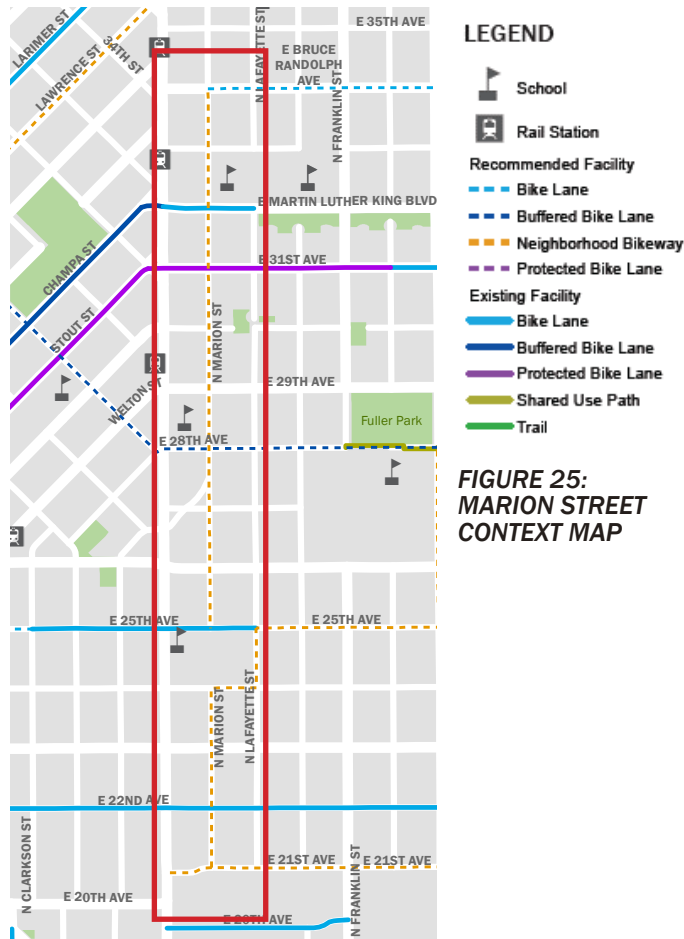


# MARION STREET (21ST AVENUE TO BRUCE RANDOLPH AVENUE)



**FIGURE 25:  
MARION STREET  
CONTEXT MAP**

## PROJECT OVERVIEW

Denver Moves: Bikes and Blueprint Denver recommended Marion Street from 21st Avenue to Bruce Randolph Avenue to be a neighborhood bikeway. Between 24th Avenue and 25th Avenue, the bikeway shifts east to Lafayette Street to go around the Whittier School. This bikeway improves access to various schools and local parks as well as Saint Joseph Hospital. This project connects to existing and future bikeways on 21st Avenue, 22nd Avenue, 25th Avenue, 29th Street/28th Avenue, Stout Street/31st Avenue, Champa Street/Martin Luther King Jr. Boulevard, and Bruce Randolph Avenue.

## PROJECT DEVELOPMENT

The original bikeway type, a neighborhood bikeway, was maintained through design development. The schools and higher than desired speeds along the corridor were significant considerations in the design of bikeways along this corridor. The 85th percentile speed collected on Marion Street between 27th Avenue and 28th Avenue was 27 MPH, which is higher than acceptable for a neighborhood bikeway, therefore considerable speed control measures were proposed.

After 60% design plans were completed, it was decided to move the bikeway between 21st Avenue and 25th Avenue from Marion Street to Lafayette Street. This reduced the number of turns and intersections involved in routing the bikeway around the Whittier School and seamlessly followed the existing bike lanes on 25th Avenue to transition from Lafayette Street to Marion Street.

## OUTREACH SUMMARY

The outreach approach for the Marion Street bikeway followed the standard Central CTN process.

DOTI collected community feedback for this corridor through a series of online surveys, interactive input maps and public comments. The online map tool was open from March – May 2020. The draft concept surveys were open from July – August 2020. This feedback helped inform recommendations for improving the way people travel (by bicycle, bus, on foot, and by car) on and around this corridor.

### KEY CONCEPT FEEDBACK:

Proposed concept designs for Community Transportation Network projects were shared for community input during June and July 2020, including designs for the Marion Street bikeway. Community members were asked to react to proposed designs and provide feedback. The Marion Street design received survey responses from 28 participants. Overall, respondents indicated their top three safety concerns when using Marion Street were:

- 1 Protection from vehicular traffic
- 2 High vehicular speeds
- 3 Visibility and sight distance

### ANALYSIS COMPLETED:

- ✓ Crash Analysis
- ✓ Parking Analysis
- ✓ Traffic Counts
- ✓ Cross-Section Options
- ✗ Lane Reduction Analysis
- ✗ Intersection Analysis
- ✓ Speed Reduction Analysis
- ✓ Diversion Analysis

### DELIVERABLES COMPLETED:

- ✓ Existing Conditions Analysis
- ✓ Alternatives Analysis
- ✓ Concept Design
- ✓ Opinion of Probable Cost

### OUTREACH COMPLETED:

- ✓ Network Verification Survey
- ✓ Concept Survey
- ✓ Draft Design Survey
- ✓ Office Hours
- ✓ 5 Network-Wide Public Meetings (2020 to 2022)
- ✓ 6 Network-Wide Stakeholder Meetings (2020 to 2022)
- ✗ One-on-One Stakeholder Engagement
- ✗ Project-Specific Community Meetings

### KEY DRAFT DESIGN FEEDBACK:

The draft design for the project was shared with the public for comment in April 2022. The Marion Street design received comment from 1 respondent with a desire for additional traffic calming.

# MARION STREET (21ST AVENUE TO BRUCE RANDOLPH AVENUE)

## SUMMARY OF FINAL DESIGN

The final design included a mixture of elements to slow driver speeds, improve safety and comfort for pedestrians and people on bikes traveling along the corridor, and facilitate safer crossings. Specific elements include:

- Chicanes on most blocks and bulbouts at most intersections to reduce traffic speeds.
- A traffic diverter at Marion Street and 36th Avenue.
- Rectangular Rapid Flashing Beacons at the intersection of Lafayette Street and 23rd Avenue.
- A contraflow bike lane on Marion Street between 27th Avenue and 28th Avenue.
- Conversion of intersections at 27th Avenue and 35th Avenue to all-way stops.
- Regular wayfinding signage to make drivers aware of the bikeway and help bicyclists find their way to nearby neighborhoods and destinations.

### PROJECT BENEFITS

#### CONNECTS DESTINATIONS

Saint Joseph Hospital, schools, local parks

#### LINKS BIKEWAYS/TRAILS

22nd Avenue, 25th Avenue, Champa/Stout, Martin Luther King Jr. Boulevard, and 31st Avenue bikeways

#### CONNECTS PROPOSED BIKEWAYS

Connects to proposed bikeways on 21st, 25th, 28th, 31st, and 35th Avenues, Martin Luther King Jr. Boulevard, and Bruce Randolph Avenue

#### LOWER STRESS CROSSINGS

Four-way stops at: Lafayette Street/24th Avenue, Lafayette Street/25th Avenue, and Marion Street/33rd Avenue; Signals at Marion Street/31st Avenue and Marion Street/ Martin Luther King Jr. Boulevard

#### QUALITY CONNECTION

Travels through neighborhoods; less traffic than Downing Street

### BIKEWAY FACILITY SELECTION CHART

The Bikeway Facility Selection Chart is a tool DOTI uses to identify the appropriate bikeway facility on a given street. As traffic speeds and volumes increase, more separation from motor vehicles is necessary to maintain a safe and comfortable bicycling experience. Based on traffic data collected, a neighborhood bikeway is recommended on Marion Street (see red dot).

