

RiNo Railroad Crossing Connectivity Analysis

Stakeholder Workshop
June 29, 2017

Ideas and Considerations Presented at Stakeholder Workshop

Primary Focus: 38th Street (between Walnut & Wynkoop)

1 Basic Improvements
on 38th Street
Underpass

2 Widen path on 38th
Street Underpass



Other Areas of Focus

3 Add ramps to
existing ped bridges

- RTD
- 35th/36th

4 Alt. crossing
locations

- 31st Street
- 33rd Street

Primary Focus: 38th St (Walnut to Wynkoop)

1. Basic Improvements on 38th St
2. Widen Path + Basic Improvements on 38th St (excluding portion under UPRR)



All Photos Credit: Chris Proud

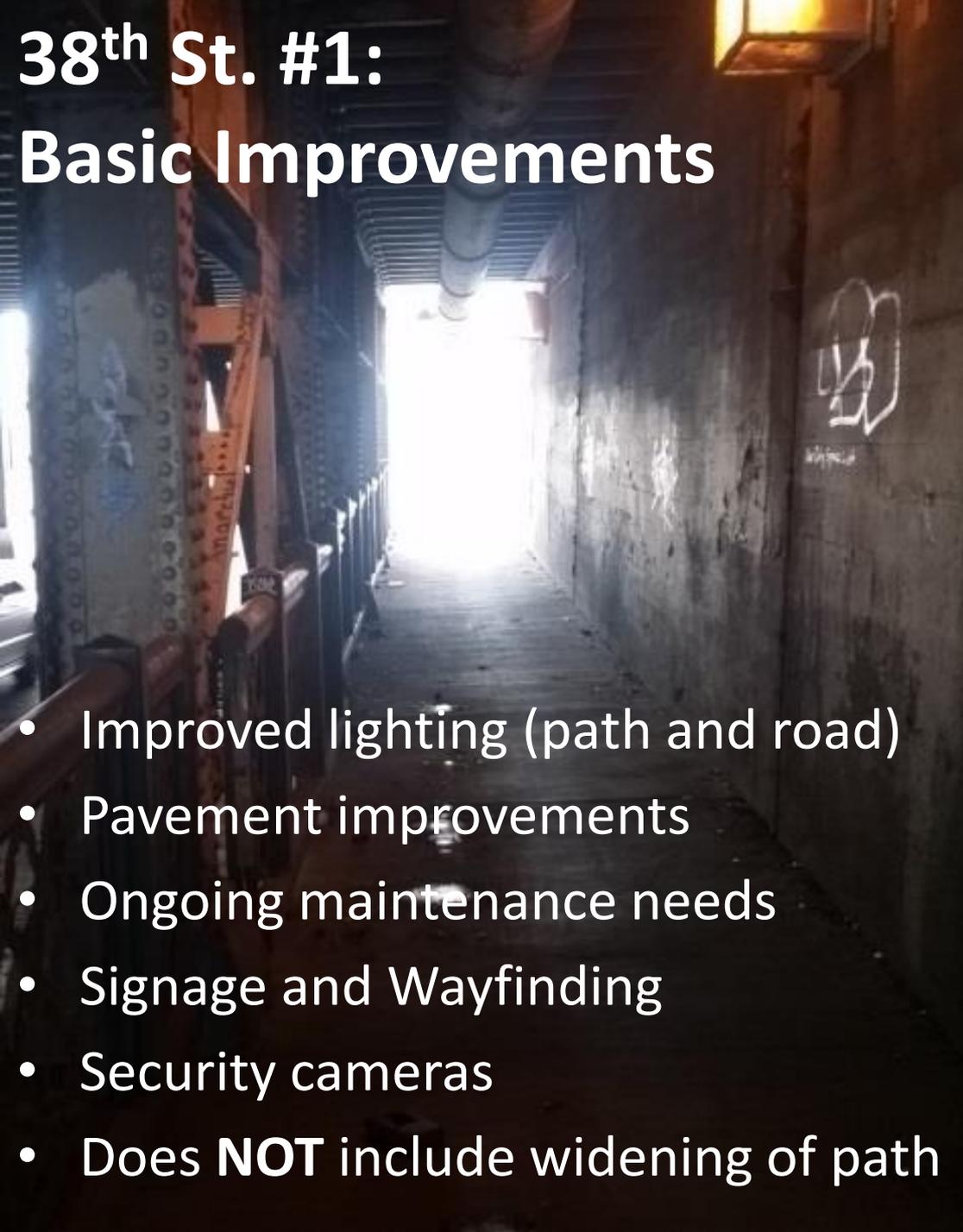
38th St. #1:

Basic Improvements

- Improved lighting (path and road)
- Pavement improvements
- Ongoing maintenance needs
- Signage and Wayfinding
- Security cameras
- Does **NOT** include widening of path

Benefits

- Lower cost than other options
- Enhances the existing path to make it more inviting and safer for bicyclists and pedestrians



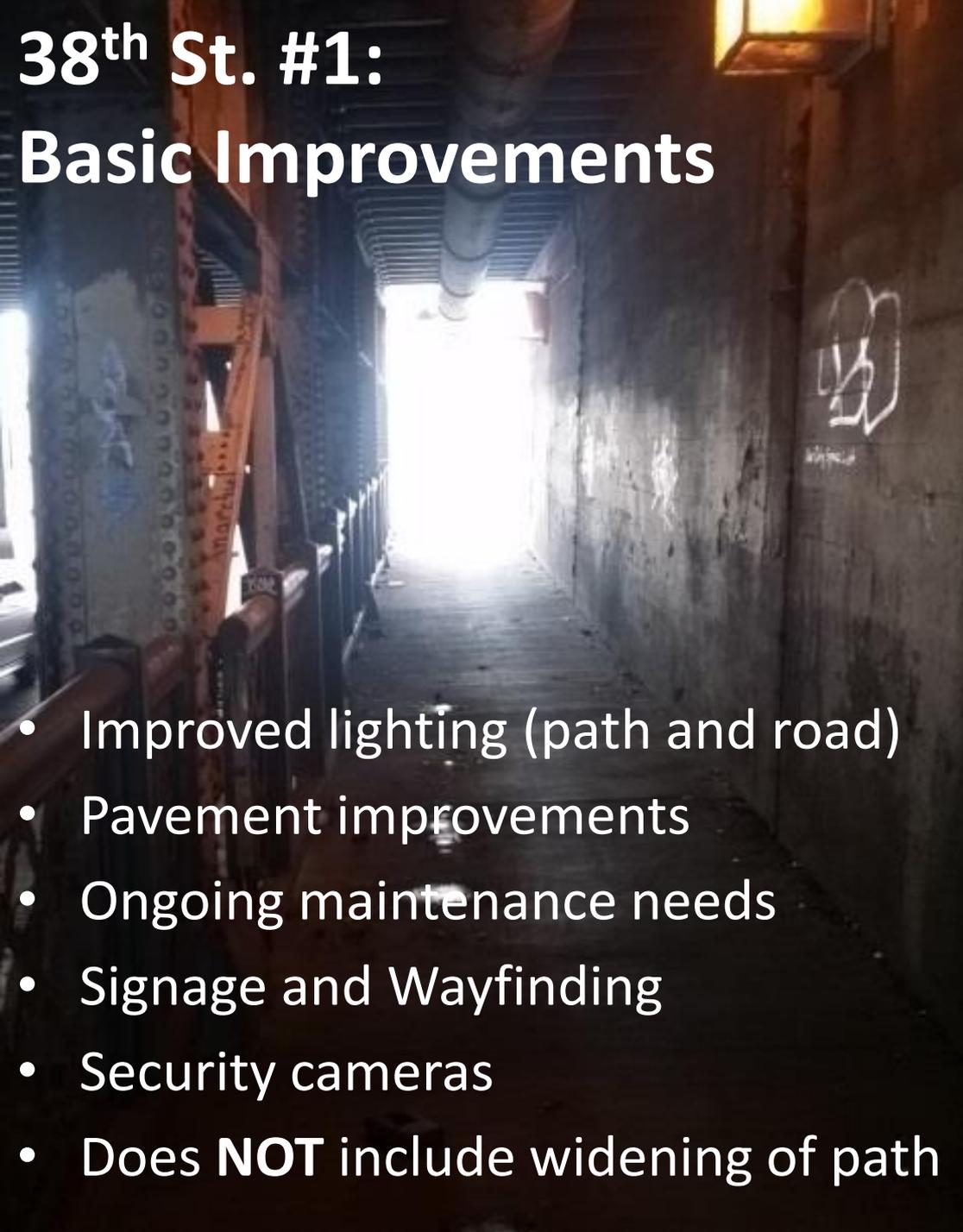
38th St. #1:

Basic Improvements

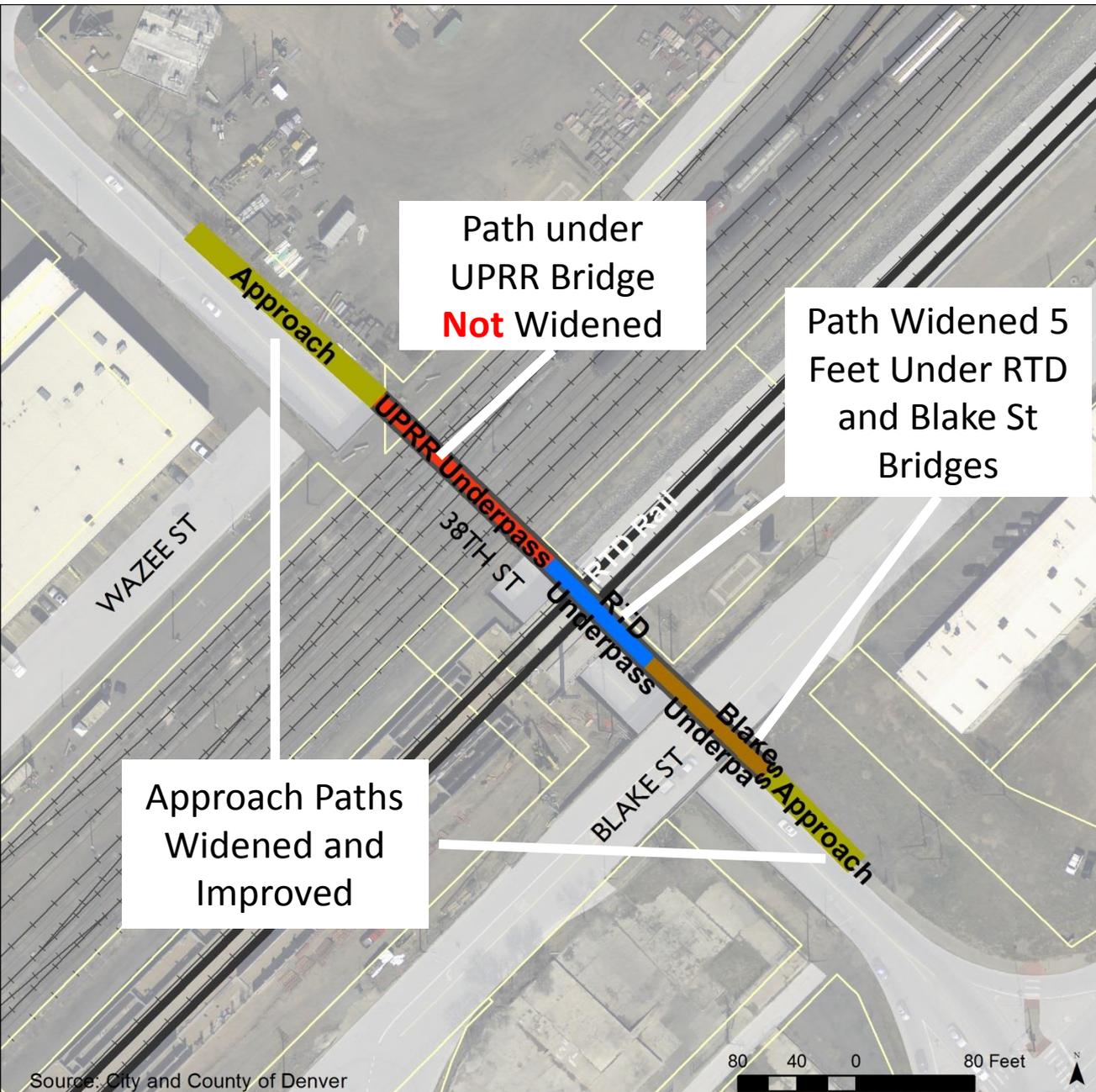
- Improved lighting (path and road)
- Pavement improvements
- Ongoing maintenance needs
- Signage and Wayfinding
- Security cameras
- Does **NOT** include widening of path

Challenges

- Does **NOT** include widening of path
- Does not add additional connectivity



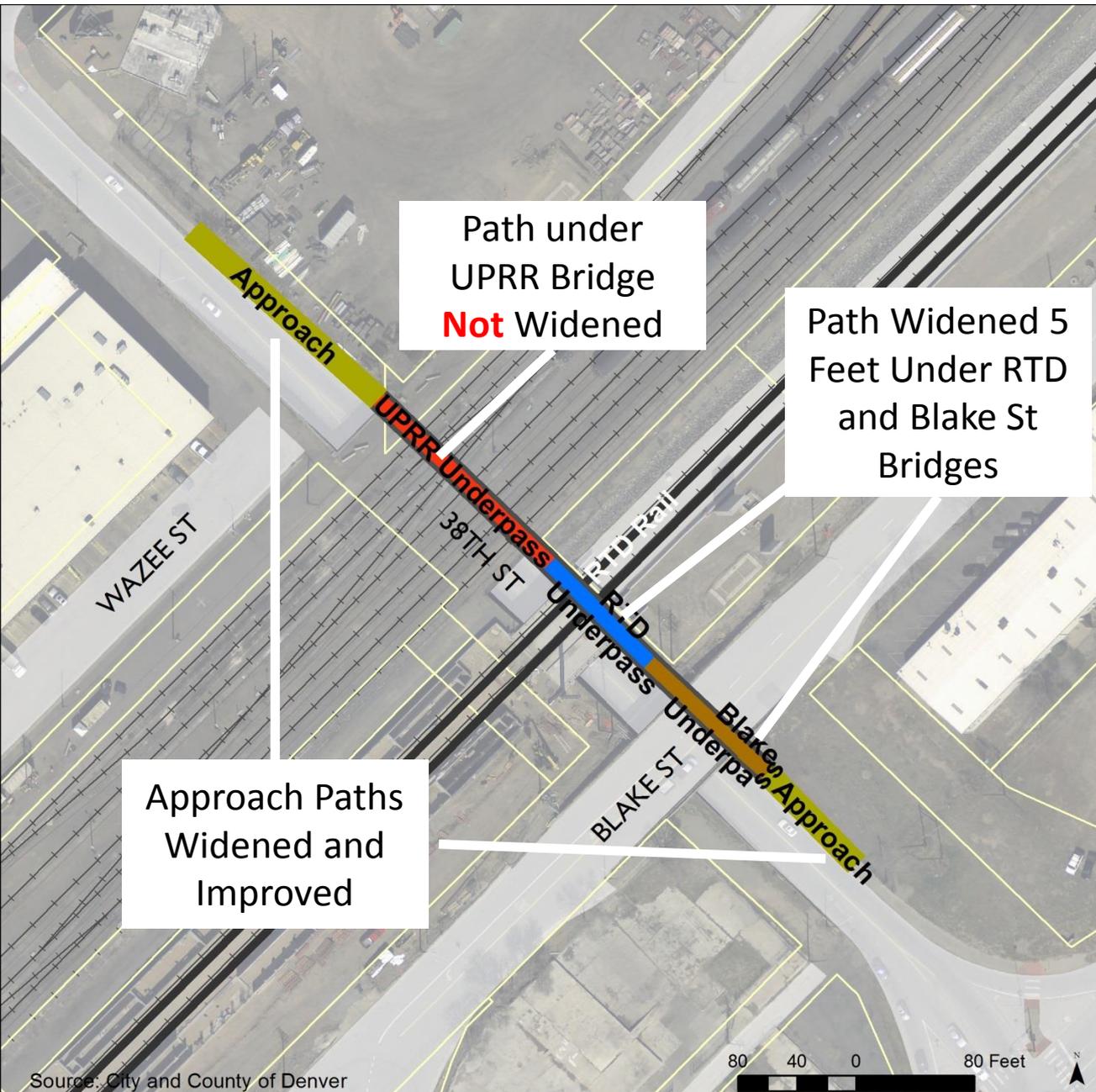
38th St. #2: Widen Existing Path + Basic Improvements



Benefits

- Includes basic improvements
- Provides 8 foot multiuse path on 70% of the length of the underpass

38th St. #2: Widen Existing Path + Basic Improvements



Challenges

- 160 ft length of path under UPRR not widened (widening under UPRR bridge would require expensive reconstruction)
- The taper from wide path to narrow section could be a safety issue

38th St. #2: Widen Existing Path + Basic Improvements

CLEARANCE 13'3"

Blake Street Bridge

38th Street



38th St. #2: Widen Existing Path + Basic Improvements

Blake Street Bridge

RTD Bridge

UPRR Bridge

Existing
Narrow
Path

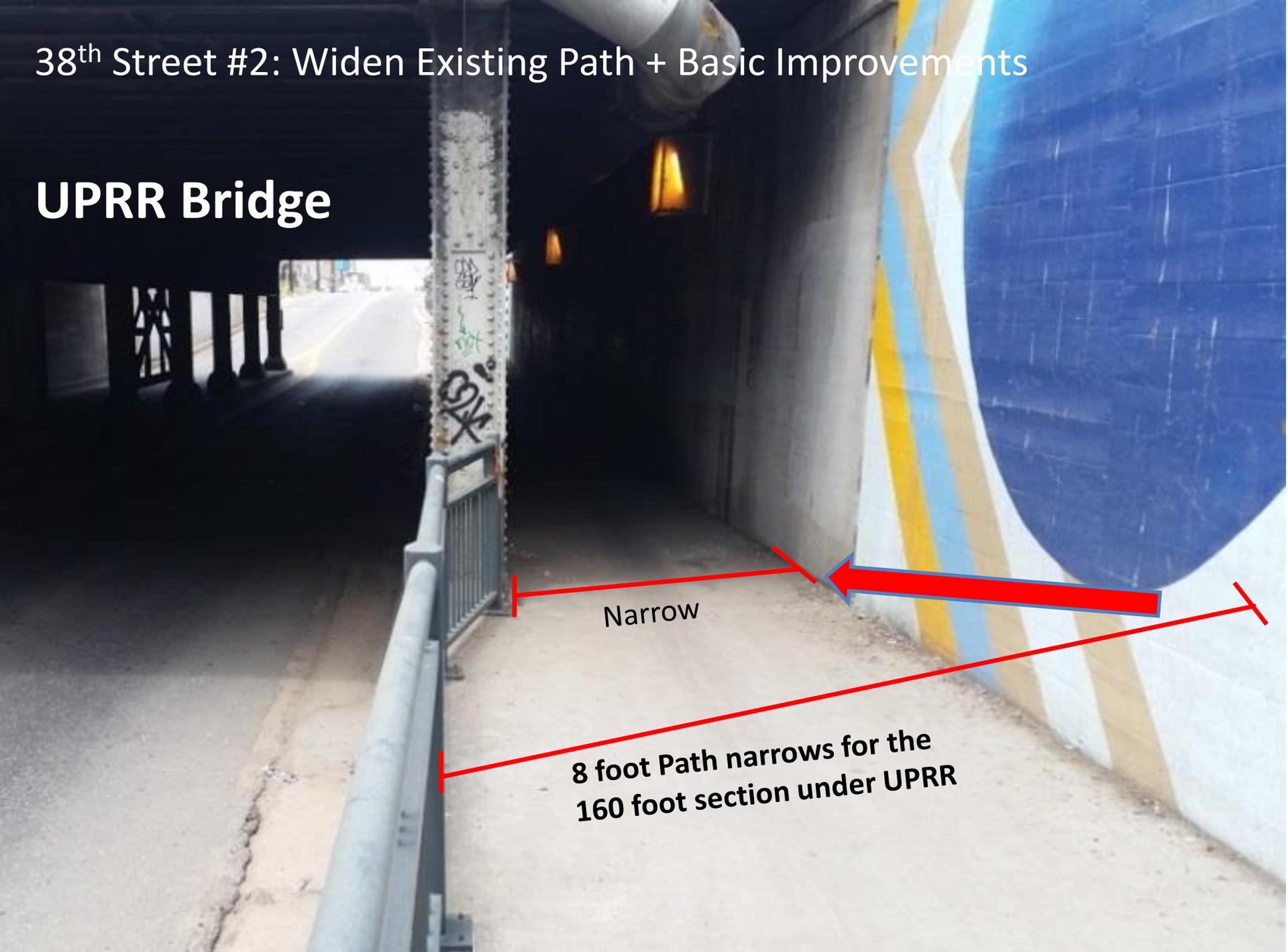
Move Wall
5 feet

38th Street



38th Street #2: Widen Existing Path + Basic Improvements

UPRR Bridge



Narrow

8 foot Path narrows for the
160 foot section under UPRR

Widen Path on 38th Street + Basic Improvements



UPRR Bridge

Taper path
under UPRR

38th Street

←
Move Wall
5 feet

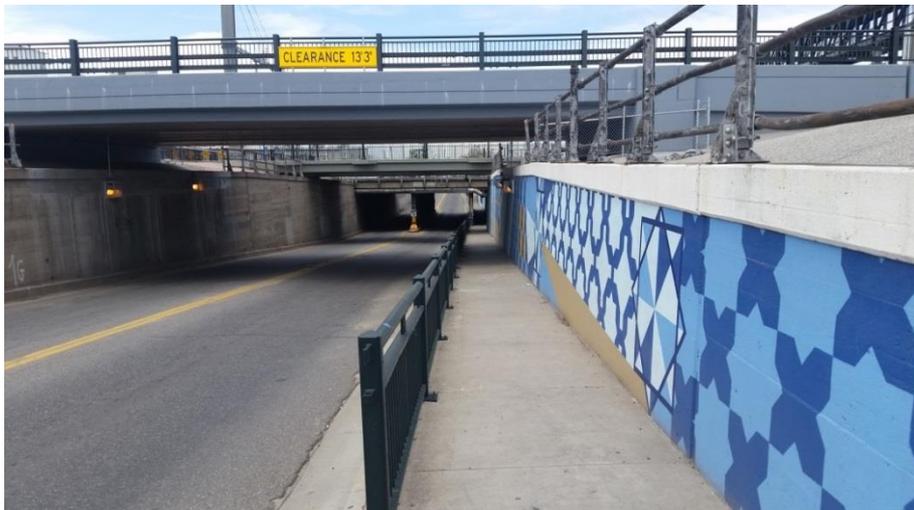
38th St. Improvements Discussion



East Side Looking West



West Side Looking East



East Side Looking West



West Side Looking East

Other Areas of Focus

Add Ramps to Existing Pedestrian Bridges

- Add Ramps #1: RTD Pedestrian Bridge – **NOT ADVANCING**
- Add Ramps #2: 35th/36th Street Pedestrian Bridge - **NOT ADVANCING**

Long Term Potential: New Crossing Locations

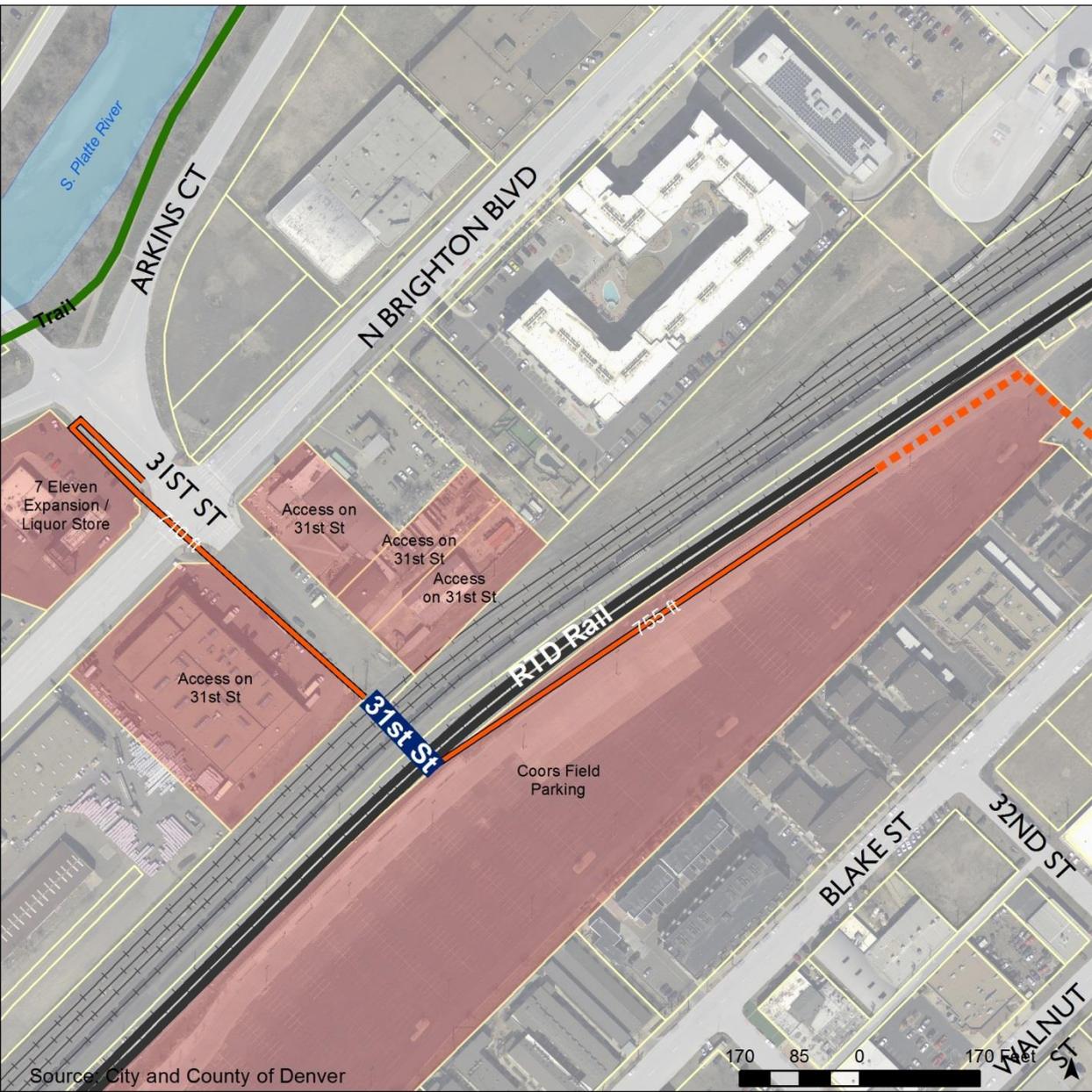
- New Crossing #1: 33rd Street Bridge - **NOT ADVANCING**
- New Crossing #2: 31st Street Bridge or Tunnel – **ADVANCING**

New Connection: 31st Street

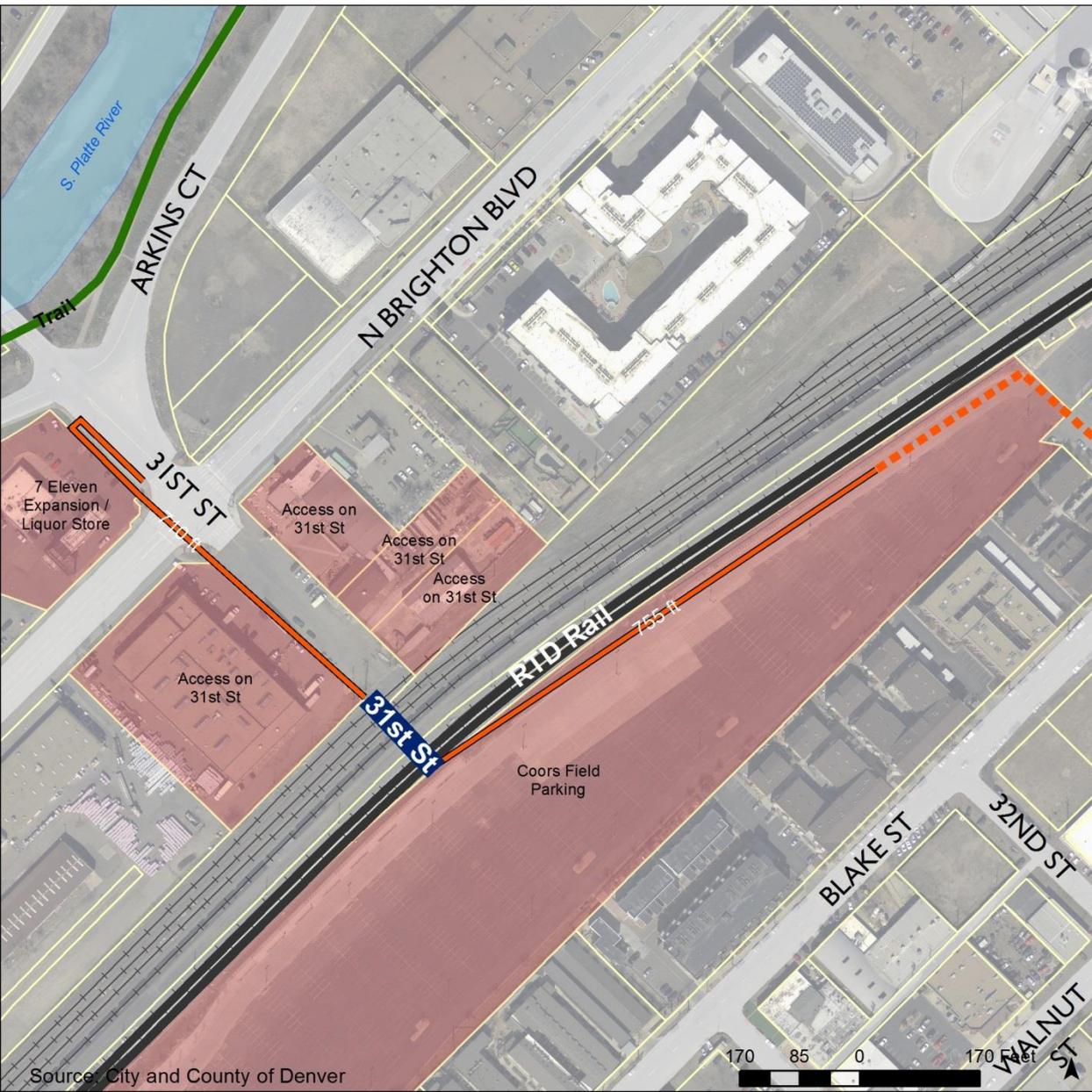
(Graphic shows bridge, but moving forward with tunnel)

Benefits

- Complements current and future connectivity at 38th St
- Connectivity to Brighton Blvd Businesses
- Connectivity to South Platte River Trail on 31st (more direct than 33rd)
- Railroad is narrower than 33rd St
- **Bridge:** West ramp clears Brighton Blvd and provides a direct connection to S. Platte River Trail
- **Tunnel:** West ramp would be short enough to meet level grade before Brighton Blvd



New Connection: 31st Street (Graphic shows bridge, but moving forward with tunnel)



Challenges

- Right of way needed in Coors Field Parking Lot (Parking loss)
- Access to parcels on 31st Street may be impacted
- Visual issue of ramp extending over Brighton Blvd
- Long ramps (>700') require out of direction travel
- Environmental issues and extensive railroad coordination for tunnel
- Significant Cost



31st Street on West Side of Brighton Blvd Looking East

New Connection: 31st Street



East Side: Coors Field Parking Lot

Next Steps

- Gather input from today's meeting
- Develop cost estimates and funding possibilities for 38th Street and 31st Street Tunnel
- Workshop #2 – 1st week of September
- Draft and Final Recommendation – End of September

Thank You!

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RiNo Railroad Crossing Analysis June 29 Stakeholder Workshop Summary

On June 29th, 2017, RiNo Railroad Crossing Analysis Workshop #1 was held with two different stakeholder groups in two one hour sessions. The first group consisted of neighborhood organizations and advocacy groups, and the second group consisted of a developer forum. Sign in sheets from the meetings are included as an appendix.

Both groups were presented a project overview and goals, a description of primary improvement focus area on 38th Street, two options for adding ramps to existing pedestrian bridges, and two long term alternate crossing locations. Feedback from the two different groups on each of the topic areas is summarized in the following sections.

Neighborhood and Advocate Stakeholder Feedback: 9:00am-10:00am

38th Street #1: Basic Improvements:

- Add to the list of improvements:
 - Ongoing maintenance needs including cleanliness and a clear path is a safety issue for bikes.
 - It is a citywide issue that there is no sidewalk sweeping.

38th Street #2: Widen Path + Basic Improvements on 38th Street:

- Move columns under the RR bridge to free up the path width?
- Width of Street- don't move beams but hang bike path off the side and make one way. (AECOM will look at existing road widths to determine feasibility)
- Widening is worth doing- consider rumble strips to reinforce to bikes that they need to slow down.
- Need bird mitigation for pedestrians- consider lighting, bird mitigation, art
- Room to add bike path on one side in the street with the upcoming repaving effort? Even if substandard- 4 foot? (AECOM will look at existing road widths to determine feasibility)
- Lighting is crucial.
- Need signage for bike lane. Consider bike with ped signage to show bikes they can use the path and alert pedestrians that bikes may be on the path. Lakewood Gulch has signage on paths – good example of this type of signage.
- Need to consider the 38th street connection all the way to the South Platte Trail

Other Areas of Focus: New Connections:

- 31st Street has greater connectivity benefits than 33rd Street. A tunnel may be preferable to a bridge. (AECOM will evaluate the needed width of a tunnel path. Need to evaluate where a 31st street underpass would come back up to grade on the Brighton Side so that Chris can inform the City review committees about where access should be to properties along 31st).

- 31st street connection would serve different people than the existing 38th street crossing. Residents would utilize the 31st Street connection if it is more direct to their destinations.
- Can you make a vehicular connection at 31st Street or 33rd Street? – not feasible
- 38th Street is highest priority over other connection options. 31st Street and 33rd Street would both help to complete the larger bike/ped grid – both would help reconnect fabric of the neighborhoods. Keep all on the table but 31st Street has more direct connection to S. Platte River Trail and overall stronger benefits
 - 26th Street and 38th street are the only existing connections for Curtis Park (to River North)
- Consider costs overall in light of greater city and neighborhood needs. 4 crossings in this immediate area may not be feasible when other nearby neighborhoods need crossings as well.

Development Stakeholder Feedback: 11:00am-Noon

General Questions/Comments:

- How does this dovetail with NE Downtown Neighborhoods Plan?
 - This process represents advancement of priority concepts from the NE Downtown Plan
 - CIP priorities for funding flow out of the priorities from the NE plan.
- Consider a bike path that could run parallel to the tracks to connect the individual crossings of the railroad.

38th Street #1: Basic Improvements:

- Art district got a grant to do lighting under the railroad, and it will be installing this summer. This will include a component that lights up the railing and then shoots uplighting from the middle pedestals. The lighting will be colorful (art component)
- Historic railings – the design of the railings is consistent with the new lighting – would prefer they are not removed with any future improvements.

38th Street #2: Widen Path + Basic Improvements on 38th Street:

- Would we have to remove the art recently placed on the walls in order to shift the walls out 5 feet?)
- Concern with inconsistent width in paths and creating bottlenecks
- Metrics for average daily trips and existing speeds? – does it make sense to do something radical on the street such as a shared street with dramatic lighting and unique striping.
- What happens on Washington Street with bicycling plans will influence this 38th Street area. Look from here all the way down Washington Street to ensure consistency and connectivity in bicycle facilities.
- Need to focus on 38th Street at Walnut intersection to evaluate pedestrian and bicycle safety. Need to evaluate whether any improvements would remain within right of way (concern for World Trade Center).

- Make sure curb ramps are adequate for bicyclists (on the sidewalk). Clarify whether legal for bicyclists to use path with pedestrians.
- Look at Design Workshop schematic- clip people onto the top of the railroad bridge. Chris will send AECOM visuals created by Design Workshop

Other Areas of Focus: Ramps:

- There is a gap between buildings at the world trade center to capture pedestrian traffic off of the RTD 38th Street Bridge.

Other Areas of Focus: New Connections:

- Able to touch down bridge on railroad property for bridges? –Unlikely; has significant challenges
- Multi-modal Street at 33rd or 31st? – fatally flawed at 33rd. Very challenging at either 33rd or 31st.
- 33rd Street: the Source parking conflicts are a challenge. Otherwise, the Source would be open to discussing it as a connection as it would be beneficial. 31st seems like a preferable connection for multiple reasons. Tunnel at 31st is preferable for bikes and pedestrians together.
 - Creating more (additional) connectivity compared to improving existing connectivity is preferable. Difficult to continue pushing modes at 38th Street