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Memorandum

TO: Gideon Berger, AICP
Senior City Planner, City and County of Denver

FROM: Kathie Haire, Lead Traffic Engineer

DATE: September 26, 2008

SUBJECT: Elyria Swansea Truck Route Opportunities

The residents of the Elyria Swansea neighborhoods have expressed concern over the presence of truck traffic on the residential streets. The purpose of this memorandum is to identify elements that may be utilized to reduce conflicts and separate truck traffic from residential traffic through the residential neighborhood.

The neighborhoods contain a mix of industrial, residential and commercial land uses. These land uses have conflicting transportation needs. Industrial and commercial businesses utilize trucks to transport their goods and services over the roadways. Residents in the community utilize the roadways for more than vehicular travel. Pedestrians and bicyclists also travel along the roadways accessing the local school, parks and community center. This mix of uses can create conflicts.

Additionally, the neighborhoods are bisected by several north-south and east-west rail lines, further limiting available connections across the neighborhoods and often forcing all modes of transportation to a single at-grade crossing. The City and County of Denver has received funding to build an at-grade pedestrian crossing on 47th Avenue at the Union Pacific rail lines. The BNSF right of way and BNSF Market Lead also bisect the area. Further complicating connectivity to and through these neighborhoods are both natural and man-made barriers including the South Platte River on the western edge and the I-70 highway viaduct along the southern portion of the Swansea neighborhood. Collectively the mix of land uses and barriers through and around the neighborhoods all contribute to the conflicts.

Community

The Elyria Swansea communities have commercial and industrial uses surrounding the residential uses. The commercial and industrial businesses tend to concentrate around the freeway, arterial roadways and railroad facilities. The residential uses are interspersed in four general areas as follows:

- Brighton Boulevard to the west, 48th Avenue to the north, Claude Court to the east, and Interstate 70 to the south;
- Union Pacific right of way to the west, 52nd Avenue to the north, Cook Street/Vasquez Boulevard to the east, and Interstate 70 to the south;
- York to the west, Interstate 70 to the north, Cook Street to the east, and 43rd Avenue to the south; and
- Clayton Street to the west, 42nd Avenue to the north, BNSF Market Lead to the east, and 40th Avenue to the south.

Truck Traffic

The commercial and industrial uses rely on trucks to deliver their goods and services. To access the area, trucks must utilize designated truck routes. Truck route designations are divided into two categories and specify the allowable truck usage of the roadway. A designated thru truck route allows trucks to travel through the area even if it does not have an origin or destination within Denver. Trucks must stay on the designated thru truck route until they approach their destination. Then the truck may utilize a delivery truck route to access their destination. A delivery truck route is a roadway utilized by trucks once they leave the thru truck route in order to make a delivery. If a roadway is not identified as a thru truck route or delivery route by either the Colorado Department of Transportation or the City and County of Denver, then trucks are only allowed on it to make a local delivery.

The Hazardous Materials and Truck Route Map, approved July 11, 1985, illustrate allowable truck routes through the City and County of Denver (see attached figure). Within the Elyria Swansea neighborhoods the Truck Route Map designates four truck routes. The identified truck routes include:

- Interstate 70 – Thru Truck Route (No Hazardous Materials)
- Brighton Boulevard – Delivery Route
- Vasquez Boulevard – Delivery Route
- Colorado Boulevard – Delivery Route

Interstate 70 is an east-west freeway that provides regional as well as national access to the Elyria Swansea industrial and commercial uses. Brighton Boulevard, Vasquez Boulevard and Colorado Boulevard all provide north-south delivery route access. Because all three of the delivery access roads travel north-south, trucks forge their own paths east-west to access the industrial/commercial businesses within the neighborhoods. This creates concern among the residents due to potential conflicts between vehicles, bicycles, pedestrians, and motorists because some of the roadways are not constructed to facilitate truck traffic.

Opportunities

The majority of the industrial and commercial areas are accessible from one of the delivery truck routes. However, in many cases, the trucks must leave the delivery truck route and travel on a non-designated truck route in order to reach their destination. Keeping trucks in the industrial areas and away from the residential areas would aid in reducing potential conflicts. The following paragraphs identify opportunities within the Elyria Swansea neighborhoods to separate the commercial/industrial truck traffic from the residential neighborhoods.

The paths trucks take to access the industrial and commercial areas may be directed to specific roadways through the planning and development of appropriate options. The implementation of any, or all, of the options identified below provides opportunities to consolidate truck traffic in the industrial/commercial areas and away from the residential areas. Options may be implemented immediately and revised as land use changes over time.

One option to separate the truck traffic from the residential areas is to work with the businesses to develop destination truck routes. These destination truck routes would provide truck drivers with recommended routes to reach the business. The route would be developed specific to each location and given to their truck drivers. The route would identify the roadways that should be utilized by their trucks. This would aid in keeping drivers in the industrial areas and away from the neighborhood. Implementation and enforcement of the truck driver's adherence to the specific route would be at the discretion of the business.

The development of trail blazing or wayfinding signage for the area would also aid in guiding the trucks to their destination. Signage would be utilized to guide trucks to and from the designated delivery truck route to the industrial/commercial areas. The directional signs would begin at the intersection of the identified delivery route and the industrial/commercial roadway and visually aid the drivers to use specific roadways. Signs should be placed at all decision points. All signage would need to conform to the Manual of Uniform Traffic Control Devices (MUTCD) standards as well as City and County of Denver standards.

Another option would be to place weight restrictions on the roadways through the residential areas. Large trucks would be prohibited from using these roadways based on their weight classification. Signs would be placed at the entrance of the roadway defining the weight limitations. Smaller trucks, such as delivery trucks would still be able

to utilize the roadways. Signage would need to conform to the MUTCD and City and County of Denver standards. Restrictions placed on the roadway would need to go through Denver's approval process.

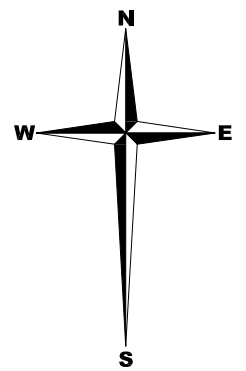
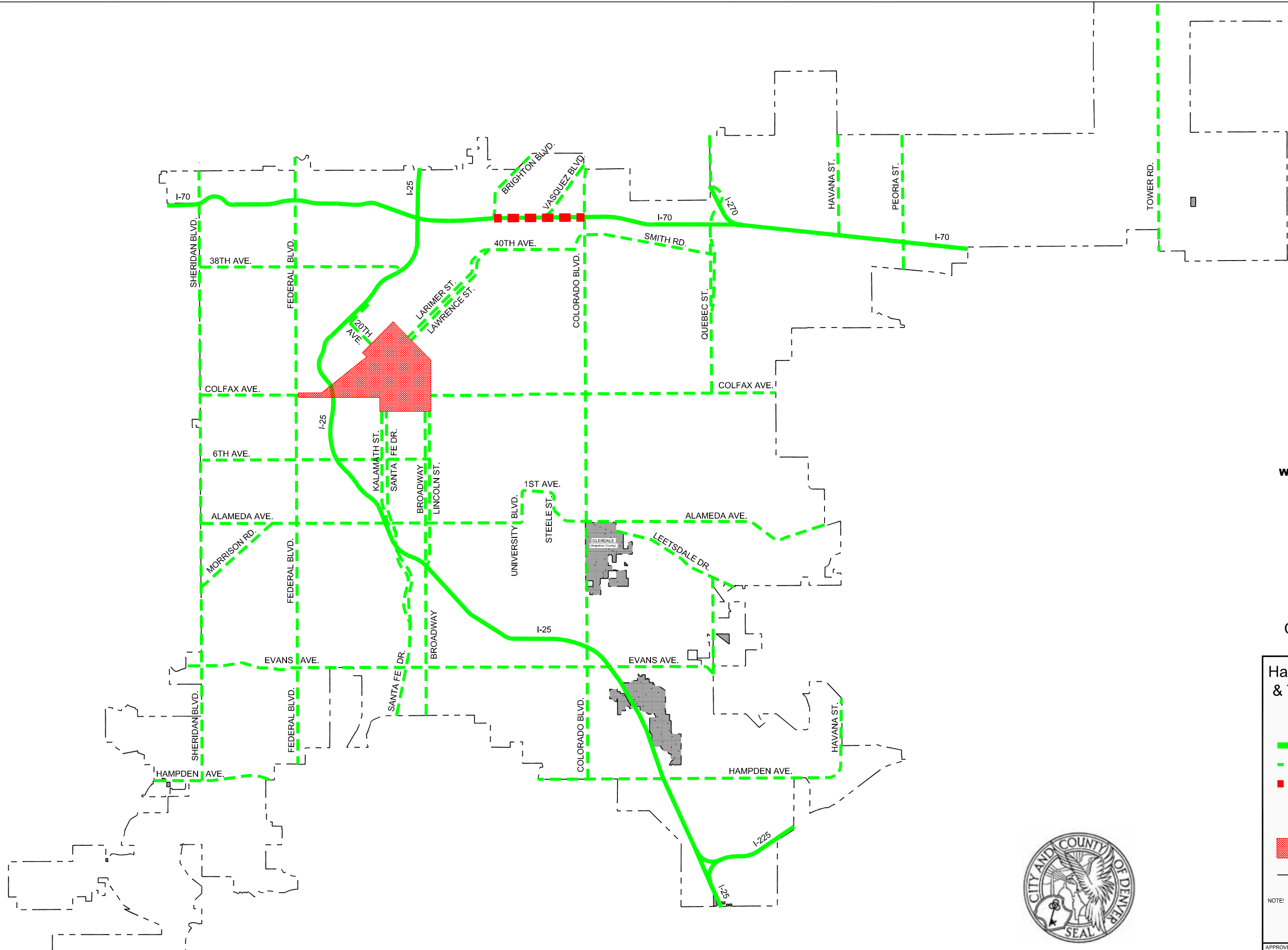
Issues of enforcement exist with these options and their success, in part, is dependent on relationship building between residential and business neighbors and good communication.

Summary:

The reduction of truck conflicts in the residential areas may be achieved through the separation of uses. Maintaining truck travel in the industrial and commercial areas avoids potential conflicts. Truck traffic may be guided away from the residential areas in the following ways:

- Destination routes developed for each business and/or area;
- Trail blazing/wayfinding signage for the industrial/commercial area; and/or
- Placing weight restrictions on the roadways in the residential area to limit truck traffic.

Any of these options may be developed, approved and implemented in the short term and modified over time to reflect land use changes.



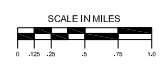
**CITY & COUNTY
of DENVER**

**Hazardous Materials
& Truck Route Map**

LEGEND

- Interstate Highways
(No Restrictions Unless Noted)
- Delivery Routes
All Hazardous Materials
- Radioactive Materials,
Poisons and AS Explosives
PROHIBITED AT ALL TIMES.
FLAMMABLE LIQUIDS &
LP GAS PROHIBITED
DURING PEAK HOURS
(6:30 - 8:30 AM & 4:00 - 6:00 PM)
- Central Business District
All Hazardous Materials
PROHIBITED DURING PEAK HOURS
(6:30 - 8:30 AM & 4:00 - 6:00 PM)
- City Limits

NOTE: ROUTES ARE ONLY INDICATED FOR STREETS AND HIGHWAYS UNDER THE JURISDICTION OF THE CITY AND COUNTY OF DENVER. CARRIERS SHOULD CONTACT LOCAL JURISDICTIONS FOR AUTHORIZED ROUTES OUTSIDE OF DENVER.



APPROVED BY:
 - SIGNATURE ON FILE - 7/11/85
 MANAGER OF SAFETY J.D. MacFARLANE DATE
 - SIGNATURE ON FILE - 7/11/85
 DIR. OF TRAFFIC ENGR. DENNIS E. ROYER DATE