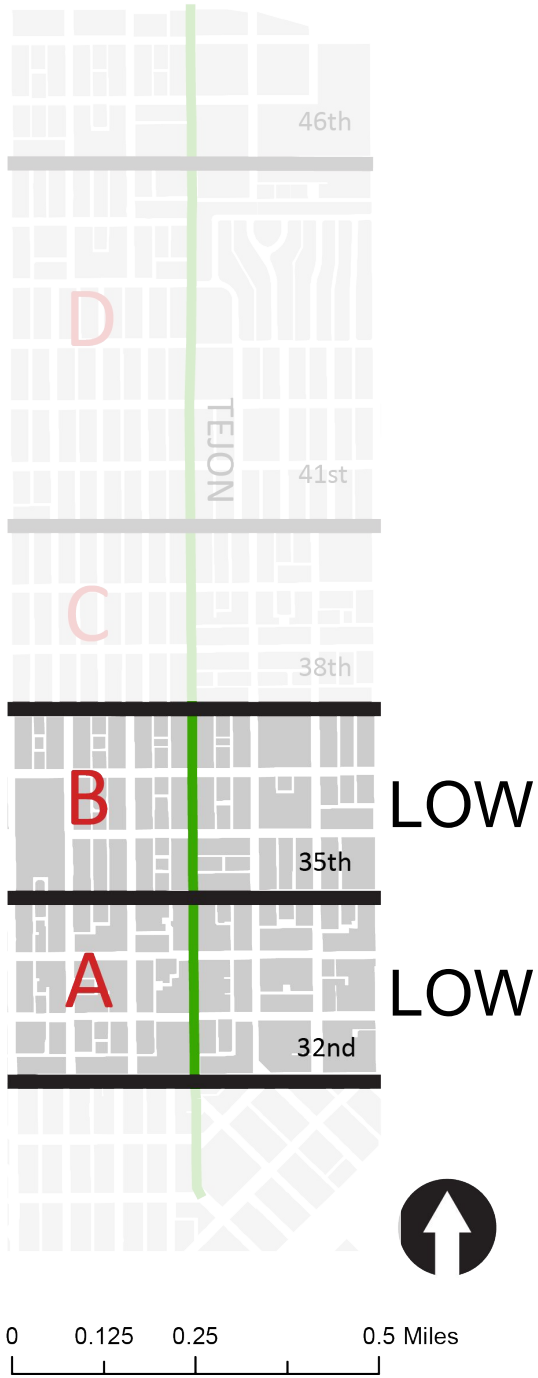
ANALYSIS ZONES

ANALYSIS



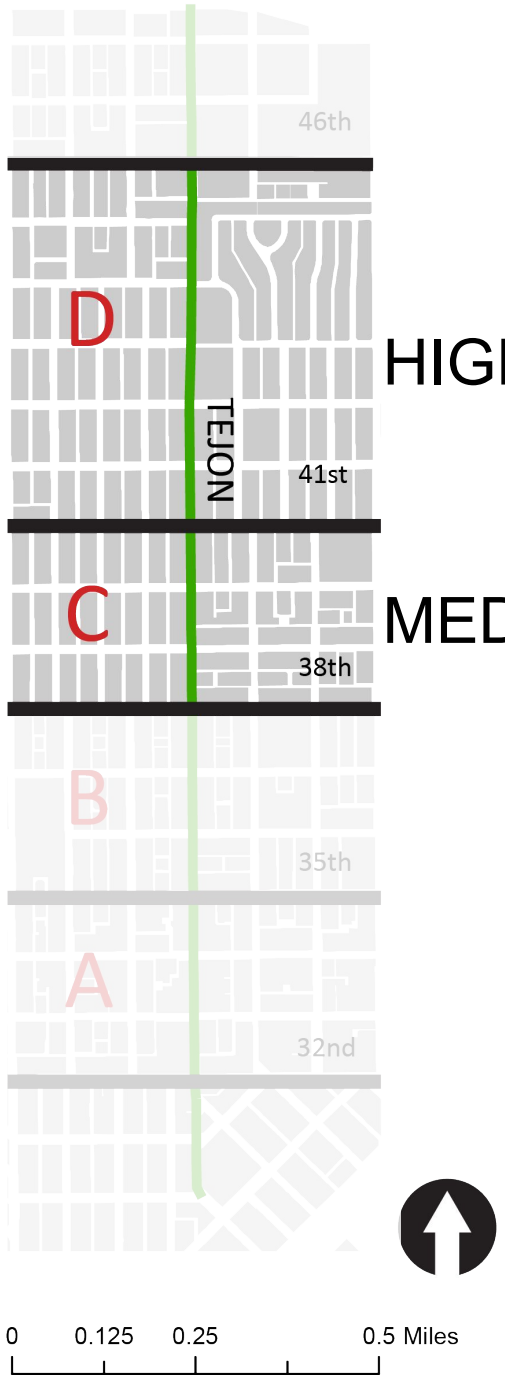
PARKING AVAILABILITY

ANALYSIS



PARKING AVAILABILITY

ANALYSIS



HIGH

MEDIUM

NUMBER OF CYCLISTS

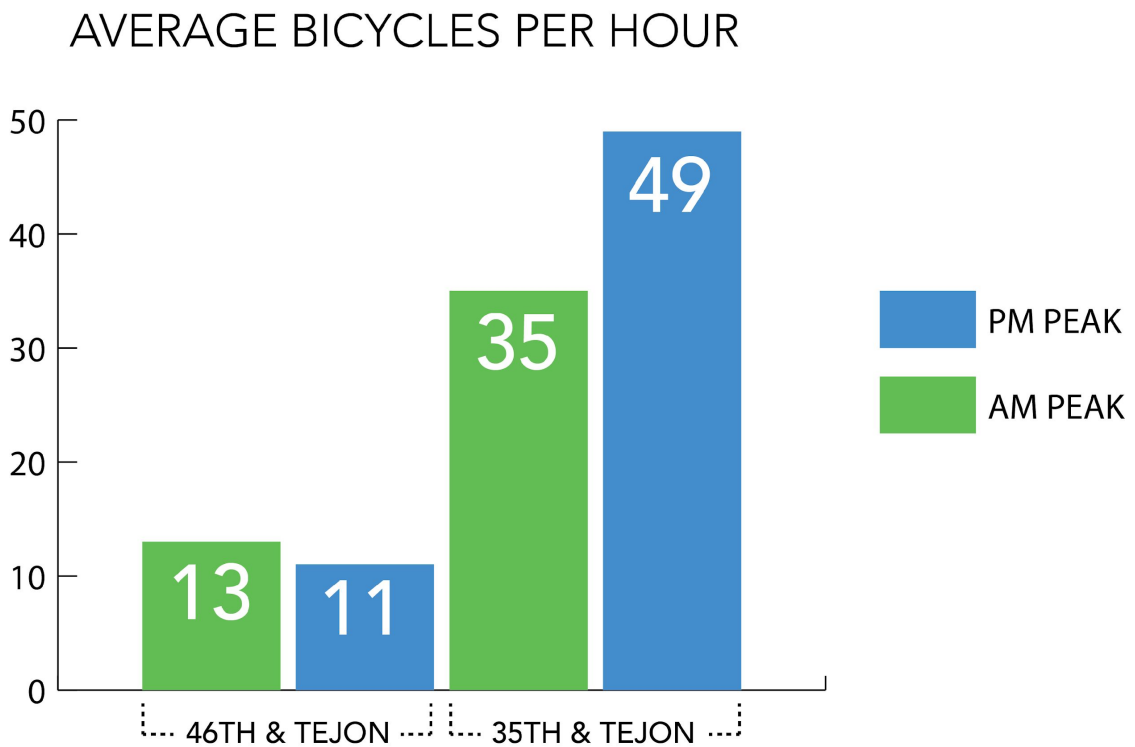
ANALYSIS

LOW

LOW

HIGH

HIGH



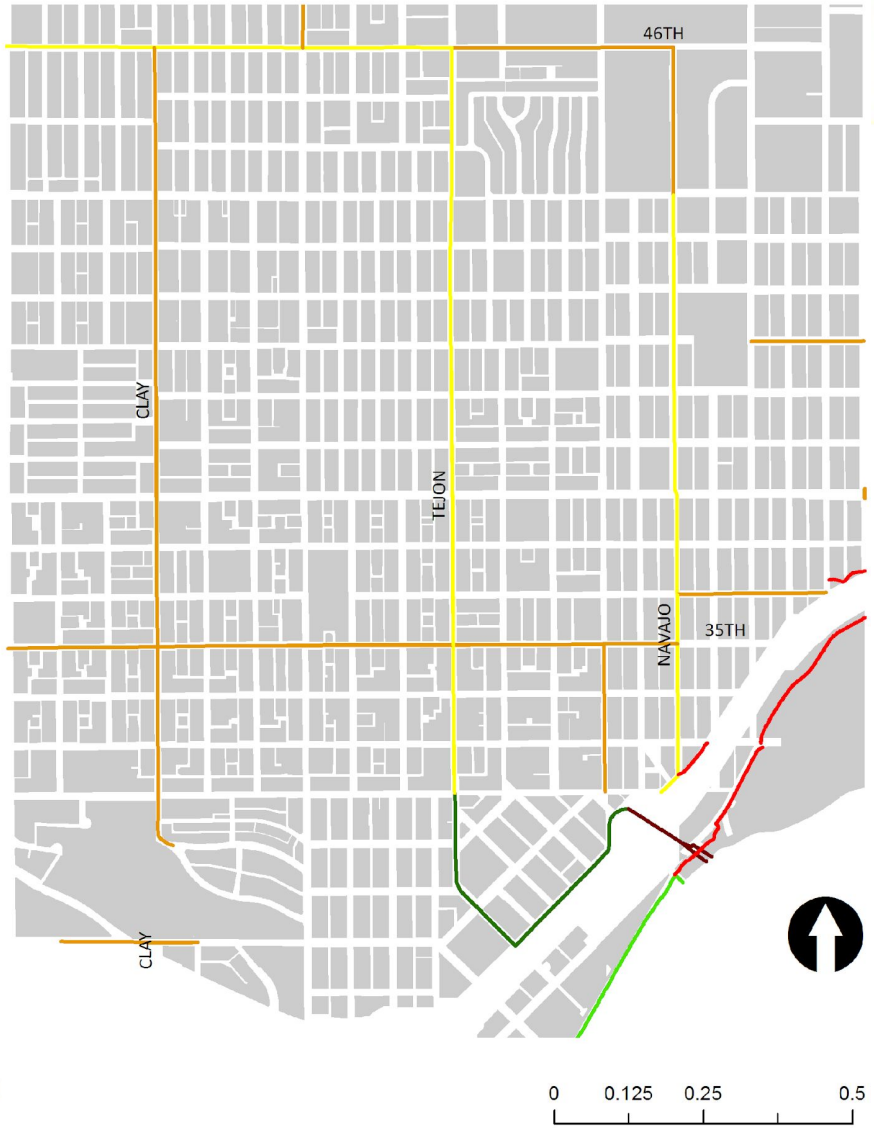
FACILITY CONNECTIONS

ANALYSIS

Bike Facilities

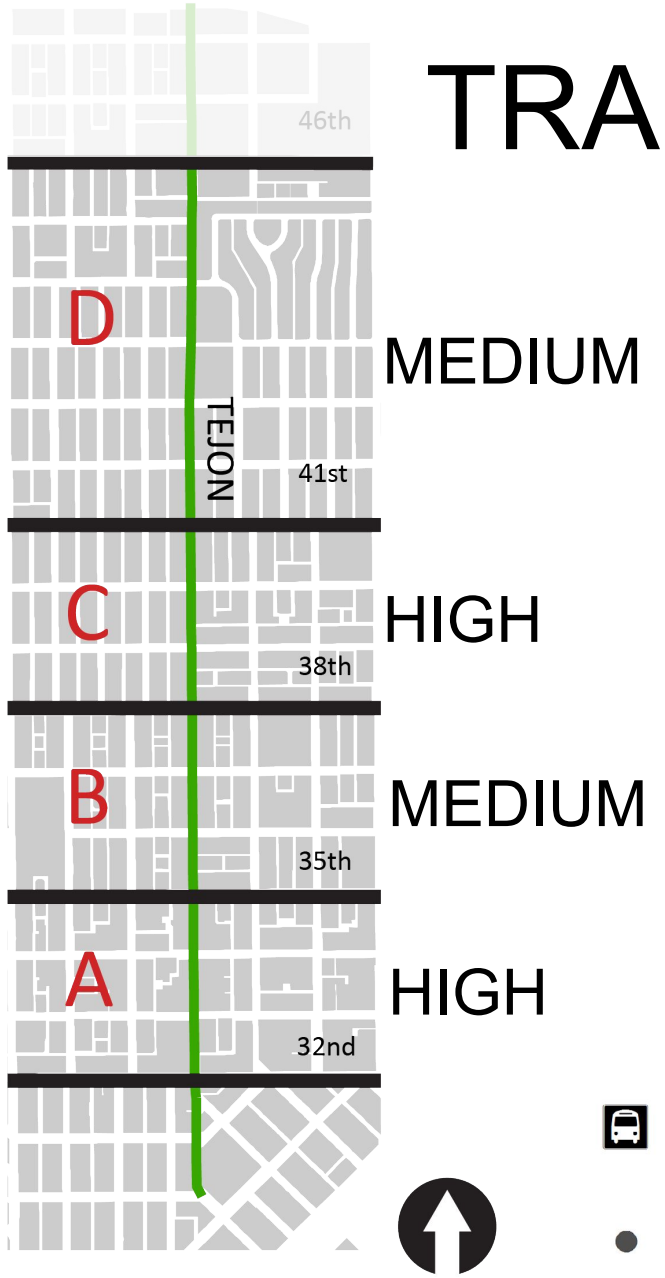
Existing

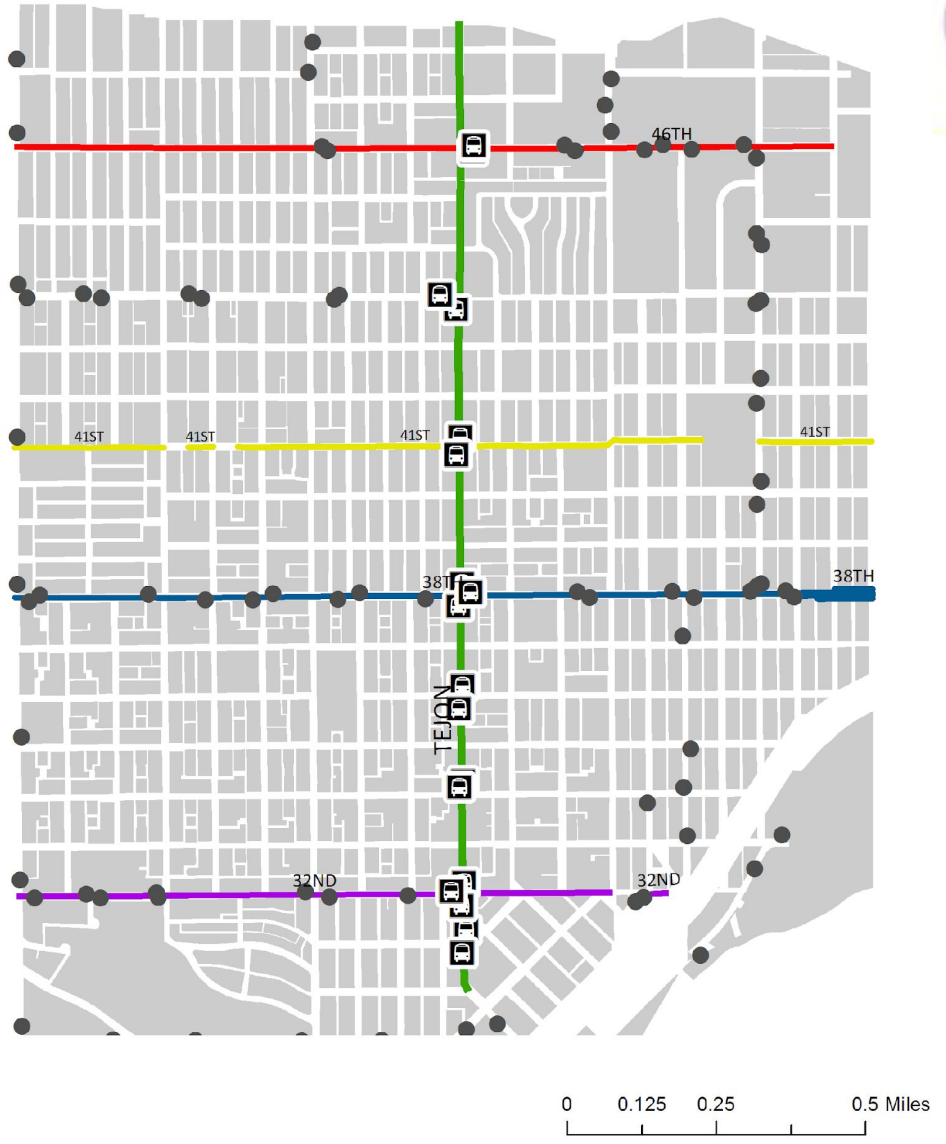
- Bike Lane
- Regional Trail
- Sharrows
- Shared Roadway
- Shared Use Path
- Sidewalk With Bike Permitted



TRANSIT CONNECTIONS

ANALYSIS



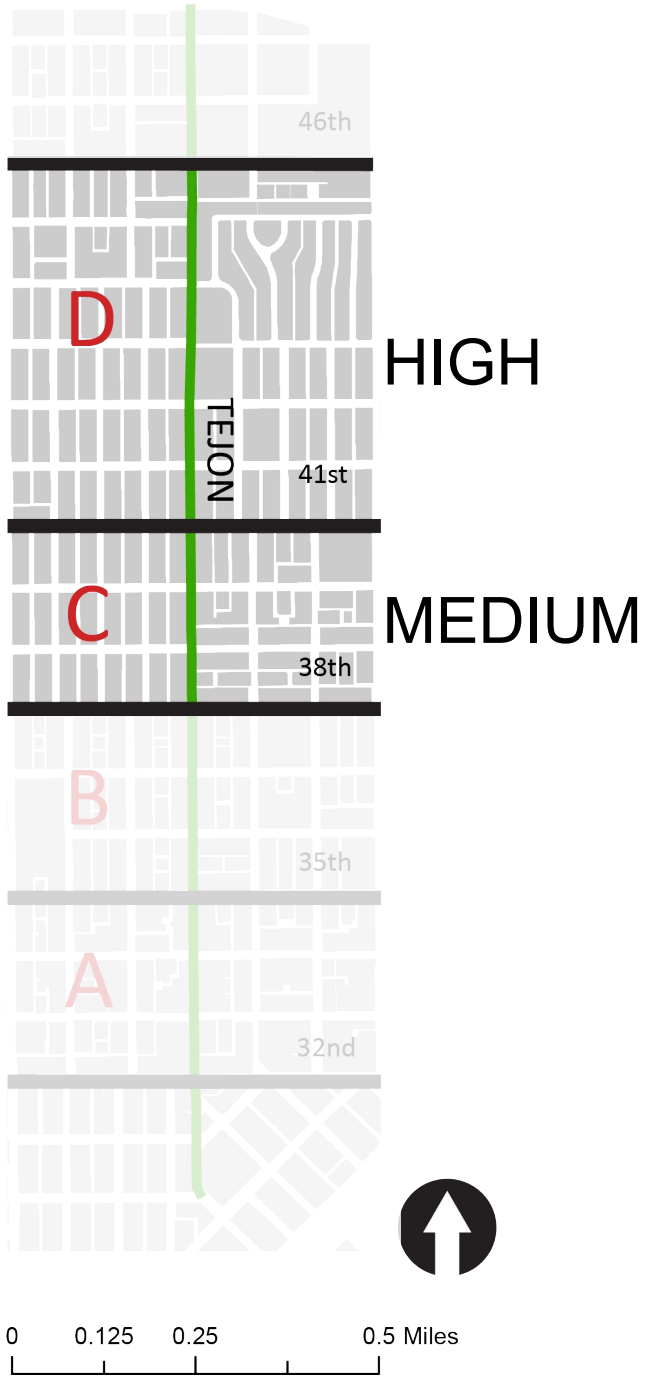


ANALYSIS

DESTINATIONS

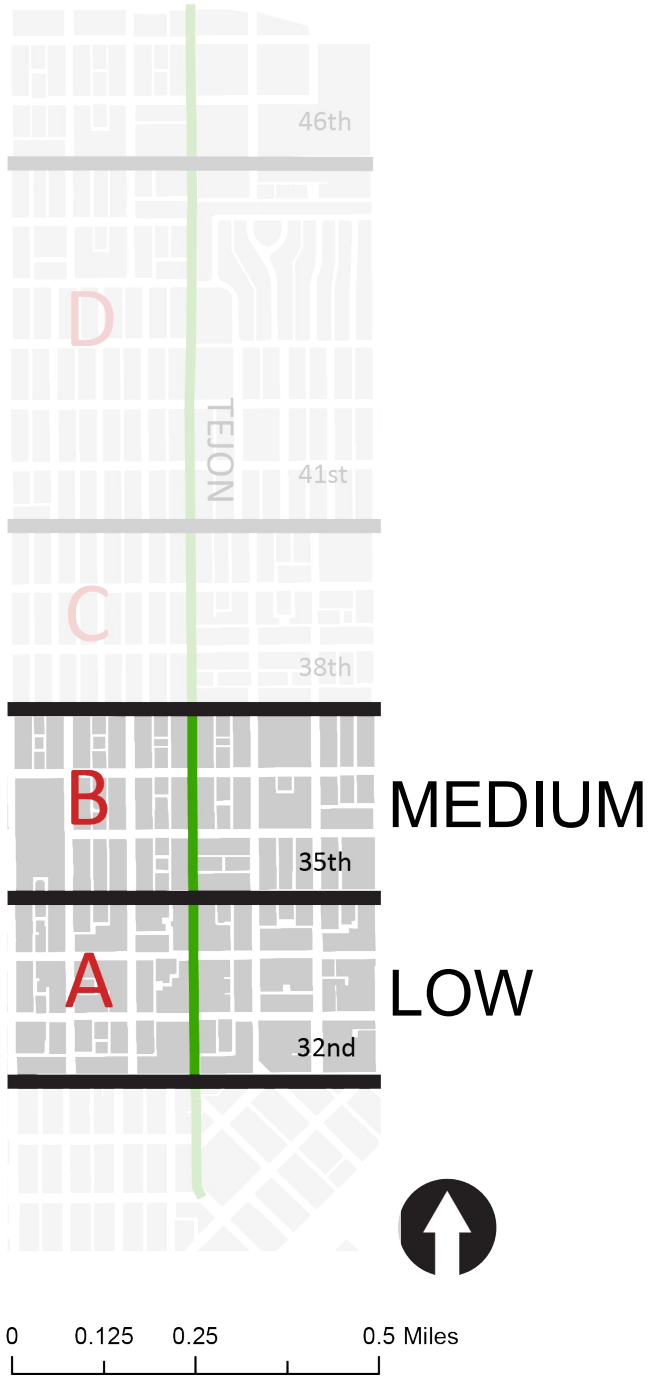
VEHICLE SPEEDS

ANALYSIS



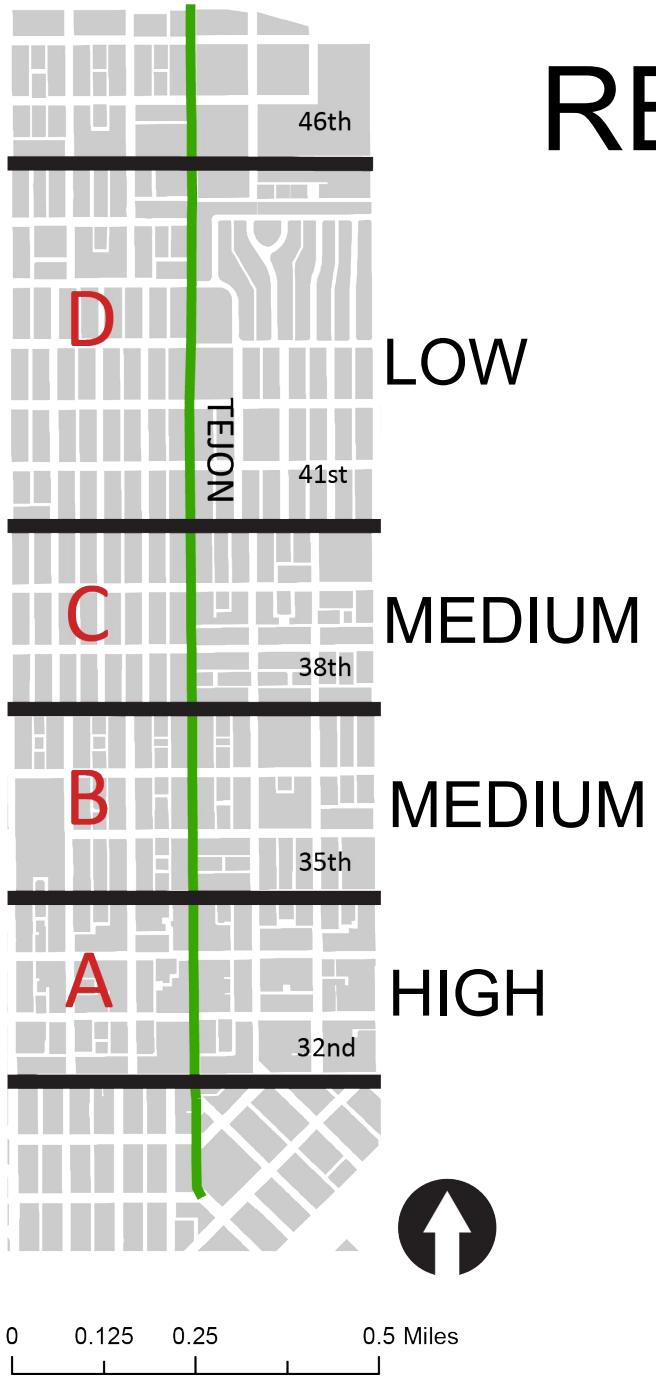
VEHICLE SPEEDS

ANALYSIS



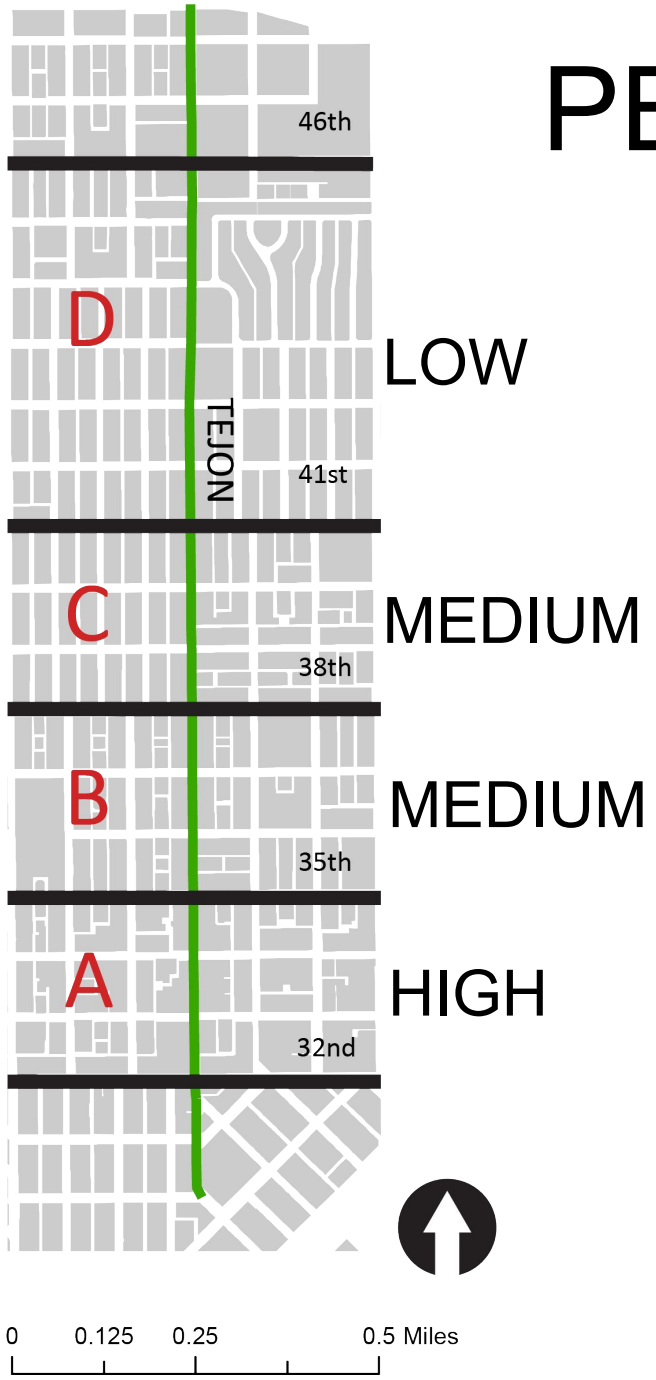
RESIDENTIAL DENSITY

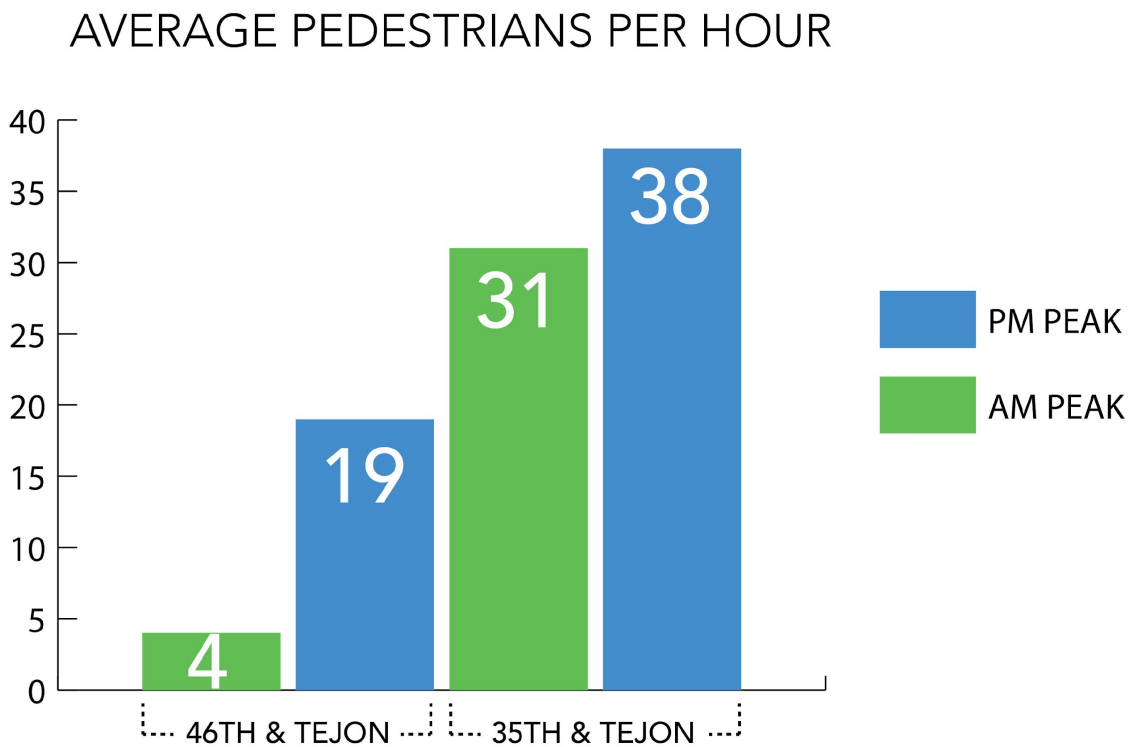
ANALYSIS



PEDESTRIAN ACTIVITY

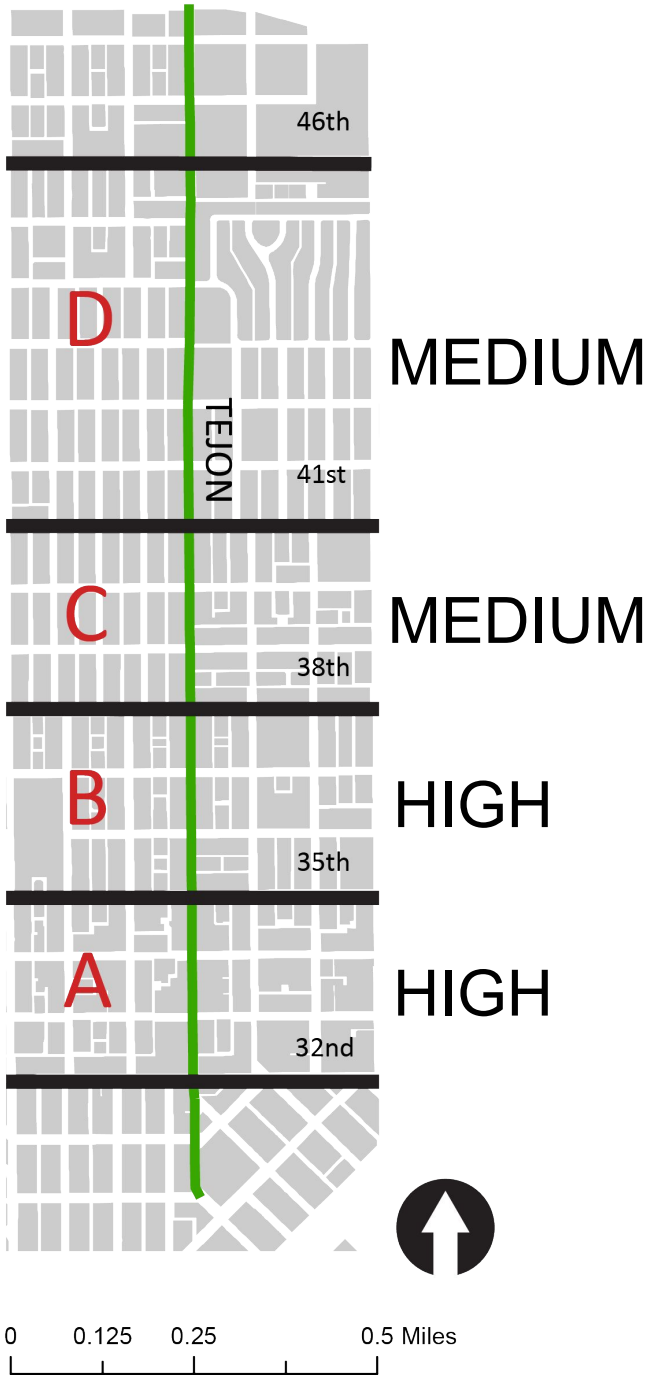
ANALYSIS





ANALYSIS

LOW-STRESS BIKE FACILITY NEED



MEDIUM

MEDIUM

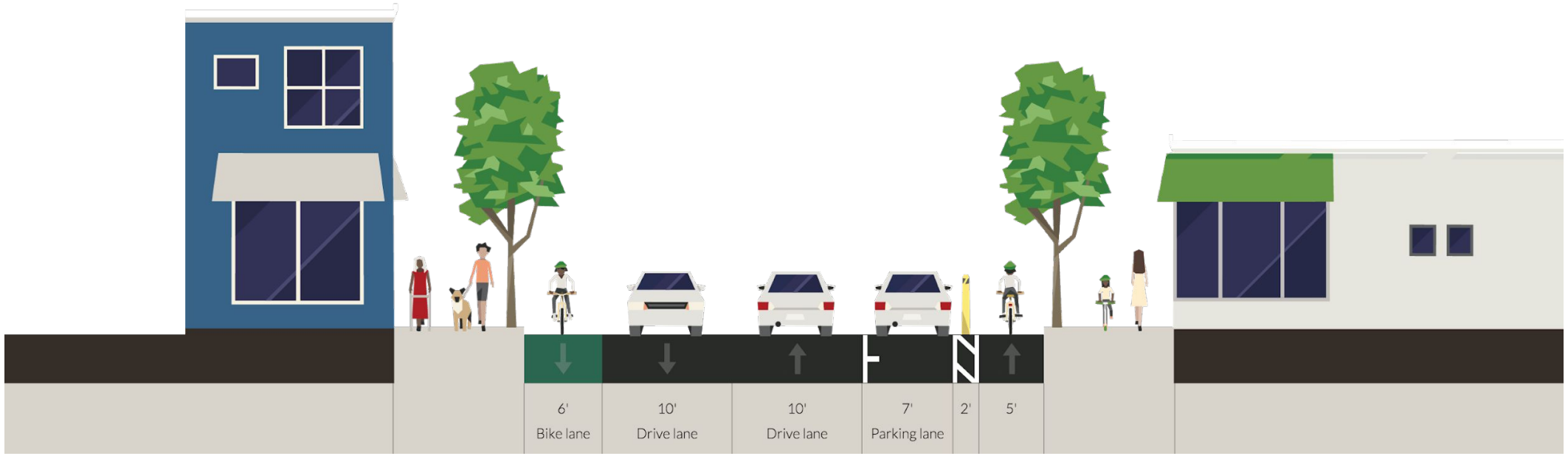
HIGH

HIGH

	ZONE A	ZONE B	ZONE C	ZONE D
Parking Availability	1	2	2	3
Number of Cyclists	3	3	1	1
Facility Connections	3	2	1	2
Transit Connections	3	2	3	2
Destinations	3	2	2	1
Vehicle Speeds	1	2	2	3
Number of Lanes	1	1	1	1
Residential Density	3	2	2	1
Pedestrian Activity	3	2	1	1
Total	21	18	15	15

DESIGN DECISIONS

RECOMMENDATION



RECOMMENDATION

EXISTING

INITIAL DESIGN

RECOMMENDATION

TRAFFIC CIRCLE ALTERNATIVE

RECOMMENDATION

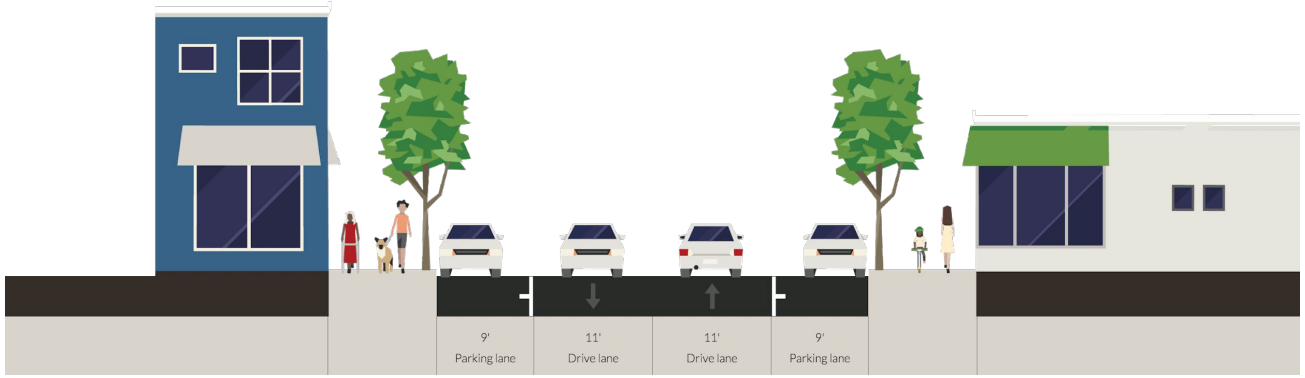
FINAL RECOMMENDATION

RECOMMENDATION

CONSTRAINTS

RECOMMENDATION

- Roadway Width
- Parking Spaces for Commercial Establishments
- Transit Corridor
- Denver Moves Recommendation
- Vehicle Speeds



Tejon: Existing

CONSTRAINTS

RECOMMENDATION

- Roadway Width
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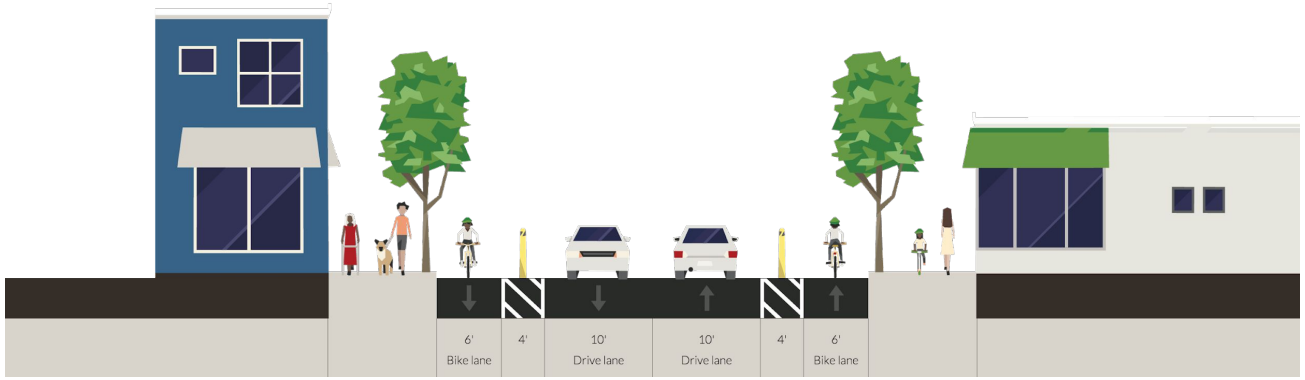
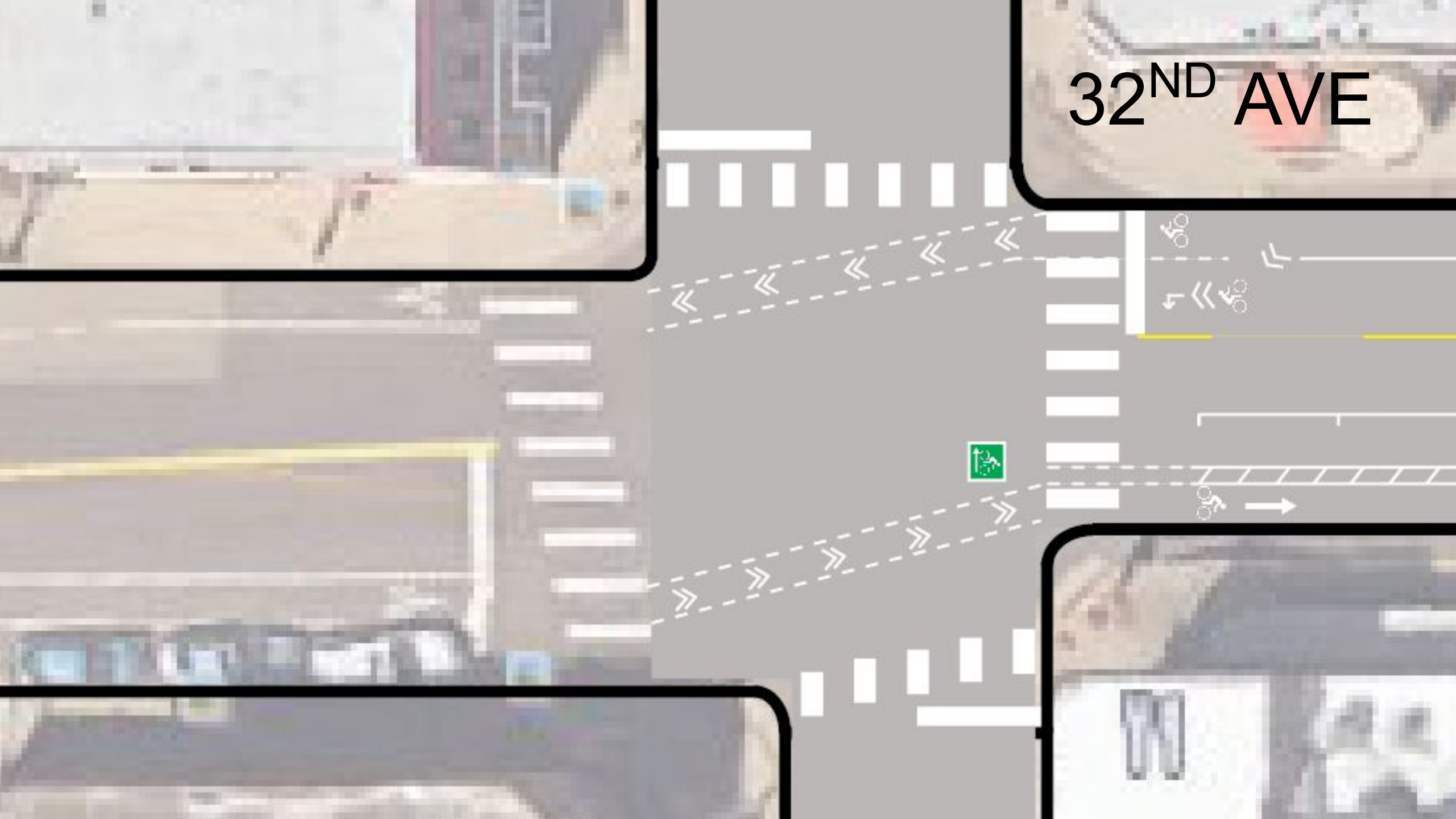


Tejon: No Parking

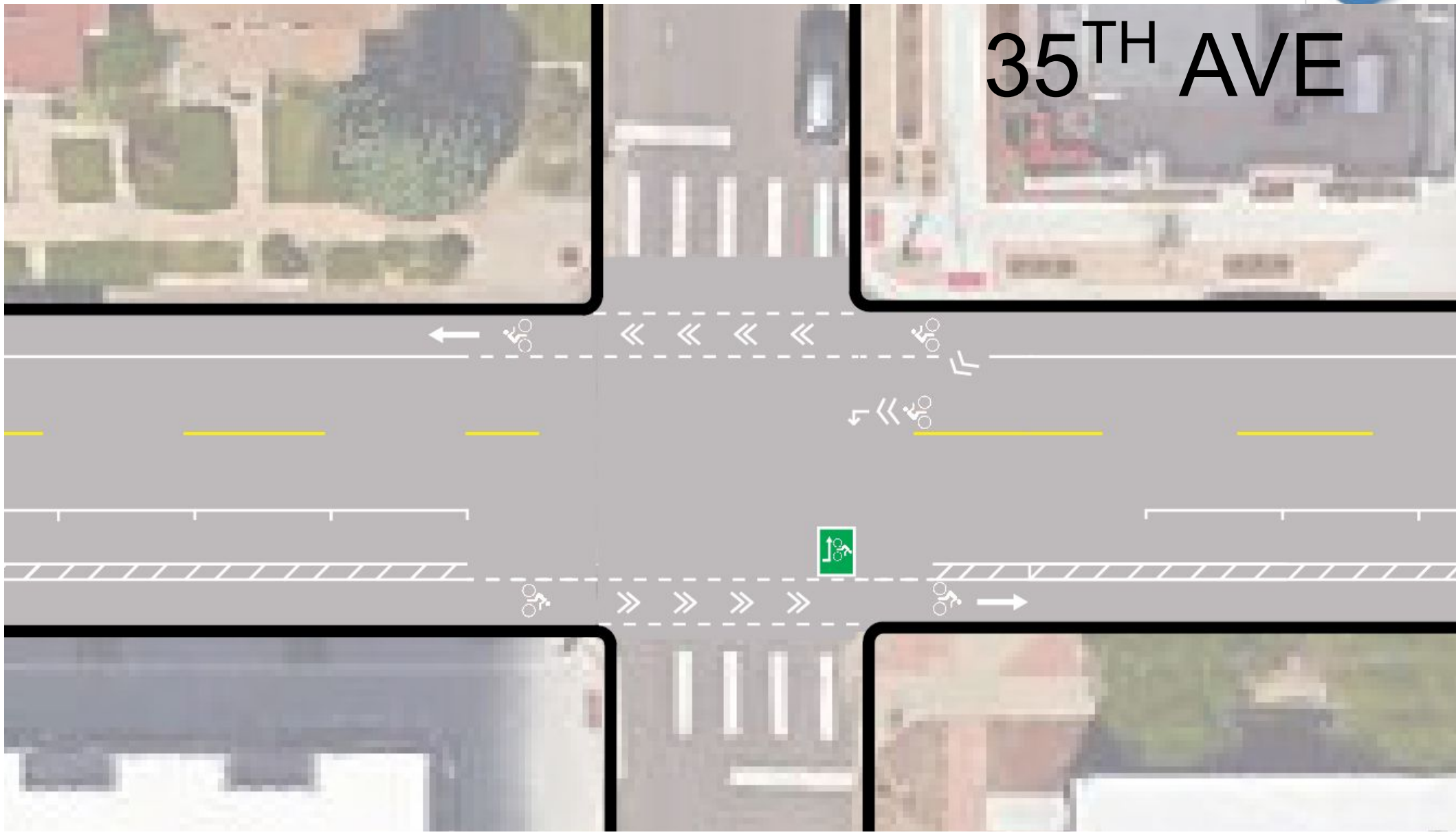
DESIGN DECISIONS

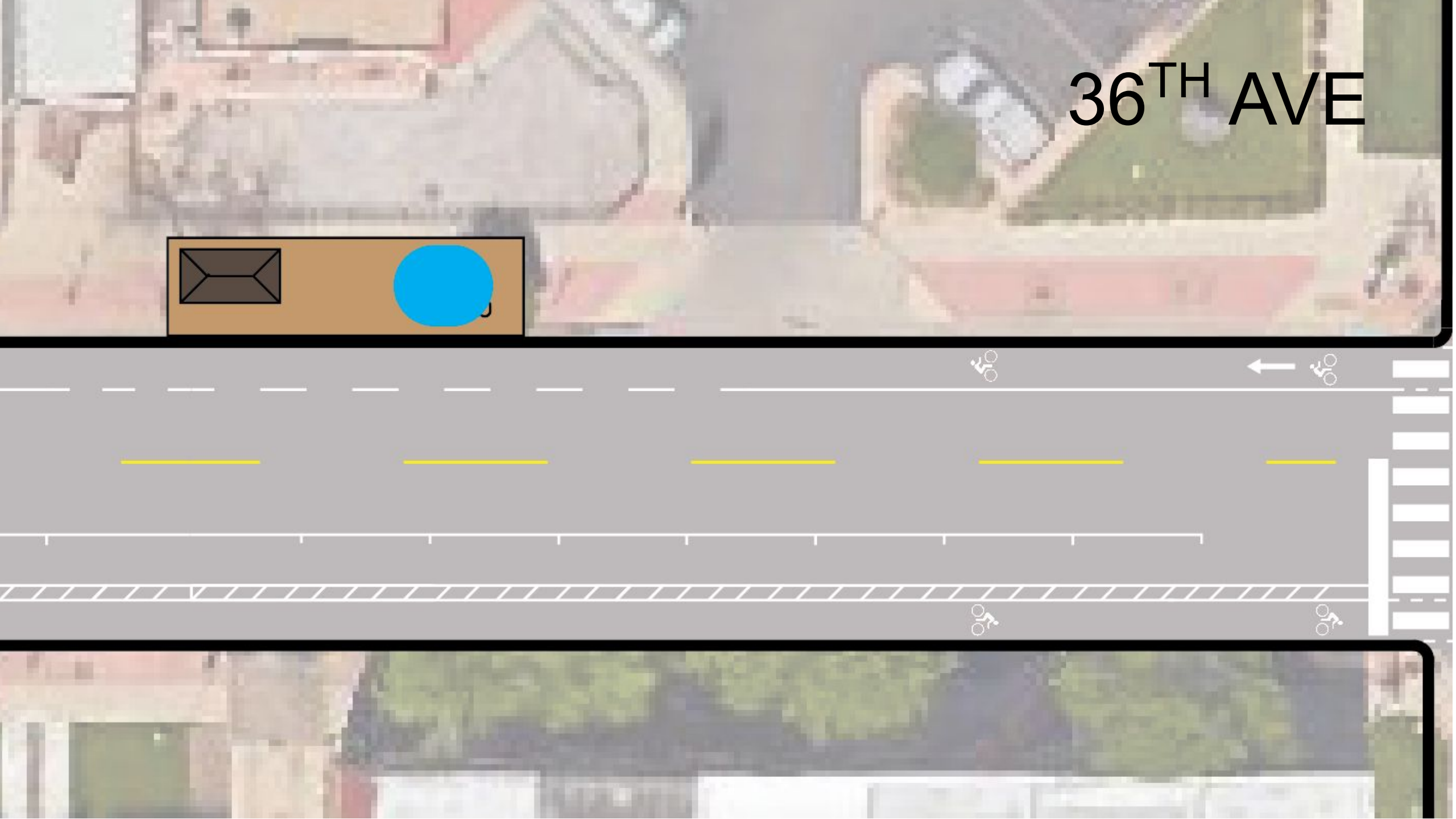
RECOMMENDATION

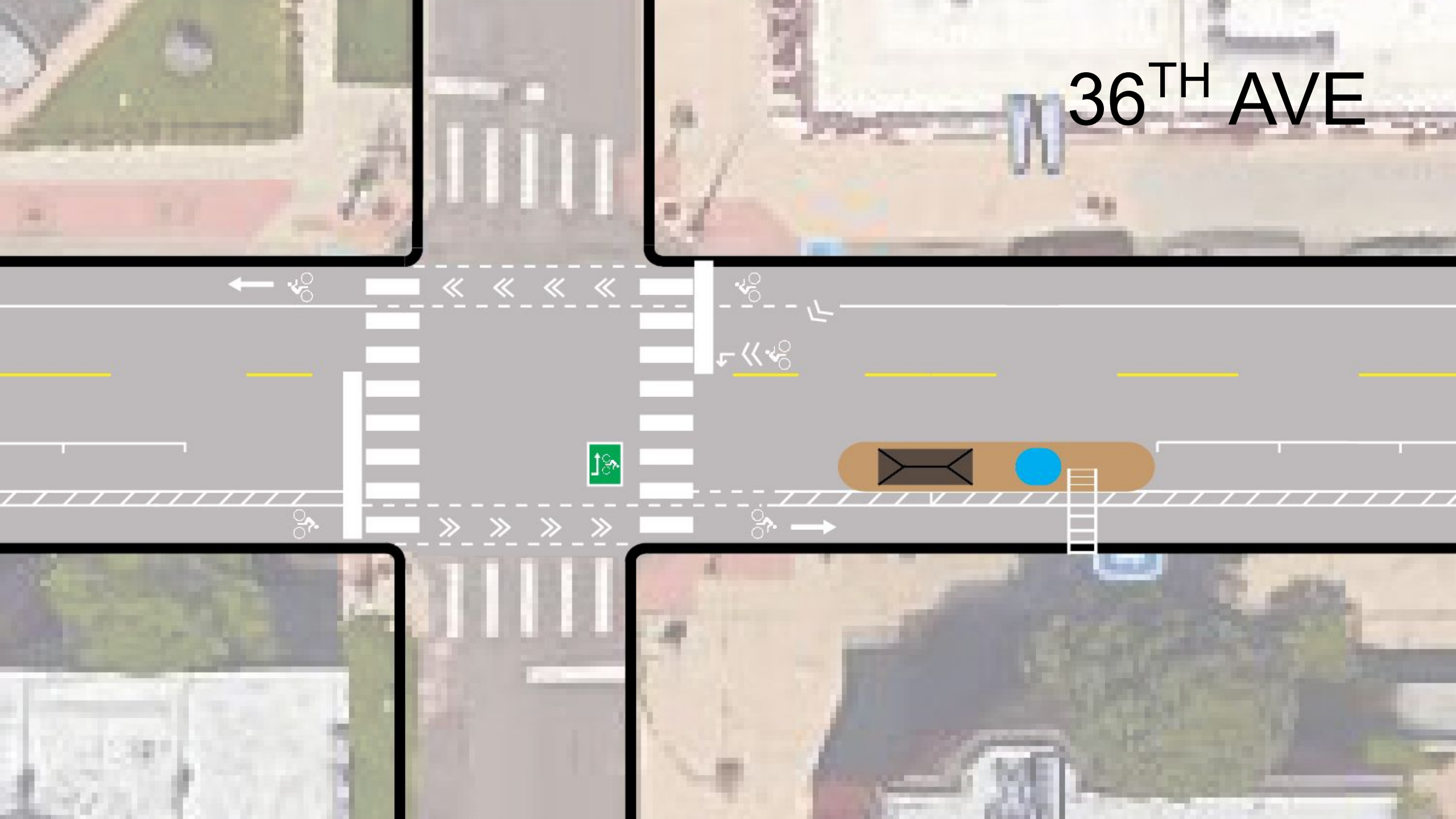

32ND AVE

DESIGN DECISIONS

DESIGN

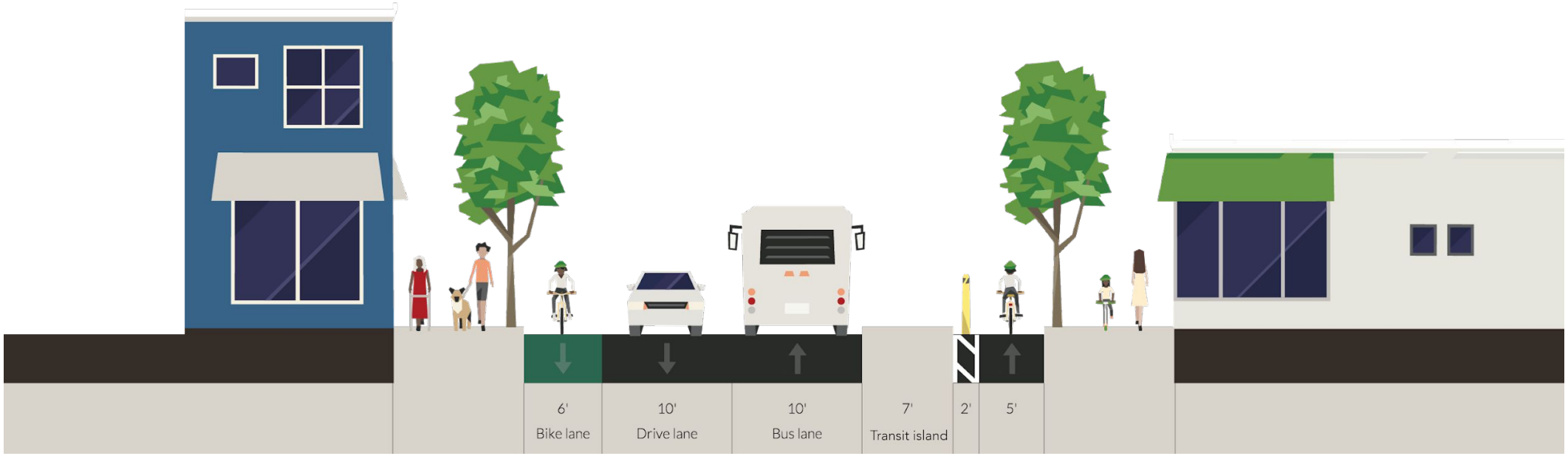



36TH AVE


36TH AVE

DESIGN DECISIONS

RECOMMENDATION




38TH AVE

BUS BLOCKS LANE

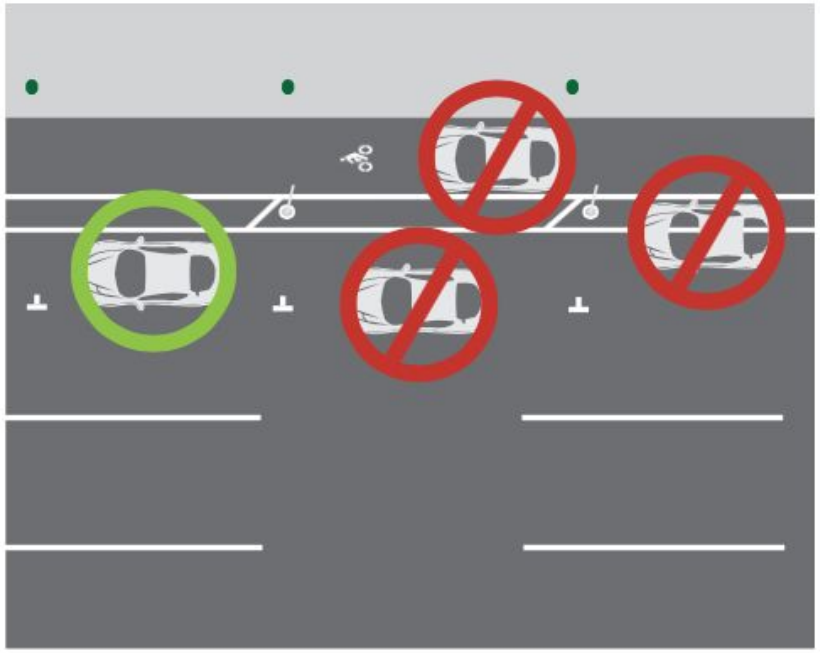
TRADE-OFFS

LOSS OF PARKING

TRADE-OFFS

COMPLEX PARKING

TRADE-OFFS

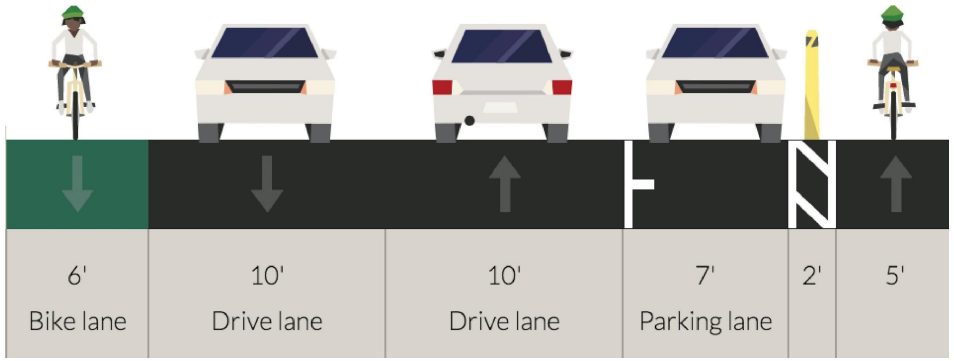


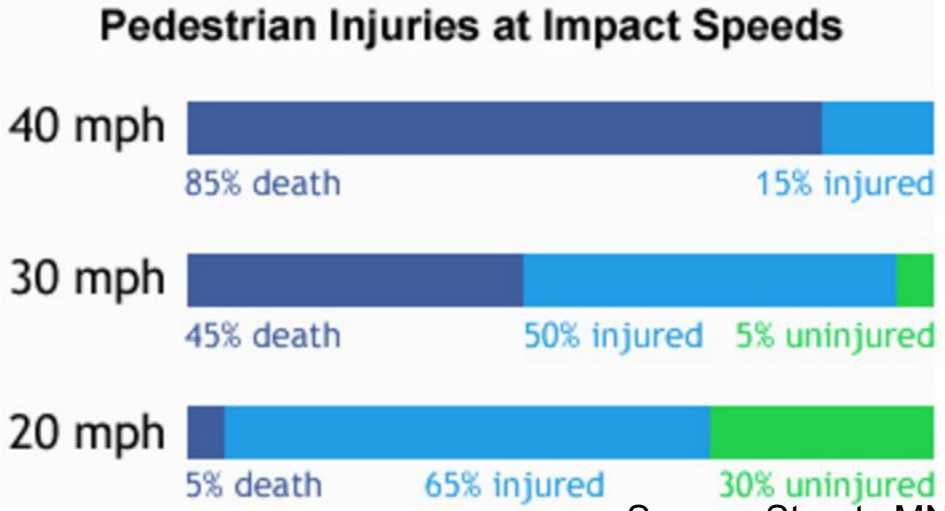
- ✗ Do not park inside of bike lane.
- ✗ Do not park inside of bike buffer.
- ✓ Vehicle must be inside designated parking lane.

"Parking your car just got a little more complicated in downtown Denver after new protected bike lanes were installed this week." -ABC 7-Denver Channel

SPEED REDUCTION

TRADE-OFFS





Source: Streets MN

When lanes are built too wide… pedestrians are forced to walk further across streets on which cars are moving too fast and bikes don't fit. – Jeff Speck

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