

TREMONT PLACE/GLENARM PLACE (E 20TH AVENUE TO 25TH STREET)

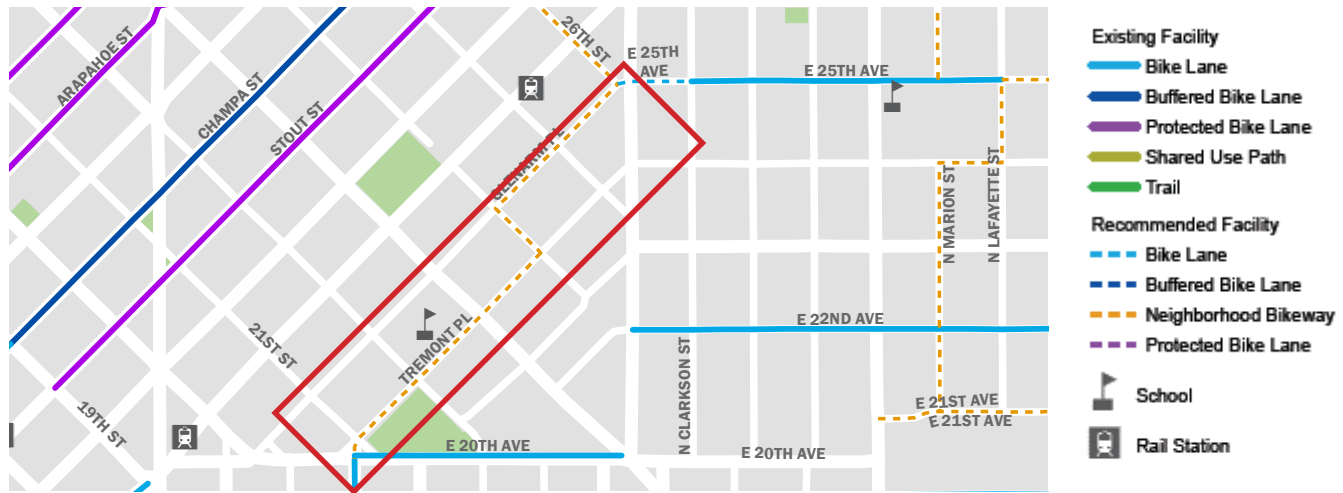


FIGURE 27: TREMONT PLACE/GLENARM PLACE CONTEXT MAP

PROJECT OVERVIEW

Denver Moves: Bikes and Blueprint Denver recommended Tremont Place and Glenarm Place from 20th Avenue to 26th Street to be a neighborhood bikeway. This corridor connects to Benedict Fountain Park and Polaris Elementary School. This project connects to existing and future bikeways on 20th Avenue, 21st Street, 25th Avenue, 26th Street, and Grant Street.

OUTREACH SUMMARY

The outreach approach for the Tremont Place/Glenarm Place 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 Tremont Place bikeway. Community members were asked to react to proposed designs and provide feedback. The Tremont Place design received survey responses from 22 participants.

Overall, respondents indicated their top three safety concerns when using Tremont Place were:

- 1 High vehicular speeds
- 2 Failure to abide by stop signs
- 3 Safe crossings for pedestrians and bicyclists

PROJECT DEVELOPMENT

The original bikeway type, a neighborhood bikeway, was maintained through design development. The intersection with Park Avenue was a significant consideration in the design of bikeways along this corridor. The 85th percentile speeds collected at two points within the project area were 26 MPH and 27.7 MPH, which is higher than acceptable for a neighborhood bikeway, therefore considerable speed control measures were proposed. Additionally, daily traffic volumes were documented to be higher than appropriate for a neighborhood bikeway.

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

TREMONT PLACE/GLENARM PLACE (E 20TH AVENUE TO 25TH STREET)

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:

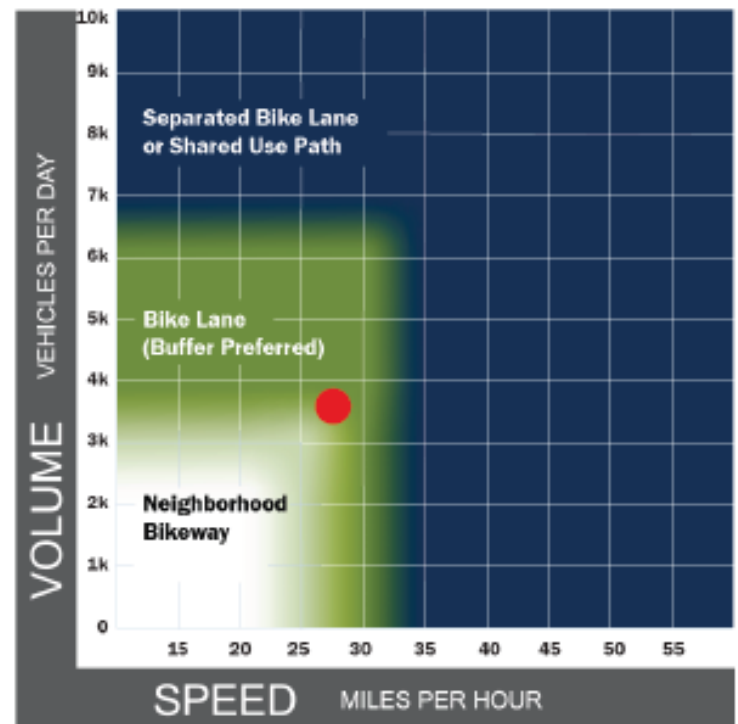
- Pinch points on most blocks to reduce traffic speeds.
- A traffic circle at Glenarm Place and 25th Street to reduce traffic speeds.
- A traffic diverter at 22nd Street for westbound traffic to reduce traffic volumes.
- All-way stop at Tremont Place and 24th Street.
- Green conflict markings and two-stage turning boxes for the bike lane crossing at each intersection.
- 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**
Benedict Fountain Park, Polaris Elementary
- LINKS EXISTING BIKEWAYS**
20th Avenue, 21st Street, Grant Street
- FILLS GAP IN NETWORK**
Key connection between Whittier Neighborhood and Downtown
- CONNECTS PROPOSED BIKEWAYS**
26th Street, 25th Avenue
- ARTERIAL CROSSINGS**
Route mitigates barrier caused by Park Avenue

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 for Tremont Place and Glenarm Place, a neighborhood bikeway is recommended with treatments.



TREMONT PLACE/GLENARM PLACE (E 20TH AVENUE TO 25TH STREET)

TABLE 12: PUBLIC FEEDBACK SUMMARY

What We Heard	Incorporated into Project
Concerns with crossing major intersections on a bike	Added neighborhood bikeway on Tremont Place and transitions to bike lane on Grant Street, bulbouts to slow traffic
Concerns about walking barriers at major intersections	Prohibited parking within 20 feet of crosswalk to improve crossing visibility, bulbouts at Park Avenue to improve crossing safety
Traffic speed concerns on Glenarm Place	Traffic circle at 25th Street and Glenarm Place

Legend

Traffic Calming Elements

Treatment type

- Traffic Circle
- Diverter
- Pedestrian Refuge
- Speed Cushion
- Chicane
- Pinchpoint
- Curb Extension Only
- RRFB
- Bike Box

Existing Denver Bicycle Facilities

- Protected Bike Lane
- Neighborhood Bikeway
- Bike Lane
- Buffered Bike Lane
- Shared Roadway
- Trail
- Shared Use Path

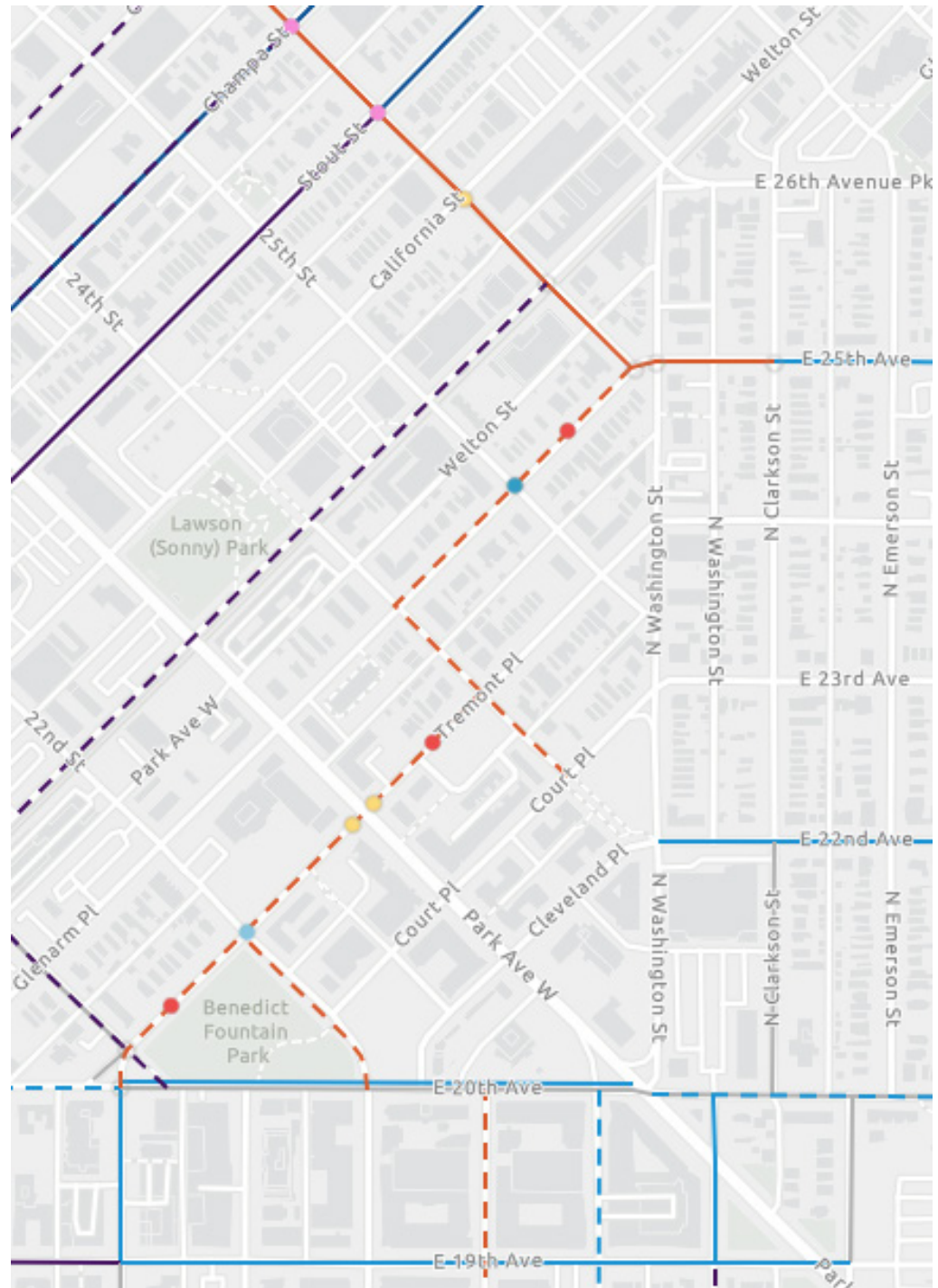


FIGURE 28: TREMONT PLACE/GLENARM PLACE TRAFFIC CALMING MAP