



TEJON STREET FACILITY DESIGN RECOMMENDATION



URPL 6565 - November 10, 2015

Robby Long | Allison Neuman | Jenny Niemann | Alison Redenz



CONTEXT



EXISTING CONDITIONS





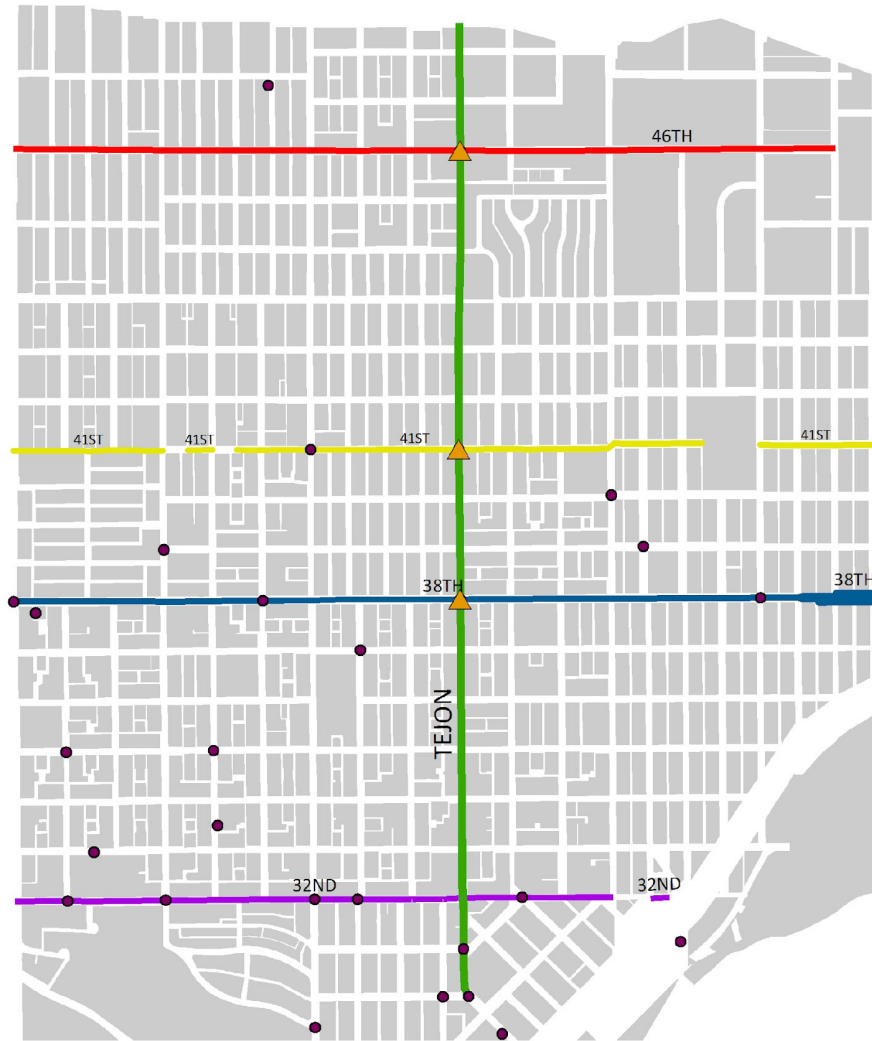
BIKE ACCIDENTS



EXISTING CONDITIONS



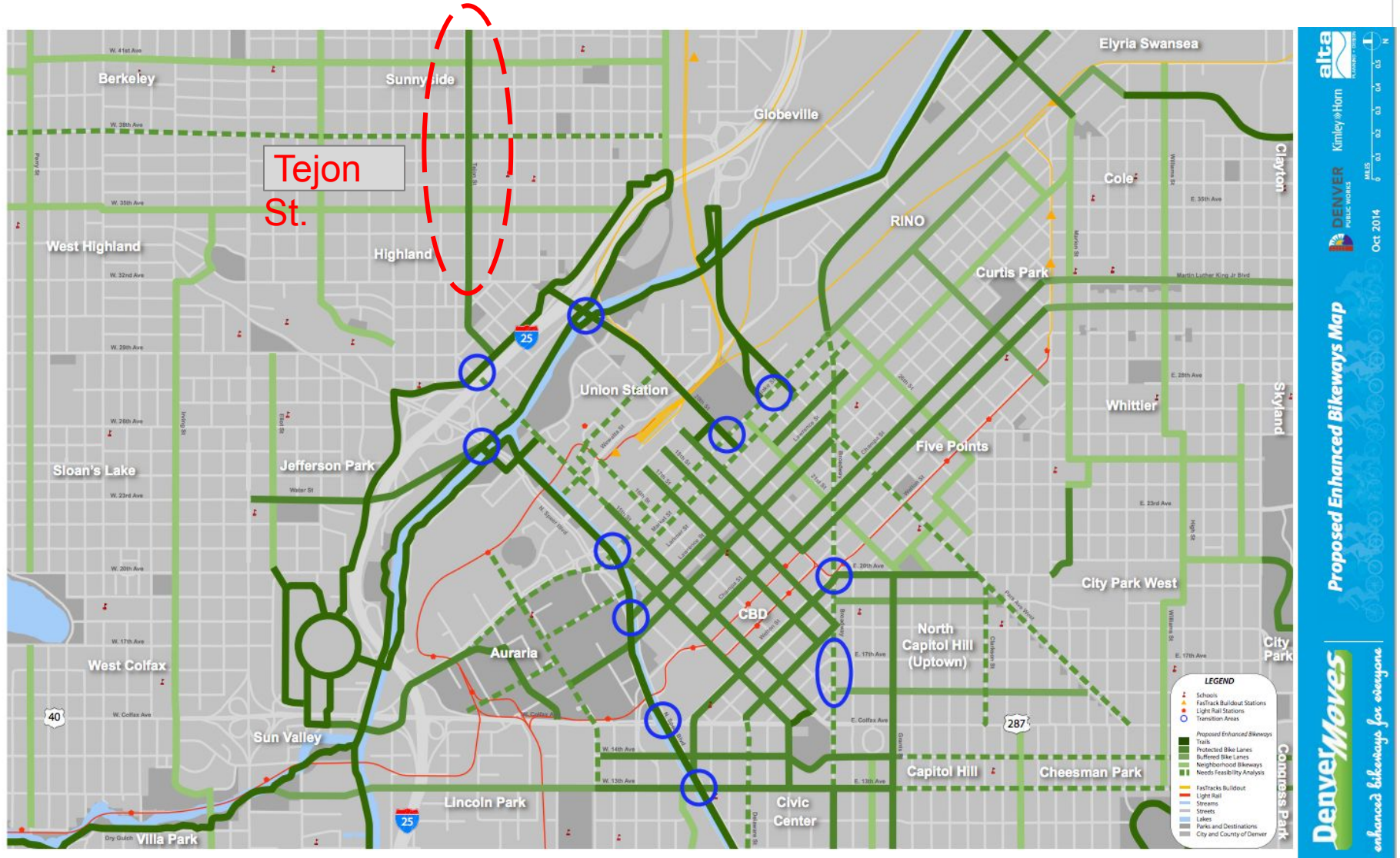
- ▲ Tejon Bicycle Accidents
- Bicycle Accidents



0 0.125 0.25 0.5 Miles



DENVER MOVES



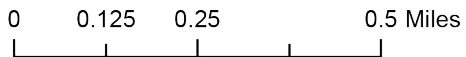
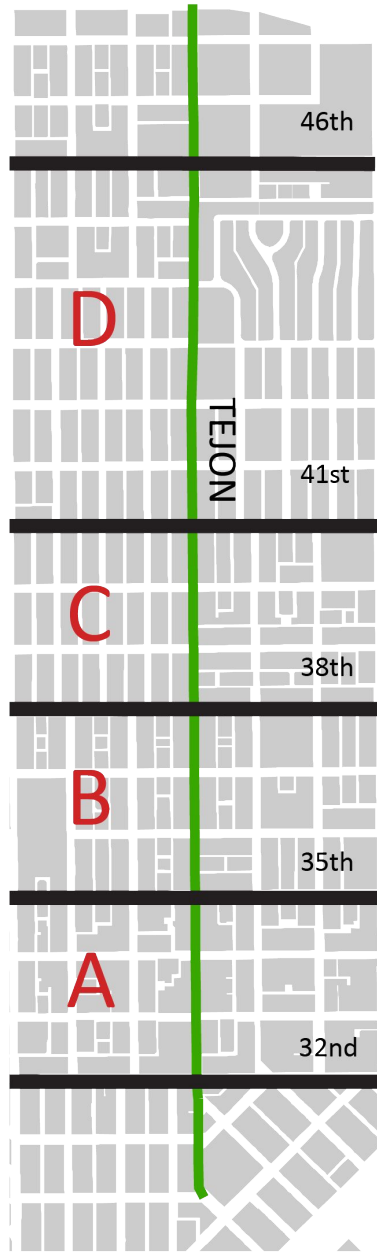
EXISTING CONDITIONS



ANALYSIS ZONES



ANALYSIS

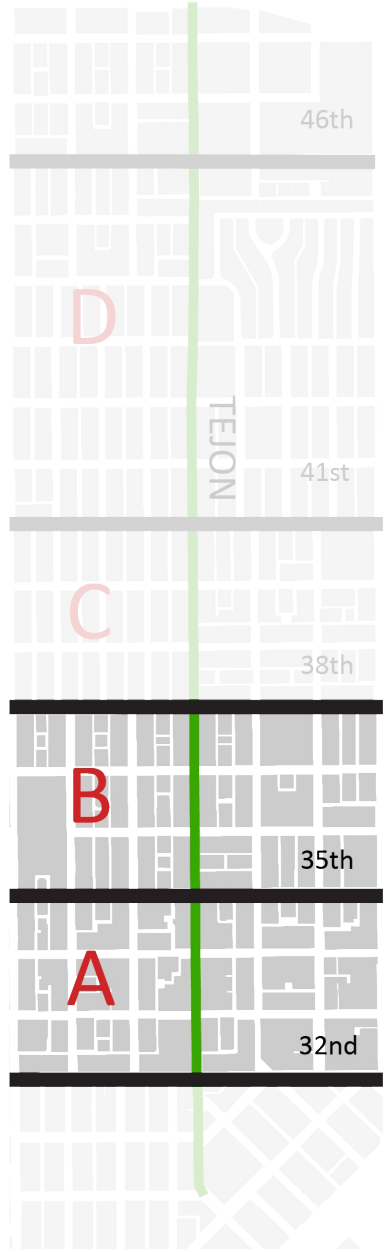




PARKING AVAILABILITY

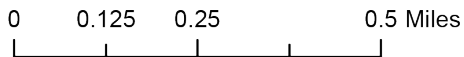


ANALYSIS



LOW

LOW

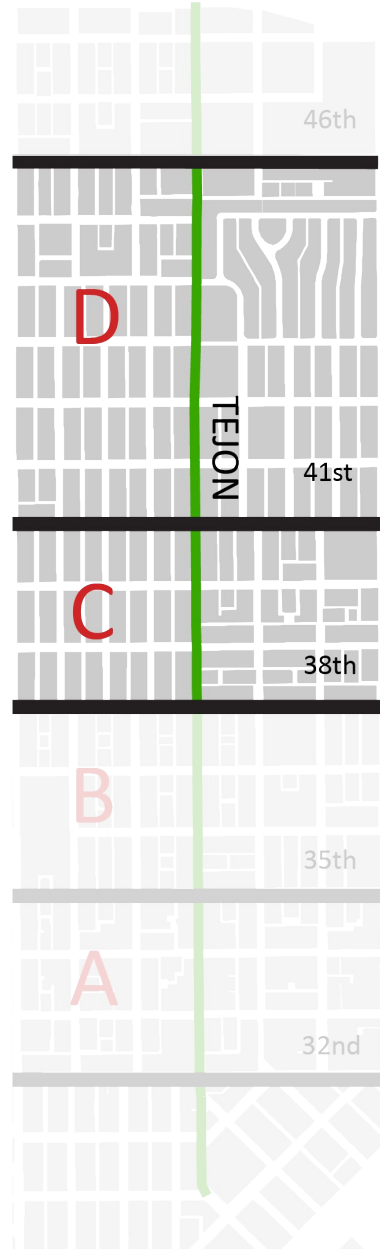




PARKING AVAILABILITY



ANALYSIS



HIGH

MEDIUM



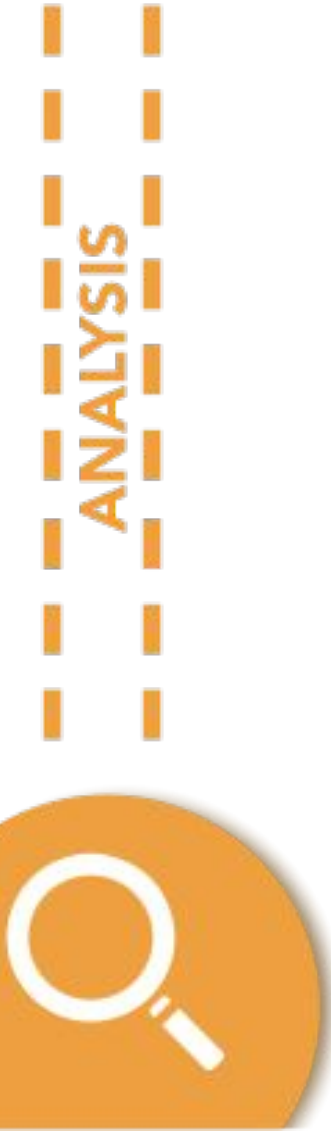
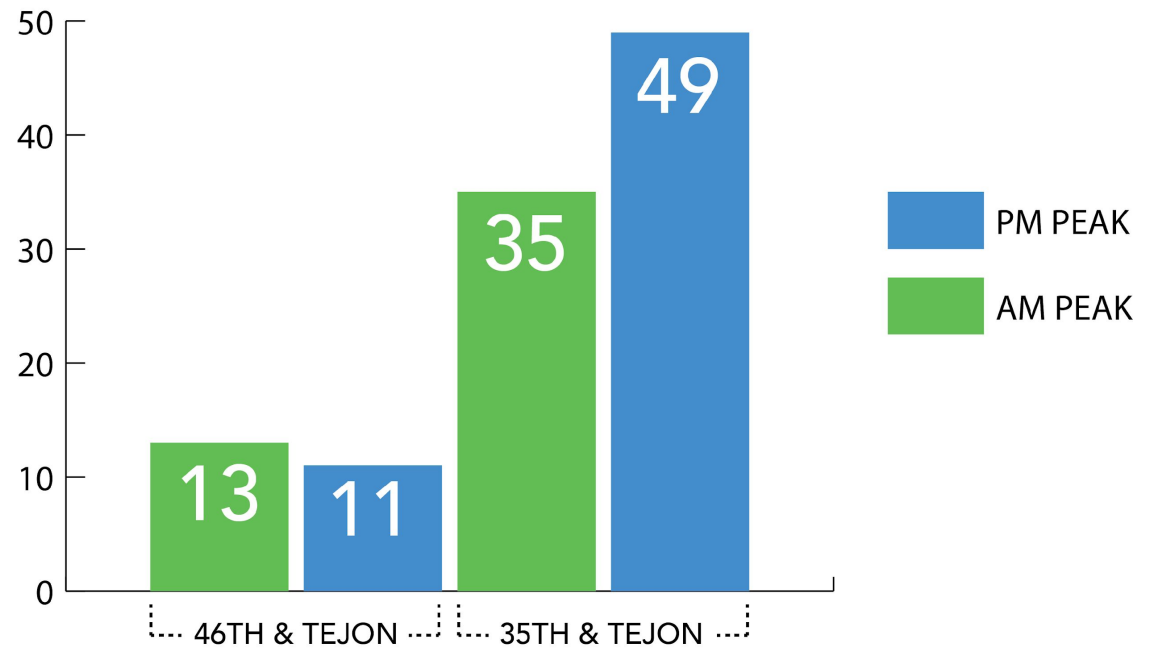
0 0.125 0.25 0.5 Miles



NUMBER OF CYCLISTS



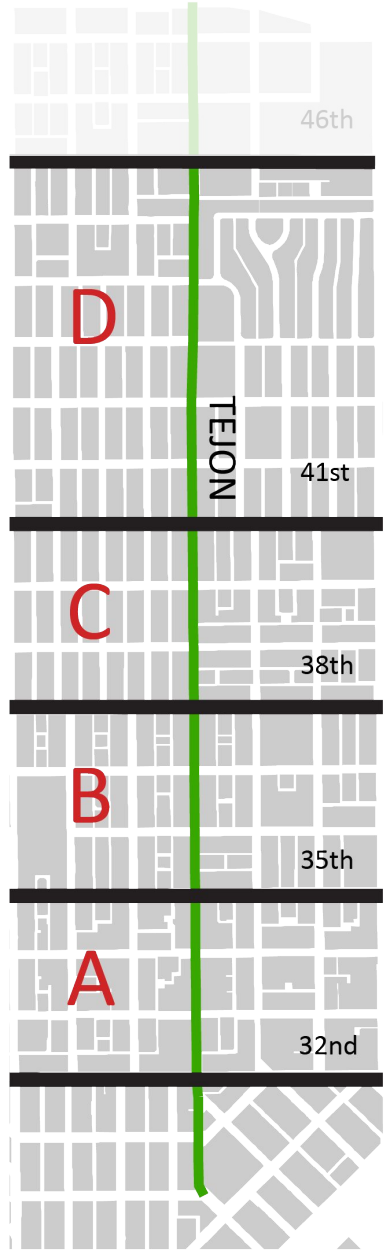
AVERAGE BICYCLES PER HOUR



FACILITY CONNECTIONS



ANALYSIS

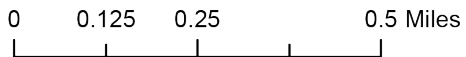


MEDIUM

LOW

MEDIUM

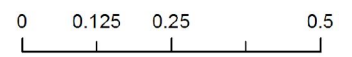
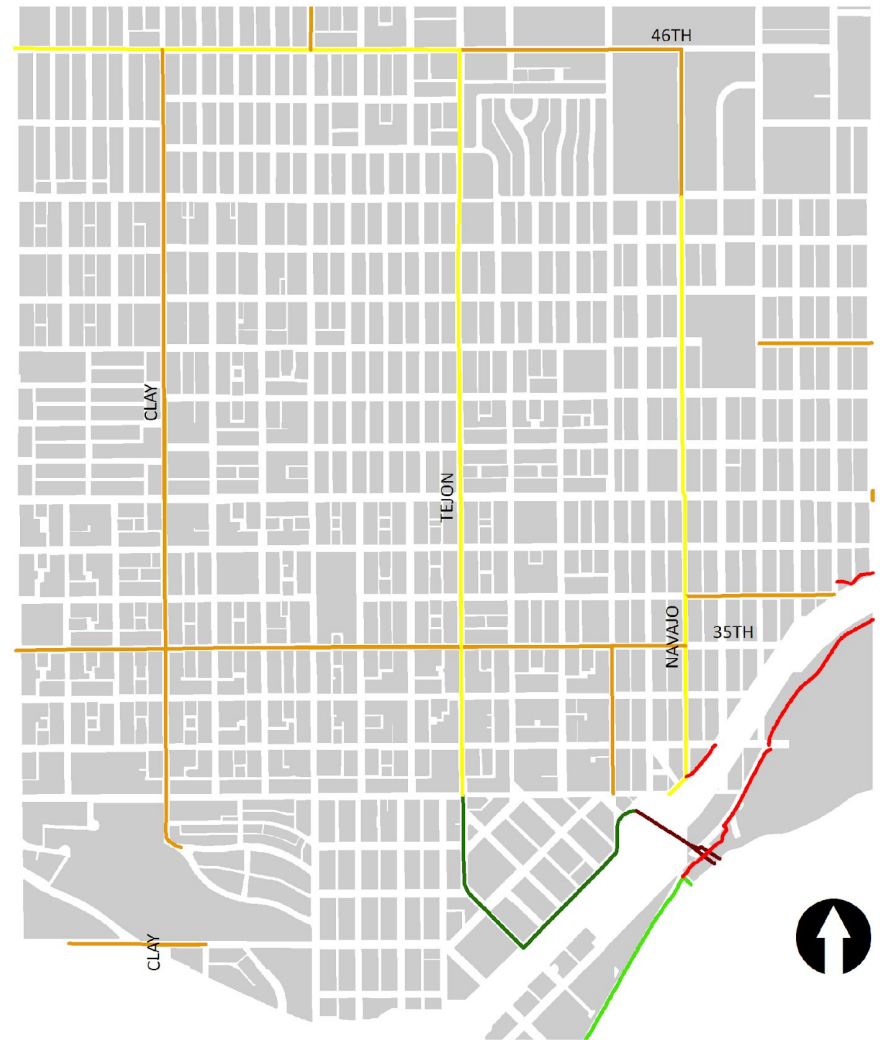
HIGH



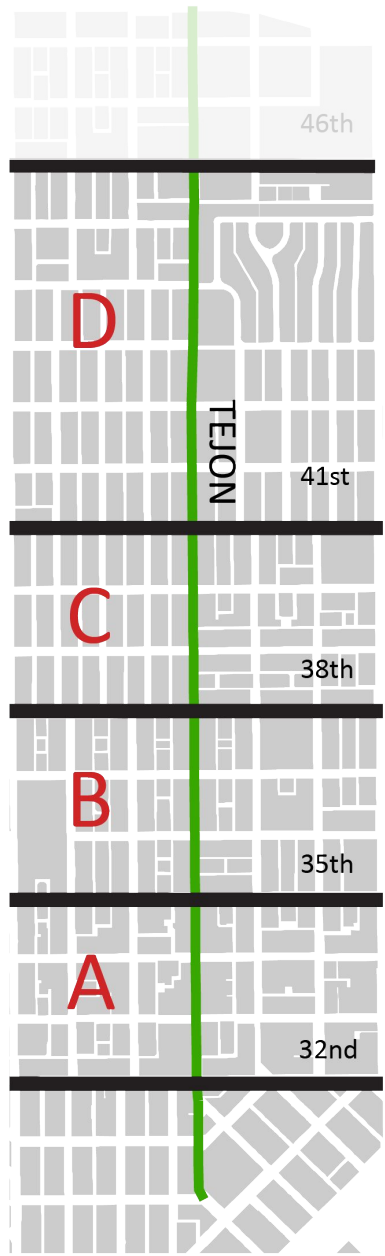
Bike Facilities

Existing

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



TRANSIT CONNECTIONS



MEDIUM



HIGH

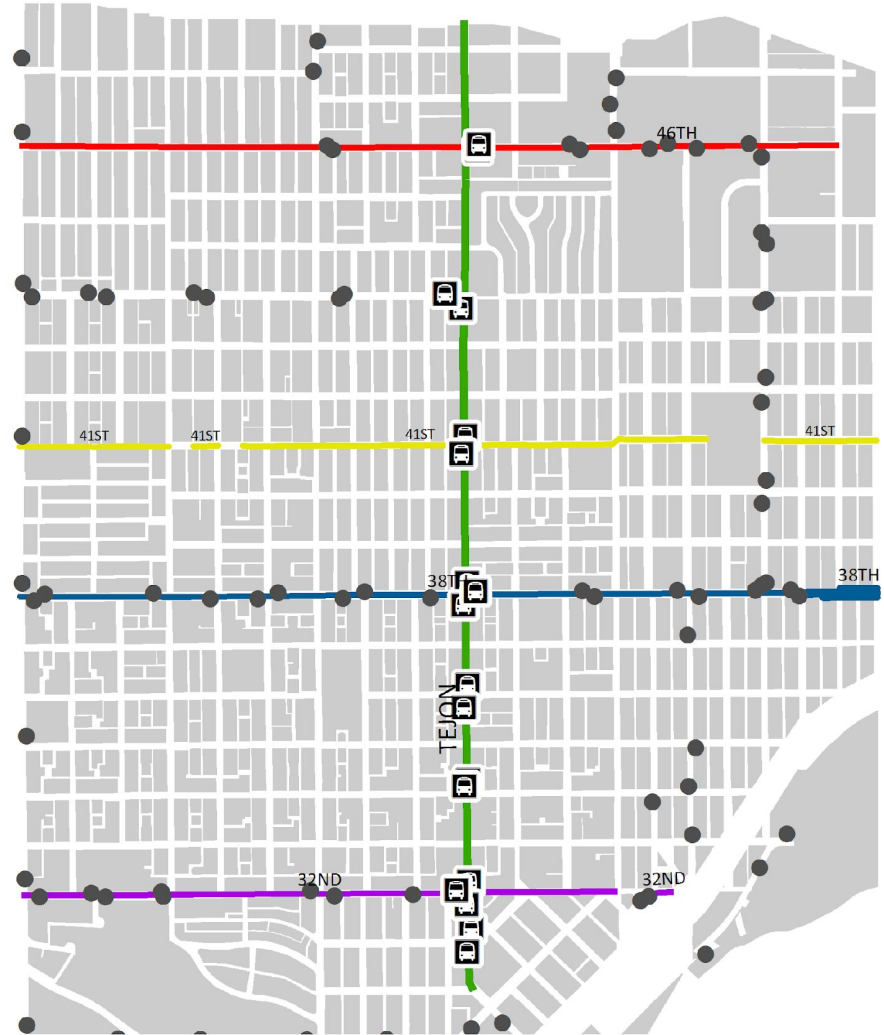
MEDIUM

HIGH



0 0.125 0.25 0.5 Miles

-  Tejon Street Bus Stops
-  Neighborhood Bus Stops



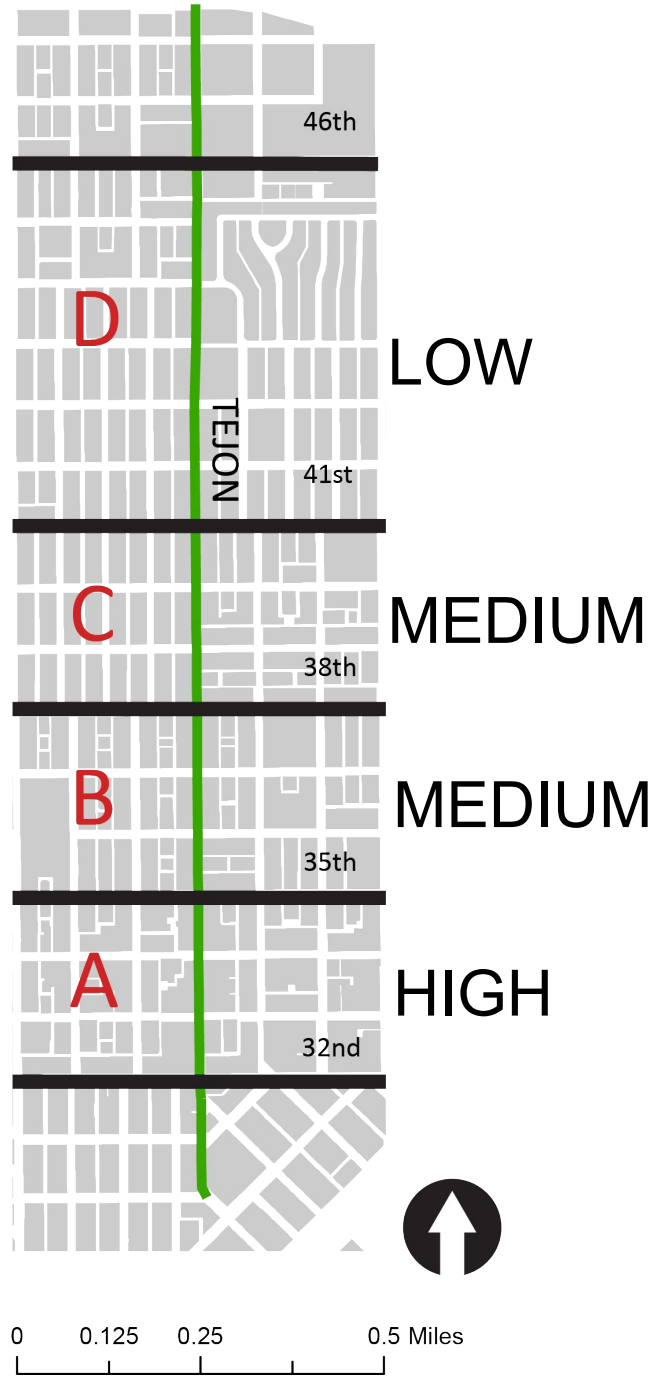
0 0.125 0.25 0.5 Miles

ANALYSIS





ANALYSIS

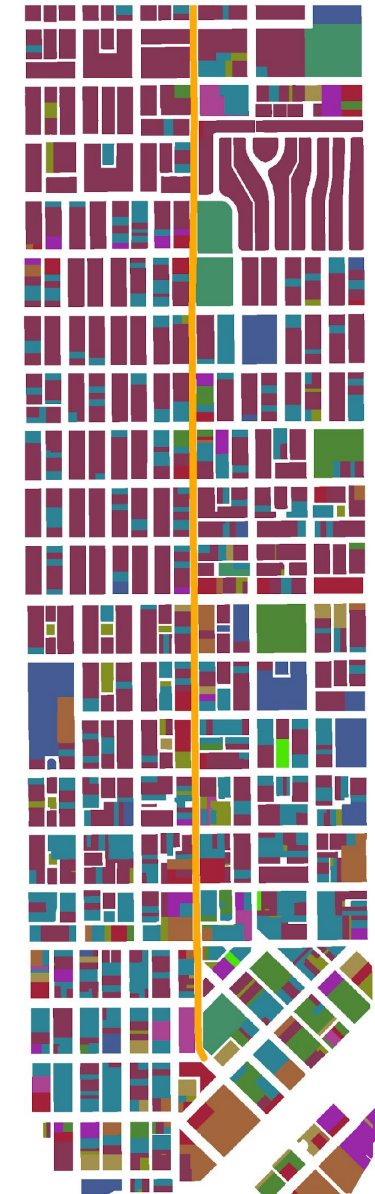


DESTINATIONS



Land Use

- Agriculture
- Commercial/Retail
- Industrial
- Mixed-Use
- Multi-Family Low Rise
- Multi-Family Mid Rise
- Office
- Park-Open Space
- Parking
- Public/Quasi-Public
- ROW/Road
- Single Family
- Vacant
- Tejon Street

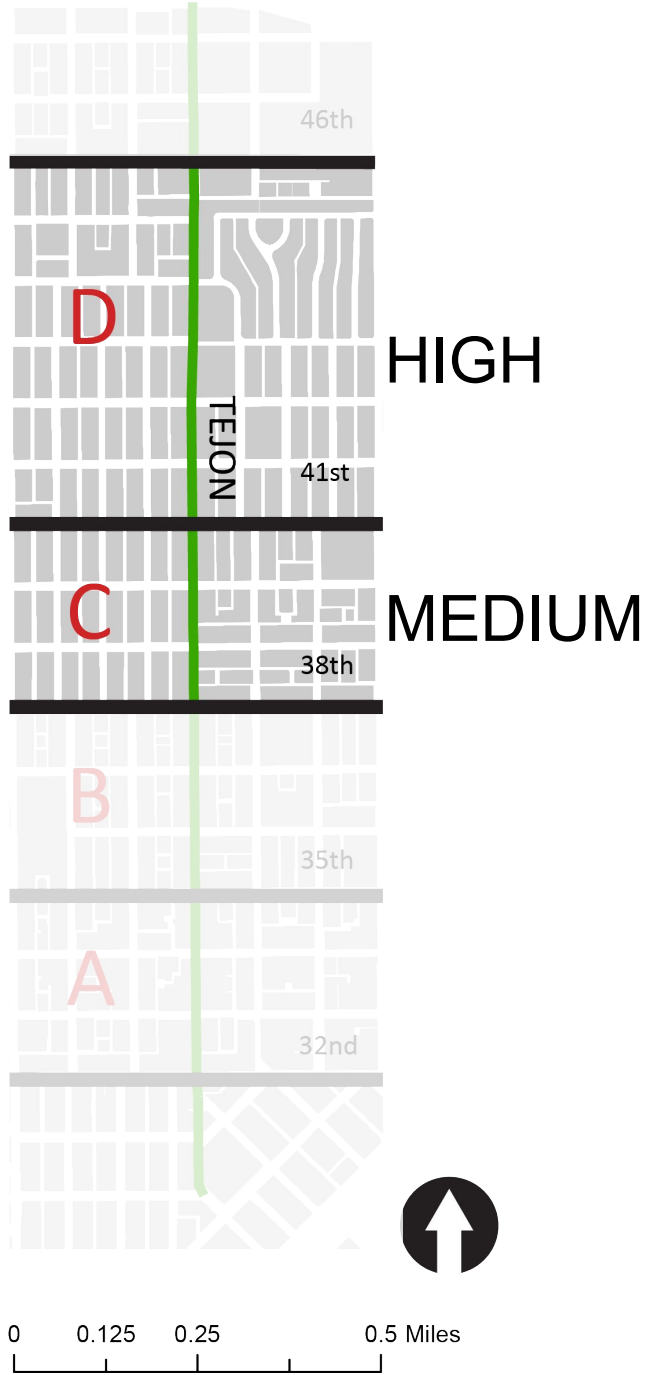


0 0.125 0.25 0.5 Miles

VEHICLE SPEEDS



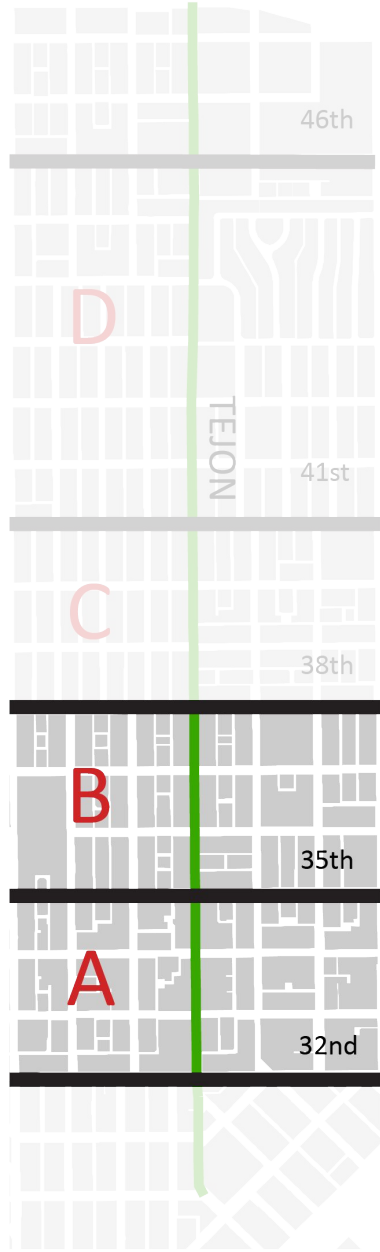
ANALYSIS



VEHICLE SPEEDS

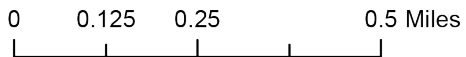


ANALYSIS

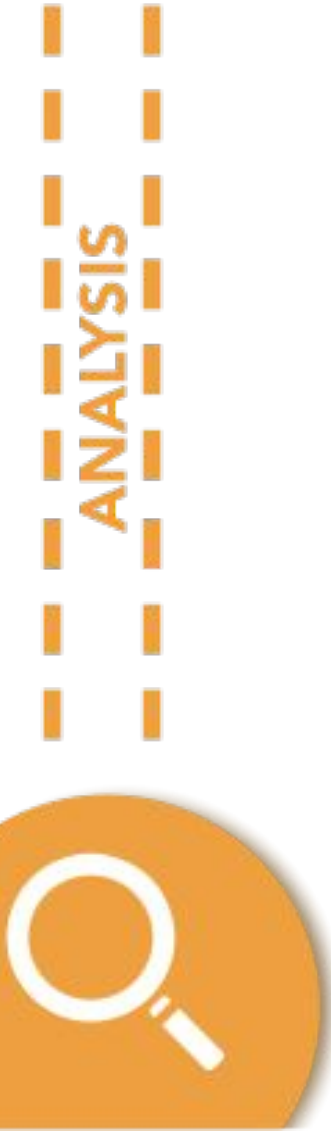
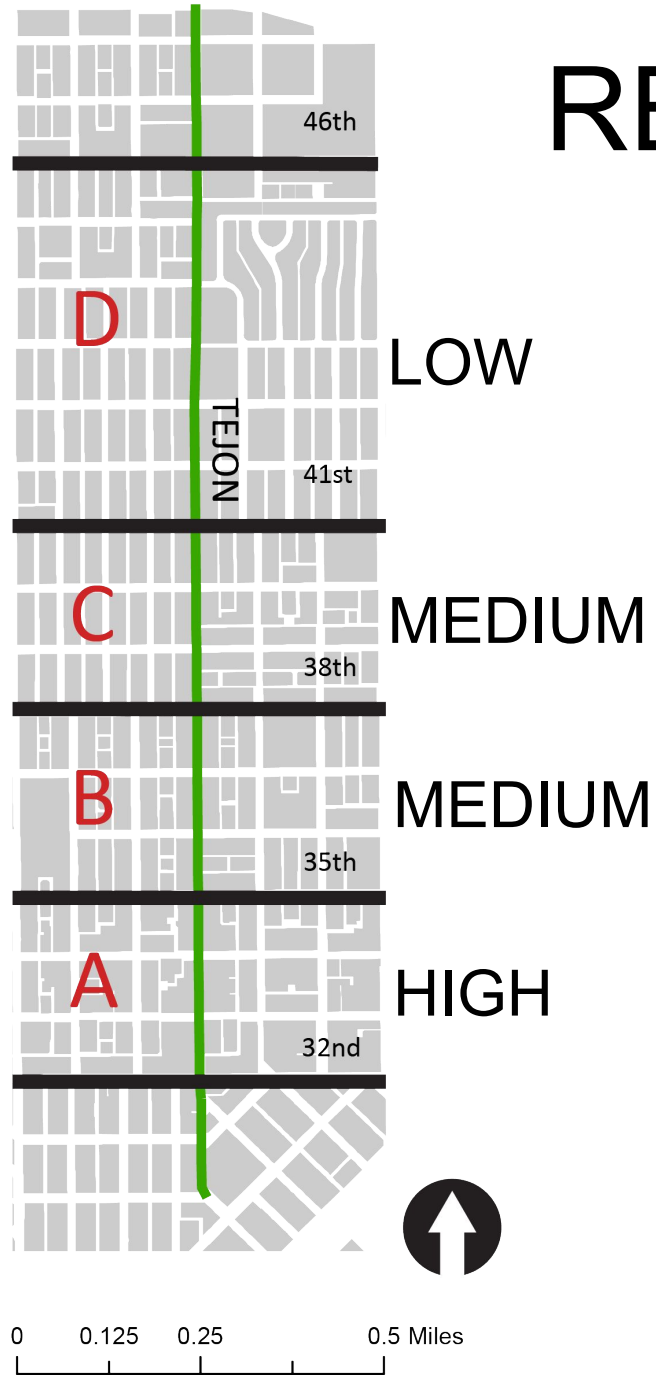


MEDIUM

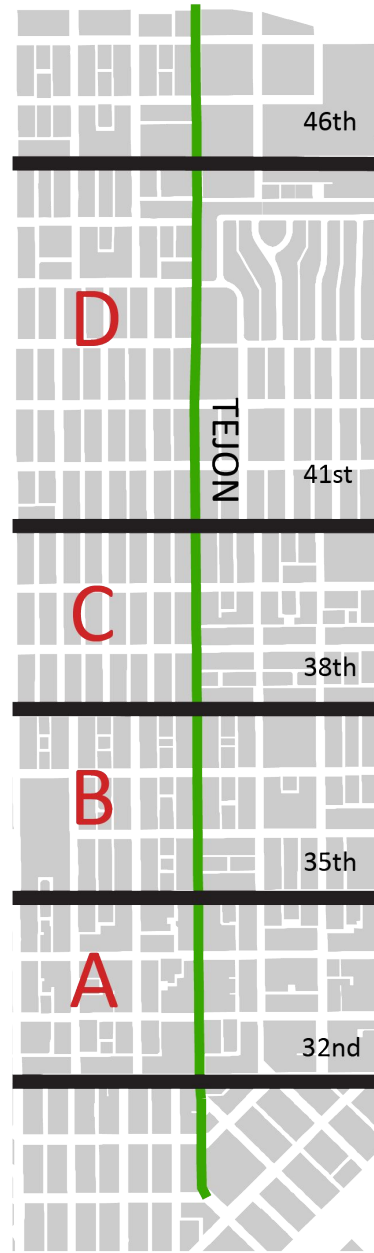
LOW



RESIDENTIAL DENSITY

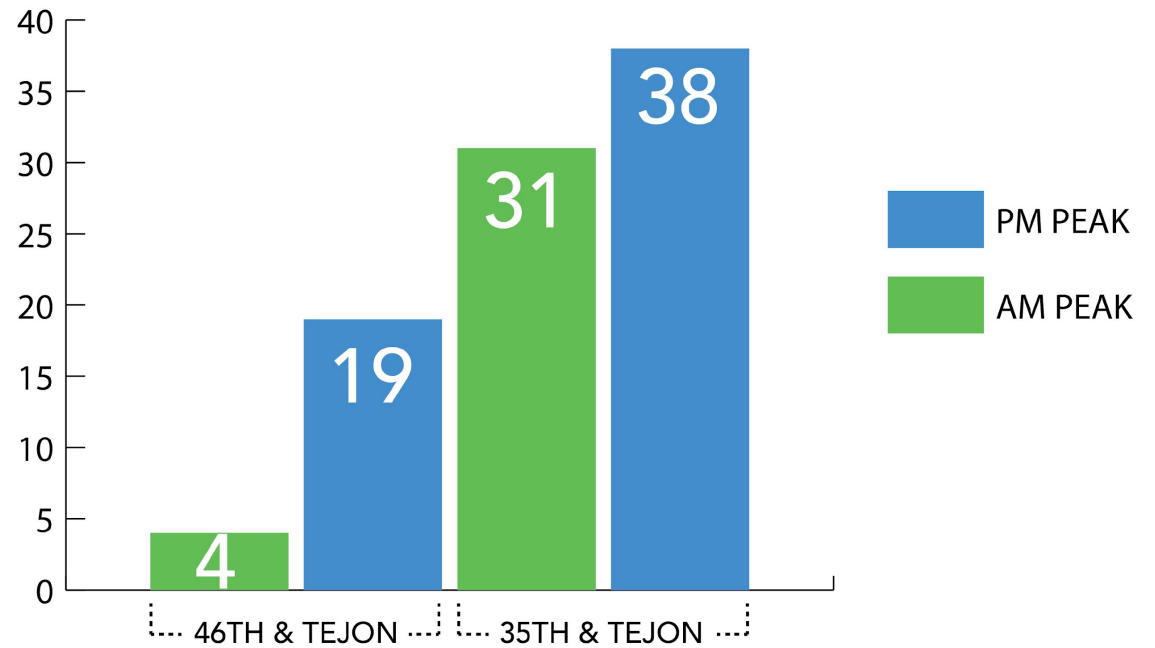


PEDESTRIAN ACTIVITY



LOW
MEDIUM
MEDIUM
HIGH

AVERAGE PEDESTRIANS PER HOUR



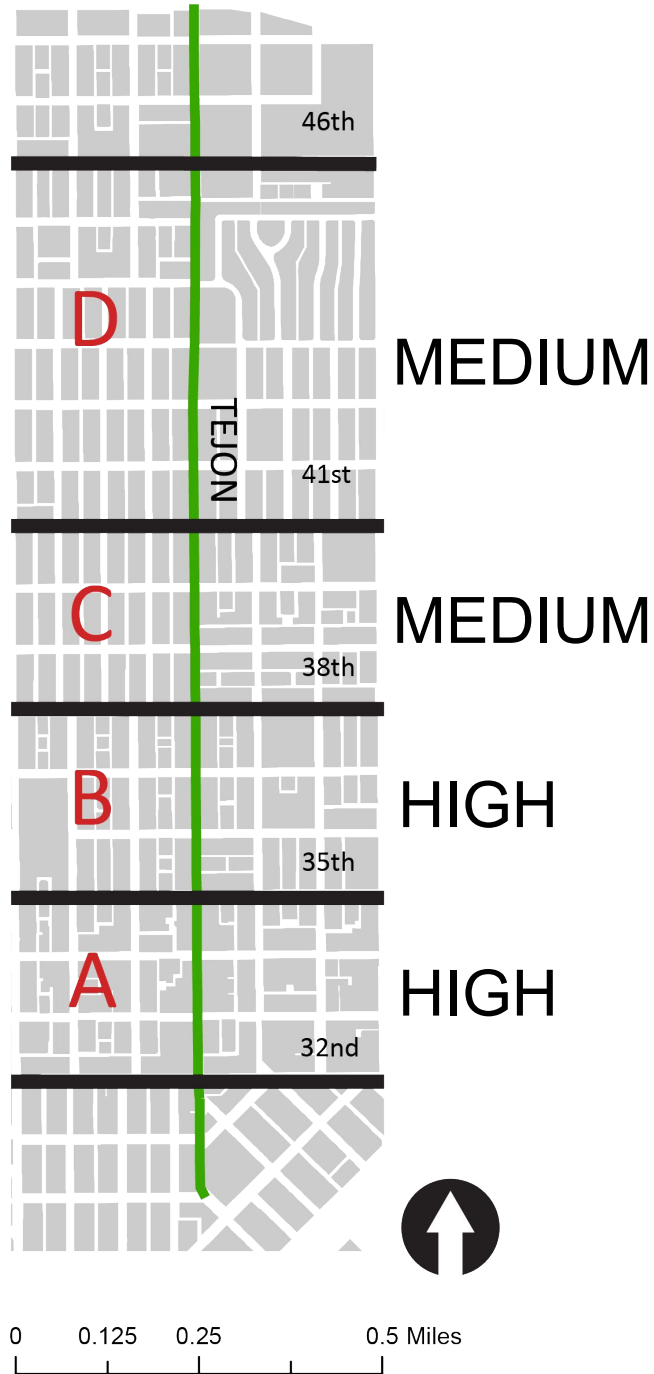
ANALYSIS



0 0.125 0.25 0.5 Miles



LOW-STRESS BIKE FACILITY NEED



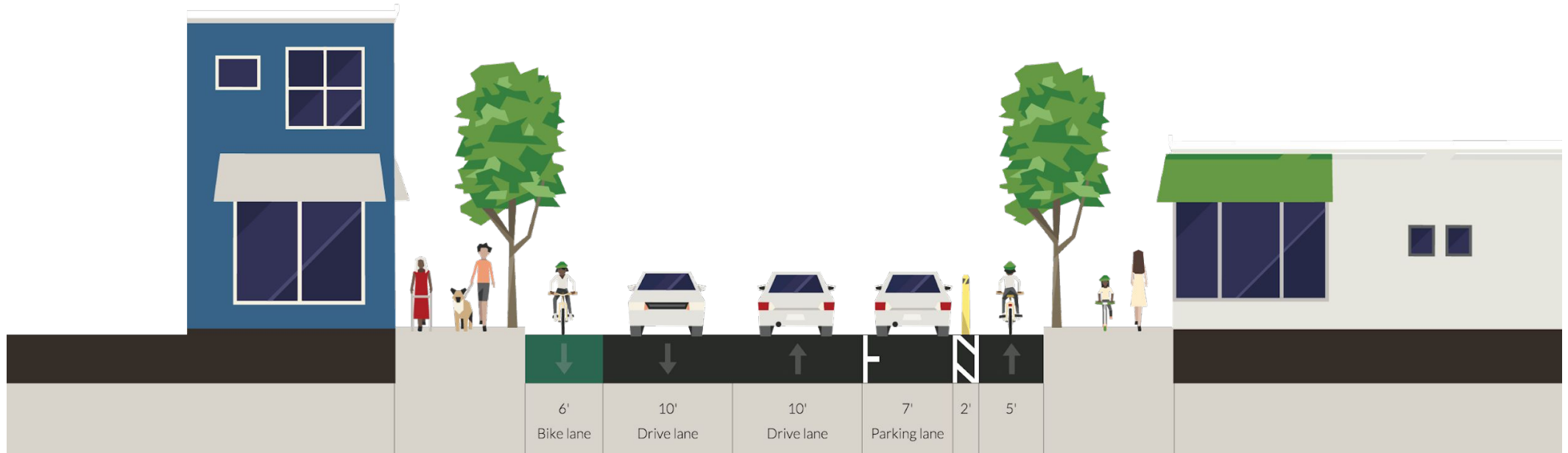
	ZONE A	ZONE B	ZONE C	ZONE D
Parking Availability	1	2	2	3
Number of Cyclists	3	3	1	1
Facility Connections	3	2	1	2
Transit Connections	3	2	3	2
Destinations	3	2	2	1
Vehicle Speeds	1	2	2	3
Number of Lanes	1	1	1	1
Residential Density	3	2	2	1
Pedestrian Activity	3	2	1	1
Total	21	18	15	15



DESIGN DECISIONS



RECOMMENDATION





EXISTING



RECOMMENDATION





INITIAL DESIGN



RECOMMENDATION





TRAFFIC CIRCLE ALTERNATIVE



RECOMMENDATION





FINAL RECOMMENDATION



RECOMMENDATION



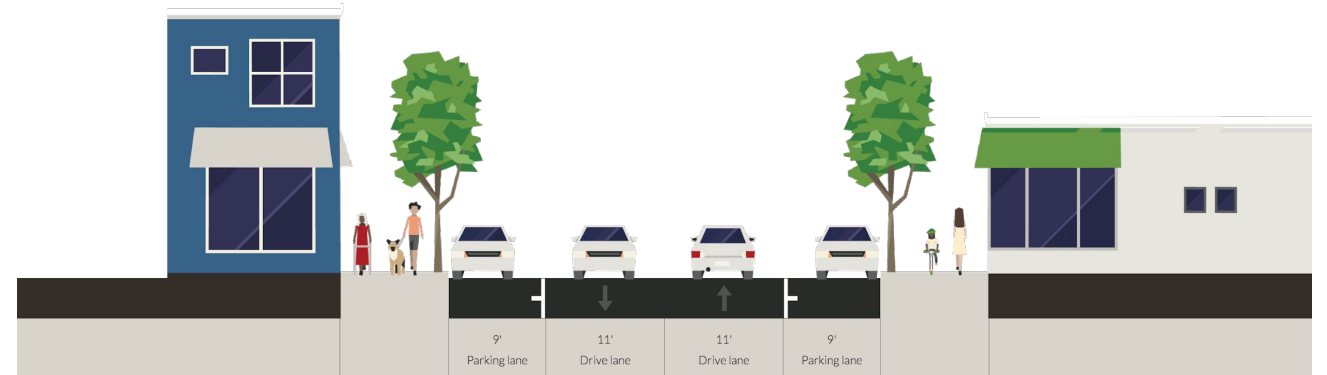


CONSTRAINTS



RECOMMENDATION

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



Tejon: Existing



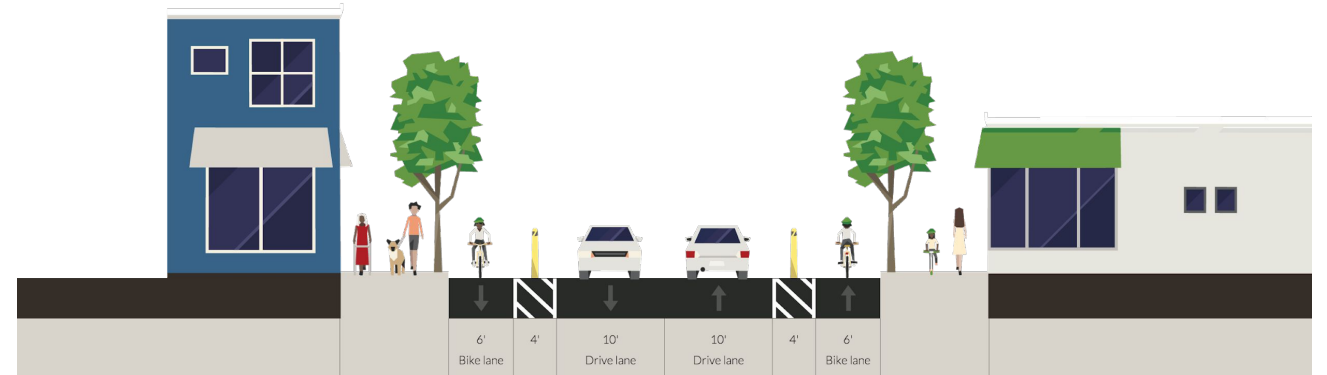


CONSTRAINTS



RECOMMENDATION

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



Tejon: No Parking



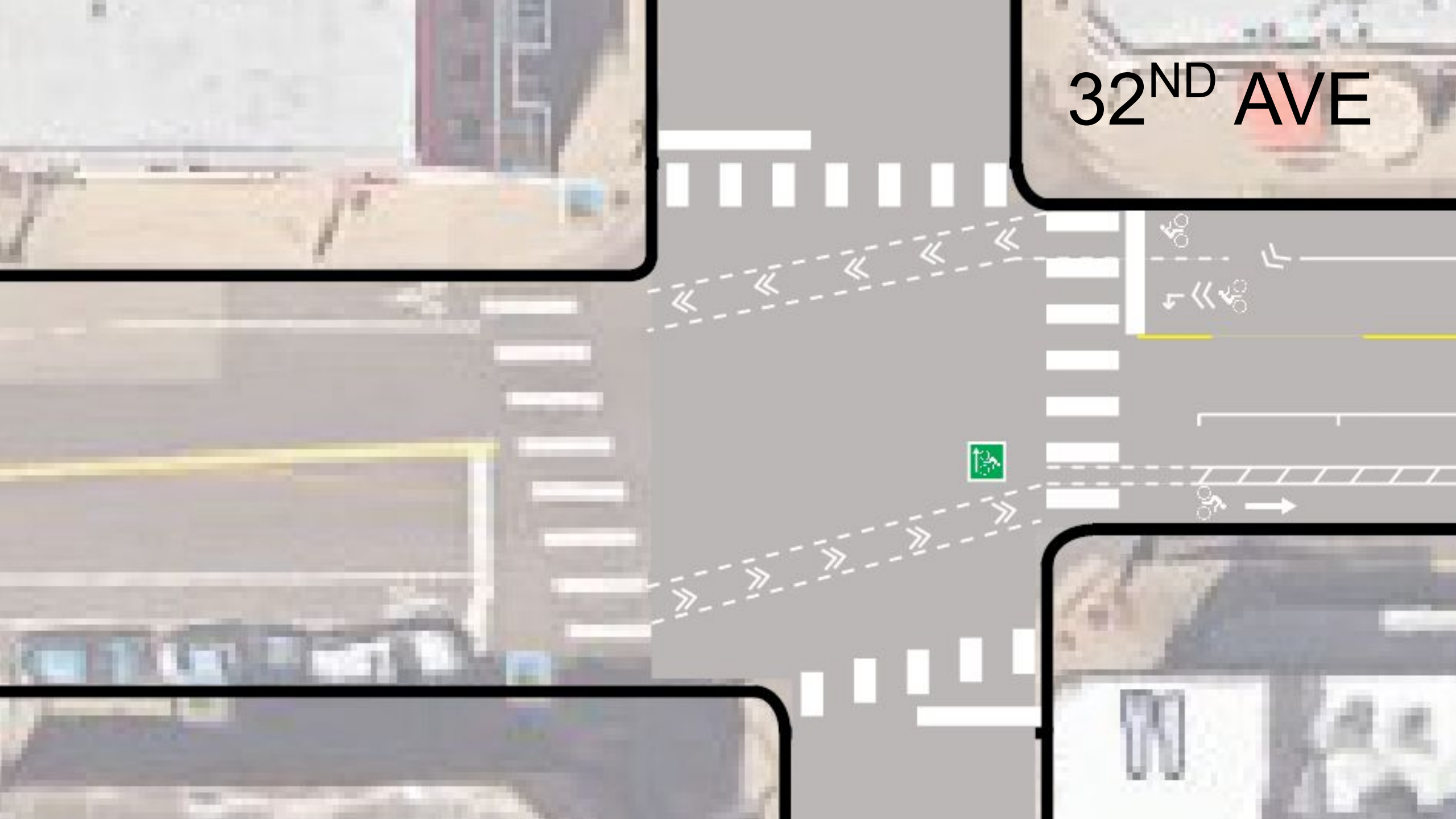
DESIGN DECISIONS



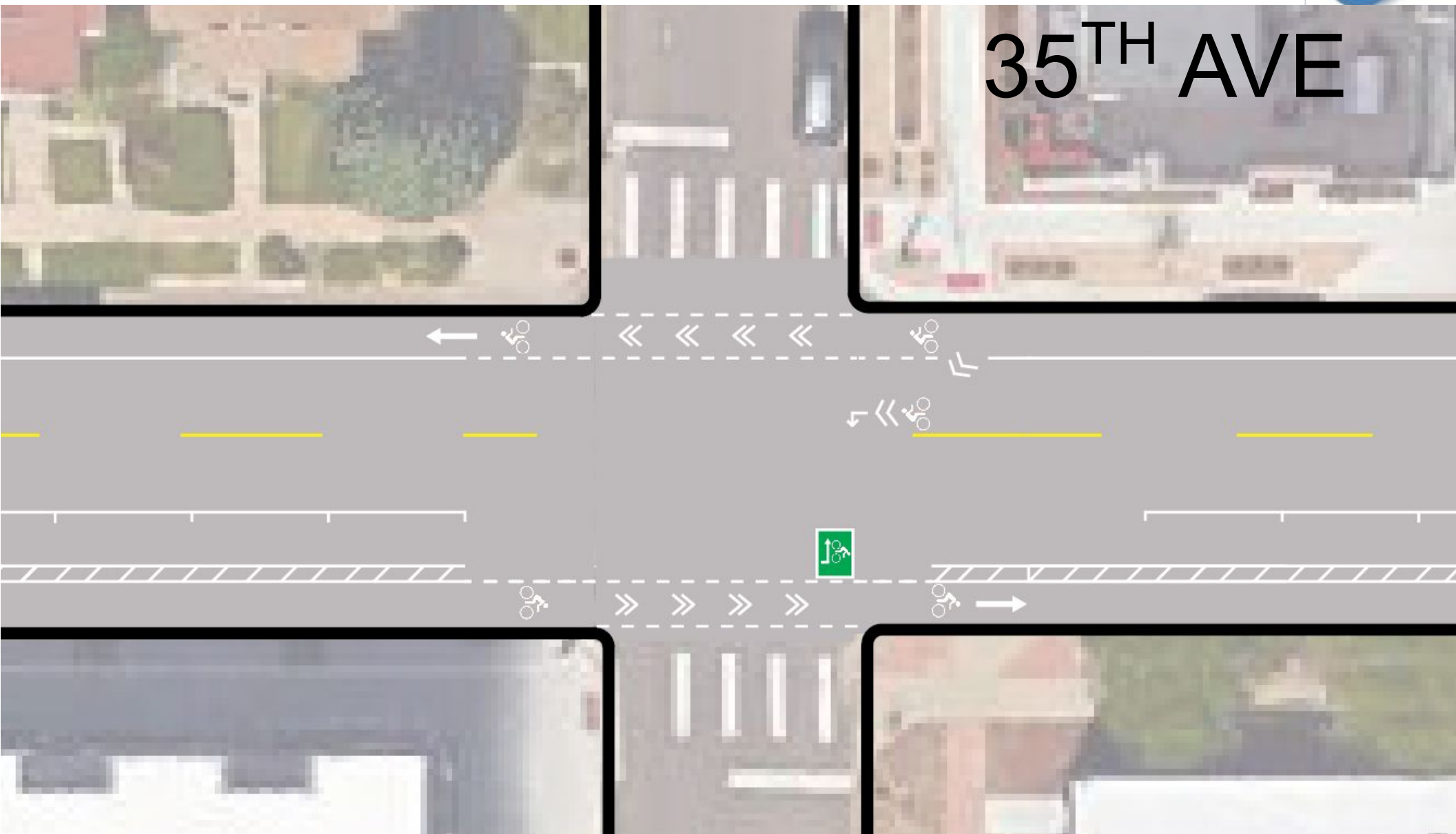
RECOMMENDATION



32ND AVE



DESIGN DECISIONS



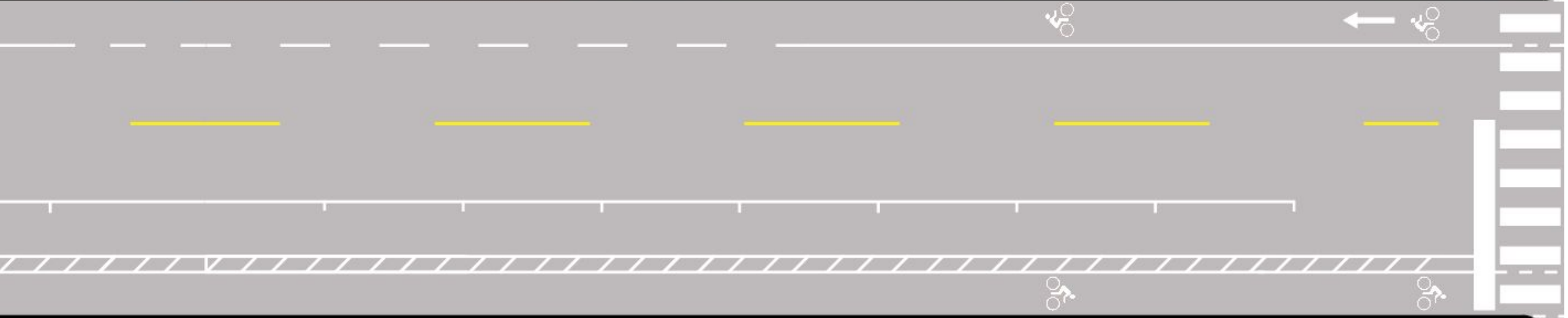
35TH AVE



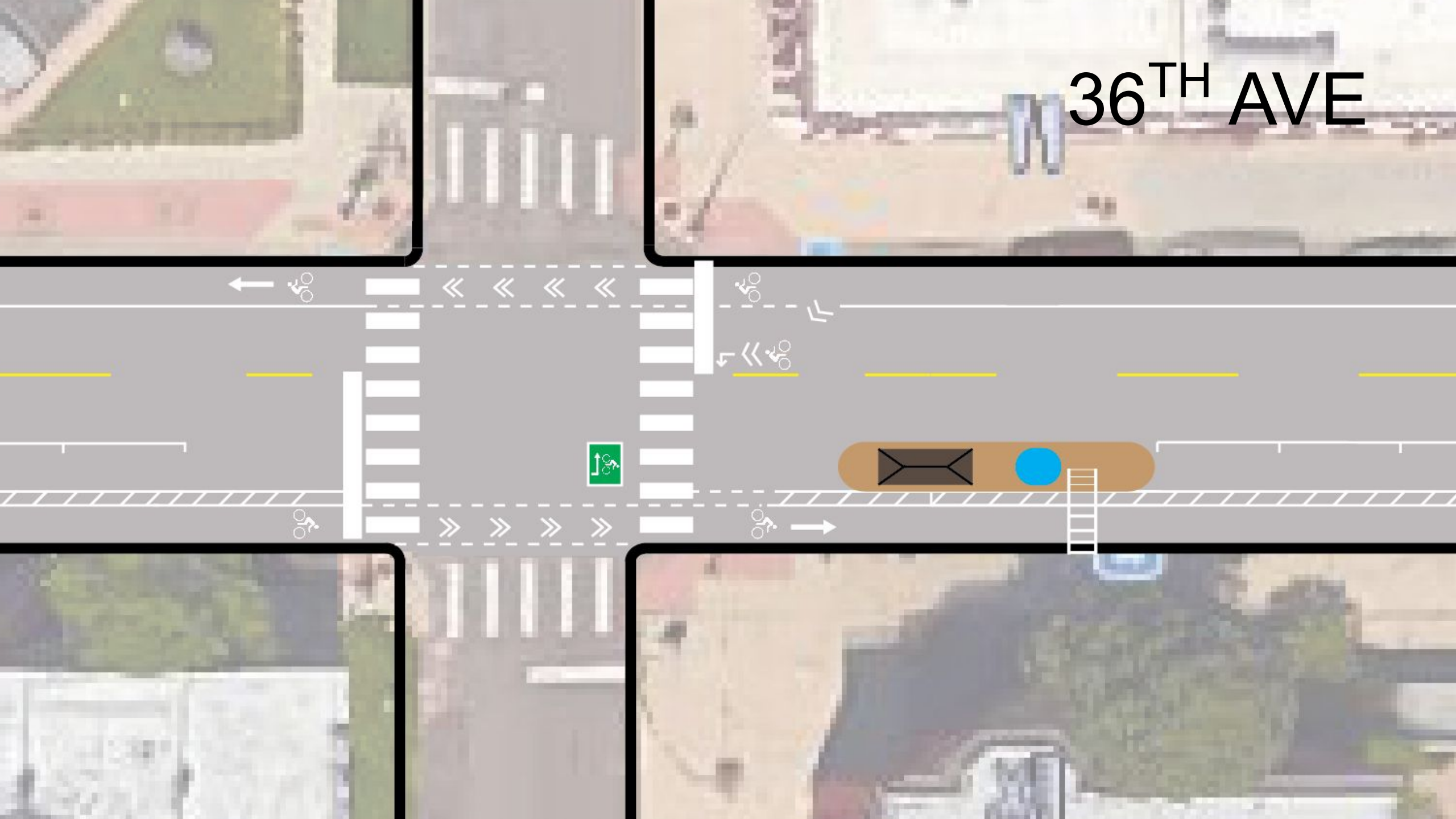
DESIGN



36TH AVE



36TH AVE

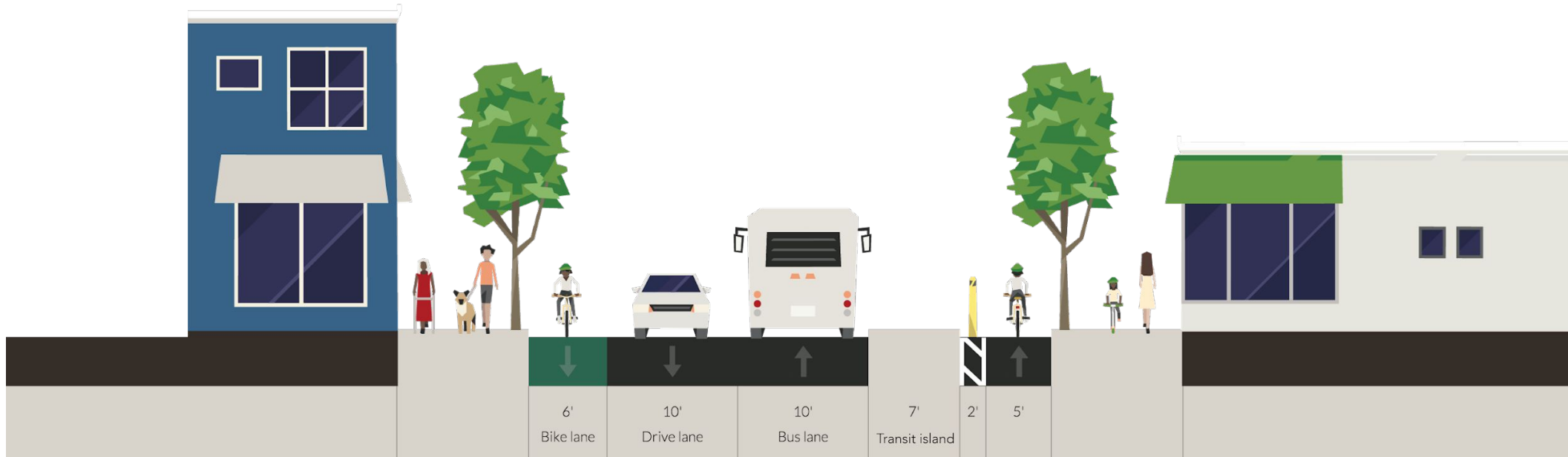


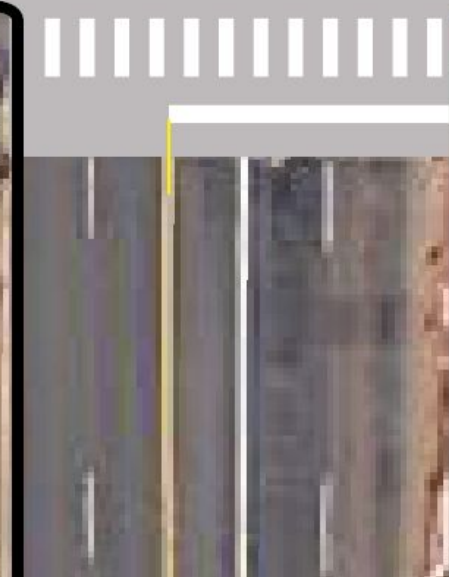
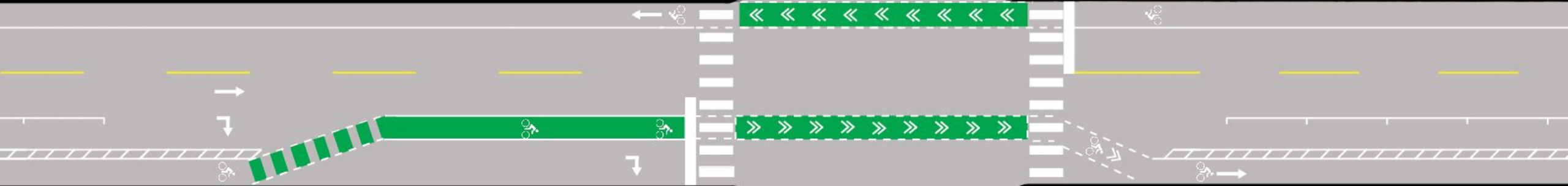
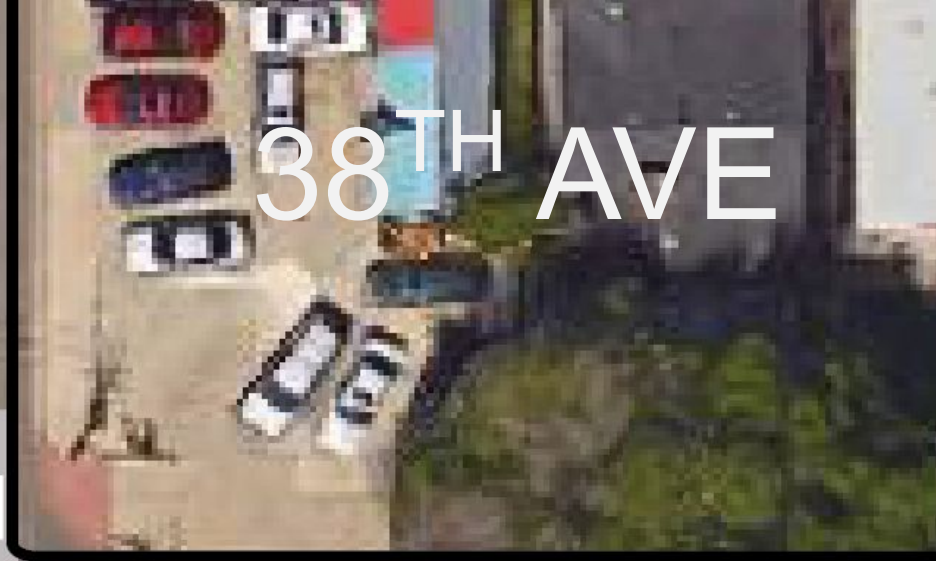


DESIGN DECISIONS



RECOMMENDATION



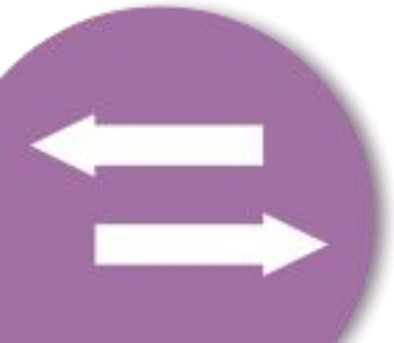




BUS BLOCKS LANE



TRADE-OFFS

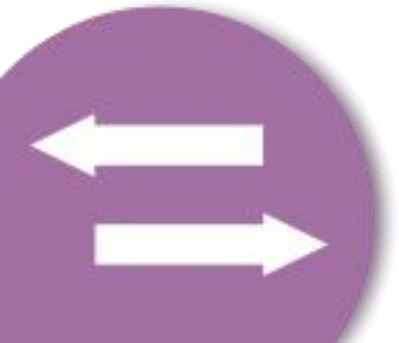




LOSS OF PARKING



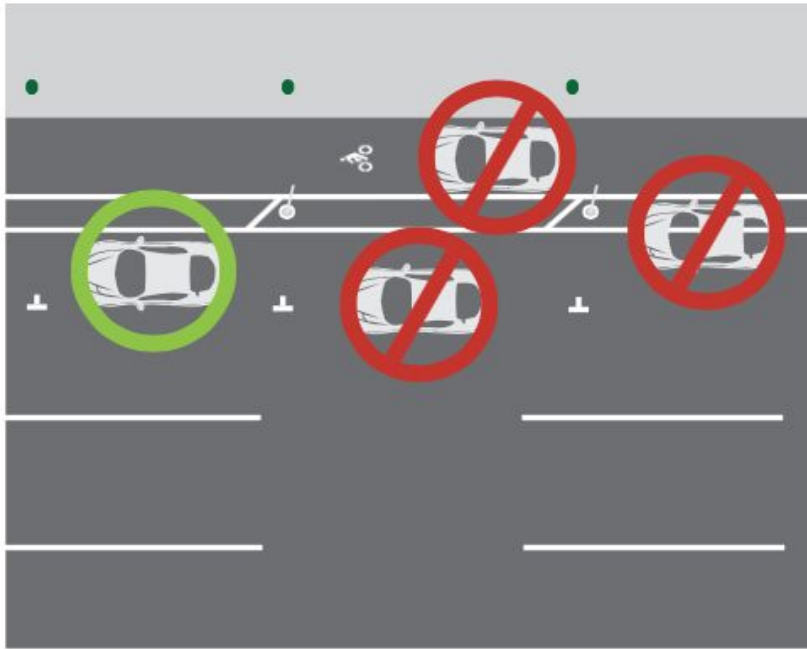
TRADE-OFFS



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.

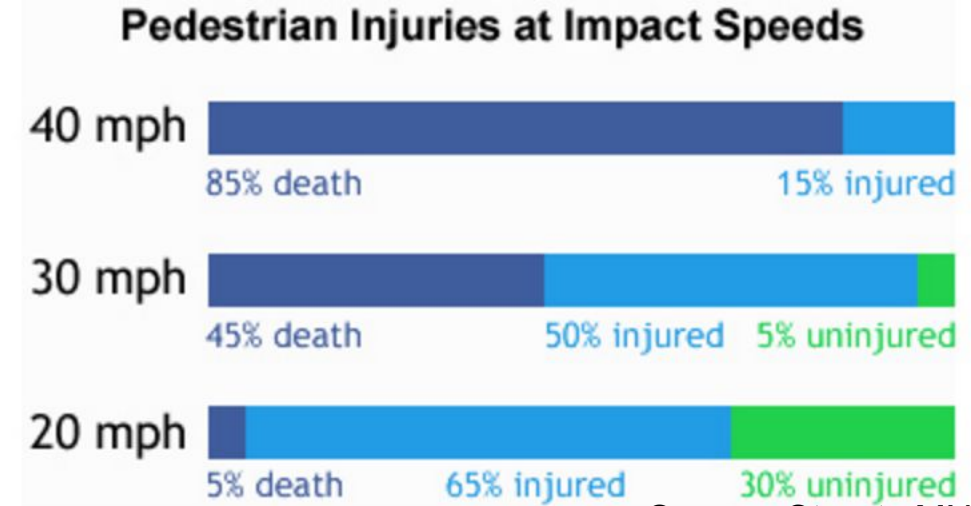
“Parking your car just got a little more complicated in downtown Denver after new protected bike lanes were installed this week.” -ABC 7-Denver Channel



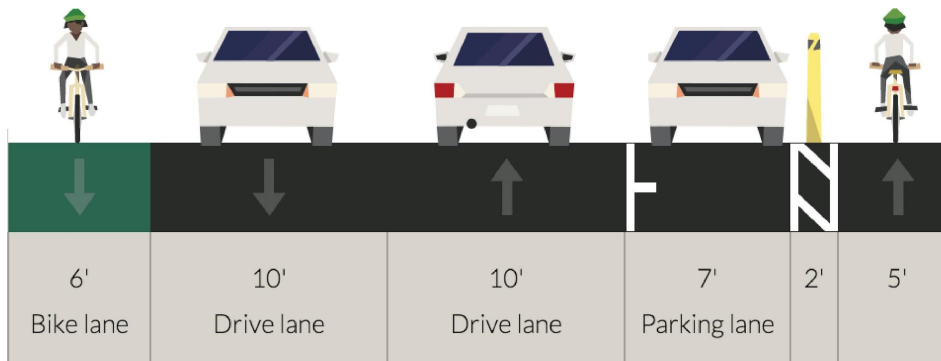
SPEED REDUCTION



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





THANK YOU!



URPL 6565 - November 10, 2015

Robby Long | Allison Neuman | Jenny Niemann | Alison Redenz