WHAT IF WE COULD READ MINDS?
Introductions
Project Overview
Small Groups
Circle Back
What we really did
Tips for working with professionals in other disciplines
THE TRANSPORTATION PLANNER

• Visionary
• Plan projects to death
• Love pretty pictures
• Not realistic
• Never have a budget
• Never make anything that becomes a reality
THE TRAFFIC ENGINEER

- Only care about cars
- Love to talk in technical jargon
- Believe software analysis results are reality
- Get lots of input – because everyone knows how traffic should move
THE ROADWAY ENGINEER

- Engineering is always the most important thing
- Narrow focus
- Overly technical
- Introverted
- Only wants to do something once
• Shame you for not using sustainable bags
• Have to protect every animal, bug, and plant
• Here to stop your project
• The earth is all that matters and engineers hate the earth
THE PUBLIC INVOLVEMENT COORDINATOR

• Lots of meetings
• Rile people up
• Force you to beautify your CAD drawings and define everything
• Possess a strange love of interacting with common folk
• Value everyone’s feedback and expect all requests to be incorporated
CONNECTION

MULTI DISCIPLINE
- HYDRAULICS/HYDROLOGY
- TRAFFIC
- TRANSIT
- SUSTAINABILITY
- ENVIRONMENTAL
- BIKE/PED
- STRUCTURAL
- RISK ANALYSIS
- INNOVATION

PROJECT PROGRESSION
- PLAN
- DESIGN
- BUILD

MULTI DEPARTMENT
- Capital Projects
- Community Planning & Development
- Parks & Recreation
- DSBO Office
- Sustainability
- Transportation & Mobility
- Public Works
- Vision Zero
- Historic Properties
- Parking
- City Council
Over the next 20 years and beyond, Iliff Avenue between Quebec Street and Parker Road will continue to serve as an important commuter route for regional east-west vehicular travel. Iliff Avenue will provide an appropriate balance of improved multimodal mobility, local accessibility, and enhanced safety, with improvements planned that facilitate economic development, consistent with Arapahoe County’s development initiatives, and minimize impacts to existing neighborhoods and the environment.
CORRIDOR CONDITIONS
TRAFFIC VOLUMES

**Legend**

- xxx/xxx = AM/PM Peak Hour Traffic Volumes
- XXXXX = Daily Traffic Volumes (vehicles per day)
- XIX = Signalized Intersection AM/PM Peak Hour Level of Service (unacceptable LOS in RED)
- XIX = Stop-Controlled Intersection AM/PM Peak Hour Level of Service (unacceptable LOS and critical movement in RED)
- (##/##) = 95th Percentile AM/PM Peak Hour Queue Length (in feet) at Critical Approaches (queue length extending to upstream intersection in RED)

Counts collected in February 2013
NON-MOTORIZED TRAVEL DEMAND

There are approximately 7,000 residents and 3,500 employees within a 6 minute walk or a 3 minute ride to retail centers, RTD buses, and regional trails within the corridor.
CONGESTED EAST-WEST CORRIDOR

POTENTIAL UTILITIES IMPACTS

ENCOURAGE BICYCLING DUE TO PROXIMITY TO CHERRY CREEK AND HIGH LINE CANAL TRAIL SYSTEMS

PLAN

DESIGN

BUILD

Corridor study evaluated improvements to balance vehicular operations with multimodal improvements and property impacts

Study alternatives looked to optimize multimodal connections to and through the corridor
STUDY DISCIPLINES

LEADS
Driving decisions
- TRANSPORTATION PLANNERS
- TRAFFIC ENGINEERS
- PUBLIC INVOLVEMENT COORDINATORS

SUPPORT
Advise and inform
- ROADWAY/DESIGN ENGINEERS
- ENVIRONMENTAL PLANNERS
CORRIDOR CONSTRAINTS

Physical Constraints

• Narrow right-of-way
• Multiple utilities
• Cherry Creek bridge
• New High Line Canal pedestrian box

Intangible Constraints

• Corridor Study recommendations
• Federal funding requirements
• Participation of multiple agencies
• Overall project budget
• Count off 1-5 and then we will get into small groups with the disciplines
  • 1: Roadway Engineer
  • 2: Traffic Engineer
  • 3: Transportation Planner
  • 4: Environmental Planner
  • 5: Public Involvement Coordinator

• Fill out handout
• Bike facility
• Takeaways from the exercise
OUR SOLUTIONS
FINAL DESIGN

Improvements along the corridor at traffic signals to include bus queue jumps

Automated traffic signal performance measures along the corridor

Buffered bike lanes

Bus stop improvements and relocations to accommodate roadway improvements
RECOMMENDED CROSS SECTION

Corridor Study

Recommended Alternative with Full Cross-Section from Corridor Study

Current Design Project

Recommended Alternative with Multi-Use Path and No Bike Lanes from Quebec Street to Rosemary Street and from Dayton Way to Parker Road

Recommended Alternative with Buffered Bike Lanes from Rosemary Street to Dayton Way

* 12' Traffic Lanes west of Rosemary Street
BIKE FACILITIES

Buffered Bike Lane
Path
DESIGN DISCIPLINES

LEADS
Driving decisions
- Environmental Planners
- Roadway/Design Engineers

SUPPORT
Advise and inform
- Public Involvement Coordinators
- Traffic Engineers
- Transportation Planners
• Understand project goals
• Communicate throughout the project to share what’s going on
• Roles shift depending on the project
• Know enough to be dangerous 😊
THANK YOU

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