2.3 AREA WIDE RECOMMENDATIONS: MOBILITY

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2.3.1 INTRODUCTION

East Central residents rely on mobility infrastructure to reach their destinations and demand a transportation network that prioritizes pedestrians in alignment with the community vision. Everyone uses the transportation network on nearly a daily basis to get around their neighborhood and the city, whether they are walking, biking, taking the bus, driving, or using a mobility device. East Central neighborhoods exhibit transportation, density, and land use conditions that support a car-optional lifestyle (see Land Use & Built Form Section 2.1). East Central’s transportation and mobility networks will continue to improve with projects such as the Bus Rapid Transit (BRT) on Colfax Avenue and will serve a central role in accomplishing the city’s Mobility Action Plan, and additional citywide goals.

Mobility is closely tied to Land Use & Built Form, Economy & Housing, and Quality-of-Life Infrastructure. Transportation options influence neighborhood affordability and health outcomes, and prioritized future networks with increased connectivity, safety, and accessibility. East Central contains a disproportionately large number of Denver’s High Injury Network (HIN) street segments. The High Injury Network was identified in Denver’s Vision Zero Action Plan as 5% of Denver’s total roadways, but the location of 50% of crashes. Targeted improvements to the HIN streets will improve local and citywide safety.

HOW EAST CENTRAL RESIDENTS COMMUTE (BY NEIGHBORHOOD)

Source: 2017 ACS 5-Year Estimates (Census)

CITYWIDE PLANS

The vision and recommendations outlined in this plan are consistent with other recent citywide planning efforts, including:

Comprehensive Plan 2040 & Blueprint Denver – The 20-year vision for Denver and its people reflects the voices of thousands of Denverites who have shared their hopes, concerns, and dreams about the city’s future. The plans aim to:

• Maximize the public right of way to create great places.
• Deliver a multimodal network.
• Strengthen multimodal connections and focus growth near transit.

Mobility Action Plan (MAP) – Denver’s plan to reinvent its transportation system with a focus on mobility, safety, equity, sustainability and smart technology to improve connectivity, economic opportunity and quality of life for everyone.

Vision Zero – Denver’s action plan to eliminate traffic deaths and serious injuries by 2030 and focus safety improvements along the city’s High Injury Network (HIN).

Denver Moves – Mobility Plans by transportation mode or neighborhood that develop near and long-term strategies for moving more people through the city.

Gameplan – Citywide Parks Plan with recommendations to improve parkways and trails, including:

• Ensuring all Denver residents are within a 10 minute walk of a park.
• Encouraging the creation of new “Contemporary Parkways” and providing guidance for updating existing and future parkways to reflect today’s needs.

Transportation Demand Management (TDM) Plan – Citywide planning effort to integrate strategies that improve transportation options in Denver’s new and existing buildings. (*currently underway at writing*)
LONG TERM VISION FOR MOBILITY IN EAST CENTRAL

The East Central Area NPI planning process began with Blueprint Denver’s Vision Statements and crafted area-specific vision statements with significant neighborhood and steering committee input. The following 2040 East Central Community Vision Statements will guide future efforts and trade-off discussions:

WELL CONNECTED, SAFE, AND ACCESSIBLE PLACES

In 2040, streets in East Central are bustling with those who walk, bike, and use transit and most residents can meet their daily needs without needing to rely on a car. For those who drive, parking is limited, but technology and efficient management has minimized traffic and spill-over issues in residential areas. A well-connected pedestrian network that includes wide, accessible, and well-maintained sidewalks and street crossings allows pedestrians of all ages and abilities to safely and comfortably move around the area on foot or using an assistive device year-round. East Central’s highly visible protected bicycle lanes allow everyone to safely ride throughout the area, including young children, who love riding to school and exploring other neighborhood destinations. During rush hour, there is a steady flow of bicycles and the numerous bike parking areas along Colfax and within neighborhood destinations are always well used. Transit in East Central is reliable, frequent, and affordable with quality, well-maintained shelters at all stops. Residents and businesses love the high-capacity transit along Colfax Avenue, Colorado Boulevard, and Broadway, which, combined with new and innovative mobility technologies, make it fast and easy to reach destinations throughout East Central.

MEASURABLE GOALS

The following metrics evaluate current conditions and set future targets to accomplish the walkable, bikeable, and transit-friendly vision for the East Central Area, while supporting citywide mobility and safety goals.

MODE SHARE

Mode share, measured by the US Census, is the percentage of travelers using a particular transportation type (e.g. walking, biking, taking transit, driving, etc.) to get to a destination. US cities aim to reduce drive-alone rates in single occupancy vehicles (SOVs) to balance their transportation systems.

In 2016, Denver’s Mobility Action Plan (MAP) set citywide mode share goals for 2030. This plan’s 2040 transportation mode targets will improve upon the MAP 2030 goals, with East Central neighborhoods significantly exceeding the 2030 MAP targets in 2040. The East Central Area Plan will rely on a citywide effort to define mode share goals by neighborhood in order to include important regional context and analysis. Denver Public Works is currently in the process of updating the Strategic Transportation Plan (STP) for specific mode share targets at the neighborhood level. These targets will be more aggressive than the goals outlined in MAP.
We can't balance modes. Balancing modes leads to auto dependence. Cars should be given second priority in all contexts.

Agreed, the pyramid needs to be flipped: pedestrians, bikes, transit.....then cars.

The thing actually killing people on our streets needs the most scrutiny and least amount of consideration for their movement through the city.
Denver’s Vision Zero Program aims to eliminate all traffic deaths and serious injuries on Denver’s roads by 2030 and tracks statistics on those killed and seriously injured (KSI) in roadway crashes annually. The program focuses on reducing serious crash types on Denver’s roadways and educating about other issues like speeding, distracted, or intoxicated driving. Vision Zero tracks 3 year KSI averages. The 3-year KSI average for all East Central Area neighborhoods combined is 59 people who die or are seriously injured within the area (see graph below for 3 year averages by neighborhood). The 2040 target for all Denver neighborhoods is to have a KSI 3-yr average trending towards zero.

### KILLED AND SERIOUS INJURIES (KSI)

Denver’s Vision Zero Program aims to eliminate all traffic deaths and serious injuries on Denver’s roads by 2030 and tracks statistics on those killed and seriously injured (KSI) in roadway crashes annually. The program focuses on reducing serious crash types on Denver’s roadways and educating about other issues like speeding, distracted, or intoxicated driving. Vision Zero tracks 3 year KSI averages. The 3-year KSI average for all East Central Area neighborhoods combined is 59 people who die or are seriously injured within the area (see graph below for 3 year averages by neighborhood). The 2040 target for all Denver neighborhoods is to have a KSI 3-yr average trending towards zero.

### 3-YEAR AVERAGE FOR KILLED AND SERIOUS INJURIES (KSI) BY NEIGHBORHOOD

<table>
<thead>
<tr>
<th>Neighborhood</th>
<th>2018</th>
<th>2030</th>
<th>2040</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Capitol Hill</td>
<td>17</td>
<td>502</td>
<td>9</td>
</tr>
<tr>
<td>City Park West</td>
<td>8</td>
<td>8</td>
<td>5</td>
</tr>
<tr>
<td>City Park</td>
<td>8</td>
<td>5</td>
<td>0</td>
</tr>
</tbody>
</table>

Source: 2017 ACS 5-Year Estimates (Census)

### VISION ZERO ACTION PLAN

Created in 2017, the Vision Zero Action Plan outlines a path towards eliminating all traffic-related deaths and serious injuries on Denver’s roads. The Action Plan identifies that 50% of Denver’s traffic fatalities occur on just 5% of the city’s streets - these 5% of streets are called the High Injury Network (HIN). Creating safer streets through design is an essential part of Vision Zero, as well as reducing speeds. Higher speeds not only increase the risk of a crash, but also increase the risk for serious injury or death, regardless of mode.

The East Central area contains 11 out of 27 High Injury Network corridors, and recommendations in this plan directly support the following Vision Zero goals:

- Implement safety treatments along the HIN
- Reconfigure streets and intersections to improve safety and operations
- Reduce vehicle speeds along the HIN
- Create slow zones in priority areas

### HIGHER SPEEDS INCREASE RISK OF SERIOUS INJURY OR DEATH

Source: Tefft, Brian C. Impact speed and a pedestrian’s risk of severe injury or death. Accident Analysis & Prevention 50.2013
#489

Posted by Will on 02/04/2020 at 10:44pm - Link
Type: Question
Agree: 3, Disagree: 0
Who else noticed the intentionally misleading graphic to make it look like the transit goal is above single occupancy vehicles?

#490

Posted by NoSquish on 01/27/2020 at 4:55pm - Link
Type: Suggestion
Agree: 5, Disagree: -3
These goals need to be much more aggressive. Looking at the number of traffic fatalities in Denver last year should be enough of a motivator, or even our climate goals.

Other places have shown it is possible, Denver can too

#491

Posted by Laurel S on 02/05/2020 at 6:11pm - Link
Type: Question
Agree: 1, Disagree: 0
This entire graphic is extremely misleading. The bars are not properly proportioned and where is the missing 12-14% in each year?

#492

Posted by Will on 02/04/2020 at 10:41pm - Link
Type: Suggestion
Agree: 1, Disagree: 0
Are you serious? All this talk of mobility plans and this is the best we can aim for? This goal makes me seriously doubt the competence of the people working on this plan. This might as well be the City waving the white flag when it comes to mobility.
As a City, our goal should be at least 10%.

The charts here are very misleading, at best. For example, having one bar be 15% being followed by one that is ">15%" but presenting that bar to look more than double the size can, at even a slower glance, lead someone to believe the City is working to significantly increase that target.

I doubt the goal is to provide dis-information or mal-information, but we are looking at mis-information for sure.

This section is so weak that I am almost speechless. Was it funded by auto manufacturers? We can do so much better.

This neighborhood is prime for transit, pedestrian and cycling modes. This seems too low - we are within a 30 min. walk of downtown.
These goals can be far more aggressive and need to be!

#498

These are weak goals. Paris increased cycling by 54% in one year by prioritizing safe infrastructure and restricting car access. Reducing SOV trips by 10% in twenty years is weak sauce.

#499

Speeding up BRT on both Colfax AND Colorado would help speed this up. I don't see how these tiny improvements in transit use and bicycle use can possible align with cities climate action plan.

#500

This looks like a very safe and easy target - we can get there by 2025! How can we on the one hand have such aggressive Climate goals and then be this conservative? The house is on fire, our air is the worst yet and this is the best we can do?

#501
Too modest. How about 25%, or at least proportional to the increase between the first two periods.

#502

Posted by CPN MT on 02/05/2020 at 5:07pm - Link
Type: Question
Agree: 1, Disagree: 0

Q56 – I would be very interested in seeing the data for Congress Park. I think it would be helpful to see injury types and modes used with corresponding locations to help identify areas for improvements.

#503

Posted by Ryan Keeney on 02/04/2020 at 8:35pm - Link
Type: Suggestion
Agree: 2, Disagree: -1

Make 2040 SOV goal 40% or even 35%.

#504

Posted by Elizabeta on 01/06/2020 at 5:50pm - Link
Agree: 8, Disagree: -1

This looks like a very safe and easy target - we can get there by 2025! How can we on the one hand have such aggressive Climate goals and then be this conservative? The house is on fire, our air is the worst yet and this is the best we can do?

#505

Posted by Jonathan on 01/02/2020 at 4:02pm - Link
Type: Suggestion
Agree: 10, Disagree: -2

This is far too small a decrease to target over the course of twenty years. This neighborhood is uniquely positioned near enough to major employment and recreation centers to massively reduce SOV usage. If we zone correctly and target transit opportunities correctly, we should be able to reduce by 10% within five years. Thus, this is a "sandbagging" goal.
9th and Harrison is an extremely dangerous intersection. It needs to be a 4 way stop. My husband was hit be a car on a bike and I feel vulnerable every time I walk there. There will be increased pedestrian/bike traffic as well with the 9th and CO development.

8th is incredible dangerous - both to cross and be near. It is a constant concern for neighbors. Additional crossings are great. We probably even need more. A road diet it also needed as the street is way too wide. The amount of cars and the speed of cars is not consistent with the single family residential context from Colorado to Detroit Street. It really has turned into a freeway for commuters and is a huge safety issue. A full redesign is really needed for this street.

Steele Street continues to have major cut through traffic issues. More traffic calming and diverters along Steele are needed.

Please consider giving some of the attention and resources to other streets in our neighborhood. There is cut-through traffic throughout the neighborhood, not just on Steele Street.
Could there be a "left turn only" on the south side of Steele and 8th? Cars cutting through race across 8th and then on the 800 block of Steele are flying down that street.

#510

Additional protected crossing at 17th to access City Park.

#511

7th Ave through Congress Park is great opportunity for a car free bikeway\park. North\South pass throughs could be allowed at certain intersections some allowances for homes with front facing driveways, but most homes have rear or side alley access, and who doesn't like living on a park?

#512

Misalighted intersections like at 6th & Steele create visibility challenges that often result in dangerous crashes. Look at curb extensions (concrete or flex post) to limit unsafe movements and slow speeds along with potentially shifting signals to improve safety.

#513
Agree: 1, Disagree: -1
Adding more traffic calming features such as the bollards that recently went in at 8th/Steele would be great! Very happy that these are now in place!

Consider traffic circles at some other intersections along Steele between 8th and 12th, particularly with the focus on Steele becoming a designated bike route.

#514

Posted by Melissa Colonno on 02/05/2020 at 4:56pm - Link
Type: Suggestion
Agree: 0, Disagree: 0

17th avenue needs more bike and pedestrian infrastructure. There is a park, rec center and a school in this area but it's not safe to walk in that area. The Esplanade should be car-free, as it once was. Students do not need such ample parking in an urban school.

#515

Posted by Jim R on 01/02/2020 at 6:14pm - Link
Type: Suggestion
Agree: 7, Disagree: -2

As a longer-term goal and to further encourage use of mass transit, bicycles, and general safety 13th and 14th avenues should return to two-way streets with stop signs.

#516

Posted by brad on 11/11/2019 at 3:34pm - Link
Type: Suggestion
Agree: 15, Disagree: 0

Eighth Ave. needs substantially more opportunities to cross safely. There need to be 4-6 more crosswalks between Steele and Colorado. The current crosswalks at Detroit and Steele is so short, that my 2-year-old can never reach the other side (holding hands) before the red blinking light is a solid red. Finally, these current Steele and Detroit crosswalks should be moved OFF of the alleys and onto the actual cross streets. Cars turn onto 8th from Detroit and Steele and do not see the red light and drive dangerously through the crosswalk right-of-way. This would be more difficult to too if the crosswalks were properly aligned with the sidestreets.
City Park needs to be car-free. There is no reason I should be dodging cars in this park while walking or biking. Vehicle traffic already accounts for a huge portion of the city’s space, why do we allow it to invade a park?

Reply by Gale on 01/29/2020 at 11:18pm - Link
Some people cannot get to the park without a car. Seniors, disabled, families from other areas of Denver.

Along with the necessary sidewalk is built along the southern border of Congress Park on 8th Ave, there should be an additional crosswalk linking pedestrians to the park on Elizabeth St. (Detroit and Josephine are too far apart and without this mid-park crosswalk children will attempt to cross the street across 8th Avenue without a traffic light.)

It is likely that a child will be hurt if this is crosswalk is not built.

CITY PARK SHOULD BE CAR FREE! Parking lots for those with decreased mobility are necessary, but otherwise there shouldn’t be cars in our green spaces. It is not safe to walk or bike as a family in our neighborhood park :(  

CITY PARK SHOULD BE CAR FREE! Parking lots for those with decreased mobility are necessary, but otherwise there shouldn’t be cars in our green spaces. It is not safe to walk or bike as a family in our neighborhood park :(
This is not a safe entrance to a major park. Too much traffic at this intersection. City Park needs better pedestrian access! I want to take my kids there but it feels so unsafe to enter the park along York.

#521

Posted by Melissa Colonno on 02/05/2020 at 4:52pm - Link
Type: Suggestion
Agree: 1, Disagree: 0

21st & York is not a safe entry to the park for pedestrians and bikers. There should be at minimum a flashing crosswalk light. But this whole intersection needs to be reassessed if you're truly prioritizing "mobility" in the neighborhood.

Reply by Leslie James on 02/29/2020 at 4:55pm - Link
Type: Suggestion
Agree: 1, Disagree: 0

And as a cyclist, the bike lane encourages crossing at 22nd ave when entering the park from the west. Either solve that intersection as a bike crossing, or solve 21st or both.

#522

Posted by Melissa Colonno on 02/05/2020 at 4:54pm - Link
Type: Suggestion
Agree: 0, Disagree: 0

People do not stop at the crosswalk at 23rd & Gaylrd. It needs a flashing light or something. There is a school there and it's hard for students to cross safely. Or, add a better crossing at 23rd & Vine, where there is better visibility (and a need to have cars slow down).

#523

Posted by Melissa Colonno on 02/05/2020 at 4:57pm - Link
Type: Suggestion
Agree: 1, Disagree: 0

There are many accidents along 21st. Cars drive too fast, as do delivery trucks to and from the hospital. Something needs to be done for safety.

#524
12th Ave is the primary bike corridor from congress park to cap hill. I'd love to see a bike lane run along this avenue all the way through the neighborhoods. Even more dramatically, could we consider making this a bus/bike/ped only corridor. Additional high volume alternate transportation corridors through and around this city would be greatly welcomed.

Reply by Jane on 02/05/2020 at 12:19pm - Link

As long as we are thoughtful about where the car traffic gets re-routed. I'd hate to see more cars cutting through the other residential streets. We need clear arterial streets with safety modifications and slowed traffic while also making lots of safety modifications to even further slow and discourage traffic throughout the neighborhoods. More 4-way stops and speed-bumps in residential areas would be a great addition overall!

#525

Cheesman should be car-free. Access to those that need it is understandable but there should be absolutely no cut-through traffic. This park should not be a short cut for the neighborhood but a pleasant place to bike, walk and relax.

Reply by Doug on 01/30/2020 at 4:41pm - Link

Yes car free is a perfect way to make it into a private park for those of us who live around it. A perfect way to prove this is to observe the number of visitors on the Saturday before a car free Sunday. Then go look at an empty park on the car free Sunday.

#526

13th, and other high speed one-way roads slicing through the area, are too dangerous for pedestrians. We need more
crossings, traffic calming, reduced speed limits, curb bulbs, etc. Let's not wait until more people are killed or injured.

#527

Posted by Philip on 02/04/2020 at 8:27pm - Link
Type: Suggestion
Agree: 3, Disagree: 0

Why do we need roads in Cheesman Park? Every park and open space is precious - let's make it for pedestrians, cyclists, runners - not motorists. Many cars take a shortcut through the park in order to avoid rush hour congestion. We shouldn't allow that. The park should be safe and peaceful.

Reply by Elizabeth Chester on 04/03/2020 at 2:53pm - Link
Agree: 0, Disagree: 0
Agreed. Parks should be for pedestrians, cyclists, runners - not cars.

#528

Posted by Elizabeta on 01/06/2020 at 6:48pm - Link
Type: Suggestion
Agree: 13, Disagree: -1

A park of all places should prioritize pedestrians and cyclists. I suggest that most of the street sections that lead traffic into and through the park are eliminated so that only buses and parking are allowed, and that AFTER a bike and walking lane is incorporated into the street loop.
Cars are constantly cutting through the Park, it's not clear that pedestrians or bikes even have the right of way in there. Given our limited open space resources, it would make sense to "give" more of the park to park users, and not allow commuters to drive through, effectively dissecting the park into smaller less useful pieces.

Reply by Eric B on 01/26/2020 at 12:47am - Link
Type: Suggestion
Agree: 4, Disagree: 0
Agreed, it would be great to reduce auto traffic in the park. I'd love to see pretty much everything but the 12th ave and Franklin portions closed. Perhaps convert some small portions near park entries for nose in parking.

Reply by Jane on 02/05/2020 at 12:17pm - Link
Type: Suggestion
I agree but how do cars get there to park in the first place if you don't allow people to drive into the park? I don't know how that would be done. Maybe look at Wash Park and learn from it because there is parking at the park for people with accessibility needs but the park is way too crowded - maybe we can learn from the missteps in that space?

Reply by zach on 03/10/2020 at 4:52pm - Link
Agree: 0, Disagree: 0
Limit the entrances+exits so cutting through isn’t possible or doesn’t give drivers any advantage. How about close all to cars except for the 8th ave entrance?

#529

Posted by Elizabeta on 01/06/2020 at 6:30pm - Link
Type: Suggestion
Agree: 6, Disagree: 0
13th needs a pedestrian crossing at every intersection because people already do cross at every intersection. In a pedestrian neighborhood, who in their right mind would walk 1 to 3 blocks the wrong way to cross a neighborhood street?

#530

Posted by Alyssa Knutson on 12/30/2019 at 6:09pm - Link
Type: Suggestion
Agree: 9, Disagree: 0
Add bollards or some other type of protection for bicyclists. Cars are constantly entering the bike lane to turn right onto Park Avenue from 16th Avenue (going westbound on 16th) creating rather unsafe situations.

Reply by KLV on 02/03/2020 at 12:09pm - Link
Agree: 0, Disagree: 0
Agreed.

#531

Posted by Logan Meyer on 12/10/2019 at 3:14pm - Link
Type: Suggestion
Agree: 12, Disagree: 0

Around Dora Moore Elementary, King Soopers, and Ace Hardware, could use significant traffic calming and pedestrian upgrades such as curb bulb-outs, narrower vehicle lanes, and re-implementing the streetcar along 9th and 11th commercial corridors with connection to downtown : )

#532

Posted by Logan Meyer on 12/10/2019 at 3:27pm - Link
Type: Suggestion
Agree: 18, Disagree: 0

Cap Hill has lots of high speed 1 way streets (6th, 8th, 13th, 14th, 17th, 18th) which serve suburban residents at the expense of resident in Cap Hill and the East Central Area. Please consider road diets and further encouragement of transportation methods other than polluting, infra-structurally expensive, highly lethal, single occupancy vehicles.

Reply by Elizabeta on 01/06/2020 at 6:17pm - Link
Type: Suggestion
Agree: 9, Disagree: 0

I completely agree with this comment. I would like to add that there is a cost to allowing easy, fast access downtown though residential neighborhoods; it is killing and injuring pedestrians and cyclists. Is it really worth it? We must prioritize people, every street, no matter the size, should be pedestrian, bike and transit friendly street first.

#533

Posted by Logan Meyer on 12/10/2019 at 3:24pm - Link
Type: Suggestion
Agree: 12, Disagree: 0

Street Parking in Cap Hill is limited and many people use their garages/alley as junk storage and use the street as free private vehicle storage of their 2nd and 3rd vehicles. Please implement a residential/paid/demand driven parking program throughout Cap Hill along the lines of what Donald Shoup advocates for... https://www.shoupdogg.com/videos/ This will have the added benefits of making Cap Hill even more walkable, and pedestrian friendly and will increase Disability access as Professor Donald Shoup advocates for demand driven parking rates that are always priced to allow for a 1 or 2 empty parking spaces per street. Disabled people and residents will once again be able to park their primary vehicle on their street : )
Reply by Azar on 12/21/2019 at 9:24pm - Link
Type: Suggestion
Agree: 7, Disagree: 0
Seconding this!

#534

Posted by Daniel Jennings on 02/04/2020 at 8:41pm - Link
Type: Suggestion
Agree: 0, Disagree: 0
I would like to see better lighting at the intersection of 10th and Corona. This is a busy intersection for pedestrians given the proximity to King Soopers but pedestrians must contend with fast moving one way traffic coming down Corona. Drivers turning onto Corona from 10th are typically looking north and not south where pedestrians cross. Poor visibility at night worsens this situation. I think if the intersection were well lit it would be helpful for pedestrians crossing.

#535

Posted by Logan Meyer on 12/10/2019 at 3:25pm - Link
Type: Suggestion
Agree: 11, Disagree: 0
Cut through traffic issues and traffic calming need to be addressed throughout walkable Cap Hill.

#536

Posted by Jeremiah Bebo on 11/19/2019 at 3:28pm - Link
Type: Suggestion
Agree: 13, Disagree: 0
13th Ave. overall needs many safety improvements. Take one lane of vehicular traffic and make it into a bike lane. BRT could also be incorporated.

#537

Posted by Logan Meyer on 12/10/2019 at 3:17pm - Link
Type: Suggestion
Agree: 22, Disagree: 0
The great little commercial corridor along 13th around Pearl as well as the high speed 14th around Morey Middle School need significant traffic calming, curb bulb outs, pedestrian enhancements to safely and comfortably cross and access colfax, etc.

Reply by **Pete Stidman** on **12/23/2019** at **11:52am** - [Link](#)
Type: Suggestion
Agree: 12, Disagree: 0
Agreed, from a family member of one of the local businesses there. Our store has been literally smashed into by speeding cars at least 3 times in the past. For some reason that has never been explained to us, 13th Avenue goes from 2 lanes to 3 lanes at Washington. This seems like something that was installed in the 60s, before we started thinking about people's safety. Keeping it to two 10.5 foot lanes and adding another lane of parking would help create a much calmer traffic situation while still allowing the same amount of vehicles through. It would be nice to see traffic volumes mentioned in this study, and how they relate to road diets. Fewer and narrower lanes would help the bikes, the pedestrians and the businesses here.

Reply by **Pete Stidman** on **12/23/2019** at **11:53am** - [Link](#)
Type: Suggestion
Agree: 8, Disagree: 0
(also, please widen the sidewalks by the Morey School. It's not ADA, and Imagine a family walking that sidewalk!)

Reply by **NoSquish** on **01/27/2020** at **5:01pm** - [Link](#)
Type: Suggestion
Agree: 5, Disagree: -2
Agreed except for the parking comments. Parking should be removed in favor of bike lanes, better sidewalks, or more public space. Car storage already takes up too much public space.

Reply by **KLV** on **02/03/2020** at **12:05pm** - [Link](#)
Agree: 1, Disagree: -2
Agreed with NoSquish's parking amendment.

Reply by **Jane** on **02/05/2020** at **12:11pm** - [Link](#)
Type: Suggestion
Agree: 0, Disagree: 0
We should take away a lane of traffic and keep parking to use it as the buffer between pedestrians
and add a bike lane on the INSIDE of the parking lane so the parked cars are the buffer between the
cars in motion and me on my bike. I would feel MUCH safer with a car between me and the traveling
cars than I would just having some plastic posts between or a cement median between me and the
cars that are traveling. USE parking to protect me please!

#538

Posted by Christopher on 01/25/2020 at 1:03am - Link
Type: Suggestion
Agree: 5, Disagree: 0
Please consider closing 16th Avenue to cars it is a huge artery for bikes

Reply by NoSquish on 01/27/2020 at 4:59pm - Link
Agree: 2, Disagree: 0
This would be amazing. Cars already dominate so much of our space, taking back some of that for a pedestrian
and bike only zone makes sense. It will also be a huge boon to our Vision Zero goals

Reply by KLV on 02/03/2020 at 12:09pm - Link
Type: Suggestion
Agree: 2, Disagree: 0
This. Sharing 16th with cars is scary during the winter due to the ice that remains between parked cars and where
bikes and cars "share" the road. On the days that i bike to Golden, I feel I am most likely to be killed or seriously
injured during the few miles I sometimes utilize 16th.

#539

Posted by CPN MT on 02/05/2020 at 5:21pm - Link
Type: Question
Agree: 1, Disagree: 0
Q57 – Blueprint Denver describes four Street Types in the Urban Context: Main Street, Commercial, Mixed Use and
Residential. Why have you added new categories of Streets and how are the different from what Blueprint describes and
each other?

#540
I also agree that 7th Ave needs better bike infrastructure and traffic calming especially with the high trip generators at the western end.

#541

This bend in 11th between Grant and Logan is notorious for having sidewalks that are right against traffic. It is not ADA accessible, and even an able-bodied person would find it daunting.

#542

7th and Sherman is way to busy. No stop sign and 4 new restaurants and more housing. Need to address this very dangerous crossing.

#543

I was struck at 7th and Sherman by a woman driving a pickup truck who suddenly turned in front of me while I was riding a bike to pick up my kids from school. Please ensure 7th is safe for bike riders along the entire length.

#544
Consider making Sherman a bike lane with a 4 way stop at 11th and 12th and make 6th safer to cross on a bike (and for pedestrians) all other streets around are high traffic (Lincoln, Broadway, Grant, Logan)

#545

Posted by Daniel Jennings on 02/04/2020 at 8:38pm - Link
Type: Suggestion
Agree: 3, Disagree: 0

I think it would be a real shame to not address pedestrian safety at the intersection of 8th Avenue and Sherman St. This is a difficult place for pedestrians to cross. Traffic frequently backs up through the intersection and pedestrians must navigate between cars. At the very least a painted crosswalk would establish a space for pedestrians and let cars know where to stop to provide space for pedestrians to cross.

Reply by zach on 03/10/2020 at 4:57pm - Link
Agree: 0, Disagree: 0

I cross this all the time and despite it being really dangerous, it's a high-traffic intersection for pedestrians and people on bikes because Sherman is the only decent north-south route in this area. Changes definitely need to be made here.

#546

Posted by Daniel on 02/05/2020 at 10:53am - Link
Type: Suggestion
Agree: 2, Disagree: 0

I think a four-way stop should be considered for the intersection of 10th Avenue and Sherman St. I live at this corner and have heard at least four collisions in the past two years, not to mention numerous horns over confusion. Sight lines aren't great for cars on Sherman so they creep out into the intersection. Adding stop signs on 10th would lessen the confusion for drivers and allow for order. In 2016, a four-way stop was put in at 9th Avenue and Sherman St. That has been a great addition to the neighborhood. I applaud the decision making that led to that implementation and I ask that you consider doing the same at 10th Avenue and Sherman St.

Reply by Jane on 02/05/2020 at 12:14pm - Link
Type: Suggestion
Agree: 0, Disagree: 0

More 4-way stops throughout all neighborhoods. Look how few collisions there are in CCNorth - 4 way stops
everywhere and everyone looking out for everyone else. Please pepper them throughout the city to slow everyone down.
Denver uses a system for classifying different types of streets, called the “functional classification system.” Blueprint Denver updated this system to include how surrounding character and context might affect the street’s design or operation.

The East Central Plan does not propose to change any future street types as identified in Blueprint but includes bold strategies to prioritize multimodal transportation along key corridors to make it easier and safer for people to walk, roll, bike, or take transit.

**STREET CLASSIFICATIONS**

**LOCAL**

Streets designed for highest amount of property access and lowest amount of through movement.

**COLLECTOR**

Streets that are in between local and arterial streets whose main function is to collect movement from local streets and convey it to arterial streets.

**ARTERIAL**

Streets designed for the highest amount of through movement and lowest amount of property access.

**DOWNTOWN**

- **LAND USE:** Surrounded by the most intense land uses, including hotels, retail, office, and residential and mixed-use towers.
- **FUNCTION:** High focus on pedestrian and bicycle connectivity.
- **BUFFER:** Street trees and other placemaking infrastructure make for a vibrant place.

**MAIN STREET**

- **LAND USE:** Characterized by a mix of uses such as retail, services and restaurants, and residential.
- **FUNCTION:** Wide sidewalks with fewer driveways to prioritize people walking and rolling.
- **BUFFER:** Consistent trees and/or amenity zones provide a buffer between people walking or rolling and traffic.

**MIXED USE**

- **LAND USE:** Varied mix of uses including retail, office, residential, and restaurants.
- **FUNCTION:** Driveways are more frequent than main streets, but still limited to provide a friendly environment for people walking, rolling, or riding bicycles.
- **BUFFER:** Fairly consistent buffer between people walking or rolling and traffic.

**RESIDENTIAL**

- **LAND USE:** Characterized by primarily residential uses, but may also include parks, schools, civic uses, or small retail nodes.
- **FUNCTION:** Traffic calming encourages slower speeds and promotes safety for all users. Signalized cross walks with high visibility markings provide ample crossing opportunities.
- **BUFFER:** Street trees or a lawn provide a buffer between people walking or rolling and traffic.
As a pedestrian, I like the bulb outs. However, they make cycling dangerous because the person on a bike must merge into traffic. I would not show a cyclist in your photo if proper bike infrastructure isn't being added.

Priority on the streets needs to be changed. Pedestrian, Bikes, Transit and lastly cars.

YES - Pedestrians FIRST meaning more 4-way stops. We should load neighborhoods with 4-way stops and also load them with speed bumps. I'm most concerned about pedestrian safety, even as a bicyclist. I would deal with more 4-way stops to ensure safety of people not on wheels.

These designations seem to cause more problems (cars, pollution, noise, danger) than they solve. Can we come up with a different way of measuring streets?

I suggest that all streets through a walkable neighborhood should prioritize pedestrians, cyclists and transit. If one...
prefers to drive through a walkable neighborhood, one should expect to stop for pedestrians, frequently. Traffic noise, speed and pollution are inconsistent with the goals of a pedestrian friendly neighborhood.

Reply by Jane on 02/05/2020 at 12:58pm - Link
Type: Suggestion
Agree: 3, Disagree: 0
If we prioritize pedestrians then we prioritize speed bumps and 4-way stops. Please set-us all up to prioritize pedestrians above all other forms of transit, including bicyclists.

#550

Posted by Elizabeta on 01/06/2020 at 8:35pm - Link
Type: Suggestion
Agree: 6, Disagree: 0
Trees are essential to people-friendly streets in any zone. Commercial areas benefit from shade trees just as much as residential zones do, if not more; studies show increased commercial activity on streets that have shade street trees. If need be remove parking at strategic locations to accommodate more greenery.
2.3.2 RECOMMENDATIONS OVERVIEW

This chapter summarizes key strategies and recommendations for the East Central Area Plan developed through stakeholder and public feedback, a multimodal existing conditions analysis, and a review of Denver’s plans, reports and current projects.

The multimodal existing conditions analysis included a detailed study of crashes by mode to determine areas of highest need. As shown in the maps to the right, most crashes are concentrated along segments of the High Injury Network. The High Injury Network (HIN) was identified in Denver’s Vision Zero Action Plan as 5% of Denver’s total roadways, but the location of 50% of crashes. The East Central Area has a disproportionately high crash rate on its HIN streets versus the citywide crash rate on HIN streets (see graph below). Targeted improvements for pedestrians, cyclists, and drivers alike on the HIN streets will improve local and citywide safety.

A detailed origin/destination analysis was also completed to better understand travel patterns and inform recommendations. Most trips were found to be local, with an average of 37.5% trips beginning in East Central neighborhoods staying in East Central neighborhoods. Other major destinations include downtown, Cherry Creek, and Lincoln Park Baker.

Unlike other sections within this report which involve public-private-partnerships and may require more innovative implementation strategies, transportation infrastructure is primarily owned by Denver’s Public Works Department which has the authority to improve conditions that meet standards as funding and resources allow.

Key exceptions include funding for sidewalk improvements as those are often the responsibility of the adjacent property owner. Denver’s Neighborhood Sidewalk Repair Program is addressing sidewalks citywide, and to help with the repairs, the City and County of Denver will offer extended repayment assistance and affordability discounts for property owners who qualify. The City is also authorizing less expensive repair methods not previously allowed, such as grinding and crack filling.

Additional opportunities include engaging partners who can add additional funding, such as Regional Transportation District (RTD), Colorado Department of Transportation (CDOT) and local business districts.

EAST CENTRAL VS. CITYWIDE CRASH RATES BY TRANSPORTATION MODE

<table>
<thead>
<tr>
<th></th>
<th>PEDESTRIAN RELATED CRASHES</th>
<th>BICYCLE RELATED CRASHES</th>
<th>VEHICLE RELATED CRASHES</th>
</tr>
</thead>
<tbody>
<tr>
<td>East Central</td>
<td>100</td>
<td>80</td>
<td>60</td>
</tr>
<tr>
<td>Neighborhoods</td>
<td>City of Denver</td>
<td>East Central Neighborhoods</td>
<td>City of Denver</td>
</tr>
</tbody>
</table>

Source: 2013 - 2019 City Crash Data

73
Q59 – What are the challenges of the “Sidewalk Repair Program,” and how do we overcome them?

Even with the recent addition of new paintwork and bollards this intersection is still a scary place for pedestrian and cyclist crossing. I'd love to see additional steps taken or even the intersection redesigned.

According to a Denver Post article dated Jan. 8, 2020, there is only limited eligibility for homeowners to receive assistance with funding sidewalk repairs, only one inspector for them, and far more sidewalks needing repair than Denver expected. As pedestrians, we fear our dangerous sidewalks, but it is hard to imagine that sidewalk repair will reach our neighborhood in our lifetime.

The City needs to budget and allocate funding for sidewalk repairs. The current path of homeowner responsibility disproportionately affects people with lower incomes. The City sidewalks, like it's streets, are for all of the people in the city and thus should be paid for, repaired and managed by the City to ensure that they are usable, just like our streets.
Mobility is closely tied to other topic areas and recommendations in this plan. As the City anticipates significant growth in the next 20 years, our transportation system must accommodate all modes to effectively, reliably, and safely move more people through the limited space in our right of ways.

This chapter focuses on transportation improvements and calls out opportunities within those improvements to coordinate across disciplines. Related recommendations in other topic areas of this plan include:

- **Allow taller buildings close to Downtown and along major transit corridors when significant community benefits are provided.**
- **Encourage high-quality design and character preservation in Centers and Corridors.**
- **Create new affordable housing with access to transit and amenities.**
- **Examine the potential for Historic Park Avenue to connect existing open space, parks and recreational assets.**
- **Develop new Contemporary Parkways that serve multiple community functions, including connecting the community to open space, parks and recreational assets.**
- **Increase the pervious surface coverage through the design and implementation of green infrastructure systems.**
- **Create a system of green streets and alleys to complement the network of existing Historic Parkways and new Contemporary Parkways and encourage sustainable water management.**
- **Improve the physical connections to grocery stores and other locations with healthy food options.**

Source: Vision Zero Action Plan, 2017
Page 295
#554

Q61 – This intersection needs to be reviewed for safety improvements.

#555

Removing parking and replacing it with a protected bike lane would improve safety on Josephine. I travel this road daily, and the conflicts I see between through traffic and parallel parking maneuvers is all too common.

Reply by NoSquish on 01/27/2020 at 5:10pm - Link
Type: Suggestion
Agree: 3, Disagree: -2
Removing parking will make the city safer everywhere.

This includes daylighting intersections, allowing space for emergency vehicles, giving space to non-polluting transit modes, allowing more space for pedestrian improvements, making street cleaning easier, making snow removal easier....this list could go on for a very long time

Reply by Jane on 02/05/2020 at 1:32pm - Link
Type: Suggestion
Agree: 3, Disagree: 0
Parked cars can be used to create safety and slow traveling cars. I think we could use parking to protect pedestrians and bicyclists. Getting rid of parking itself creates more congestion. By working with parking we could use parking design to buffer peds and bikes and create increased safety.

Reply by Jane on 02/05/2020 at 1:28pm - Link
Type: Suggestion
Agree: 1, Disagree: 0
Parallel parking actually slows the drivers down.

Reply by zach on 03/10/2020 at 5:05pm - Link
Agree: 0, Disagree: 0
Reducing lane width is what slows drivers down. Like OP said, replace the car storage with a protected bike lane to move more people and increase safety.

#556

Posted by CPN MT on 02/05/2020 at 5:36pm - Link
Type: Question
Agree: 0, Disagree: 0
Q62 – DBG has reported many accidents in front the parking garage. Why are these not showing up in these stats?

#557

Posted by brad on 01/20/2020 at 9:48pm - Link
Agree: 3, Disagree: 0
7th avenue should be a bike lane all the way to Broadway. If it has a bike lane west AND east of these blocks, why not here as well?

#558

Posted by Galia H. on 12/02/2019 at 1:16pm - Link
Agree: 9, Disagree: 0
16 - 30 crashes in just 6 years? That is a terrible intersection. I like some of the recommendations for Park Avenue. Diagonal streets result in 6-way intersections, which are dreadful for pedestrians.

#559

Posted by Simon on 11/23/2019 at 12:50pm - Link
Type: Suggestion
Agree: 16, Disagree: 0
Provide a Trail/Shared use path on Park Avenue to promote bike commuting. This gives bikes access to this area of downtown, including the Flatiron Flyer bus stop on the railroad overpass. Current biking on Park Avenue is dangerous
and limits the use of bikes in this area of Denver.

#560

Posted by CPN MT on 02/05/2020 at 5:32pm - Link
Type: Suggestion
Agree: 0, Disagree: 0
Q60 – It would be helpful to see types of crashes identified separately.

#561

Posted by Alyssa Knutson on 12/30/2019 at 6:12pm - Link
Type: Suggestion
Agree: 9, Disagree: 0
Add bollards or some other type of protection for bicyclists. Cars are constantly entering the bike lane to turn right onto Park Avenue from 16th Avenue (going westbound on 16th) creating rather unsafe situations.

Reply by NoSquish on 01/27/2020 at 5:05pm - Link
Type: Suggestion
Agree: 4, Disagree: 0
Agreed. Especially near intersections bike lanes need extra protection. Cars often use them as makeshift turning lanes and this needs to be corrected with physical protection

Reply by Jane on 02/05/2020 at 1:12pm - Link
Type: Suggestion
Agree: 0, Disagree: 0
Intersections are especially dangerous. There must be some better design for right turns and bikeways/bikelanes beyond bollards or what we currently have. I agree with these comments but can we think outside the box? I'm concerned that folks turning right, even with a protected bikelane, will hit me. Is there anything we can learn from the way we use the lightrail and lights downtown? Can there be no turn on red and then red lights that hold cars while providing a green light for bikes the way that the trains are given priority - maybe a big flashing no turn sign when the bike lane is given the go? I don't have the answers but these are some ways we might start thinking differently about this to protect bicyclists (and pedestrians!)
#562

Posted by Elizabeta on 01/06/2020 at 7:05pm - Link
Type: Suggestion
Agree: 7, Disagree: 0

12th goes straight into the park and should be used as a safe bicycle route to access open space. I suggest we provide safer park access from the west, as well as from the east, where a bike lane has already been installed.

#563

Posted by NoSquish on 01/27/2020 at 5:07pm - Link
Type: Suggestion
Agree: 2, Disagree: 0

Intersections downtown need to be made safer.

Speed limits should be 20 or lower
Turns should be disallowed on all red lights.
Protection (bike lane barriers, pedestrian bulb-outs) need to become the norm

Reply by KLV on 02/03/2020 at 12:12pm - Link
Type: Suggestion
Agree: 1, Disagree: 0

Yes. Current speed limits are too high to begin with, not to mention how so many (not all, but more than enough to tip the scales heavily against pedestrians and cyclists) go above the limits.

#564

Posted by DAVID CHEN on 11/11/2019 at 3:11pm - Link
Type: Suggestion
Agree: 7, Disagree: 0

I was struck at 7th and Sherman on 2/4/19. See Traffic Accident Report 19-79253 and please review your data for completeness.
Reduce speed limits, widen sidewalks. Everywhere.

20 MPH or lower

Do not allow turns on red lights

Drivers will not behave on their own. There are simply too many distractions while behind the wheel. Good behavior needs to be enforced through good design. Denver currently does not have this.
#566

Posted by Jeanne Robb on 11/11/2019 at 9:22pm - Link
Type: Question
Agree: 0, Disagree: 0
Under mobility, is a Garfield still an enhanced bike route?

Reply by Carol Becht on 11/13/2019 at 10:16pm - Link
Type: Answer
Agree: 2, Disagree: 0
I was told at tonight's session it is, planned for next year.

Reply by Jane on 02/05/2020 at 1:44pm - Link
Type: Answer
Agree: 0, Disagree: 0
Yes. It is in the process of design/construction. Not called out on the ECAP because it is happening as a result of forces that are already in play, not from this plan.

#567

Posted by Elizabeth Chester on 04/03/2020 at 3:14pm - Link
Agree: 0, Disagree: 0
better and safer crossings at Colorado for neighbors to walk to 9th/colorado. (7th, 8th, 9th, 13th, etc)

#568

Posted by David Walsh on 01/16/2020 at 12:46pm - Link
Type: Suggestion
Agree: 3, Disagree: 0
I have lived in the corner house on the northwest corner of 12th and Colorado for almost 20 years. In my time here I have seen and personally responded to help at no fewer than 8 serious car accidents at 12th, Hale Parkway and Colorado blvd, as recently as a fatal accident in late 2019. I have seen serious injuries and fatalities at differing times of day. Speeding along Colorado blvd is the main reason. Also east bound 12th Avenue is constantly backed up, especially at morning and evening commute times, due to drivers turning south bound onto Colorado, across 3 lanes of traffic, to turn
left on Hale Parkway. Honking, screaming and all manner of misbehavior ensues on 12th and turning cars impede and endanger traffic on Colorado as well. This is a daily occurrence. At minimum, there should be a "Right turn to right lane only" sign on east bound 12th Avenue at Colorado blvd. Or perhaps the intersection should be reconfigured to make Hale Parkway and 12 avenue a 4 way traffic light intersection, which would allow both east and west bound 12th avenue drivers to turn left or right onto Colorado blvd (no left turn onto Colorado is currently possible for east bound 12th avenue drivers at the intersection). In any case this intersection is a hazard and should be addressed urgently.

#569

Posted by Aaron Goldhamer on 01/06/2020 at 12:59pm - Link
Type: Suggestion
Agree: 2, Disagree: 0

Traffic that is coming from the west of Colorado on eastbound 14th has lots of problems getting onto northbound Colorado. The left turn process from 14th to Colorado is often foiled by poor light timing, it seems...traffic backs up between Colfax and 14th on northbound Colorado so much that, often, only one or two cars from the line waiting for the 14th arrow make it onto northbound Colorado. Work-arounds on side streets or the next arterial just add traffic, or add traffic where it shouldn't be. Please help tweak the timing at this intersection...all it would take is a slightly earlier red light for northbound Colorado.

Reply by KLV on 02/03/2020 at 12:17pm - Link
Agree: 1, Disagree: 0

Agreed.

Reply by Jane on 02/05/2020 at 1:45pm - Link
Type: Suggestion
Agree: 0, Disagree: 0

YES! This creates frustrated drivers which creates a safety concern as it results in aggressive driving.

#570

Posted by Brian on 01/29/2020 at 3:26pm - Link
Type: Suggestion
Agree: 2, Disagree: 0

Given that the CO Blvd / Montview intersection is the major bike/pedestrian entry point into these neighborhoods from Park Hill, is there any possibility for a wider/safer median?
Reply by Jane on 02/05/2020 at 1:42pm - Link
Type: Suggestion
Agree: 0, Disagree: 0

Also, the way the bike lane was reconfigured after the intersections modifications concerns me when on a bike - I'm concerned I will be hit when traveling East to West into the park. Please look at how the cars are led to intersect with the bike lane - not good.

#571

Posted by Brian on 01/29/2020 at 3:21pm - Link
Type: Suggestion
Agree: 1, Disagree: 0

The Colorado sidewalk at Colfax is too narrow and close to the road for such a major intersection, and it's inadequate to serve the bus stops (e.g. the southbound stop in front of National Jewish, where pedestrians line the narrow walkway).

#572

Posted by Elizabeth Chester on 04/03/2020 at 3:10pm - Link
Agree: 0, Disagree: 0

6th is also incredible unsafe. Help convert this to a 2 way road with increased pedestrian crossings at intersections. Realign the traffic signals so they have proper crossings

#573

Posted by Elizabeth Chester on 04/03/2020 at 3:20pm - Link
Agree: 0, Disagree: 0

7th is one of Denver's most precious streets and needs to continue to be prioritized for pedestrians and bikers.

#574

Posted by Elizabeth Chester on 04/03/2020 at 3:09pm - Link
Agree: 0, Disagree: 0

8th is incredible unsafe. Could this be converted to a 2 way street? Look at 8th east of Cherry (only a few blocks away). It is a 2-lane, 2-way street and feels so much safer. Congress Park is one of the most walkable neighborhoods. Help us convert 8th to look and feel the same as 8th east of Cherry
I support Garfield being a bikeway. (As well as steele and detroit street). I support any street being a bikeway in our neighborhood.

Consider making Garfield Street a ped/bikeway - it is already used by so many families and kids biking and walking to/from Teller Elementary, and it's very safe to cross all the busy arterials (except 17th Avenue).

Garfield and 17th Avenue is an important intersection for pedestrians and bicycle riders that could use some traffic control measure/s. There are a lot of pedestrians on Garfield Street, because of Teller Elementary, Sprouts and because of the traffic signals at 13th, 14th, and Colfax. Garfield Street is a great street to walk or bike North-South through the neighborhood, because it safely gets you across busy arterials. However, when you get to 17th Avenue, it's another story - it is not safe to cross 17th Avenue to get to/from City Park.

Q64 – Existing Bikeways should be shown so network can be understood.
13th and 14th - same comment. convert 1 ways to 2 ways and create safe crossings for pedestrians.

#580

I hate the mid block signals along 8th and 6th. They do nothing for ped/bike safety and create a speedway effect by cars waiting for the green light. It would be preferred to have the signals at the intersections with proper crosswalks and countdown timers making it a safer street for all roadway users.

#581

The intersection at 9th and Detroit currently only has stop signs on Detroit. This is a busy intersection with cars, bikes and people as Detroit serving as a north-south cut through street for cars and bikes, parking for access to the park for cars, and pedestrian/bike access to Congress Park. Cars frequently do not come to a full stop at the stop signs on Detroit and there is confusion with cars not having a stop sign on 9th. Suggest adding a roundabout in the center of 9th and Detroit to make this intersection safer for cars, bikes and people.

Reply by Jane on 02/05/2020 at 1:35pm - Link
Agree: 0, Disagree: 0
Agreed - or at the very least a 4-way stop.

#582

Consider adding protected bike lanes to 13th and 14th avenue.
Steele Street is already so narrow between Colfax and 14th that two cars can't pass safely. Add a bicycle lane and it will be a real mess, and worse for pedestrians than it already is. May this street should be one-way.

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Add a bicycle lane and it will be a real mess, and worse for pedestrians than it already is. May this street should be one-way.

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Rob Carnachan

Fully support designating Steele as a high comfort bikeway. Multiple intersection improvements are needed and I would even support some restrictions on street parking, at least for homes that have driveways. However, I also understand that the presence of parked cars has an effect on reducing automobile speeds.

---

Elyse

A high comfort bike lane on Detroit makes sense--the area needs another north-south connection. Perhaps restricting parking to one side of the street would address some neighbor concerns, while providing a safer street for everyone. Decreased drive lane width would slow drivers and benefit all users and residents.

---

Jane

Agreed on more N-S connections but Detroit isn't the best choice. It makes more sense to create bikeways that intersect with other mobility services, places of interest, and other bikeways so we have a full network. For
example, Elizabeth, Steele and Garfield will be BRT stops along Colfax (not Detroit) and will have associated stop lights/crossings at major intersections. Also, along Elizabeth from Colfax-17th is getting a bikeway upgrade now (before this plan). Also, Elizabeth is a connection point to City Park which connects other E-W bikeways - there is no connection point into City Park per the City Park Master Plan that was just updated last year. Detroit is a dead-end for bicyclists. Please route through Elizabeth, Steele and Garfield as was already planned to create a bikeway network.

#586

Posted by Elizabeth Chester on 04/03/2020 at 3:01pm - Link
Agree: 0, Disagree: 0
Fully support Steele being a high comfort bikeway. Any traffic calming along this street will be welcomed.

#587

Posted by CPN MT on 02/05/2020 at 5:40pm - Link
Type: Question
Agree: 0, Disagree: 0
Q63 – How do these bikeway locations correlate with the BRT Stations?

#588

Posted by Laurel S on 02/05/2020 at 6:38pm - Link
Type: Question
Agree: 0, Disagree: 0
Are there really 3 "High Comfort Bikeways" needed within less than a mile north-south? Steele was added as a high comfort bikeway in this plan with little to no community involvement, as the lane was moved from the existing lane on St. Paul. It should be removed from the plan until additional work has been done, as Garfield seems to have been removed from this version of the plan.

Reply by Laurel S on 02/05/2020 at 6:40pm - Link
Agree: 0, Disagree: 0
In addition, as has been promised at neighborhood meetings, this should not be denoted a high comfort bikeway, but a neighborhood bikeway, and specify that no parking, greenspace or lanes of traffic will be removed for this bikeway if it remains in the plan!
How are the "traffic-calming" bollards at this and other intersections supposed to work? There does not appear to be enough room for a bicycle to fit between the curb and the bollard. So cyclists that previously could be more protected near the curve at these intersections must now be square in traffic. Drivers get confused and very flustered with these bollards, causing erratic driving near them, even more dangerous for cyclists.

In addition, how will street sweeping and snowplowing be accomplished around these? These seem like a very bad solution to a problem that may or may not exist at these intersections (looking at the crash data graphic).

Many cars use Steele as a "cut through" street to avoid Josephine and Colorado. Create traffic calming techniques for all of our interior streets (and Steele especially) so it is not convenient for cars to cut through.

People frequently ignore the stop signs at this intersection, intersection safety improvement of some type here would be appreciated.

Please keep the high comfort bike lane on Steele. I commute on this route every week. It has great access to the CC trail, but limited visibility/safety for bikes, particularly kids and recumbents.
#593

Posted by Elizabeth Chester on 04/03/2020 at 3:04pm - Link
Agree: 0, Disagree: 0
We need a safe N/S connection street from city park to Cherry creek that is for people - not cars. We have great E/S streets (7th, 12th) but then there are no N/S streets that you can safely cross the street from city park to cherry creek. You hit 4-5 arterial and it is very unsafe to cross colfax, 14, 13, 8, 6th safely.

#594

Posted by Emily on 02/04/2020 at 9:46pm - Link
Type: Suggestion
Agree: 2, Disagree: 0
I am all for prioritizing bikes over cars on Steele St, but please do not remove any parking.

Reply by Jane on 02/05/2020 at 1:52pm - Link
Type: Suggestion
Agree: 0, Disagree: -1
If we used cars to buffer the bike lane it would preserve parking, keep the street narrow so people drive slowly and protect the bicyclists with something more robust than a plastic post.

#595

Posted by Steve on 01/27/2020 at 7:05pm - Link
Type: Suggestion
Agree: 1, Disagree: 0
I love the concept of a bikeway on Steele. I bike Steele everyday and would love it to be prioritized for bikes over cars. Not much is needed mid-block but the intersections of Steele and 6th, 8th, 13th, 14th, Colfax, and 17th need major help from the perspective of bike/pedestrian safety and priority.

#596

Posted by Brian on 01/29/2020 at 3:31pm - Link
Type: Suggestion
Agree: 6, Disagree: 0
23rd (also 26th) should be a great bike route connecting east neighborhoods to downtown -- few stops, no crossings along City Park, and no shading from buildings causing ice in winter. Except for the fast traffic & lack of a physical buffer, which ruins it. This & 26th should be candidate protected bike lines.

Reply by Leslie James on 03/10/2020 at 3:08pm - Link
Type: Suggestion
Agree: 0, Disagree: 0
I'm curious to see how this ties into the existing lanes on 22nd. It's unclear for cyclists that there's a dedicated bike lane one block over once you pass York heading west. Coming up with clear E/W paths across and from park would help drivers and cyclists.

#597

Posted by John on 02/05/2020 at 3:27pm - Link
Type: Suggestion
Agree: 0, Disagree: 0
It would be nice to see some focus on this section of 16th Ave. There is already significant traffic spillover onto this section of the street, especially during rush hour. It's a natural extension of 16th west of East High and the need for a safe bikeway applies here as well as it does on 16th between Broadway and East High.

#598

Posted by Cheryl on 11/23/2019 at 12:03pm - Link
Type: Suggestion
Agree: 1, Disagree: 0
Due to the excessive speeding along 6th Ave, need signage to slow traffic (warning signs, blinking lights) and timed cross walks.

#599

Posted by Cheryl on 11/23/2019 at 12:05pm - Link
Type: Suggestion
Agree: 9, Disagree: 0
Due to the excessive speeding along 8th Ave, need signage to slow traffic (warning signs, blinking lights) and timed cross walks, especially in areas where bikes and pedestrians try to access the park.
#600

Posted by Bobby Reginelli on 01/30/2020 at 8:27pm - Link
Type: Suggestion
Agree: 0, Disagree: 0
7th should be the dedicated protected bike lane from east to west for this area. It's already a very slow traffic area with the parkway in the middle and perhaps something protected could be developed in part of the parkway. That would be pretty innovative.

#601

Posted by Rob Toftness on 11/11/2019 at 2:14am - Link
Type: Suggestion
Agree: 10, Disagree: -2
Car traffic should be removed from City Park

Reply by John Riecke on 12/31/2019 at 12:07am - Link
Type: Suggestion
Agree: 6, Disagree: 0
100%

#602

Posted by Elizabeth Chester on 04/03/2020 at 3:18pm - Link
Agree: 0, Disagree: 0
16th is a great bikelane and should continue to be prioritized. Many cars/trucks park in the bikelane and it is dangerous for bikers.

#603

Posted by CPN MT on 02/05/2020 at 5:41pm - Link
Type: Question
Agree: 0, Disagree: 0
Q63 – How do these bikeway locations correlate with the BRT Stations?
I am troubled that the plans still refer to Detroit Street as having a high comfort bikeway. Neighborhood comments clearly oppose having any type of high comfort bikeway other than a NEIGHBORHOOD bikeway. There should be a way in the plan to clearly state that nothing other than a NEIGHBORHOOD bikeway is under consideration. I do not want the ambiguous language to allow a separated bikeway to be imposed in the future.

Reply by BJWilson10 on 12/19/2019 at 9:06am - Link
Type: Suggestion
Agree: 1, Disagree: -1
Suggest removing from Detroit Completely and studying Clayton/Elizabeth. Also, Marie, see the Denver Bike Map, which helps to illustrate what a Bikeway could mean. Yes, it is very open ended, but could just mean a shared roadway, and we add some stop lights.

Reply by Mike Altreuter on 01/12/2020 at 3:23pm - Link
Type: Suggestion
Agree: 2, Disagree: -2
I agree with Marie. The "High Comfort" designation is not appropriate and should be replaced with "Neighborhood Bikeway". The neighborhood has spoken clearly on this issue, and while we have been assured it won't "really" become a High Comfort bikeway the wording in the plan allows for just that.

Reply by brad on 01/20/2020 at 9:52pm - Link
Agree: 3, Disagree: -1
I live two blocks over. I would take this bike lane with my kids ALL the time. Detroit would be great, or Milwaukee or St. Paul.---any of these. If you build these, bicyclists will come and the neighborhood will improve.

Reply by Jane on 02/05/2020 at 2:11pm - Link
Type: Suggestion
Agree: 0, Disagree: -1
Yest to more N-S connections but Detroit isn't the best choice. It makes more sense to create...
bikeways that intersect with other mobility services, places of interest, and other bikeways so we have a full network. For example, Elizabeth, Steele and Garfield will be BRT stops along Colfax (not Detroit) and will have associated stop lights/crossings at major intersections. Also, along Elizabeth from Colfax-17th is getting a bikeway upgrade now (before this plan). Also, Elizabeth is a connection point to City Park which connects other E-W bikeways - there is no connection point into City Park per the City Park Master Plan that was just updated last year. Detroit is a dead-end for bicyclists. Please route through Elizabeth, Steele and Garfield as was already planned to create a bikeway network.

Reply by JL on 02/03/2020 at 11:10pm - Link
Type: Answer
Agree: 0, Disagree: 0
I think Congress Park could greatly benefit from more bikeways to increase alternative transportation in a neighborhood burdened with too many single occupancy vehicles. I would use the bike lanes and don't really care if its Detroit, Fillmore or my own street.

#605

Posted by Julie on 01/21/2020 at 12:06pm - Link
Type: Suggestion
Agree: 4, Disagree: -1
Thank you for looking at bike commuters and biking kids. High Comfort bike lanes are needed and wanted! They will only add to the character of Congress Park. Cars parked on the street do not add character. Our houses, street trees and people on the street walking, biking and interacting are what makes the character in congress park.

Reply by Jane on 02/05/2020 at 2:06pm - Link
Type: Answer
Agree: 0, Disagree: 0
Why not used parked cars to protect the bike lanes? Why are we arguing cars vs bicycles? I bike most days of the year and would prefer a parked car to buffer me from traveling cars over just some plastic posts.

#606

Posted by Cheryl on 11/23/2019 at 11:56am - Link
Type: Suggestion
Clarify high comfort bikeway definition to mean neighborhood bikeway on Detroit St (meaning traffic calming and improved intersection safety - crosswalks, lights, stop sign - so bikes can cross busy intersections). Do not want buffered bike lane, trail/shared use path or protected bike way on Detroit St.

Reply by brad on 12/03/2019 at 3:44pm - Link

I live on Milwaukee and would like a high-comfort bike line on one of these streets (Milwaukee, Detroit, Filmore.)

#607

Posted by S.Kenneth on 12/13/2019 at 6:42pm - Link

Type: Suggestion

Changing this lovely neighborhood street to accommodate urban bike facilities is out of context for our neighborhood / street, and without sufficient benefit or justification to warrant disrupting this wonderful place. Locating a bikeway on Detroit Street is also antithetical to the stated needs for High Comfort Bike lanes in Section 2.3.4. For example:

1A. Section 2.3.4 Claim: Many City plans call for more high comfort bikeways

1B. Counterpoint: Not one City plan – even the bike master plan – cites Detroit Street as a desired or suitable street for high comfort bike lanes, although other streets are named in those plans.

2A. Section 2.3.4 Claim: bike infrastructure doubles as traffic calming mechanisms, which reduce fatalities and improve safety for all modes

2B. Counterpoint: Traffic calming is not needed on Detroit St – the crash map on Page 74 confirms this point. Furthermore, I foresee the removal of street parking on Detroit St to add bike facilities would increase vehicle speeds in this neighborhood context.

3A. Section 2.3.4 Claim: Denver is committed to reduce single-occupancy vehicle (SOV) commuters to 50% and increase the percentage of bicycle and pedestrian commuters to 15%. To make progress toward the citywide mode shift goal, dense neighborhoods like those in East Central will need to exceed the 50% goal

3B. Counterpoint: There is no evidence that a high comfort bike lane from 6th Ave to 17th Ave on Detroit St would reduce
No traffic modeling was conducted to support the author's assertion that this bike lane would contribute to Denver's SOV goal. It is offered as fact that the proposed comfort bike lane will induce some kind of travel mode switch, but this is a HUGE assumption – especially when you consider the meager origins and destinations of this bike path.

Furthermore, the steeper topography between 8th Ave and 11th Ave on Detroit Street already create daily situations of bikes traveling at high speeds ignoring stop signs - even in the presence of pedestrians or automobiles. Encouraging higher bike volumes in this area and with these conditions invites more opportunities for pedestrian or automobile/bike collisions in this otherwise safe neighborhood Street.

Also, please note that the downloadable version of this plan shows a different version of this map with very critical differences. Is this deliberate?

After reading the plan, I believe that the York St, Josephine St, or both be better – and within context - opportunities for high comfort bike lanes.

Reply by BJWilson10 on 12/19/2019 at 9:09am - Link
Type: Suggestion
Agree: 2, Disagree: -5
I too suggest moving away from Detroit and using Clayton/Elizabeth for the Bikeway, or in other words a Designated Bike Route with Treatments at All Intersections in the form of 4-way stops or Signals, unless Bike Route has Right-of-Way.

Reply by Jonathan on 01/02/2020 at 6:40pm - Link
Type: Answer
Agree: 3, Disagree: -2
Using Clayton/Elizabeth instead of Detroit doesn't make sense: The DBG and Congress Park are in the way of a direct N/S route. Detroit allows one to travel across the entire area plan N/S.

Reply by BJWilson10 on 01/04/2020 at 9:34am - Link
Type: Suggestion
Agree: 3, Disagree: 0
Jonathan, good points, but Detroit runs into issues at Colfax, and then again at 17th. Maybe Detroit is better, but if we take Clayton from CC Mall, it will connect the CC Trail, then intersect with Congress Park, but as a Destination. We can then have a light at Clayton & 8th, to
allow Bike & Ped only access to the Park. We can then install a mix-use trail along 8th in Congress
Park, just to the Detroit Alley. If you walk/bike it, it is extra wide already. We could have a mix-use
trail along the alley along the black fence, moving it a few feet if necessary. From there, we could
exit right onto 11th, OR install a shared Ped/Bike Ramp to exit the alley into the Dead End at
Clayton. Follow Clayton to 12th, add a 4-way stop, then take Elizabeth, which is already a Bike
Route. This route will then take you right to the Esplanade, which connects to 16th, as well as City
Park.

Reply by Jane on 02/05/2020 at 2:14pm - Link
Type: Answer
Agree: 0, Disagree: 0
Jonathan, more N-S connections is great but Detroit isn't the best choice. It makes more sense to
create bikeways that intersect with other mobility services, places of interest, and other bikeways so
we have a full network. For example, Elizabeth, Steele and Garfield will be BRT stops along Colfax
(not Detroit) and will have associated stop lights/crossings at major intersections. Also, along
Elizabeth from Colfax-17th is getting a bikeway upgrade now (before this plan). Also, Elizabeth is a
connection point to City Park which connects other E-W bikeways - there is no connection point into
City Park per the City Park Master Plan that was just updated last year. Detroit is a dead-end for
bicyclists. Please route through Elizabeth, Steele and Garfield as was already planned to create a
bikeway network.

Reply by Laurel S on 02/05/2020 at 6:43pm - Link
Agree: 0, Disagree: 0
Steele was not planned until this draft of the plan. The existing bike route is on St. Paul.

Reply by John Riecke on 12/31/2019 at 12:12am - Link
Type: Suggestion
Agree: 10, Disagree: -2
Safety is more important than street parking. That's all.

Reply by Jane on 02/05/2020 at 2:15pm - Link
Type: Suggestion
Agree: 0, Disagree: 0
Street parking could be used to buffer traveling cars from people on bicycles thus adding to the safety.
Plastic bollards do not create as much visual friction as parked cars - drivers would be more scared of
hitting a parked car than a plastic bollard, thus, please use the parked cars to create safety rather than making this a war between parking and bikes. It could be a win-win.

#608

Posted by BJWilson10 on 12/19/2019 at 9:22am - Link
Type: Suggestion
Agree: 1, Disagree: 0
Suggest reconsidering Detroit Bikeway study, and moving to or at least also considering Clayton/Elizabeth.

Rationale is to connect key points/destinations like:
- Cherry Creek Trail
- Cherry Creek North at 1st & Clayton
- School at 6th & Clayton, add Signal for Cyclists as well as Students
- Church at 7th & Clayton
- Through Access at 7th & Clayton
- Enter into Congress Park at 8th, add signal perhaps similar to 17th & Steele now, to only permit bikes and peds into Congress Park
- Bike Along Detroit Alley of Congress, perhaps adding paved Multi-use Walk/Trail for bikes and peds.
- Add Short paved trail from Detroit Alley at North of Close Reservoir area onto Clayton.
- Existing 4-way at Clayton & 11th
- Add 4-way at 12th & Clayton
- Turn down 12th to Elizabeth.
- Add Signals at 13th & 14th on Elizabeth
- Connect to Esplanade.

Reply by Jane on 02/05/2020 at 2:09pm - Link
Type: Suggestion
Agree: 0, Disagree: 0
YES! Please consider how the bikeways connect to others. Detroit does not. Elizabeth is where kids ride to get to East and City Park. Also, yes to making a bikeway along the alley part of Congress Park. Keep the light for cyclists and pedestrians to cross but put up bollards so no pass through from 8th to the alley so folks don't use the alley to cut-through.

#609
It would be great to extend the 16th Ave bike lane to the east-of-East-High neighborhood.

A convenient way to go around East High would help.

#610

Consider re-routing Bike Route Study from Detroit to Clayton. Add 4-way stop at 12th & Clayton. Turn Route onto 12th, and then to Elizabeth to Connect to Esplanade.

#611

Consider moving proposed Detroit Signal to Clayton for the School and alternate Bike Route to School and then Congress Park Pool.

#612

Consider moving proposed Detroit Signal to Clayton to Connect directly to Congress Park for Residents South of 8th. Also, potential Bike Route.

#613
Consider moving proposed Signal at Detroit to Elizabeth to use existing Bike Route and Connect to Esplanade.

Reply by Jane on 02/05/2020 at 2:18pm - Link
Type: Suggestion
Agree: 1, Disagree: 0
Yes please - lets start looking at the larger city plans (BRT, City Park Master Plan, etc.) and chose routes that interconnect with others rather than arbitrary N-S connections.

#614

Posted by Simon on 11/23/2019 at 12:44pm - Link
Type: Suggestion
Agree: 4, Disagree: -3
Clarify that on Detroit Street "High Comfort Bikeway" is limited to "Neighborhood Bikeway" as the other concepts of High Comfort Bikeway won't work on Detroit.

Reply by brad on 12/03/2019 at 3:45pm - Link
Agree: 9, Disagree: -2
I think a high-comfort bikeway would improve this street and slow traffic.

Reply by BJWilson10 on 01/04/2020 at 9:27am - Link
Type: Answer
Agree: 0, Disagree: 0
Simon, see the Denver Bike Map. https://www.denvergov.org/content/denvergov/en/bicycling-in-denver/resources/bike-maps.html

Download the map, and then look in the bottom lefthand corner. Bikeway, to your point, could be any number of things. This is why a study would be conducted to see what is appropriate for the Street. Just adding Lights at key intersections would likely be sufficient, with street signage.

Reply by Jane on 02/05/2020 at 2:16pm - Link
Type: Suggestion
Agree: 0, Disagree: 0
Create more N-S connections but Detroit isn't the best choice for the following reasons: It makes more sense to create bikeways that intersect with other mobility services, places of interest, and other bikeways so we have a full network. For example, Elizabeth, Steele and Garfield will be BRT stops along Colfax (not Detroit) and will have associated stop lights/crossings at major intersections. Also, along Elizabeth from Colfax-17th is getting a bikeway upgrade now (before this plan). Also, Elizabeth is a connection point to City Park which connects other E-W bikeways - there is no connection point into City Park per the City Park Master Plan that was just updated last year. Detroit is a dead-end for bicyclists. Please route through Elizabeth, Steele and Garfield as was already planned to create a bikeway network.

#615

Posted by Barb Frommell on 01/12/2020 at 9:56pm - Link
Type: Suggestion
Agree: 2, Disagree: 0
The esplanade should be identified as an important bike / ped / greenway feature. In many ways, it is the heart of the community, connecting City Park with East High School, Carla Madison Rec Center, Tattered Cover Book Store, the Farmers Market, and to the 16th Avenue bikeway to get downtown.

Reply by Jane on 02/05/2020 at 2:18pm - Link
Type: Answer
Agree: 0, Disagree: 0
Already happening before this plan takes effect. :)

#616

Posted by Nicole Mc on 01/27/2020 at 6:51pm - Link
Type: Suggestion
Agree: 3, Disagree: 0
Protect the bike lanes on 16th between City Park Esplanade and Josephine. The lanes are filled with cars idling during East High drop off and pick up.

#617

Posted by Elizabeth Chester on 04/03/2020 at 3:18pm - Link
Biking on 12th near York and Josephine is very unsafe. Cars constantly honk at you as they race to make the lights. More of a priority for bikes is needed.

#618

Posted by Elizabeth Chester on 04/03/2020 at 3:19pm - Link

There is really bad sight lines at Josephine and 11th and cars race down the street. As a pedestrian I get very nervous on crossing at 11th and Josephine.

#619

Posted by Leslie James on 03/10/2020 at 3:06pm - Link

Type: Suggestion

Why is 22nd not called out as a mobility opportunity? It already has bike lanes and the 32 runs down it connecting residents to the museum, zoo, etc. to E and to downtown to W. As mentioned before, solving the intersection of 22nd and York (or routing bikes from 23rd E of York to 22nd, or routing bikes from 22nd W of York to 21st or 23rd) could make this even better.

#620

Posted by Brian on 01/29/2020 at 3:35pm - Link

Type: Suggestion

16th St is the major bike artery from City Park to downtown and gets a lot of use from cyclists, so this really needs to be a protected lane. Where there's street parking for cars, that should be inside the bike lane.

Reply by Jane on 02/05/2020 at 2:21pm - Link

Yes - parking as the protection - not plastic posts!
The stretch of alley between 8th and 10th west of Detroit Street has become an alternative road. Need appropriate traffic calming measures to restore this alley to pedestrian and local garage access use. Suggest installing no parking signs on the west and east sides of the alley near the park as there are often many cars illegally parked there to use the pickle ball courts. Also suggest extending the sidewalk past the Denver Water property onto the Park's property to connect to the existing sidewalk that enters the park. The current sidewalk ends abruptly leaving pedestrians walking in this busy alley.

#622

I don't mind vehicle traffic in the park. It adds life to the area. I appreciate the additional activity that vehicles bring to the park, especially in the early evenings when I'm jogging in the park and feel safer with more people around.

Reply by Tony Smith on 01/29/2020 at 6:18pm - Link

I agree, and I'm absolutely opposed to closing Cheesman Park to all vehicular traffic. I have used the park since 2000, and every time vehicular traffic is closed, use of the park goes dramatically underutilized. This park is perfect for picnics and playing a multitude of sports, all of which require transporting needed items from cars. Ease of access to parks is a cornerstone principle, and removing the ability for cars to park limits access.

#623

There are not enough east - west high comfort bike lanes. Add one on 13th, 14th, and 8th.

#624
Cars should absolutely be removed from the park. In Europe, people are removing cars from cities, here we can't get them out of a park?

Reply by **NoSquish** on **01/27/2020** at **5:14pm** - [Link](#)
Type: Suggestion
Agree: 4, Disagree: -2
+1 for a car free Cheesman park. There is no reason to have cut-through traffic in this park

Reply by **Tony Smith** on **01/29/2020** at **6:17pm** - [Link](#)
Type: Suggestion
Agree: 1, Disagree: -1
Absolutely opposed to closing Cheesman Park to all vehicular traffic. I have used the park since 2000, and every time vehicular traffic is closed, use of the park goes dramatically underutilized. This park is perfect for picnics and playing a multitude of sports, all of which require transporting needed items from cars. Ease of access to parks is a cornerstone principle, and removing the ability for cars to park limits access.

#625

Posted by **Kati Woock** on **11/11/2019** at **10:29pm** - [Link](#)
Type: Suggestion
Agree: 9, Disagree: 0
The central area has no north-south bike route. a lane from York/Josephine/University should be turned into a two-way cycle-track from DU to 40th and Colorado station

#626

Posted by **Rob Toftness** on **11/11/2019** at **2:15am** - [Link](#)
Type: Suggestion
Agree: 22, Disagree: -1
Car traffic must be removed from Cheesman Park

Reply by **David Mintzer** on **11/13/2019** at **8:11pm** - [Link](#)
Type: Suggestion
Agree: 13, Disagree: 0
YES!

Reply by Elizabeta on 01/06/2020 at 7:13pm - Link
Agree: 9, Disagree: 0
Absolutely, a park should prioritize pedestrians and cyclists.

Reply by Tony Smith on 01/29/2020 at 6:09pm - Link
Type: Suggestion
Agree: 1, Disagree: -1
Absolutely opposed to closing Cheesman Park to all vehicular traffic. I have used the park since 2000, and every time vehicular traffic is closed, use of the park goes dramatically underutilized.

This park is perfect for picnics and playing a multitude of sports, all of which require transporting needed items from cars. Ease of access to parks is a cornerstone principle, and removing the ability for cars to park limits access.

Reply by Ally M. on 02/03/2020 at 5:35pm - Link
Type: Suggestion
Agree: 2, Disagree: 0
Yes. Would like it to be similar to Wash Park, with ability to bike/jog all the way around the perimeter without car interference. Wash park is getting so crowded- we need another no-cars-Park in the area. Would also like the blocks around Cheeseman park to have more local businesses (coffee shops and restaurants in particular), which would attract more use of the park, similar to Wash park / wash perk coffee shop. great successes!

#627

Posted by David Mintzer on 11/13/2019 at 8:08pm - Link
Type: Suggestion
Agree: 12, Disagree: -3
Please implement the 2008 cheesman park master plan and restrict auto traffic at park entrances.

Reply by Tony Smith on 01/29/2020 at 6:16pm - Link
Type: Suggestion
Agree: 1, Disagree: -2
Absolutely opposed to closing Cheesman Park to all vehicular traffic. I have used the park since 2000, and every
time vehicular traffic is closed, use of the park goes dramatically underutilized. This park is perfect for picnics and playing a multitude of sports, all of which require transporting needed items from cars. Ease of access to parks is a cornerstone principle, and removing the ability for cars to park limits access.

#628

Posted by **BILL** on **11/10/2019** at **8:17pm** - [Link](#)

Agree: 4, Disagree: 0

only three "mobility hubs" between Broadway and Colorado along colfax. that's one mobility center every 13 blocks along what you hope will become a major corridor with BRT. this just seems a woefully small number. how are you suppose to connect with brt . if there are no cross connections?

#629

Posted by **Bobby Reginelli** on **01/30/2020** at **8:19pm** - [Link](#)

*Type: Suggestion*

Agree: 2, Disagree: 0

12th should be the dedicated protected bike lane from east to west for the area between colfax and 8th. Probably the most provocotive reason for this is that currently car traffic is low and there is a lower barrier to making this a reality than the idea of putting a protected bike lane on 13th or 14th. Cars exist and will for the foreseeable future, so let's get riders a faster and protected way to use 12th e-w and educate bike to stay off 13th and 14th and give the cars their space as well since they exist.

Reply by **Bobby Reginelli** on **01/30/2020** at **8:21pm** - [Link](#)

*Type: Typo*

Agree: 0, Disagree: 0

replace provacotive with productive :)

#630

Posted by **David Mintzer** on **11/13/2019** at **8:10pm** - [Link](#)

*Type: Suggestion*

Agree: 8, Disagree: 0

Close park avenue to traffic between franklin and downing. The five way diagonal intersections are extremely dangerous to cross and interrupt the flow of traffic.
I love this comment! I would love to have a diagonal parkway that is actually pleasant to be near.

Cross-cutting traffic does not need to be given priority in Denver anymore and in fact, we should recover this space.

I can imagine a great diagonal park where Park Avenue used to be :)

#631

The five way intersection at lafayette and park ave is incredibly dangerous. Would recommend closing park ave to traffic but barring in that please make crosswalks more clear with timed crossings.

#632

Closing park ave to traffic would fix this dangerous intersection and allow traffic to flow smoother.

#633

Crossing Park Ave around Lafayette/Humboldt as a pedestrian is very difficult. This five-way intersection is designed dangerously and needs to be fixed. Please consider implementing improvements recommending in NACTO's Intersection Design Guide https://nacto.org/wp-content/uploads/2019/05/NACTO_Dont-Give-Up-at-the-Intersection.pdf
When the traffic at the Colorado and 8th Avenue traffic light backs up, many people make a right onto 9th, left onto Harrison, and a right onto 8th. The problem is these people are in a major rush to beat the traffic on 8th, so they run the stop sign at 9th and Harrison and speed down Harrison at unsafe speeds. We really need some traffic calming measures at the intersection of 9th and Harrison to reduce the unsafe behaviors. I have actually seen cars launch into the air because they drive so fast down Harrison on the dip at 9th and Harrison.

#634

Posted by Kati Woock on 11/11/2019 at 10:28pm - Link
Type: Suggestion
Agree: 14, Disagree: 0

12th Ave should have a bike lane all the way to the Cherry Creek Trail with green wave signals. This is the preferred bike route between Broadway and Colorado

Reply by Eric B on 01/26/2020 at 1:02am - Link
Type: Suggestion
Agree: 1, Disagree: 0

Agreed, the 11th ave lane is inadequate as it does not provide access through the park and into/through congress park.

#635

Posted by Gregory L. on 11/13/2019 at 3:54pm - Link
Type: Suggestion
Agree: 9, Disagree: 0

Continue Lafayette High Comfort Bikeway all the way down

#636

Posted by David Mintzer on 11/13/2019 at 8:23pm - Link
Type: Suggestion
Agree: 8, Disagree: 0

13th and 14th need bulb outs at every intersection to make pedestrian crossings safer.
When the traffic at the Colorado and 8th Avenue traffic light backs up, many people make a right onto 9th, left onto Harrison, and a right onto 8th. The problem is these people are in a major rush to beat the traffic on 8th, so they run the stop sign at 9th and Harrison and speed down Harrison at unsafe speeds. We really need some traffic calming measures at the intersection of 9th and Harrison to reduce the unsafe behaviors. I have actually seen cars launch into the air because they drive so fast down Harrison on the dip at 9th and Harrison.

I don't know why my comment is not being placed where I click on the circle...

Corona and downing should have transit priority with bulb outs and signal priority. The 12 bus connects two train stations, three hospitals and several schools.

13th and 14th Avenues are currently designed to encourage speeding. They need to be re-designed to address this issue. Design elements should include: reduction of auto lanes, two-way conversion, on-street parking, buffered/protected bike lanes, and pedestrian bulb outs to create visual friction to slow drivers. There should also be more frequent stop signs or traffic signals at intersections with high visibility crosswalks for pedestrians. On many blocks the sidewalks need to be widened as well.
As one of the busiest transit corridors in Denver, Colfax Ave deserves high quality bus stops with shelters, benches, landscaping, art, and superior pedestrian/ADA accessibility.

Reply by Azar on 12/21/2019 at 9:26pm - Link
Type: Suggestion
Agree: 2, Disagree: 0
Seconded

A fully car free 16th street from city park to downtown is such an exciting idea. Obviously cars need intersections to cross n-s as well so perhaps just a few stop lights for those intersections but not having n-s car crossings at every block. a completely car free 16th is very intriguing and could be a boon for the city.

Reply by Ally M. on 02/03/2020 at 5:41pm - Link
Type: Suggestion
Agree: 0, Disagree: 0
Agreed. the more car-free areas the better. Utrecht,Netherlands has a huge car-free downtown area. it is beautiful and easy to get around. inspiring. pics of this: https://www.earthtrekkers.com/one-day-in-utrecht-netherlands-itinerary/

11th ave should be a transformative street for bicycle priority rather than 12th ave in order to minimize conflicts between
bikes and buses on 12th. Also 11th ave already has bike lanes. A traffic diverter between grant and logan where the street narrows and restricted left turns at lincoln and broadway would make 11th much safer for biking. The 11th and lincoln intersection is the most dangerous of my commute. Please restrict left turns there to allow the bike lane to be continuous.

Reply by John Riecke on 12/31/2019 at 12:06am - Link
Type: Suggestion
Agree: 6, Disagree: 0

Remove the street parking all the way from La Alma Park to Cheesman Park and put in protected bike lanes with posts, rubber curbs, and "turn slower-downers" like on 15th downtown.

#643

Posted by Susan Corser on 02/06/2020 at 12:04am - Link
Type: Question
Agree: 0, Disagree: 0

This is a general comment for all the streetlights, but especially at this intersection. When a pedestrian pushes the button to cross York Street, what does this actually do? I assume it doesn't quicken the appearance of the green pedestrian light, since it often takes a very long time to appear. It seems that pedestrians are very low priority in Denver and that all the pedestrian buttons do is make a different sound when it's safe to cross. It seems pushing the buttons should shorten the wait time.

#644

Posted by Susan Corser on 02/06/2020 at 12:00am - Link
Type: Suggestion
Agree: 0, Disagree: 0

I am relatively new to Denver and have been very shocked at how poor the transit system is relative to other cities I have lived in (Chicago, Seattle, Vancouver BC). Service is extremely infrequent, often turning a 10 minute drive into a 60 minute bus ride. You must provide the transit BEFORE increasing density and reducing parking requirements on new buildings. I realize that's expensive, but an extremely important investment in terms of fighting climate change and influencing current and new residents' habits/travel patterns as well as built form.

#645
The intersection of 8th and Colorado has MANY problems.

1. It is extremely dangerous to walk across Colorado (popular crossing spot because of Trader Joe's), while I am crossing 8th, cars are making a right on green and don't realize there are pedestrians who have right of way. While I am crossing Colorado, cars making a left onto Colorado from 8th make a left and again don't notice the pedestrians till they are just about to run into them. Cars are not sharing with the pedestrians, we need all the lights to be red at some point in time so the pedestrians are safe.

2. Cars pulling out of the gas station on 8th and Colorado frequently make a right hand turn onto 8th (wrong way), running into two lanes of traffic that are turning onto 8th. I have witnessed this many times and it happens all day long according to the dry cleaner employees at the intersection.

3. The new two lane left hand turn from Colorado onto 8th is very poorly designed. The lanes shift and many don't notice causing frequent close calls, when there is snow on the ground the cars not familiar with the area will not understand how the intersection works.

I don't know why this comment is not being placed where I click on the circle...

I agree completely with this comment about this intersection. There are frequent pedestrians but the drivers seem aloof to their presence. You need eyes on all sides of your head while crossing! Appreciate the attempts that are currently being implemented to calm traffic and the new signal patterns.

protected bike lanes on Clarkson and Washington would mean entire sides of street parking would be gone. This would affect lower-income residents the most- because many of the units in the area don't provide off-street parking or charge
an additional fee for it. There are better/safer alternatives than using streets that already experience a high volume of auto traffic, which also travel at significantly higher speeds than nearby neighborhood streets, which wouldn't require protected lanes or loss of street parking- and also would link up to other identified bike lanes.

#647

Posted by Carol Becht on 11/13/2019 at 10:23pm - Link
Type: Suggestion
Agree: 4, Disagree: 0
When the traffic at the Colorado and 8th Avenue traffic light backs up, many people make a right onto 9th, left onto Harrison, and a right onto 8th. The problem is these people are in a major rush to beat the traffic on 8th, so they run the stop sign at 9th and Harrison and speed down Harrison at unsafe speeds. We really need some traffic calming measures at the intersection of 9th and Harrison to reduce the unsafe behaviors. I have actually seen cars launch into the air because they drive so fast down Harrison on the dip at 9th and Harrison

#648

Posted by Elyse on 02/01/2020 at 9:16pm - Link
Type: Suggestion
Agree: 1, Disagree: 0
13th and 14th need serious bike and pedestrian improvements. I think one drive lane should be removed from both streets to expand sidewalks on both sides and create a bike lane with physical barriers. Ideally, a bike lane that is buffered by on-street parking, much like on 14th Street downtown.

#649

Posted by Elyse on 02/01/2020 at 9:17pm - Link
Type: Suggestion
Agree: 0, Disagree: 0
16th would be a great location for a bike-only road. It seems to have limited vehicular traffic and already provide good connections for cyclists to the CBD.

#650

Posted by John Riecke on 12/31/2019 at 12:03am - Link
The 5280 Loop needs to be a low-speed, park-like shared-use corridor. I'm talking 10mph, like a really wide sidewalk that stretches from building to building. People shouldn't expect to be able to drive on it with any kind of speed.

#651

Posted by David Mintzer on 11/13/2019 at 8:19pm - Link

Car diverter on 11th between grant and logan to give priority to bikes.

#652

Posted by Kourtney G. on 02/03/2020 at 7:47pm - Link

Yes, 17th Avenue desperately needs pedestrian crossing signals and 17th and Grant would be an ideal high-traffic intersection to prioritize. Pedestrians are forced to watch traffic lights as an indicator that it is safe to cross, but could be in the middle of five lanes of traffic, and one of parking, crossing 17th when the light goes from yellow to red and cars start moving toward them. It's very dangerous.

#653

Posted by Gregory L. on 11/13/2019 at 3:55pm - Link

Continue Grant high comfort bikeway all the way north - at least the 16th ave east-west bike lane

#654

Posted by Adam Perkins on 03/04/2020 at 12:33pm - Link

While it is not very clear what is meant by "Transformative Street" Sherman should be called out as a part of the 5280
Trail.

#655

Posted by David Mintzer on 11/13/2019 at 8:20pm - Link
Type: Suggestion
Agree: 7, Disagree: 0
Prohibit left turns from 11th onto broadway and lincoln to allow for a continuous bike lane and prevent cars from turning in front bikes riding west down the hill. This is one of the most dangerous intersections in cap hill.

Reply by NoSquish on 01/27/2020 at 5:14pm - Link
Type: Suggestion
Agree: 2, Disagree: 0
It can be really dicey through there, I love this idea

#656

Posted by Lisa Steffen on 02/04/2020 at 7:09pm - Link
Agree: 1, Disagree: 0
Consider different ways to cross Speer for cyclists that would not want to bike on Lincoln Broadway Logan or Grant
MOBILITY CONCEPTS

Transformative streets
Streets that improve safety and comfort and prioritize walking, biking, and transit. See Section 2.3.3.
- Improved transit frequency, capacity, and enhanced stops.
- Safe, accessible, and comfortable walking environment.
- Greater separation and safer interaction between bicycles and vehicles.

High comfort bikeways
Bikeways that improve safety and comfort for cyclists. High comfort bikeways include a spectrum of design options. See Section 2.3.4.

Mobility hubs
Transit stops with enhanced amenities that allow for seamless transition between modes. Mobility hubs vary in scale and context. See Section 2.3.6.

Intersection safety improvements
Safety improvements at intersections to create a safe, comfortable, and accessible crossing for pedestrians and cyclists. See Section 2.3.5.

Neighborhood traffic calming
Designs that limit and/or slow traffic in largely residential areas. This can include physical improvements as well as operational improvements. See Section 2.3.7.

Improved sidewalks
Safe, comfortable, and accessible walking environments. See Section 2.3.5.
#657

Posted by Liz on 11/17/2019 at 3:08pm - Link
Agree: 11, Disagree: 0
this is very key thought out all neighborhoods. You can't do this enough.

Reply by Jane on 02/05/2020 at 3:57pm - Link
Type: Suggestion
Agree: 0, Disagree: 0
Yes - please give us more 4-way stops and paint striping.

#658

Posted by BJWilson10 on 01/04/2020 at 9:39am - Link
Type: Suggestion
Agree: 4, Disagree: 0
Yes! Can we start with sidewalks that lead to Bus-Stops?
Example is at Josephine & 8th. No safe way for anyone with mobility issues to get to the stop at the North/East corner, which is technically inside of Congress Park.

#659

Posted by Kati Woock on 11/11/2019 at 10:31pm - Link
Type: Suggestion
Agree: 18, Disagree: 0
shortened crossing distances and leading bike/ped signals are very important

Reply by Brian on 01/29/2020 at 3:43pm - Link
Type: Suggestion
Agree: 2, Disagree: 0
Islands / medians across large roads also really improve safety for bikes/peds.

Reply by KLV on 02/03/2020 at 12:24pm - Link
Agree: 2, Disagree: 0
I am so sick and tired of always feeling like I have to rush/run across Denver streets.

#660

Posted by Elizabeta on 01/06/2020 at 7:30pm - Link
Type: Suggestion
Agree: 1, Disagree: 0
Not a very inspiring image...

Reply by Jane on 02/05/2020 at 3:58pm - Link
Type: Suggestion
Agree: 0, Disagree: 0
If we could beautify while creating safety, that would be a huge benefit to all. We need green space, not just concrete and plastic.

#661

Posted by DAVID CHEN on 11/11/2019 at 3:19pm - Link
Type: Suggestion
Agree: 20, Disagree: -3
We need more protected bike lanes throughout the area to form a complete network, one that the 59% of "interested but concerned" potential riders would use.

Reply by Jane on 02/05/2020 at 4:03pm - Link
Type: Suggestion
Agree: 0, Disagree: 0
I already bicycle most days and I would like some more bikeways - can you please focus on making them more visually appealing while also putting in the infrastructure? Form AND Function so everything isn't just fugly at the sake of function without form?

#662

Posted by John Riecke on 12/31/2019 at 12:14am - Link
Type: Suggestion
Agree: 13, Disagree: -4
Frankly every street should be transformed. The fetish for street parking is the only thing keeping us from having beautiful, useful, safe streets.

Reply by NoSquish on 01/27/2020 at 5:16pm - Link
Type: Suggestion
Agree: 4, Disagree: -4
Removal of parking would be such a great transformation for Denver

#663

Posted by Ally M. on 02/03/2020 at 5:42pm - Link
Type: Suggestion
Agree: 2, Disagree: 0
I LOVE these existing bike lanes downtown. So enjoyable to use. Thank you!! Would love to see more.

Reply by Jane on 02/05/2020 at 4:02pm - Link
Type: Suggestion
Agree: 0, Disagree: 0
I love using them - can you make them more aesthetically pleasing? Use planter, etc.? Both bicycling and greenery are good for our environment and mental health. Couple the two.

Reply by jae on 02/05/2020 at 11:42pm - Link
Type: Question
Agree: 1, Disagree: -1
The emphasis on "comfort" rather than actual safety is dismaying. I would really like to see actual data that indicates that this design actually improves both safety and utilization.

The lanes that are physically partitioned from the motor vehicle traffic (especially with the odd turns as depicted in the photo here) I find much less safe than simply having painted bike lanes. Especially where there is traffic entering from lots to the side of the street, motorists do not look in the lane for bicycle traffic - they are looking for cars. I have had more near-misses with cars in a few weeks on the "high comfort" lanes on 14th street between Welton and Court than I have in several years of biking on unmarked or simply painted lanes.

Also, I find that pedestrians are much more likely to be in these segregated lanes than in bike lanes that are simply painted on, particularly when there is street parking next to the lane.
Reply by Leslie James on 03/10/2020 at 3:00pm - Link
Type: Answer
Agree: 0, Disagree: -1
Agree 100% -- I feel safer in painted lines vs. "comfort" lanes on the right side of one way streets where the cars don't see the cyclists.

#664

Posted by BJWilson10 on 01/04/2020 at 9:37am - Link
Type: Suggestion
Agree: 8, Disagree: 0
Yes, please! Already liking some of the installations I have seen.

Reply by KLV on 02/03/2020 at 12:26pm - Link
Agree: 1, Disagree: 0
Yes, some good steps so far, let's just speed up the doing of far more.

Reply by Jane on 02/05/2020 at 4:00pm - Link
Type: Suggestion
Agree: 2, Disagree: 0
Can we place mobility hubs at street corners that currently suffer from poor visibility due to parking right up to the corner? If we could remove just a couple of spaces and buffer with mobility hubs that would be a win for all people - far safer and a designated area.

#665

Posted by jae on 02/05/2020 at 11:51pm - Link
Type: Suggestion
Agree: 1, Disagree: -1
I disagree that separating bike lanes from vehicular traffic with "protective" barriers improves safety. As a cyclist I don't get rear-ended by cars coming too close in the middle of the street - the problem is getting hit by cars turning right without looking to see what is to their right. The protected lanes exacerbate this problem by taking the cyclist out of the visible zone of attention of the driver as they approach an intersection. Denver needs to figure out where electric scooters go - in terms of speed they don't fit sidewalks or streets.
Reply by Leslie James on 02/29/2020 at 5:01pm - Link
Type: Suggestion
Agree: 0, Disagree: 0
Completely agree. The most unsafe component of biking from East Central to downtown is cars turning right across a "protected" lane with parked cars at 30mph without looking over their shoulders to see cyclists in the right of way within the bike lane. I PREFER shared lanes if there are not dedicated, separate lights for cars and cyclists.

#666

Posted by Nancy Stephenson and Georganne Bley on 02/04/2020 at 10:14pm - Link
Type: Suggestion
Agree: 3, Disagree: 0
If Steele through Congress Park is to become a high comfort bikeway, there needs to be something done about the intersection at 11th and Steele. It currently only has stop signs on 11th and not Steele. It is a tricky intersection to navigate.

Reply by Jane on 02/05/2020 at 4:04pm - Link
Type: Suggestion
Agree: 1, Disagree: 0
More 4 way stops down 11th would be welcomed by those of us who are pedestrians and can't see far into the street - they are dangerous streets due to 2-way, rather than 4-way stops.

Reply by Laurel S on 02/05/2020 at 7:03pm - Link
Agree: 0, Disagree: -1
Steele Street should NOT become a high comfort bikeway. At the neighborhood meetings they indicated it would be a neighborhood bikeway. I'm not sure 3 of those within less than a mile are needed, but the plan should specify no changes to parking, green space or traffic lanes will occur. Additional stops signs would be great, except that cyclists tend to ignore 4-way stops even when cars are present in the intersections.

#667

Posted by Elizabeta on 01/06/2020 at 7:28pm - Link
Type: Suggestion
Agree: 12, Disagree: -3
The so called "high comfort" bike lanes are basic and necessary given how dangerous it is to bike in Denver. There
should be more of them, people will come out of the wood work to bike to work!

Reply by Jane on 02/05/2020 at 4:01pm - Link
Type: Suggestion
Agree: 1, Disagree: 0
I don't know that it would make people more likely to bike to work as many people seem to commute quite far but that doesn't mean we shouldn't be creating safety for those of us who bicycle. I just don't want to conflate things with a build it and they will come mentality.

Reply by Laurel S on 02/05/2020 at 7:06pm - Link
Agree: 1, Disagree: -1
There seems to be an astounding amount of money being spent on infrastructure for cycling, when currently 6% of trips are by bicycle and the goal for 2040 is >7.5% compared to ten times that amount currently for SOVs.

Reply by zach on 03/10/2020 at 5:16pm - Link
Agree: 0, Disagree: 0
The only way you get more people to cycle is by building safe infrastructure for them. The amount of money spent on bike infrastructure is a drop in the bucket compared to what we pay for cars.
2.3.3 TRANSFORMATIVE STREETS

Transformative streets are the central priority of this area plan because they represent bold changes to the mobility system improving safe multimodal transportation options. These corridors represent the best opportunity to provide people with more transportation choices, while improving regional and neighborhood connections. Examples of potential improvements include repurposing street space to address safety via road diets (see sidebar to left), flexible bus and parking lanes, additional pedestrian crossings, reduced crossing distances, increased comfort for people riding bikes, wider sidewalks, operational improvements for all users, green stormwater infrastructure and more usable green spaces along streets. Recommendations are context-sensitive and vary by land use character, place and neighborhood context.

Transformative streets prioritize multimodal transportation along key corridors and make it easier and safer for people to walk, bike, roll and take transit, and represent the best opportunity to increase mobility choice and reduce the use of single occupancy vehicles. Rolling refers to folks using mobility devices such as wheelchairs, mobility scooters, and other forms of transportation to assist their movement, and require considerations beyond ADA standards to protect these vulnerable populations. Denver’s current road network prioritizes the personal automobile, and the transformative street recommendations suggest how to best reallocate space to meet citywide goals. While space will be reallocated for other modes, Denver expects 50% of work trips to be made by personal automobile in 2030 and a representative portion of the road network will remain focused on moving automobiles. Denver’s Vision Zero program found that driver safety greatly improves following the safety treatments recommended for the transformative streets in this section.

**ROAD DIETS**

A road diet refers to when space within the right of way is reallocated for uses other than space for vehicles. This effectively shortens the width of the road and crossing distance.

Federal Highway Administration (FHWA) recommends the use of proven safety countermeasures such as road diets that “can improve safety, calm traffic, provide better mobility and access for all road users, and enhance overall quality of life.” Road diets are proven to reduce crashes up to 47%.

**CHANGING A ROAD FROM**

4 LANES TO 3 LANES LEADS TO 19-47% REDUCTION IN TOTAL CRASHES

**PERCENT OF COMMUTERS DRIVING ALONE TO WORK**

<table>
<thead>
<tr>
<th>East Central</th>
<th>City of Denver</th>
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</thead>
<tbody>
<tr>
<td>60%</td>
<td>70%</td>
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**EAST CENTRAL 2040 GOALS**

<table>
<thead>
<tr>
<th>PEOPLE DRIVING ALONE IN CARS</th>
<th>TRAFFIC Fatalites</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;50%</td>
<td>0</td>
</tr>
</tbody>
</table>

Source: Evaluation of Lane Reduction “Road Diet” Measures on Crashes, FHWA-HRT-10-053.
I am a big fan of road diets throughout Congress Park. I love the focus on this in the plan. Thank you.

Reply by Jane on 02/05/2020 at 4:11pm - Link
Type: Suggestion
Agree: 1, Disagree: -1
I'm a big fan too but the current 'road diet' on Steele and 8th is too narrow for traffic to turn in and out at the same time and has created unsafe conditions that I've observed as a pedestrian. I don't want to get hit on foot by a car flying through the air because they slammed on their brakes unable to turn in. Please make it a little less of a diet to increase safety.

Of everything in this entire plan, this is probably the part that's most important to implement as fast as possible.

<50% is a good goal for, say, 2024. By 2040 we should have a much more robust goal, like <20% or <10%.

Yes, this is a terrible goal for twenty years out. It shows that we have already given up. Let's do better. We can do better.
The calmer we can make traffic the closer we can get to our Vision Zero goals.

Removing lanes from a road should involve the removal or parking as well

Reply by Madison on 02/04/2020 at 11:14pm - Link
Type: Suggestion
Agree: 0, Disagree: -2
I would like to suggest we, in Cap Hill, have parking lots that are multi-story. This might mean demolition of an apartment complex, as they are usually the ones on corners in Capital Hill, and building a few multi-story parking lots every, oh let's say 10 blocks. Especially if there are going to be bike lanes. I really see this as something that will help.

Reply by zach on 03/10/2020 at 5:20pm - Link
Agree: 0, Disagree: 0
Advocating for the removal of housing to make way for additional car storage honestly has me blown away. This is the exact opposite of what needs to happen.

Reply by Jane on 02/05/2020 at 4:17pm - Link
Type: Suggestion
Agree: 0, Disagree: 0
I think removing a lane of traffic while keeping parking to create visual friction would create greater safety. If we really are serious about slowing down moving traffic, we will keep and encourage more street parking. Drivers are more concerned about hitting another car than they are about hitting a plastic post. Sad but true. Just saying...

#672

Posted by NoSquish on 01/27/2020 at 5:18pm - Link
Type: Suggestion
Agree: 3, Disagree: -2

Eighth Avenue needs a road diet. This should be done immediately. This cannot wait for a planned two-way conversion (also a good idea) in the future.
Reply by **BJWilson10** on **01/04/2020** at **9:40am** - Link
Type: Suggestion
Agree: 10, Disagree: 0
Agree, and include 6th avenue as well.

Reply by **KLV** on **02/03/2020** at **12:28pm** - Link
Agree: 2, Disagree: 0
Yes and yes. The few times I drive with my wife's car, 6th Avenue is just always overflowing with road rage in the evening to the point it is like a daily Road Rage Rally.

Reply by **Madison** on **02/04/2020** at **11:12pm** - Link
Agree: 0, Disagree: 0
I agree that those roads are jam packed. I will add that it is likely due to the small roads in Cap Hill and that we do require main travel roads in order to avoid driving down a 2 way street that is really suitable for 1 car (with parking on each side).
STREETS IN EAST CENTRAL TODAY

The East Central Area represents one of the best opportunities within Denver to make significant progress towards city mobility goals of 30% of people walking, biking, or taking transit and zero traffic fatalities by 2030. East Central neighborhoods exhibit lower drive alone mode shares than Denver’s citywide average and are generally well-served by high-capacity and local transit service with strong ridership. However, there are many challenges within the study area that need to be addressed to reduce the number of single occupancy vehicle trips and eliminate traffic deaths area-wide.

Several major one-way arterial couplets designed to move vehicular traffic in and out of the area create barriers that bisect the neighborhood and make it uncomfortable to walk, bike, or roll and are confusing to navigate for transit riders. These streets also represent key neighborhood destinations and places people want to connect to or travel along. The area’s HIN streets account for a higher percentage of crashes with people walking and biking than HIN streets citywide. This highlights a need to improve safety for all users in these neighborhoods and to focus on increasing the number of high comfort bikeways, dedicated transit lanes, and customer amenities at stops.

One concept created from community feedback for this plan and supported by recommendations in Denver Parks and Recreation Game Plan is the idea of retrofitting parkways and creating new contemporary parkways to better serve today’s community needs.

COMMUNITY FEEDBACK

Community members expressed concerns regarding high-speed one-way arterial couplets and providing better connections to parks, employment centers, schools, retail destinations, and major transit stops. Community members overall also expressed a preference to avoid reducing on street parking compared to reducing vehicular traffic flow when making necessary safety improvements. Providing safe and high-quality mobility options including pedestrian, bicycle, and transit service is a top priority of residents.

Top 6 Mobility Topics

<table>
<thead>
<tr>
<th>Topic</th>
<th>Percent</th>
<th>Source: 2017 East Central Kick-Off Survey</th>
</tr>
</thead>
<tbody>
<tr>
<td>WALKABILITY</td>
<td>32%</td>
<td></td>
</tr>
<tr>
<td>BIKE LAKES</td>
<td>28%</td>
<td></td>
</tr>
<tr>
<td>PEDESTRIAN SAFETY</td>
<td>18%</td>
<td></td>
</tr>
<tr>
<td>COLFAK AVENUE</td>
<td>16%</td>
<td></td>
</tr>
<tr>
<td>TRAFFIC</td>
<td>16%</td>
<td></td>
</tr>
</tbody>
</table>

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PRINTED 04/13/2020
#673

Posted by Madison on 02/04/2020 at 11:28pm - Link
Type: Suggestion
Agree: 1, Disagree: 0

I think in order to reduce on street parking there must be an alternative solution to answer, "where will there cars go?" I think multi-level parking garages will be required and are currently needed as it is. I paid $600 in on-street fines last year alone and pay $75 a month for back alley parking. I would happily pay $150 a month to park in a reserved spot in a multi-level parking garage in Capitol Hill.
If they were built every 10 blocks or so I think that would accommodate enough lane space to build the also needed bike lanes.
As a renter in Capitol Hill who needs a car for work, and does not arrive home at 5:30 pm, parking is a huge issue.

#674

Posted by Elizabeth Chester on 04/03/2020 at 3:25pm - Link
Agree: 0, Disagree: 0

I personally don't care about parking on the street. We don't own the street and if I have to walk a few blocks for a free street spot that is okay. People come first. Design the streets for people and safety.

#675

Posted by John Michael Watkins on 01/21/2020 at 12:50pm - Link
Type: Suggestion
Agree: 4, Disagree: -3

The only priority around parking should be to decrease it. Cars take up way too much dead space in this area, and it stymies our progress in transit.

#676

Posted by Lou and Kate Kintz on 01/08/2020 at 3:40pm - Link
Agree: 4, Disagree: 0

On-Street parking will always continue to be necessary even if residents are no longer permitted to park on the street, because contractors such as plumbers, roofers, electricians, and appliance deliveries will still require convenient access.
to unload and move heavy items to repair or furnish homes.

#677

Posted by Rob Toftness on 11/11/2019 at 2:19am - Link
Type: Answer
Agree: 24, Disagree: -4

Despite people's insistence on free public parking, it must be noted that the storage of private property on the street is not a right and takes valuable space away from the public right of way for personal storage. This is quite frankly, theft.

Parking needs to be removed in order to lower the number of cars on our streets and give back valuable space that can be used to improve sidewalks or add legitimate bike lanes

Reply by Azar on 12/21/2019 at 9:32pm - Link
Type: Suggestion
Agree: 13, Disagree: 0

Absolutely. Pedestrian safety is more important than free parking.

Reply by Jane on 02/05/2020 at 4:21pm - Link
Type: Suggestion
Agree: 2, Disagree: 0

I don't agree that taking away parking makes for safer streets. Parking adds friction for traveling cars. I see it on street sweeping days - people drive so much faster when there are no parked cars. Please start to think of ways to incorporate parking into the solution rather than just something to be removed. Parking keeps people driving more slowly on my street in a way that no plastic posts ever will.

Reply by Madison on 02/04/2020 at 11:20pm - Link
Type: Suggestion
Agree: 0, Disagree: -1

I agree that parking could be removed to add bike lanes. I would like to suggest we demolish a few apartments on corner lots and build up some of the single story parking lots already in existence in Capitol Hill and build multi-level parking lots. I see this as a very practical way to accommodate for potentially removing street parking in this area. Obviously building owners would need to be financially compensated but this is legal and common via eminent domain.
Reply by **Jane** on **02/05/2020** at **4:22pm** - Link

Type: Suggestion
Agree: 0, Disagree: 0

Remove a travel lane of cars and keep parking. The parking slows down the traveling cars.

#678

Posted by **Elizabeta** on **01/06/2020** at **7:40pm** - Link

Type: Suggestion
Agree: 12, Disagree: -4

Bike lanes and pedestrian infrastructure should come first in a pedestrian oriented neighborhood. I suggest parking should come AFTER abundant greenery has been incorporated into our neighborhood streets.

Reply by **Madison** on **02/04/2020** at **11:23pm** - Link

Type: Suggestion
Agree: 1, Disagree: -2

I disagree about this prioritizing of green space over parking. Especially since Capitol Hill residents live so close to Cheesman Park. Parking is a MUST in my eyes and my experience living here as a renter.

#679

Posted by **Rob Toftness** on **11/11/2019** at **2:20am** - Link

Type: Suggestion
Agree: 12, Disagree: 0

Remove the parking and there will be space for proper cycle tracks that allow for conversation cycling, passing, and more protection.

#680

Posted by **CPN MT** on **02/05/2020** at **5:48pm** - Link

Type: Question
Agree: 0, Disagree: 0

Q65 – Are you proposing this for the Historic Seventh Avenue Parkway? Does the Park Department and SANA agree with these changes?
#681

Posted by Gregory L. on 11/13/2019 at 3:58pm - Link
Type: Suggestion
Agree: 5, Disagree: 0
This would be great to have this design implemented on parkways.

#682

Posted by Elizabeta on 01/06/2020 at 7:52pm - Link
Type: Suggestion
Agree: 5, Disagree: -1
Combine lanes into a two-way roadway to slow traffic and to consolidate open space on one side; narrow, isolated spaces across streets are rarely used, you also tend to feel unsafe there with traffic on both sides, even if technically you are safe.

Reply by KLV on 02/03/2020 at 12:39pm - Link
Agree: 2, Disagree: 0
So true. Having cars on both sides feels to constricting. Makes so much sense to put them on one side.

Reply by Cache on 02/29/2020 at 4:51pm - Link
Type: Suggestion
Agree: 1, Disagree: 0
Completely agree. Walking between two roads is not a nice experience and makes me feel MORE vulnerable to traffic violence. This design would be better if the road was consolidated on one side or the other.

#683

Posted by Denise on 01/28/2020 at 8:56pm - Link
Type: Suggestion
Agree: 2, Disagree: -3
Parking should be eliminated or reduced on one side of the street to make room for bike lanes and car traffic.

Reply by Jane on 02/05/2020 at 4:24pm - Link
Type: Suggestion
There is already a bike lane in the image. Also I would rather have parking on a street than car traffic. Moving cars can hit people. Parked cars do me no harm.

#684

Posted by **Oliver Gaskell** on **11/12/2019** at **2:22pm** - Link
Type: Suggestion
Agree: 8, Disagree: 0

I like this design. The design makes use of the parkway space for pedestrians and cyclists while maintaining the parkway character and greenspace. Care must be taken to ensure there are viable and safe access points to the central parkway from cross streets and where the parkway ends as this is where peds/cyclists are most likely to be impacted by drivers

#685

Posted by **Bobby Reginelli** on **01/31/2020** at **12:28am** - Link
Type: Suggestion
Agree: 1, Disagree: 0

I like this idea a lot. Please make sure that the pedestrian and bicycle crossings are painted or signed brightly so turning vehicles are aware they are crossing into bike/pedestrian lanes

#686

Posted by **Ally M.** on **02/03/2020** at **5:48pm** - Link
Type: Suggestion
Agree: 0, Disagree: 0

This is a wonderful design. Love how it includes plants as separators for the different paths. This would be such a pleasant parkway to use. I think the parking lane is OK- but maybe just on one side? maybe not necessary on both? This is Exciting and i'd love to see it happen!

Reply by **Jane** on **02/05/2020** at **4:25pm** - Link
Type: Answer
Agree: 0, Disagree: 0

I think it's a great way to incorporate parking for people who need to use it while also prioritizing green space, pedestrians and bicycles. Wins all around.
Just because it's called a "Parkway" doesn't mean you need to include free car storage for millionaires who live along it. Remove the parking and add more park.
TRANSFORMATIVE STREET OPPORTUNITIES
Great opportunity to make 7th ave a car free bikeway and park.

Interesting thought. I'm sure the residents might miss having the parking in front of their home. What about other traffic calming measures instead, like speed bumps? Goal would be to deter through traffic, and slow the traffic that does come through.

I walk 7th often, and overall traffic isn't an issue, EXCEPT for that occasional fast moving vehicle that seems to be using it as a through street.

Q66 – These areas of the neighborhood have many apartment buildings and streets are fully parked in the evenings. Planned street changes need to be discussed with adjacent residents.

Please help slow down cars on 8th. Converting 6th and 8th to 2 way streets would be my preference.
Q67 – On the next page “Bike Priority” is shown with a protected bike lane. This symbol is shown on the full length of 14th Ave. Are you proposing a protected bike lane along the length of 14th? Would that remove all parking along one side of the street?

#692

Posted by CPN MT on 02/05/2020 at 5:56pm - Link

Q66 – These areas of the neighborhood have many apartment buildings and streets are fully parked in the evenings. Planned street changes need to be discussed with adjacent residents.

#693

Posted by CPN MT on 02/05/2020 at 5:56pm - Link

Q66 – These areas of the neighborhood have many apartment buildings and streets are fully parked in the evenings. Planned street changes need to be discussed with adjacent residents.

#694

Posted by CPN MT on 02/05/2020 at 5:56pm - Link

Q66 – These areas of the neighborhood have many apartment buildings and streets are fully parked in the evenings. Planned street changes need to be discussed with adjacent residents.

#695

Posted by S.Kenneth on 12/13/2019 at 6:34pm - Link

Q66 – These areas of the neighborhood have many apartment buildings and streets are fully parked in the evenings. Planned street changes need to be discussed with adjacent residents.
Seems like York/Josephine is a missed opportunity for Bike Priority and other bike facilities (instead of citing major bike routes on in the Congress Park neighborhood). York/Josephine are signalized, and would allow bikes to move freely and safely whereas neighborhood street like Detroit St stop signs are ignored (and they are - i see it daily) ...and if they’re not ignored, it's slow going for bikes.

Reply by BJWilson10 on 01/04/2020 at 9:44am - Link
Type: Suggestion
Agree: 7, Disagree: 0

As a cyclist, I would rather avoid streets like York/Josephine. Example currently is Elizabeth that flows right into the Esplanade. Would rather have streets designated as Bike Routes, or Bikeways, to have a focus on making them safer for bikes.

#696

Posted by S.Kenneth on 12/13/2019 at 6:37pm - Link
Type: Suggestion
Agree: 8, Disagree: 0

Removing parking on York/Josephine to accommodate other uses (bike!!) would be a welcome addition to our neighborhood. Conflicts caused by street parking on this street are VERY problematic - especially with special events at the Botanic Gardens. A major bike lane/facility on these streets is a much better use of space, and more appropriate context for bikes than the neighborhood streets.

Reply by Jane on 02/05/2020 at 4:33pm - Link
Type: Suggestion
Agree: 1, Disagree: 0

Or remove a lane of travel and use the parked cars to buffer the bike lane.

#697

Posted by BJWilson10 on 01/04/2020 at 9:50am - Link
Type: Suggestion
Agree: 1, Disagree: 0

Technically, not in the East-Central, but could we make a note on the South-East Central plan to add a Signal or Move a Signal to Williams & 6th?
It is currently a Bike Route, and will likely be a suggested Bikeway. Crossing 6th is difficult on a bike, especially coming
up the hill.

#698

Posted by CPN MT on 02/05/2020 at 6:01pm - Link
Type: Question
Agree: 0, Disagree: 0
Q67 – On the next page “Bike Priority” is shown with a protected bike lane. This symbol is shown on the full length of 14th Ave. Are you proposing a protected bike lane along the length of 14th? Would that remove all parking along one side of the street?

#699

Posted by John R on 01/30/2020 at 8:19pm - Link
Type: Suggestion
Agree: 3, Disagree: 0
How are there no transformative north/south streets? I nominate Washington, Clarkson, and four others to be determined later.

Reply by Bobby Reginelli on 01/31/2020 at 12:29am - Link
Type: Suggestion
Agree: 1, Disagree: 0
Franklin is probably the best bet east of downing west of York as it goes by the hospital without breaking, problem is that it ends at Cheesman, but could be routed through the park easily.

Reply by Joseph on 02/05/2020 at 3:06pm - Link
Type: Suggestion
Agree: 1, Disagree: 0
Downing and Corona should also be considered for north/south transformations. When the asphalt replacement was taking place in 2019 the historic rails for the street cars were exposed on Downing and turned west on 11th street. This type of system would be able to capture a significant amount of people commuting to and away from downtown. Please consider a similar, lighter approach to moving people in main arteries.
Liking the bike lane adds/improvements for 14th and 12th. Great!

#701

Any bike transformations north and south would be welcome here!

Reply by Lisa Steffen on 02/04/2020 at 7:14pm - Link
Agree: 0, Disagree: 0
Yes many of these focus on East/West streets

#702

The alley between Grant and Logan along 11th and 12th creates a dangerous environment for pedestrians, as we are forced to walk into alleys and off of sidewalks to continue on our paths. Improved sidewalks and road diets could help smooth the jog in the road and improve pedestrian safety.

#703

Bike priority on 11th ave!

Reply by Will on 02/04/2020 at 11:06pm - Link
Type: Suggestion
Agree: 1, Disagree: 0
Every morning I watch the unprotected bike lane on 11th get driven through by people impatient of others trying to make a left turn on to Broadway. I've seen at least 4 near misses with bikers because of this.

#704

Posted by CPN MT on 02/05/2020 at 6:02pm - Link
Type: Question
Agree: 0, Disagree: 0
Q67 – On the next page “Bike Priority” is shown with a protected bike lane. This symbol is shown on the full length of 14th Ave. Are you proposing a protected bike lane along the length of 14th? Would that remove all parking along one side of the street?

#705

Posted by Lisa Steffen on 02/04/2020 at 7:17pm - Link
Type: Suggestion
Agree: 0, Disagree: 0
This is a very busy car and pedestrian set of intersections. Longer pedestrian lights, clearer left turn signals, and more obvious cross walks would be beneficial.
TRANSFORMATIVE STREET CONCEPTS

Bike priority
Streets designed to provide increased separation from traffic for people riding bicycles with intersections that reduce conflict between bicycles and vehicles.

(Photo: Bike Priority, Source: Denver.streetsblog.org)

Transit priority
Streets designed to improve transit frequency, transit capacity, and provide enhanced stop amenities. Pedestrian and bicycle connections to and from transit are also included.

(Photo: Transit Priority, Source: Nacto.org)

Pedestrian priority
Streets that provide a safe, accessible, comfortable, and interesting walking experience through additional pedestrian crossings and reduced crossing distances, wider sidewalks, and safer crossings.

(Photo: Pedestrian Priority, Source: Denverpost.com)

DENVER MOVES: TRANSIT

Denver Moves: Transit is the City’s first transit plan and recommends building out capital investment corridors, enhancing multimodal access to transit, and identifying first and last mile solutions. The plan organizes corridor recommendations into the following categories:

- **High-Capacity Transit: Corridors (HCT)** with high levels of passenger capacity, very frequent services, and high-quality design. These include features to make transit more reliable and rapid, such as BRT or rail infrastructure, and additional improvements including dedicated transit lanes and enhanced stops and stations.

- **Medium-Capacity Transit: Corridors (MCT)** with slightly lower levels of passenger capacity, service frequency, and design, than HCT. MCT corridors are served by rapid bus with bus-only lanes and other transit-priority treatments throughout the corridor. Full BRT may be possible on some MCT corridors.

- **Speed and Reliability: Corridors (S+R)** with slightly lower levels of passenger capacity, service frequency, and design than HCT and MCT corridors. S+R corridors benefit from investments such as transit priority signals, improved stop amenities, and can include dedicated transit lanes at key locations to help buses move faster and reliably. All capital investment corridors begin as S+R corridors until funding is identified to build out the full HCT or MCT vision identified in the plan.
This is great and I am excited about all of it. I always choose people over cars.

We shouldn't need to wait until 2028 for BRT. Just put down pain on side strips similar to Broadway, 15th, and 17th. Infrastructure for stations, platforms, etc can be added incrementally. Don't wait!

Kevin, agree. They indicate on the BRT website that they are starting with key intersections. See: https://www.denvergov.org/content/denvergov/en/denver-department-of-public-works/projects/current/colfax-corridor-connections.html

It's important to note that street trees and greenery are essential parts of people-friendly streets and should not be relegated to the leftover spaces. If need be, remove parking to plant trees.
benefits trees provide cities (shade being among the most important). Any street with the best transit and world-class bike infrastructure is still absolute garbage without a tree canopy.

#709

Posted by Azar on 12/21/2019 at 10:13pm - Link
Type: Suggestion
Agree: 10, Disagree: 0
Excited for everything on this page.

#710

Posted by Madison on 02/04/2020 at 11:35pm - Link
Type: Suggestion
Agree: 3, Disagree: 0
Bus stops can be HEAVILY improved. They need to shield people from snow slosh and rain puddles splashing up from cars driving by. That would be nice at the least.
RECOMMENDATIONS

M1
Create bold changes to the mobility system by repurposing street space along key corridors to prioritize safe and accessible walking, biking, rolling, and transit.  

A disproportionately high number of streets identified as part of Denver’s High Injury Network (HIN) are located within East Central compared to other neighborhood planning areas. Community members expressed concerns regarding safety and comfort, high-speed one-way arterial couplets, and the need for access to high-quality mobility options.

Short-term strategies are generally defined as projects that can be implemented within 0-5 years and costs less than $500,000. Long-term strategies are generally defined as projects that take at least 5 years and cost at least $500,000. Long-term projects are recommended to occur after Colfax BRT implementation, while short-term projects can occur before. All high and medium capacity transit corridors qualify for speed & reliability improvements before funding to implement the full vision of the corridor is identified.

A. Colfax Avenue
   Also see Colfax Corridor Chapter 3
   1. Interim
      a. Improve intersections and crossings at high crash and high community priority intersections along Colfax through the Vision Zero Program to improve pedestrian safety and comfort.
   2. Short-Term
      a. Conduct next phase of study and design to advance the vision of center-running bus rapid transit (BRT) and a high-quality pedestrian environment from Colfax Corridor Connections 10% design project.
      b. Identify funding opportunities to build the full center-running BRT vision for Colfax corridor.
      c. Implement locally preferred alternative for Colfax corridor, including center-running bus rapid transit (BRT), improved pedestrian, cyclist, and driver safety at intersections and transit stations, and a beautified corridor featuring a high-quality pedestrian space and placemaking opportunities.

WHY ARE TRANSFORMATIVE STREETS A PRIORITY?

• Key multimodal connections linking existing and planned centers and destinations
• Part of the High Injury Network (HIN), Communities of Concern (CoC), and/or have a high number of pedestrian and bicycle related crashes
• Identified by community members as streets with vehicular speeding issues

WHY IS COLFAIX IMPORTANT?

• Transit Capital Investment Corridor with high ridership transit stops
• Planned transit and pedestrian improvements
• Supported by Denver Moves: Transit

WHY IS BROADWAY IMPORTANT?

• Transit Capital Investment Corridor with high ridership transit stops
• Planned transit and bikeway improvements
• Supported by Denver Moves: Transit and Denver Moves: Bikes

Example of an improved bicycle crossing at 16th Ave. and Broadway.
#711  

Posted by Kevin on 12/31/2019 at 1:28am - Link

Type: Question  
Agree: 6, Disagree: 0  

Is the main purpose of Center Running BRT to maintain parking on Colfax? If so, not worth it. Would prefer to move faster with paint similar to Broadway, 15th, and 17th and incrementally add infrastructure.

Reply by Jonathan on 01/02/2020 at 5:10pm - Link  
Type: Answer  
Agree: 1, Disagree: 0  

I can't be certain of the answer to this, but I did find a single capital planning document that stated the center-running preference was to minimize conflicts with vehicles (i.e. prevent issues with vehicles needing to turn right).

#712  

Posted by Jane on 02/05/2020 at 4:44pm - Link  
Type: Suggestion  
Agree: 0, Disagree: 0  

I would rather narrow streets for drivers to slow them down than remove parking. On street parking slows drivers down and speed is the number one factor in determining how severe an injury might be from a traveling car. Install speed bumps, bulb outs, keep parking, road diets using parked cars, etc. to slow these people down in their cars to keep me safer on my bike and walking through my neighborhood. Yes, of course plant trees but narrow the space drivers are allowed to travel in to get them planted if need be.

#713  

Posted by Elizabeta on 01/06/2020 at 8:11pm - Link  
Type: Suggestion  
Agree: 7, Disagree: 0  

It's important to note that street trees and greenery are essential parts of a people friendly streets and should not be relegated to the leftover spaces. If need be, remove parking to plant trees.
We have acres of space to plant trees, widen sidewalks, and build protected bikes lanes, it's just hidden beneath all of the private vehicles being stored on the public right of way.

Recommendations include a lot of studies. Studies (and particularly public outreach) are important, however, it would be great to see some tactical pilot projects that can be quickly implemented. These projects are often low cost, and demonstrate how space can be shared much more effectively than plans on paper.

They also prove that the world continues to spin on its axis when three parking spaces are removed. More pilot projects, less veto power for free parking enthusiasts, please.

This is very important. Every successful street transformation around the country and abroad, whether completed incrementally or in whole at once, has worked best when acted upon immediately instead of waiting for years of "studies". We have enough studies showing that these work. We just need to do them. And people who would have rejected a proposed project quickly come to love the effect when completed.
In order to accommodate "bold" changes parking will need to be removed and people will need to be educated on the true cost of taking public space away for the storage of private property. Free or discounted vehicle parking should not take priority over real protected bike infrstructure.

Reply by Jane on 02/05/2020 at 4:41pm - Link
Type: Suggestion
Agree: 0, Disagree: 0
I would rather have a parked car between me and traveling traffic than a plastic post. These comments seem more about having a war on cars than about safety. Plastic posts aren't protecting me and my kid from a wandering driver. Please consider how to use parking to create safety buffers.

Reply by Leslie James on 03/10/2020 at 3:16pm - Link
Type: Suggestion
Agree: 1, Disagree: 0
As a mom who bike commutes with her kids, in many instances the comfort lanes "protected" by cars are less safe than a painted on bike lane because cars do not see the cyclists e.g. Lawrence between 21st and Park Ave. I think there is a way to achieve better, safer physical barriers for cyclists while improving visibility of cyclists and pedestrians for drivers.

#717

Posted by Ryan Keeney on 02/04/2020 at 8:42pm - Link
Type: Suggestion
Agree: 1, Disagree: 0
Add an automatic pedestrian signal phase to cross Colfax for every single intersection. Pushing a button for a signal is anti-pedestrian and encourages dangerous jaywalking.

#718

Posted by BILL on 11/10/2019 at 8:23pm - Link
Agree: 6, Disagree: 0
a short term call should be the installation of marked (stop light) pedestrian crossings at every intersection along colfax from broadway to colorado at least but monaco would be better.
an especially symbolic location would be by the Vision Zero Mural at Colfax and Washington

#719

Posted by CPN MT on 02/05/2020 at 11:49pm - Link

Type: Suggestion

Q70 – Present traffic studies of BRT changes to neighborhoods to understand tradeoffs and possible mitigation of Center running barrier down Colfax and identify new patterns and projected estimates. Also include proposed street modifications to 13th and 14th within those projected models. Identify expected safety improvements for areas of high crash incidents. Work with adjacent residents and RNO's on street, parking and traffic changes.
Create bold changes to the mobility system by repurposing street space along key corridors to prioritize walking, biking, rolling and transit in the area. (continued from prior page)

B. Broadway
   1. Short-Term
      a. Create a high-quality pedestrian and bike space with reduced crossing distances and operational improvements, such as longer pedestrian signal crossing times. Priority locations include: 17th, 16th, Colfax, 12th, 11th, and 10th Avenues.
      b. Provide transit speed and reliability improvements and rider amenities at stops.
      c. Build out northern segment of protected bike lane between 16th Ave. and 7th Ave. where phase 1 currently stops.
   2. Long-Term
      a. Provide high-capacity transit service, increased frequency and expanded hours of service, and rider amenities at stops.
      b. Study permanent safety improvements along the corridor including, but not limited to, road diets and the feasibility of converting from one-way to two-way as part of a citywide one-way couplet study.

C. Colorado Boulevard
   Also see Quality-of-Life Infrastructure Section 2.4
   1. Short-Term
      a. Provide transit speed and reliability improvements and rider amenities at stops.
      b. Improve pedestrian and bike safety and comfort with reduced crossing distances, new crossings and operational improvements. Priority locations include: 8th, 9th, 12th, 13th, 14th, Colfax, 17th, Montview Blvd, and 23rd Avenues.
      c. Conduct a corridor study to determine the multimodal vision for the corridor, including pedestrian, bicycle, and transit improvements such as BRT.

WHY IS COLORADO IMPORTANT?
- Street segments with greater than ¼ mile between traffic signals
- Transit Capital Investment Corridor
- Supported by Denver Moves: Transit, Blueprint Denver, Denver Strategic Transportation Plan and City Park Master Plan
Bulb-outs on Broadway and Lincoln would be great improvements. As a daily pedestrian on these streets, I feel unsafe crossing at crosswalks, as cars have a frictionless road and often assume that they are safe to turn east or west without checking crosswalk beforehand.

Yes to BRT on Colorado!

It's important to note that street trees and greenery are essential parts of people-friendly streets and should not be relegated to the leftover spaces. If need be, remove parking to plant trees.

Q71 – Improve undersized sidewalks and add walks to the south to improve access and safety to bus stops.
BRT ON COLORADO!!!

#725

Posted by John Riecke on 12/31/2019 at 12:20am - Link

Having (enforced) bus-only lanes would make a big difference. No need to spends tens of millions when paint will do the trick.

Reply by Kevin on 12/31/2019 at 1:29am - Link

Exactly!

Reply by BJWilson10 on 01/04/2020 at 9:58am - Link

Agree, paint would be a great short-term solution. However, in some areas, protected bike lanes and safer sidewalks are needed to prevent injury/death.

Use the sidewalks along Colorado Blvd between 13th & 1st... They get pretty dicy.
Create bold changes to the mobility system by repurposing street space along key corridors to prioritize walking, biking, rolling and transit in the area. (continued from prior page)

2. Long-Term
   a. Implement findings of corridor study.
   b. Provide high-capacity transit service via speed/reliability, increased frequency and expanded hours of service, dedicated travel lanes, and rider amenities at stops.
   c. Create a greater separation between the sidewalk and the roadway.

D. Josephine Street
   1. Short-Term
      a. Provide transit speed and reliability improvements and rider amenities at stops.
      b. Improve pedestrian and bike safety and comfort with reduced crossing distances, new crossings and operational improvements. Priority locations include: 9th, 12th, 17th, and 18th Avenues.
      c. Install missing sidewalks between 16th and 17th Avenues near East High School and Carla Madison Recreation Center.
   2. Long-Term
      a. Provide medium-capacity transit service via speed/reliability improvements at key locations, increased frequency and expanded hours of service, rider amenities at stops, and potential bus lanes.
      b. Study permanent safety improvements along the corridor including, but not limited to, road diets and the feasibility of converting from one-way to two-way as part of a citywide one-way couplet study.

E. Lincoln Street
   1. Short-Term
      a. Create a high-quality pedestrian and bike space with reduced crossing distances and operational improvements, such as longer pedestrian signal crossing times. Priority locations include 11th, 12th, Colfax, 16th, 17th, and 18th Avenues.
      b. Provide transit speed and reliability improvements and rider amenities at stops.
   2. Long-Term
#726

Posted by S.Kenneth on 12/13/2019 at 6:46pm - Link
Type: Suggestion
Agree: 0, Disagree: -7
Please do not make Josephine Street two-way

Reply by NoSquish on 01/27/2020 at 5:23pm - Link
Type: Suggestion
Agree: 2, Disagree: 0
One way speedways need to be changed in order to increase safety around Denver

#727

Posted by BJWilson10 on 01/04/2020 at 10:01am - Link
Type: Suggestion
Agree: 4, Disagree: 0
Include 8th as well?

Reply by Julie on 01/21/2020 at 12:11pm - Link
Type: Suggestion
Agree: 2, Disagree: 0
6th too!

Reply by Leslie James on 03/10/2020 at 3:18pm - Link
Type: Suggestion
Agree: 0, Disagree: 0
How about 22nd where the bike lane tees into park without an easy way to cross?

#728

Posted by zach on 03/10/2020 at 5:31pm - Link
Type: Suggestion
Agree: 0, Disagree: 0
The 11th + Lincoln intersection desperately needs to be fixed for people on bikes.

#729

Posted by BJWilson10 on 01/04/2020 at 10:02am - Link
Type: Suggestion
Agree: 5, Disagree: 0
Missing sidewalk from 8th to 9th along Josephine.

#730

Posted by Elizabeth Chester on 04/03/2020 at 3:31pm - Link
Agree: 0, Disagree: 0
include 8th and 6th as well

#731

Posted by S.Kenneth on 12/13/2019 at 6:49pm - Link
Type: Suggestion
Agree: 8, Disagree: -1
Please remove parking and adding major bike facility. This is the perfect place for a formal bike facility (MUCH preferred to neighborhood streets like Detroit St.). Signalized intersections the key to bike mobility

#732

Posted by Elyse on 02/01/2020 at 9:51pm - Link
Type: Suggestion
Agree: 3, Disagree: 0
Colorado Boulevard absolutely needs wider sidewalks with fewer curb cuts. Examine and enact changes to make this a pedestrian friendly corridor.

#733

Posted by CPN MT on 02/06/2020 at 12:06am - Link
Type: Suggestion
Q73 – Another very dangerous intersection is Josephine & 11th. It has planned improvements that will need to be tracked to make sure they meet design goals.

#734

Posted by CPN MT on 02/06/2020 at 12:02am - Link

Type: Suggestion

Q72 – Study and improve crossing safety along 9th Ave. from York into Congress Park. The Pool will be rebuilt into a high use facility and pedestrians use 9th to cross into park. It is a very dangerous crossing and frequently used by children to access the park.

#735

Posted by CPN MT on 04/12/2020 at 8:56pm - Link

Type: Question

Q74 – Denver Parks has conveyed they do not want a bikeway through Congress Park. It was stated by the design department “It just doesn’t work.” The Mobility plan shows a High Comfort Bikeway connection from Cheeseman Park into the Congress Park Neighborhood. This location makes sense and ties into the redesigned pool plan and into the larger planned bike network. This position from the Parks Department goes against philosophy of the recently passed Denveright Parks Game Plan would limit amenities or equitable access to members of the community, park users and program participants. This park is part of a vital neighborhood element and urban infrastructure and as such, is a hub and needs to be integrated into the larger mobility network.

#736

Posted by CPN MT on 02/05/2020 at 11:55pm - Link

Type: Suggestion

Q71 – Improve undersized sidewalks and add walks to the south to improve access and safety to bus stops.
**RECOMMENDATIONS**

**TRANSFORMATIVE STREETS**

**M1 cont. from prior page**

Create bold changes to the mobility system by repurposing street space along key corridors to prioritize walking, biking, rolling and transit in the area. (*continued from prior page*)

- a. Provide high-capacity transit service, increased frequency and expanded hours of service, and rider amenities at stops.
- b. Study permanent safety improvements along the corridor including, but not limited to, road diets and the feasibility of converting from one-way to two-way as part of a citywide one-way couplet study.

**F.** Park Avenue between Colfax and 20th Avenues

*Also see Quality-of-Life Infrastructure improvements Policy Q1.*

1. **Short-Term**
   - a. Improve pedestrian and bike safety and comfort with reduced crossing distances and operational improvements. Priority location is 16th Ave.
   - b. Study the feasibility of closing turn lanes and re-appropriating the space for pedestrians. Partner with Public Works’ Adaptive Streets initiative.
   - c. Conduct a corridor study to determine the multimodal vision for the corridor, including pedestrian, bicycle, transit, and green infrastructure improvements (*see Policy Q1*).

2. **Long-Term**
   - a. Provide high-capacity transit service via speed and reliability improvements, increased frequency and expanded hours of service, and rider amenities at stops.
   - b. Study the feasibility of reconfiguring the Colfax/Franklin/Park and 16th/Lafayette/Park intersections to accomplish city and East Central Area Plan safety and multimodal goals.

**G.** York Street

1. **Short-Term**
   - a. Provide transit speed and reliability improvements and rider amenities at stops.
   - b. Improve pedestrian and bike safety and comfort with reduced crossing distances, new crossings, and operational improvements. Priority locations include: 23rd, 21st, 18th, 17th, 12th, and 9th Avenues.

**WHY IS PARK IMPORTANT?**

- Transit Capital Investment Corridor
- Supported by Denver Moves: Transit, Blueprint Denver

**WHY IS YORK IMPORTANT?**

- Transit Capital Investment Corridor
- Supported by Denver Moves: Transit, Blueprint Denver and City Park Master Plan
#737

Posted by Kati Woock on 11/11/2019 at 10:37pm - [Link](#)

Type: Suggestion
Agree: 15, Disagree: 0

Park is the most direct route between the east area and northern downtown and Five Points, and yet we only allow cars to use it now. Park should have transit routes and a protected bike lane to move people more efficiently and encourage people to leave their personal vehicles at home (or give them up all together).

#738

Posted by Rob Toftness on 11/11/2019 at 2:24am - [Link](#)

Type: Suggestion
Agree: 4, Disagree: 0

Yes!

#739

Posted by Elizabeth Chester on 04/03/2020 at 3:32pm - [Link](#)

Agree: 0, Disagree: 0

include 6th and 8th as well

#740

Posted by Mary Maguire on 11/13/2019 at 8:23am - [Link](#)

Type: Question
Agree: 4, Disagree: -2

SO many references to high-capacity transit with increases in service, amenities, etc seem possibly unrealistic in the current RTD climate of threatened cutbacks and loss of transit throughout the metro area. Where is the guarantee that RTD will be able to rise to the expectation of increased transit - that much of this East Central plan is based upon?

Reply by Kevin on 12/31/2019 at 1:31am - [Link](#)

Type: Answer
Agree: 5, Disagree: 0
I think that's why the city is starting their own transportation department. They're not going to rely on RTD.

#741

Posted by CPN MT on 04/12/2020 at 8:59pm - Link
Type: Question
Agree: 0, Disagree: 0
Q78 – Denver Parks has conveyed they do not want a bikeway through Congress Park. It was stated by the design department “It just doesn’t work.” The Mobility plan shows a High Comfort Bikeway connection from Cheeseman Park into the Congress Park Neighborhood. This location makes sense and ties into the redesigned pool plan and into the larger planned bike network. This position from the Parks Department goes against philosophy of the recently passed Denveright Parks Game Plan would limit amenities or equitable access to members of the community, park users and program participants. This park is part of a vital neighborhood element and urban infrastructure and as such, is a hub and needs to be integrated into the larger mobility network.

#742

Posted by CPN MT on 04/12/2020 at 8:59pm - Link
Type: Question
Agree: 0, Disagree: 0
Q77 – Study pedestrians / bicyclists crossing at E 9th Ave and review if new safety improvements are needed. Sidewalks are needed between York & Josephine. New Congress Park Pool designed for increased use and possibly longer seasonal use may increase users crossing these streets.

#743

Posted by CPN MT on 04/12/2020 at 8:58pm - Link
Type: Question
Agree: 0, Disagree: 0
Q77 – Study pedestrians / bicyclists crossing at E 9th Ave and review if new safety improvements are needed. Sidewalks are needed between York & Josephine. New Congress Park Pool designed for increased use and possibly longer seasonal use may increase users crossing these streets.

#744
Q76 – DBG is still reporting multiple accidents from drivers trying to enter the parking garage from the west lane. Work with DBG to find ways to improve car crashes in the section of York. Also, crash data for this area is missing from the page 74, 2019 City Crash Data.

#745

Q75 – DBG is completing its last new building along 11th with a new auditorium. Study how pedestrians exiting in the evening cross York to go the parking garage and provide required safe street crossings. Evenings might have limited lighting for pedestrians jaywalking. The plan will create a plaza and coffee shop open before and after the standard garden hours. Look at understand the new uses and how pedestrians / bicyclists are crossing York and if safety improvements are needed.

#746

Consider closing one of these streets at the Colfax intersection and redirecting traffic to an adjacent street. Jeff Speck has great examples of these kinds of improvements in his work on walkability.

#747

If crossing priorities are at 21st and 23rd, then the bike lanes on 22nd need to be "rerouted" so as to not cross at 22nd. Otherwise 22nd needs to be considered an important intersection as well.
Shortened distances are great.

Reconfigure signals to allow for more crossing time, pedestrian and bike detection, and give priority to modes that are not most likely single-occupancy vehicles. This means detecting bikes and peds and changing the lights more frequently for them.

#749

Posted by Rob Toftness on 11/11/2019 at 2:25am - Link
Type: Suggestion
Agree: 12, Disagree: 0

Studies appear lazy. Stop studying and do. Quick build improvements now and iterate on them as time goes on.

Reply by Jonathan on 01/02/2020 at 5:13pm - Link
Type: Suggestion
Agree: 6, Disagree: 0

Indeed - can we please study by doing and measuring the results, instead of spending years estimating impact?
Create bold changes to the mobility system by repurposing street space along key corridors to prioritize walking, biking, rolling and transit in the area. (continued from prior page)

**POLICY**

2. **Long-Term**
   a. Provide medium-capacity transit service via speed and reliability improvements at key locations, increased frequency and expanded hours of service, rider amenities at stops, and potential bus lanes.
   b. Study permanent safety improvements along the corridor including, but not limited to, road diets and the feasibility of converting from one-way to two-way as part of a citywide one-way couplet study.

**H. 6th Avenue**

1. **Short-Term**
   a. Provide transit speed and reliability improvements at key locations and rider amenities at stops.
   b. Improve pedestrian and bike safety and comfort with reduced crossing distances, new crossings, and operational improvements. Priority locations include: Detroit and Steele Streets.

2. **Long-Term**
   a. Study permanent safety improvements along the corridor including, but not limited to, road diets and the feasibility of converting from one-way to two-way as part of a citywide one-way couplet study.

**I. 7th Avenue Parkway between Colorado and Williams StreetAlso see Quality-of-Life Infrastructure Section 2.4**

1. **Short-Term**
   a. Install a parking protected bike lane.
   b. Improve pedestrian and bike safety and comfort with reduced crossing distances and operational improvements.

2. **Long-Term**
   a. Study the feasibility of installing a multiuse path within the parkway and limiting access for vehicle cross-traffic at certain intersections (see Policy Q2).
   b. Study permanent safety improvements along the corridor including, but not limited to, road diets and traffic calming.

**WHY IS 6TH AVE IMPORTANT?**
- Street segments with greater than ¼ mile between traffic signals
- Transit Capital Investment Corridor
- Supported by Denver Moves: Transit and Blueprint Denver

**WHY IS 7TH AVE PARKWAY IMPORTANT?**
- Greatest distances between traffic signals of all transformative streets
- Supported by Denver Moves: Bikes and Blueprint Denver

**WHY IS 8TH AVE IMPORTANT?**
- Street segments with greater than ¼ mile between traffic signals
- Transit Capital Investment Corridor
- Supported by Denver Moves: Transit and Blueprint Denver
6th and 8th should not be 2-way. It will increase traffic congestion.

Reply by Kevin on 12/31/2019 at 1:33am - Link
Agree: 11, Disagree: 0
Disagree. It will help slow speeds.

Reply by TAD on 02/02/2020 at 2:53pm - Link
Agree: 0, Disagree: -3
If speed is an issue (which I don't think it is), consider lowering the speed limit vs. converting to two-way. Converting to two way would consume resources without any corresponding benefit.

Reply by zach on 03/10/2020 at 5:36pm - Link
Agree: 1, Disagree: 0
I walk down these streets regularly and speed is most definitely an issue. The speed limit is 30mph and if you think drivers aren't going 40+ I have an igloo to sell you.

#751

Posted by Kevin on 12/31/2019 at 1:34am - Link
Type: Question
Agree: 1, Disagree: 0
What about restricting cars East/West on 7th ave?

#752

Posted by TAD on 12/05/2019 at 7:15pm - Link
Type: Suggestion
There need to be sidewalks for the 7th avenue crossing between Colorado and York. Presently, pedestrians have to walk in the street to cross the Parkway and it is dangerous.

#753

Posted by Julie on 01/21/2020 at 12:17pm - Link
Type: Suggestion
Agree: 1, Disagree: 0
Need a better solution for Good Shepherd School Pickup. Queuing parents in cars in designated bike lane is not safe for bikers and once again gives priority to cars. Make the parents park and walk to pick up kids. There is plenty of parking available on 7th avenue.

Reply by TAD on 02/02/2020 at 2:54pm - Link
Agree: 0, Disagree: 0
I agree

#754

Posted by BILL on 11/10/2019 at 8:27pm - Link
Agree: 6, Disagree: 0
why not take a 17th ave protected bike lane all the way to bway

#755

Posted by Elizabeth Chester on 04/03/2020 at 3:33pm - Link
Agree: 0, Disagree: 0
This is very needed. Try crossing 6th with a small child walking next to you. You won't make it in time.

#756

Posted by Drew Samuels on 11/18/2019 at 2:12pm - Link
Type: Suggestion
Agree: 7, Disagree: 0
Covered bus stops along 6th Ave. are often filthy (rotting food, broken glass, cigarette butts, etc.). Regular cleaning would
drastically improve these stops.

#757

Posted by Carol Becht on 01/16/2020 at 8:58pm - Link
Type: Suggestion
Agree: 1, Disagree: 0
The sidewalks on 7th Avenue really need to be fixed, when I ride my bike on 7th I am always surprised how many dog walkers, strollers, joggers, walkers, people talking on cell phone, etc. are in the bike lane. And some are going the opposite way, it just seems a big dangerous.

#758

Posted by Kati Woock on 11/11/2019 at 10:38pm - Link
Type: Suggestion
Agree: 13, Disagree: 0
Yes! And go all the way to Broadway!

Reply by TAD on 12/05/2019 at 7:16pm - Link
Type: Suggestion
Agree: 6, Disagree: 0
I agree

#759

Posted by S.Kenneth on 12/13/2019 at 6:51pm - Link
Type: Question
Agree: 1, Disagree: 0
See comments for Josephine St. about how horrible a place this would be for two-way traffic and how perfect it would be for a major bike facility. The same is true for York Street.

#760

Posted by TAD on 02/02/2020 at 2:56pm - Link
Agree: 0, Disagree: -1
Traffic calming on 6th and 8th will result in more cars taking 7th. Due to the high number of walkers and cyclists on 7th, more traffic would be very negative to safety and to the residents of that street.

Reply by **KLV** on **02/03/2020 at 12:45pm** - [Link](#)

*Agree: 0, Disagree: 0*

Definitely a point to consider.

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#761

Posted by **Elizabeth Chester** on **04/03/2020 at 3:35pm** - [Link](#)

*Agree: 0, Disagree: 0*

Speeding is a huge issue on this street and converting it to a 2 way is very needed. It is a two way street on the other side of Colorado so extending that through congress park is a good first step!

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#762

Posted by **John Riecke** on **12/31/2019 at 12:23am** - [Link](#)

*Type: Suggestion*

*Agree: 9, Disagree: -1*

Why keep parking? Put planters/amenity space there instead.

Reply by **Jane** on **02/05/2020 at 4:51pm** - [Link](#)

*Type: Suggestion*

*Agree: 0, Disagree: 0*

parking gives people the opportunity to visit their families in those houses while also providing protection. Is this about protection or a war on cars? This is 7th avenue and which already has a whole green space dedicated to it both down the center and on the easements.

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#763

Posted by **CPN MT** on **04/12/2020 at 9:01pm** - [Link](#)

*Type: Question*

*Agree: 0, Disagree: 0*

Q80 – The proposed multiuse path has not been a topic of conversation at the SANA meetings and I do not think they are aware of it. Please engage the residents on the intent of proposing this type of amenity.
Q79 – Residents of SANA are opposed to a standard protected bike lane on the Historic Parkway and because of this the RNO is opposing the ECAP. Please work with the RNO on acceptable wording, such as changing wording to “Study” or something more acceptable. This brings up the complexity of this plan and the continuing need for more community engagement to find a middle ground on these topics.

Q91 – Study moving locations of traffic lights from alleys to full intersections and compliment with ped and bike safety improvements. These locations should complement proposed bike routes and infrastructure improvements. These ideas were discussed in the Congress Park Traffic Study.
Create bold changes to the mobility system by repurposing street space along key corridors to prioritize walking, biking, rolling and transit in the area. *(continued from prior page)*

**J.** 8th Avenue

1. Short-Term
   a. Provide transit speed and reliability improvements at key locations and rider amenities at stops.
   b. Improve pedestrian and bike safety and comfort with reduced crossing distances, new crossings, and operational improvements. Priority locations include: Grant St., Washington St., Clarkson St., Detroit St., Steele St., and Colorado Boulevard.

2. Long-Term
   a. Study permanent safety improvements along the corridor including, but not limited to, road diets and the feasibility of converting one-way to two-way as part of a city-wide one-way couplet study.

**K.** 12th Avenue  
Also see Quality-of-Life Infrastructure Section 2.4

1. Short-Term
   a. Improve transit speed and reliability improvements and customer amenities at stops.
   b. Improve bike and pedestrian crossing and operational improvements at Colorado Blvd, Josephine St, York St, Lincoln St, and Broadway.
   c. Improve bicycle safety and reduce high crash numbers.

2. Long-Term
   a. Consider contemporary parkway elements to serve multiple community functions (see Policy Q2).
   b. Conduct corridor study that includes 11th Avenue and 12th Avenue to determine community preference and best placement for transit and bicycle improvements.

**L.** 13th Avenue

1. Short-Term
   a. Improve pedestrian and bike safety and comfort with reduced crossing

**WHY IS 12TH AVE IMPORTANT?**

- High bicycle ridership despite lack of bike lanes
- Frequent bus service with high ridership transit stops

**WHY IS 13TH AVE IMPORTANT?**

- Street segments with greater than ¼ mile between traffic signals

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**Case Study:** Seattle Department of Transportation  
Dexter Avenue

During a scheduled resurfacing project of 1.5 miles of Dexter Avenue, the Seattle Department of Transportation re-imagined the street to improve transit and bike safety and operations. Key features included installation of buffered bike lanes, 10 dedicated transit islands, enhanced customer amenities at stops and improved street crossings and full ADA accessibility. Since implementation, bus boardings have increased 23% with no change in vehicular travel time. A 19% drop in collisions has occurred.

Source: Seattle DOT
#766

Posted by KLV on 02/03/2020 at 12:46pm - Link
Agree: 0, Disagree: 0

#767

Posted by KLV on 02/03/2020 at 12:47pm - Link
Agree: 0, Disagree: 0
This isn’t just nice and neat, it seems so necessary in so many places.

#768

Posted by Jonathan on 01/02/2020 at 5:19pm - Link
Type: Suggestion
Agree: 3, Disagree: 0
The bike lane rather abruptly ends at Clayton when traveling westbound. It's true that I still use this route as my primary westbound avenue on bike, because it's better than the other options, but the bike lane should continue all the way to Cheesman

Reply by Julie on 01/21/2020 at 12:19pm - Link
Type: Suggestion
Agree: 1, Disagree: 0
Bike lane should also continue east on 12th to Colorado. Ending at the busy intersection at Madison and 12th is not safe for bikers and often causes conflicts.

#769

Posted by Kati Woock on 11/11/2019 at 10:40pm - Link
Type: Answer
Agree: 12, Disagree: 0
12th Avenue should be restricted to bikes, buses, and local traffic. This is the preferred bike route despite the lack of protection because it's the only direct route between Colorado and the Cherry Creek Trail that crosses Cheesman Park.
Also, in the winter it gets better sun than 11th ave, so the street is clear to ride on sooner after a winter storm. 11ave bike lanes stay icy for weeks in spots.

Reply by KLV on 02/03/2020 at 12:50pm - Link
Agree: 0, Disagree: 0
So right. And also because many of the cars that do use it lately seem to be trying out for Fast and the Furious 14 or something.

#770

Posted by Mark on 01/28/2020 at 1:23pm - Link
Type: Suggestion
Agree: 1, Disagree: 0
11th street's bikelanes are pretty good in the Cap Hill area. The only problem for drivers heading N-S is that there is too little a setback between parked cars and intersections. In order for a driver to see what's in the intersection, they need to pull forward into the bike lane.

#771

Posted by Cindy sestrich on 02/05/2020 at 11:08pm - Link
Agree: 0, Disagree: 0
12th Ave. is a narrow road. It seems like using 11th Ave. which is wider and has a pocket business at Ogden (Whole Foods concept store) would be best utilized for a bike lane. There is easy access to 12th if a bus ride is to be combined with biking. I haven't seen a study as to bike rider interaction with bus trips. Whole Foods does have off street parking, so curb parking would be less impacted and may even remain along with the bike lane that exists now. It just needs better maintenance and separation.
-A better RTD system is needed when storms hit Denver. The buses are very unreliable. This street is not maintained during or after snow storms.

#772

Posted by TAD on 12/05/2019 at 7:18pm - Link
North-South bike routes between 1st and 17th are desperately needed in order to extend the current Steele street bike route that ends at the Cherry Creek mall. There is no safe street for north/south bicycle commuters.

#773

Posted by Peter on 11/11/2019 at 8:19pm - Link

Fully support converting 8th Ave (and other one-ways) into two-way roads, along with other traffic calming and speed enforcement measures. Pedestrians trying to access Cheesman: very unsafe.

#774

Posted by Aaron Goldhamer on 01/03/2020 at 5:27pm - Link

11th is obviously wider, with the lanes rather than 12th’s sharrow west of Cheesman Park. The paving on 12th west of Cheesman Park has been horrible for biking for years! If the "official" bike route is going to change to 11th for the west-of-Cheesman-Park section, that's fine and perhaps good, but some signage is needed!

Reply by Jane on 02/05/2020 at 4:56pm - Link

12th is great until it chokes down at Elizabeth. I don't know what the options are but I think a study makes a lot of sense.

#775

Posted by CPN MT on 04/12/2020 at 9:05pm - Link

Prioritize high use pedestrian crossing at retain nodes such as Madison St.
Detroit or Clayton: Clayton continues though the CC Mall all the way to the CC Trail. Also, Clayton could be used as an Entrance to Congress Park for Peds/Cyclists. Could then turn right and travel along East side of Congress, and eventually get back to Elizabeth and on to the Esplanade.

Posted by Elizabeth Chester on 04/03/2020 at 3:38pm - Link
Agree: 0, Disagree: 0
Fully support and hope that this is converted to a 2 way street (one lane in each direction). Look at 8th and Cherry just a few blocks away. That is the feel we want for this street as well. 1 lane in each direction. Cars can still move through but they go slower and it is safer for the neighborhood.

Q92 – Study moving locations of traffic lights from alleys to full intersections and compliment with ped and bike safety improvements. These locations should complement proposed bike routes and infrastructure improvements. These ideas where discussed in the Congress Park Traffic Study.

So here’s a thought. The new white bollards at 8th and Garfield and Steele have created more 'hair raising' than calming as they've significantly choked down the intersection and the ability for a vehicle to make the turn from 8th if there's already a vehicle waiting to turn onto or cross 8th and thus backing up traffic on 8th. So how about simply adding 'no right turn signs' on 8th at these two intersections? In addition, how about using larger signage or even solar powered
illuminated signage at 8th and these two streets calling attention to 'Bike Way.'

#780

Posted by CPN MT on 04/12/2020 at 9:04pm - Link
Type: Question
Agree: 0, Disagree: 0

Q81 – Study and evaluate adding a traffic light at 12th Ave & Col. Blvd. This would create safer right turns for buses and vehicles onto Colorado. This additional light would increase the size pocket of stopped traffic and create safer right turns onto fast moving Colorado which now has very limited sightlines due to geometry of “T" intersection.

#781

Posted by TAD on 12/06/2019 at 9:38am - Link
Type: Suggestion
Agree: 2, Disagree: -10

8th should remain one-way. Otherwise, the traffic will be even slower than it is now. If pedestrian safety is the issue, then improve the crossings, especially at Cheesman Park

Reply by Steven on 02/04/2020 at 6:22pm - Link
Type: Suggestion
Agree: 3, Disagree: 0

Traffic moves far too fast on 8th. It is a city street that runs along multiple parks, not a interstate highway. It should be returned to two immediately, erasing the mistakes of the 1970s traffic engineers, and drastically traffic calmed in the short term.

#782

Posted by Jonathan on 01/02/2020 at 5:16pm - Link
Type: Suggestion
Agree: 2, Disagree: 0

This (Kc) seems to be more of a goal than a strategy. Nothing actionable here. This should either become an action or be removed.

#783
Add Sherman to this list. Highly trafficked by pedestrians and bikes - not even a crosswalk exists.

#784

Can we include 6th Ave as well since it seems to be shared by East-Central and Southeast-Central?

#785

Can we please get more 4 way stops along 11th and 12th? We are a pedestrian heavy neighborhood and drivers often use the 2-way stop roads as straight shots - super dangerous for everyone because people know they can go fast and other traffic will stop.

#786

Widen all sidewalks on 13th to at least six feet. Many parts are currently uncomfortably narrow and inhibit wheelchair access.

#787

Could you analyze adding a protected bike lane to 8th? It is a wide street so that would help slow cars as well without having to lose parking.
#788

Posted by Liz on 11/17/2019 at 3:13pm - Link
Agree: 13, Disagree: 0
Fully support converting 1 ways back to 2 ways.

#789

Posted by Laurel S on 02/05/2020 at 7:25pm - Link
Type: Question
Agree: 1, Disagree: 0
Do transit speed improvements on 12th include speeding of RTD buses as currently occurs? 12th is also a magnet for drivers and cyclists to speed, ignore 4-way stops, and nearly run over pedestrians when attempting to cross.
Create bold changes to the mobility system by repurposing street space along key corridors to prioritize walking, biking, rolling and transit in the area. *(continued from prior page)*

**M. 14th Avenue**

1. **Short-Term**
   a. Improve pedestrian and bike safety and comfort with reduced crossing distances, new crossings, alley crossing safety enhancements, and geometric and operational improvements for all users. Priority Locations include: Colorado Blvd, Garfield St, Steele St, Detroit St, Clarkson St, and Washington St.

2. **Long-Term**
   a. Study feasibility of installing a protected bike lane to connect to improvements west of Broadway.
   b. Study permanence of improving safety along the corridor including, but not limited to, the feasibility of converting from one-way to two-way as part of a citywide one-way couplet study.

**N. 16th Avenue between Broadway and City Park Esplanade** Also see Quality-of-Life Infrastructure Section 2.4

1. **Short-Term**
   a. Study corridor and upgrade Denver Moves: Bikes buffered bike lane recommendation to protected bike lane or neighborhood bikeway pending findings. Partner with community network to advance safety improvements.
   b. Improve bicycle safety and reduce high crash numbers.
   c. Improve pedestrian and bike safety and comfort with reduced crossing distances, new crossings and operational improvements. Priority locations include: Lincoln St., Pennsylvania St., and Park Ave.

**WHY IS 14TH AVE IMPORTANT?**

- Street segments with greater than \( \frac{1}{4} \) mile between traffic signals

**WHY IS 16TH AVE IMPORTANT?**

- 58 Crashes (Pedestrian:8 / Bike:50) Between Lincoln St. and High St. — only Colfax Ave. has higher bike crashes (52)
- Supported by Colfax Multimodal Access Study
#790

Posted by Kati Woock on 11/11/2019 at 10:40pm - Link
Type: Suggestion
Agree: 10, Disagree: -2
I strongly support changing 13th and 14th to two-ways.

Reply by James B on 02/05/2020 at 11:47pm - Link
Type: Suggestion
Agree: 0, Disagree: 0
I second this. The amount of near accidents I see due to the high-speed one-way driving dynamic is scary.

Reply by Elizabeth Chester on 04/03/2020 at 3:41pm - Link
Agree: 0, Disagree: 0
agree. Congress park should not have any one way streets. We want to prioritize the safety of our residents and visitors over the speed the commuters can get to work.

#791

Posted by Elyse on 02/01/2020 at 9:56pm - Link
Type: Suggestion
Agree: 2, Disagree: 0
A road diet to bring 13th down to two lanes with a parking-protected bike lane and wider sidewalks would benefit all users.

Reply by Ally M. on 02/03/2020 at 6:01pm - Link
Type: Suggestion
Agree: 0, Disagree: 0
I agree with this idea. Perfect. The local/small-business shops & restaurants along 13th would benefit greatly, and bikers would benefit from the protected bike lane!

#792

Posted by Elizabeth Chester on 04/03/2020 at 3:43pm - Link
more protection is needed on this bike route

#793

Posted by Rob Toftness on 11/11/2019 at 2:28am - Link
Agree: 9, Disagree: -2
One way to two-way conversions aid in lowering traffic speeds and are always welcome

#794

Posted by Cindy sestrich on 02/05/2020 at 11:09pm - Link
Agree: 1, Disagree: 0
14th Street has become a very busy auto route out of the downtown area to northerly suburbs. Adding a bike lane here appears to be competing values with bicycle safety. The auto traffic will most likely increase when Colfax is used for mostly buses and less auto traffic. Same for 17th and 18th on Page 88. 16th street seems a better alternative for safety with easy access to businesses on 17th.

#795

Posted by Elyse on 02/01/2020 at 9:57pm - Link
Type: Suggestion
Agree: 1, Disagree: 0
Consider a road diet to drop one travel lane and replace with a protect bike lane. Maintain existing on-street parking as an additional buffer between vehicles and bikes/peds.

Reply by Jane on 02/05/2020 at 5:04pm - Link
Type: Suggestion
Agree: 0, Disagree: 0
Yes to parking protected bike lanes! I am less apt to get nailed by a driver opening their door and flung into traffic when I'm traveling on a parking protected bike lane that is on the pedestrian side of the street.

#796

Posted by jae on 02/05/2020 at 11:58pm - Link
Can we consider changes other than "protection" that might improve safety and ease of use? For example, make sure that traffic crossing N-S across 16th consistently is regulated by at least a stop sign. That's not always the case between York and Broadway.

#797

Posted by John Riecke on 12/31/2019 at 12:43am - Link
Type: Suggestion
Agree: 6, Disagree: 0
16th between Broadway and York should not be a through-route for cars. Strategic diverters would be welcome.

#798

Posted by James B on 02/05/2020 at 11:45pm - Link
Type: Suggestion
Agree: 0, Disagree: 0
The narrow sidewalks on 14th need to be widened. This thoroughfare has so much potential as a pedestrian friendly and human scale connector of Capitol Hill to Cheeseman and Congress Park Neighborhoods.

#799

Posted by Pete Stidman on 12/23/2019 at 12:06pm - Link
Type: Suggestion
Agree: 6, Disagree: 0
From the family of a local business owner, I support accelerating some of the long term improvements to accompany some of the intersection improvements. For instance, if you are already planning to improve both the Washington and Pearl Street intersections along 13th, a one-block road diet could accompany those improvements (this is where 13th goes from 2 to 3, so it could just stay 2 a little longer) and this approach would mean that those intersection improvements could remain in any future road diet. This could be achieved with the simple addition of parking and a
sidewalk rebuild on one side, and would greatly improve conditions for local businesses.

Reply by NoSquish on 01/27/2020 at 5:25pm - Link
Type: Suggestion
Agree: 0, Disagree: -2
Adding parking is not the way to improve safety on a street. The goal should be to remove private vehicles from being stored on public right of ways

Reply by Jane on 02/05/2020 at 5:01pm - Link
Type: Suggestion
Agree: 0, Disagree: 0
People are going to need to park to get to the local businesses. As much as I'd love to see a car free environment, we don't have that and not providing parking just starves out local business owners and puts a hardship on people visiting. If we are truly having a safety discussion, then let's use the parked cars to our advantage as bicyclists and pedestrians and learn how to design to make them provide protection.

#800

Posted by Lou and Kate Kintz on 11/14/2019 at 3:44pm - Link
Agree: 0, Disagree: -8
It will be more dangerous and difficult for pedestrians to cross 13th and 14th if they have to watch and wait for traffic going both ways. Also, there aren't a lot of alternatives to 13th and 14th for through traffic and the streets are already too narrow for additional traffic that will be forced onto them by BRT.

Reply by Aaron Goldhamer on 01/03/2020 at 5:32pm - Link
Type: Suggestion
Agree: 2, Disagree: -1
Maybe some more HAWK pedestrian signals would help address this issue?

Reply by Jane on 02/05/2020 at 4:59pm - Link
Type: Suggestion
Agree: 0, Disagree: 0
I'm concerned that the HAWK signals provide a false sense of security and someone will be seriously injured. I watch people inadvertently blow the one that was installed near DBG all the time. Can we just get real traffic lights to stop the cars?
#801

Posted by Rob Toftness on 11/11/2019 at 2:28am - Link
Type: Suggestion
Agree: 16, Disagree: 0
This is an incredibly popular bike route. More protection is needed

#802

Posted by BILL on 11/10/2019 at 8:29pm - Link
Agree: 6, Disagree: 0
do plans for 13th and 14th consider providing a lane for other wheeled mobility options (bike, scooter, etc)? It should!

#803

Posted by Christina McKasy on 11/19/2019 at 8:42pm - Link
Type: Suggestion
Agree: 10, Disagree: -2
I would be highly in favor of a protected bike lane on 14th!

Reply by Jane on 02/05/2020 at 5:02pm - Link
Type: Suggestion
Agree: 0, Disagree: 0
Parking protected bike lane would definitely get my vote (and could pull votes from folks who want to see parking continued to be offered). It's a win-win.

#804

Posted by CPN MT on 04/12/2020 at 9:06pm - Link
Type: Suggestion
Agree: 0, Disagree: 0
Q83 – Also implement safety improvements for vehicle traffic crossing 13th & 14th at intersections and alleys. Current sightlines are obstructed by parked cars, vegetation, vehicles parked on driveways, utility poles, signage, etc. Fast moving traffic on 13th & 14th also do not see traffic pulling or cutting across their path of travel. I have witnessed many car accidents on both 13th & 14th, with a recent overturned car on 14th between Cook & Madison St. Also of note is
entering and exiting alleys for residents parking in garages. Exiting narrow alleys with parked cars of the street and parked cars in driveways blocks almost all of visual sightlines. The City needs to look at how to improve safety for these types of conditions. Residents between 13th & 14th also have parked cars and limited sightlines along their side of the street when exiting the alley. Look at providing at least one street of clear sightlines for safe exiting of alley.

#805

Posted by CPN MT on 04/12/2020 at 9:09pm - Link
Type: Suggestion
Agree: 0, Disagree: 0
Q94 – Study moving locations of traffic lights from alleys to full intersections and compliment with ped and bike safety improvements. These locations should complement proposed bike routes and infrastructure improvements. These ideas where discussed in the Congress Park Traffic Study.

#806

Posted by CPN MT on 04/12/2020 at 9:08pm - Link
Type: Suggestion
Agree: 0, Disagree: 0
Q84 – Also implement safety improvements for vehicle traffic crossing 13th & 14th at intersections and alleys. Current sightlines are obstructed by parked cars, vegetation, vehicles parked on driveways, utility poles, signage, etc. Fast moving traffic on 13th & 14th also do not see traffic pulling or cutting across their path of travel. I have witnessed many car accidents on both 13th & 14th, with a recent overturned car on 14th between Cook & Madison St. Also of note is entering and exiting alleys for residents parking in garages. Exiting narrow alleys with parked cars of the street and parked cars in driveways blocks almost all of visual sightlines. The City needs to look at how to improve safety for these types of conditions. Residents between 13th & 14th also have parked cars and limited sightlines along their side of the street when exiting the alley. Look at providing at least one street of clear sightlines for safe exiting of alley.

#807

Posted by CPN MT on 04/12/2020 at 9:11pm - Link
Type: Question
Agree: 0, Disagree: 0
Q96 – What are projected impacts for this arterial for mobility patterns / volumes of proposed center running BRT on Colfax with limited left turns. How will increased density, new bikeways, parking reductions, etc. impact adjacent
residents? Are there parking flashpoints identified in the parking study?

#808

Posted by CPN MT on 04/12/2020 at 9:06pm - Link

Type: Suggestion

Agree: 0, Disagree: 0

Q93 – Study moving locations of traffic lights from alleys to full intersections and compliment with ped and bike safety improvements. These locations should complement proposed bike routes and infrastructure improvements. These ideas where discussed in the Congress Park Traffic Study.

#809

Posted by CPN MT on 04/12/2020 at 9:10pm - Link

Type: Question

Agree: 0, Disagree: 0

Q95 – What are projected impacts for this arterial for mobility patterns / volumes of proposed center running BRT on Colfax with limited left turns. How will increased density, parking reductions, etc. impact adjacent residents? Are there parking flashpoints identified in the parking study?
Create bold changes to the mobility system by repurposing street space along key corridors to prioritize walking, biking, rolling and transit in the area. (continued from prior page)

2. Long-Term
   a. Study the feasibility of limiting access for vehicular through-traffic and prioritizing pedestrian and bicycle infrastructure and safety improvements.
   b. Consider contemporary parkway elements to serve multiple community functions (see Policy Q2).

O. 17th Avenue

1. Short-Term
   a. Provide transit speed and reliability improvements and rider amenities at stops.
   b. Improved bike and pedestrian crossing and operational improvements at Colorado Boulevard.
   c. Improve pedestrian and bike safety and comfort with reduced crossing distances, new crossings and operational improvements. Priority locations include: Broadway, Lincoln St., Pennsylvania St., Humboldt St., York St., Josephine St., Steele St., and Colorado Blvd.

2. Long-Term
   a. Study permanent safety improvements along the corridor including, but not limited to, the feasibility of converting from one-way to two-way (Broadway to City Park Esplanade) as part of a citywide one-way couplet study.

P. 18th Avenue

1. Short-Term
   a. Provide transit speed and reliability improvements and rider amenities at stops.
   b. Improve pedestrian and bike safety and comfort with reduced crossing distances, new crossings and operational improvements. Priority locations include: Lincoln and York Streets.

2. Long-Term
   a. Study permanent safety improvements along the corridor including, but not limited to, the feasibility of converting from one-way to two-way as part of a citywide one-way couplet study.
MORE OF THIS!!

16th is an excellent bike route alternative to Colfax. However, that alternative abruptly ends at East High and there’s no safe/legal way around it (17th or Colfax are the only options). Need to take the portion of street parking 17th that is north of East High for biking. The Esplanade already has an (unprotected bike lane), and it could just veer East onto 17th so that bikers can safely get around East High without (illegally) riding on the sidewalk.

I applaud your efforts to transform our streets. I live on 17th street. It is 3 lanes going east. Roads like 17th street (18th, 13th, 14th) need to be 2 way so traffic will slow down. Our streets should NOT be designed for cars, with one person in them. Prioritize people over cars (pedestrians, bicycles and transit - this will make for a much more livable and enjoyable city), I live in this neighborhood, and cars ruin it by their speeds and pollution. PLEASE move forward quickly transforming our public streets.

Needs to include all signalized intersections: Esplanade, Fillmore, and Williams are all very busy pedestrian intersections.
Reply by Concerned Resident on 01/20/2020 at 3:29pm - Link
Type: Suggestion
Agree: 2, Disagree: -3
Parking on Steele is already challenging. Bicyclists can ride on the street. (My family and I do it regularly without incident.) Please do not put a bike lane on Steele!

Reply by NoSquish on 01/27/2020 at 5:27pm - Link
Type: Suggestion
Agree: 1, Disagree: -2
This is absolutely a bonkers statement to be made when cyclists are getting hit with more frequency in Denver.

Rip out parking and add bike lanes so we can safely move around our city without dying because someone wants to store their private property on public space

Reply by Jane on 02/05/2020 at 5:07pm - Link
Type: Suggestion
Agree: 0, Disagree: 0
Parking could provide more adequate protection than a plastic post. Keep parking to create the protection. The statements about removing parking are more about a war on cars than they are about protecting the bike lane. I want to be on the inside of a car protected lane, not just behind a plastic post that will crumple right before I'm hit.

#814

Posted by Nicole McSpirit on 11/13/2019 at 6:25pm - Link
Type: Suggestion
Agree: 12, Disagree: 0
Yes! This is such a popular bike route. Please consider making this a "Bike Street" where cars have limited access at very low speeds.

Reply by Galia H. on 11/27/2019 at 6:13pm - Link
Agree: 11, Disagree: 0
I actually bike on 16th whenever I have to get from Civic Center Park up to East High or Carla Madison. Its great to have a calm road nearby running parallel to Colfax.

Reply by Leslie James on 03/10/2020 at 3:32pm - Link
Type: Suggestion
Agree: 0, Disagree: 0
I am all for more Bike Streets, the only challenge that I see with this is that N/S traffic on York backs up at Colfax, so it's impossible to get to Carla Madison parking lot from the north (CPW / Whittier) between 3:30pm through rush hour. Coming over on 16th in a car at least allows you to cross the intersection.

#815

Posted by Kourtney G. on 02/04/2020 at 8:49am - Link
Type: Suggestion
Agree: 1, Disagree: 0
Please add 17th and Grant to this list. It's a big intersection with more than three lanes of traffic to cross both ways and has zero pedestrian cross signals.
2.3.4 HIGH COMFORT BIKEWAYS

Streets that provide safe and comfortable bikeways allow people of all ages and abilities to bike for transportation, exercise, and enjoyment. In Denver, a variety of bikeways currently exist throughout the city. Many plans call to expand the number of streets with high comfort bikeways and to upgrade current routes with safer, more comfortable infrastructure. High comfort bikeways include, neighborhood bikeways, protected bike lanes, and trails/shared use paths. Bikeways come in many forms to match the mobility needs of each street, and their safety treatments provide an opportunity to add space for placemaking, green infrastructure, and pedestrian improvements.

A recent study conducted in Denver and published in the Journal of Transport and Health concludes that bike infrastructure doubles as traffic calming mechanisms, which reduce fatalities and improve safety for all modes. Lower-traffic streets improve safety and provide more opportunities for interactions with neighbors. Increasing the number of people riding bikes reduces greenhouse gas (GHG) emissions, wear and tear on roads, and the need for additional travel lanes and parking.

Denver is committed to reduce single-occupancy vehicle (SOV) commuters to 50% and increase the percentage of bicycle and pedestrian commuters to 15%. To make progress toward the citywide mode shift goal, dense neighborhoods like those in East Central will need to exceed the 50% goal. Investing in high comfort bikeways and bicycle infrastructure is essential to encouraging this mode shift, as "interested but concerned" bicyclists will be more likely to choose ride if the infrastructure feels safe.

EAST CENTRAL 2040 GOALS

PEOPLE WALKING, BIKING, OR TAKING TRANSIT

<table>
<thead>
<tr>
<th>Traffic Fatalities</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
</tr>
</tbody>
</table>

Source: Downtown Denver Partnership

East Central Area Plan | 2.3 Mobility
This is a weak goal. 2025 would be better.

Reply by Joseph on 02/05/2020 at 5:18pm - Link
Precisely. It should not take a generation to enact infrastructure.

I agree that increasing bikeability will reduce the necessity and desire for cars. I do think that parking in Capitol Hill is currently in desperate need for attention! I think multi-level parking garages will not only reduce the amount of street parking required by Cap Hill residential renters, like myself, but will also make creating bike and pedestrian priority streets easier as the parking garages will direct automobile traffic away from the pedestrian streets. They can work symbiotically.

I see it potentially necessary to demolish a few of the apartment buildings on the corners in Capitol Hill to make room for needed parking garages. This is something that needs to be done sooner than later, as it will begin to clear up the streets from late night "parking hunters" and can easily be enforced by eminent domain.

The loop is now referred to the "5280 Trail" as the concept plan and subsequent design guidelines responded the community's desire to create urban manifestation of a mountain trail. We also have an updated rendering that we can add here.
How would vehicular traffic be limited on 5280 loop?

Reply by **Adam Perkins** on **03/04/2020** at **12:51pm** - Link

Vehicular traffic is not proposed to be limited on the 5280 Trail within the East Central Boundary. Along Sherman it is proposed to utilize one parking lane for the 5280 facility. Other sections of the 5280 Trail have a different design. the Design here respects the concept of the Capital Mall from the State Capitol Complex Master Plan.

#820

As someone who bikes to the downtown area, it is OK to get there but once there it just feels unsafe to be a cyclist unless you are comfortable weaving through city traffic on a bike.
BIKING IN EAST CENTRAL TODAY

In East Central, the bike network consists of bike lanes and shared roadways but contains connectivity gaps and safety challenges. Recommendations in this plan build upon those of Denver Moves: Bikes, adding neighborhood context and detail to planned bicycle improvements with the goal of providing a complete, comfortable, convenient, and safe bicycle network.

East Central currently has eight miles of bike lanes with plans to add over eight miles of additional separated bikeways and over three miles of protected bikeways. Current north-south bike routes are limited and should be expanded especially when streets have segments without signals greater than a 1/4 mile. There are a disproportionately large number of bike-related crashes in East Central with the top five HIN streets for bike crashes being Colfax Ave., 16th Ave., Lincoln St., 17th Ave., and Broadway. People walking and biking were involved in only 8% of crashes but people biking disproportionately represent 18% of all injury crashes. East Central’s HIN streets also have higher percentages of bike-related crashes than HIN streets citywide which indicates HIN streets in East Central require more immediate pedestrian safety improvements.

COMMUNITY FEEDBACK

The highest mobility priority in East Central based on total number of public comments received during the planning process was better bike lanes and connections. Public comments addressed specific locations of bicycle safety concerns and gaps in the bicycle network. The most frequently cited concern was the need for north to south connectivity on the bike network.

Case Study:
Denver Department of Public Works
Broadway Bike Lane Evaluation

Denver Public Works performed a before and after evaluation of crash data to evaluate safety and see how crashes changed after the bikeway was installed. From August to November 2015, before the bikeway was in place, there were 40 crashes across all modes in the study area. From August through November 2016, while the bikeway evaluation was in place, there were 13 reported crashes across all modes of travel which represents a 67.5% reduction in crashes after the bikeway was installed.

Three crashes involving a bicycle were reported in the study area between January 2015 and November 2016. All three bicycle crashes occurred in 2015; none occurred in 2016 while the bikeway was in place. Overall, these findings show a reduction in the number and severity of crashes following the installation of the bikeway.

Source: Denver Moves Broadway/Lincoln Corridor Study

Biking in the East Central Area is:

<table>
<thead>
<tr>
<th>Mobility Level</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very Easy</td>
<td>15%</td>
</tr>
<tr>
<td>Fairly Easy</td>
<td>56%</td>
</tr>
<tr>
<td>Not Easy</td>
<td>29%</td>
</tr>
</tbody>
</table>

Percent of Responses (742)
Source: 2017 East Central Kick-Off Survey
I'm unclear about this statement because parking ranked higher as a concern than did the need for bicycling on the surveys I reviewed. Regardless, if we could use parking to protect biking, we would have more satisfaction from more residents overall and more safety to boot.

agreed with this statement. Better bikeway connections and safer crosswalks are big priorities of the community.

Suggest sharing this with all nay-sayers. Bike infrastructure lowers crash numbers for all users

I don't think more data is apt to change people's minds. Instead, a sound strategy would be coming up with solutions that appeal to all parties desires. This is possible if we stop thinking of things as all or nothing. For instance, use parking as a buffer to protect bikeways. I can see it from both sides because I am multi-modal in the way I approach transportation in my life. There are times I use a car but I prefer the bus or biking and take them most often when possible. I'm hoping this plan can get creative in implementing solutions that satisfy all people and keep us safe and healthy (cleaner air!)

NPI_EC_IndesignBook - part 2.3.pdf
Posted by Mary Maguire on 11/13/2019 at 8:34am - Link
Type: Suggestion
Agree: 2, Disagree: -2

It is entirely possible that there were fewer crashes in the study period because there were fewer bikes on that roadway BECAUSE of their dissatisfaction with the bikeway. My over 20 year experience as a bike commuter (within greater Denver as well as 11 years of commuting 13 miles one way from Congress Park to Lakewood) is to stay away from "enhanced bikeways" because they feel less safe - increased fear of getting doored, cars turning into bikes, drivers frustrated with having to deal with a protected bike lane, etc. I much prefer riding through neighborhoods that do not have protected lanes and such.

Reply by Jonathan on 01/02/2020 at 6:37pm - Link
Type: Answer
Agree: 5, Disagree: 0

Just want to voice an opposing thought here: I would never ride on Broadway without this protected bikeway in place. All three examples above don't really track. You can get doored with or without the bike lane, so the lane wouldn't cause an increased fear. Cars turn into bikes less often when it's apparent there is a space for them. And I don't really understand what the last one means.

Reply by Carol Becht on 01/16/2020 at 9:11pm - Link
Type: Suggestion
Agree: 0, Disagree: 0

I have almost gotten "doored" in unprotected bike lanes a few times. The problem isn't whether the bike lane is protected or not, it is people who don't look in their rear view mirrors before opening a door. I have no idea how to fix this one, except I tend to ride on the outer edge of the bike lane to avoid the doors as best as I can.

Reply by Jane on 02/05/2020 at 5:18pm - Link
Type: Suggestion
Agree: 0, Disagree: 0

Me too, Carol. I am proposing that bike lanes be moved to the pedestrian side of the parking lane and that there be clear signage established - I've even seen blinky lights that light up, that indicate that there is someone traveling in the bike lane. At the very least, not all cars have passengers so my chances of being doored on the passenger side of the car are lower AND if I were in that scenario on that side of the car, at least I wouldn't be thrown out into moving traffic. This happened to me on Montview a few years ago and I was just lucky no cars were coming. Parking protected bike lanes are the answer.
Reply by Leslie James on 03/10/2020 at 3:37pm - Link
Type: Suggestion
Agree: 0, Disagree: 0
I ride on Lawrence daily and the bike lane is on the pedestrian side. It's one of the most dangerous parts of my commute since drivers take a right hand turn at speed (35+ MPH) without seeing who is in the bike lane. Riding on 14th where the protected bike lane is on the left hand side has been less problematic. But generally I agree that I also prefer bike lanes without the "barrier" element because then at least drivers can see me.

Reply by Jane on 02/05/2020 at 5:20pm - Link
Type: Answer
Agree: 0, Disagree: 0
Totally agree, Mary. I have been bicycling in this city for 20 years, most of them with no access to a car and I have always preferred the streets that are not labeled as bikeways due to safety and slower speeds. I don't want to be in a protected bike lane, I want to be safe from moving vehicles and no plastic posts will do that.

#825

Posted by Eric B on 01/26/2020 at 1:25am - Link
Type: Suggestion
Agree: 3, Disagree: 0
I would tend to prefer high volume priority bike routes parallel to but not on high volume auto traffic routes. Say up and down Sherman instead. Regardless, connections to other bike infrastructure is key; Broadway bikeway suffers from no east/west bike corridor through Baker
BIKE NETWORK: EXISTING, PLANNED, AND OPPORTUNITIES

Legend
- Parks and Open Space
- Plan Area Boundary
- Existing / Planned

- Bike Lane
- Trail
- Buffered Bike Lane
- Shared Roadway
- Protected Bike Lane

- Neighborhood Bikeway
- Recommended High Comfort Bikeway
- Recommended Neighborhood Bikeway

Future study and outreach will determine and confirm bikeway type.

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Printed 04/13/2020
there needs to be additional ways to cross Colorado Blvd on bicycle.

add the recently added sidewalk/trail that connects to 17th and Colorado.

Difficult to understand key here.

As residents of Steele St., we see so much overcrowding that Steele between 14th and Colfax is dangerous for cars, but if even more scooters and bicycles are added to the mix, pedestrians and non-pedestrians are in trouble. One of us got entangled with a bicycle on the sidewalk that was hidden by shrubbery, and the resulting mess could have injured the child on the bike, the pedestrian and her dog. Please study this block first hand at evening rush hour on a warm day before deciding how to rearrange our street.
I support this neighborhood bikeway but this section of 16th needs traffic calming measures giving how narrow the street is when combined with the higher volume of traffic spilling over from Colfax and 17th.

#831

Posted by Laurel S on 02/05/2020 at 7:39pm - Link

Changing the bike route on St. Paul to a suggested HIGH COMFORT BIKEWAY on Steele, just through inclusion in this version of the plan demonstrates the lack of outreach the planning has undertaken. Residents of Steele St. have never been notified that this was occurring. If it does go forward as a bike route the plan should specify that no parking, green space, trees or traffic lanes will be taken out for the bikeway, as promised in public meetings.

#832

Posted by Nancy Stephenson and Georganne Bley on 02/04/2020 at 10:27pm - Link

Steele and 11th intersection is tricky to navigate, especially since it isn't a four-way stop. This needs a round-about or some other intervention to make it safer.

Reply by Steven on 04/03/2020 at 1:57pm - Link

Great idea! A driver drove their car through the fence here...we need safer streets.

#833

Posted by S.Kenneth on 12/13/2019 at 7:06pm - Link

Detroit St is poorly suited for a bikeway. The steeper topography between 8th Ave and 11th Ave on Detroit Street already create daily situations of bikes traveling at high speeds ignoring stop signs - even in the presence of pedestrians or automobiles. Encouraging higher bike volumes in this area and with these conditions invites more opportunities for pedestrian or automobile/bike collisions in this otherwise safe neighborhood Street.
Due to this hill, most kiddos cut down a street or two. It's difficult to navigate a bike on Detroit for a novice not because of traffic but because it has one of the steepest hills in the neighborhood.

#834

Further define Detroit St neighborhood bikeway as plan evolves, in addition to what has been written in the plan. Please work with Congress Park Neighborhood Association.

I think it's appropriate to work with the RNO and the neighborhood to determine best placement for a N-S route while also considering connectivity to BRT and amenities. We won't get a lot of infrastructure and it won't happen quickly so we need to be smart about placement.

#835

Can I suggest an important, reachable goal?

My oldest kid will be a freshman at East High School in nine years (and likely Morey in six). Let's make it easy and safe for him to bike to school each day from our home on Milwaukee and 9th.

Agreed. My kiddo will be at East even before then. We need a safe route on Elizabeth. I polled kids at East High who were on their bikes - those traveling north take Elizabeth to get to East.
#836

Posted by Jeremiah Bebo on 11/19/2019 at 3:34pm - Link
Type: Suggestion
Agree: 13, Disagree: -1

Yes to the Detroit Street bike-way.

Reply by Jane on 02/05/2020 at 5:29pm - Link
Type: Answer
Agree: 1, Disagree: 0

Doesn't make sense as the N-S route because it doesn't connect at City Park or to the Colfax BRT. I realize a lot of people jumped on here just to support bikeways in general which is great but please make informed decisions about where they should be located. Elizabeth is both the BRT stop, the connection point to City Park, the entrance to East High and the entrance to Carla Madison Rec Center. Let's focus on what makes sense rather than just trying to put anything on the map regardless of connection. We need CONNECTED routes, not dead-ends.

#837

Posted by Brad Shy on 11/11/2019 at 1:22am - Link
Type: Suggestion
Agree: 14, Disagree: -4

The Detroit St and 9th Ave bikeways are GREAT ideas. I would suggest that the 9th ave bikeway be made a high-comfort bikeway in some areas--this wide street can sustain this. Consider if cars should be allowed at all times in Cheesman Park. (I know they did this with Prospect Park in Brooklyn and Central Park in New York with true success; the parks became more popular after these changes.)

I know from my experience living in Seattle regarding bike lanes, "If you build it, they will come." They have a near limitless capacity. No more cars will ever fit in our urban core of Denver however.

#838

Posted by Marie Moses on 12/03/2019 at 12:54pm - Link
Agree: 3, Disagree: -6

The language regarding the Detroit Street bikeway needs to be improved. While there is support for a NEIGHBORHOOD
bikeway, there is much opposition to a segregated high comfort bikeway. The current language in the plan is ambiguous and seems to leave open the possibility of a high comfort segregated bikeway. This ambiguity makes it feel like a bait-and-switch.

#839

Posted by Sarah on 11/09/2019 at 10:58pm - Link
Type: Suggestion
Agree: 7, Disagree: -3

Yes, please! Love the idea of a neighborhood bikeway through Congress Park neighborhood on Detroit Street, the street on which I live. Small changes to merely slow cut-through traffic, like a mini-roundabout here and there, would be perfect.

Reply by Jackie on 02/05/2020 at 10:59pm - Link
Type: Suggestion
Agree: 0, Disagree: 0

I live on this street too and clearly see there are other streets that more comprehensively connect to the master bike plan. Detroit Street is mellow up near 11th. I do think that closer to 8th it is crazy cut through because of the light in the alley. Best solution would be to abut the bikeway to Congress Park and cut off the cut through traffic in the alley with bollards at 8th so bikes can come through. Then, route the bikeway down to 11th and over to Elizabeth so we can get easily to Carla Madison Rec Center and City Park - this would sync this bikeway up to the Elizabeth Esplanade Bikeway and align with the stop for the 10 bus route on 12th and the BRT. Also, support green infrastructure in our alleys and require people to pull in their trash and recycle cans in favor of usable space.

#840

Posted by S.Kenneth on 12/13/2019 at 7:02pm - Link
Type: Suggestion
Agree: 3, Disagree: -9

Changing this lovely neighborhood street to accommodate urban bike facilities is out of context for our neighborhood / street, and without sufficient benefit or justification to warrant disrupting this wonderful place.

Reply by brad on 01/20/2020 at 10:02pm - Link
Agree: 3, Disagree: -1
I live and own in this wonderful place—we feel blessed to be here—still, we strongly believe that better bike/pedestrian infrastructure would make this neighborhood even lovelier.

Reply by **Julie** on **01/21/2020** at **12:26pm** - [Link](#)
Type: Suggestion
Agree: 3, Disagree: 0

Any form of biking infrastructure will only enhance the and benefit our neighborhood character.

Reply by **Jane** on **02/05/2020** at **5:36pm** - [Link](#)
Type: Suggestion
Agree: 1, Disagree: 0

We definitely need bike infrastructure but where it is located should be determined based on connectivity to other bikeways and amenities and thus should reflect where it would be most possible to not end up on a dead-end bikeway. Detroit Street doesn't have the connectivity that other streets offer.

#841

Posted by **S.Kenneth** on **12/13/2019** at **7:03pm** - [Link](#)
Type: Suggestion
Agree: 3, Disagree: -14

Locating a bikeway on Detroit Street is also antithetical to the stated needs for High Comfort Bike lanes in Section 2.3.4. For example:

1A. Section 2.3.4 Claim: Many City plans call for more high comfort bikeways

1B. Counterpoint: Not one City plan—even the bike master plan—cites Detroit Street as a desired or suitable street for high comfort bike lanes, although other streets are named in those plans.

2A. Section 2.3.4 Claim: bike infrastructure doubles as traffic calming mechanisms, which reduce fatalities and improve safety for all modes

2B. Counterpoint: Traffic calming is not needed on Detroit St—the crash map on Page 74 confirms this point. Furthermore, I foresee the removal of street parking on Detroit St to add bike facilities would increase vehicle speeds in this neighborhood context.
3A. Section 2.3.4 Claim: Denver is committed to reduce single-occupancy vehicle (SOV) commuters to 50% and increase the percentage of bicycle and pedestrian commuters to 15%. To make progress toward the citywide mode shift goal, dense neighborhoods like those in East Central will need to exceed the 50% goal.

3B. Counterpoint: There is no evidence that a high comfort bike lane from 6th Ave to 17th Ave on Detroit St would reduce commuter trips. No traffic modeling was conducted to support the author’s assertion that this bike lane would contribute to Denver’s SOV goal. It is offered as fact that the proposed comfort bike lane will induce some kind of travel mode switch, but this is a HUGE assumption – especially when you consider the meager origins and destinations of this bike path.

#842

Posted by Jackie on 02/05/2020 at 11:06pm - Link
Type: Suggestion
Agree: 1, Disagree: 0

There is a major street use space not shown here and that is the street that is adjacent to Congress Park to the East. It is the alley behind Detroit Street but it has major stop signs and people use it as a cut through due to the light at 8th. It is unsafe because it is adjacent to the park. Please show this roadway and push over the infrastructure for the bikeway proposed for Detroit to that alley roadway and create safety where we are currently lacking. Then on 11th, jog down and hook this bikeway to the Elizabeth Esplanade bikeway that is currently being designed and constructed.

#843

Posted by S on 11/18/2019 at 4:58pm - Link
Type: Suggestion
Agree: 9, Disagree: 0

Need logical connection from Neighborhood Bikeway to 16th Avenue. Widen Colfax sidewalk into a multi-use trail, or connect to Esplanade via widened sidewalk on 17th Ave. Signage needed.

Reply by Jonathan on 01/02/2020 at 6:42pm - Link
Type: Answer
Agree: 3, Disagree: -1

Agreed - Detroit makes a lot of sense as a N/S route across the area, but the fact that Detroit doesn't provide entrance to the destination feature (City Park) or connection to the downtown route (16th)is problematic. We need a way to connect Detroit to the Esplanade or City Park, and the above seems like a good idea.
Reply by **BJWilson10** on **01/04/2020** at **4:26pm** - [Link](#)

**Type: Suggestion**

Agree: 3, Disagree: 0

Just a thought...

What about instead of using Detroit, we can start from the Esplanade and head up Elizabeth? Elizabeth is already a bike route, and we can use as a Bikeway once we add the Signals. Take Elizabeth to 12th, 12th to Clayton, Clayton to dead-end, install ped/bike ramp at dead-end to connect to Detroit Alley, Detroit alley along Congress Park to 8th, 8th along Congress Park to Clayton, Clayton to CC Mall.

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Reply by **Jane** on **02/05/2020** at **5:26pm** - [Link](#)

**Type: Suggestion**

Agree: 1, Disagree: 0

Detroit is not going to connect to City Park - Elizabeth was already designated that connection point just two streets away and the infrastructure is already in place. Additionally, Detroit is not a stop on the Colfax BRT - that's at Elizabeth. Detroit is the wrong choice for N-S connection. Just because it looks good on the map doesn't mean it makes sense in action. I want to go over to Carla Madison Rec and East and City Park - I'm taking Elizabeth. We need to focus our efforts in the appropriate places and get it done.

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#844

Posted by **BJWilson10** on **01/31/2020** at **10:39pm** - [Link](#)

**Type: Suggestion**

Agree: 1, Disagree: 0

Elizabeth feeds into the Esplanade which just makes a natural funnel to Denver East High School, City Park, and access to 16th Street to Downtown.

---

#845

Posted by **CPN MT** on **04/12/2020** at **9:13pm** - [Link](#)

**Type: Question**

Agree: 0, Disagree: 0

Q85 – Denver Parks has conveyed they do not want a bikeway through Congress Park. It was stated by the design department “It just doesn’t work.” The Mobility plan shows a High Comfort Bikeway connection from Cheeseman Park...
into the Congress Park Neighborhood. This location makes sense and ties into the redesigned pool plan and into the larger planned bike network. This position from the Parks Department goes against philosophy of the recently passed Denveright Parks Game Plan would limit amenities or equitable access to members of the community, park users and program participants. This park is part of a vital neighborhood element and urban infrastructure and as such, is a hub and needs to be integrated into the larger mobility network.

#846

Posted by John R on 01/30/2020 at 8:30pm - Link
Type: Suggestion
Agree: 1, Disagree: 0
Make Cheesman car-free!

#847

Posted by S.Kenneth on 12/13/2019 at 7:12pm - Link
Type: Suggestion
Agree: 1, Disagree: -10
Vehicle traffic is useful for activating the park. I feel safer in the evening jogging through the park because others are circulating through. I feel the park will be underused if automobiles are restricted from the park.

#848

Posted by BJWilson10 on 01/31/2020 at 10:37pm - Link
Type: Suggestion
Agree: 0, Disagree: 0
Maybe treat Cheeseman Park like Wash Park & City Parks. Vehicles allowed to enter certain areas, and we maybe provide parking on the North & South sides. Otherwise, it is bike and pedestrian only. Prevent cars from looping through the park.

Reply by Joseph on 02/05/2020 at 5:20pm - Link
Agree: 0, Disagree: 0
This is a great way to think about the future of Cheeseman vehicular passage. Dedicated areas for parking, one way traffic and a dedicated bike/alternative transportation section clearly delineated from traffic.
#849

Posted by Rob Toftness on 11/11/2019 at 2:32am - Link
Type: Suggestion
Agree: 14, Disagree: -1

Car traffic must be removed from the park. It has no place within this small loop.

Riding within the park is scary as cars often stalk behind you and the road narrows near the area of the rear entrance to the Botanic Gardens.

This park was never intended for vehicle traffic. It is a park for people, allow them to have a place that they are not assaulted by vehicles.

Reply by S.Kenneth on 12/13/2019 at 7:10pm - Link
Type: Answer
Agree: 0, Disagree: -6

Cyclists are using the paved trails instead of the streets, so this doesn't seem like an actual problem. The City has pulled down the "no biking" signs from the paths, so I presume they are okay to use.

Reply by Jonathan on 01/02/2020 at 6:45pm - Link
Type: Answer
Agree: 5, Disagree: 0

This is an actual problem. I use the streets, not trails, when traveling E/W, and cars are a problem here, particularly at night and at (regularly ignored) intersections

#850

Posted by BILL on 11/10/2019 at 8:45pm - Link
Agree: 2, Disagree: 0

along 7th ave you have a neighborhood bikeway from b'way to downing and high comfort bike way from york to colorado. why is the stretch from downing to york excluded? earlier in this section you discussed the lack of connectivity in denver bike ways but here you are engineering that very problem into your plan.

Reply by Galia H. on 11/27/2019 at 6:20pm - Link
Agree: 1, Disagree: 0
Country Club neighborhood extends to 8th Avenue. Cherry Creek (to the east) and Speer (to the West) neighborhoods extend to 6th Avenue. Country Club is in a different area plan with Cherry Creek, yet to be drafted. That is why that boundary seems off. The 7th Avenue recommendations will show up in two different area plans. In the text for Capitol Hill and Congress Park, it is clear that CPD wants a continuous bike way.

#851

Posted by John R on 01/30/2020 at 8:29pm - Link
Type: Suggestion
Agree: 1, Disagree: 0
Cap Hill *needs* some transformative north/south bike streets. Remove parking and make streets safe for biking.

#852

Posted by S.Kenneth on 12/11/2019 at 7:24pm - Link
Type: Suggestion
Agree: 1, Disagree: -9
Changing this lovely neighborhood street to accommodate urban bike facilities is out of context for our neighborhood / street, and without sufficient benefit or justification to warrant disrupting this wonderful place. Locating a bikeway on Detroit Street is also antithetical to the stated needs for High Comfort Bike lanes in Section 2.3.4. For example:

1A. Section 2.3.4 Claim: Many City plans call for more high comfort bikeways

1B. Counterpoint: Not one City plan – even the bike master plan – cites Detroit Street as a desired or suitable street for high comfort bike lanes, although other streets are named in those plans.

2A. Section 2.3.4 Claim: bike infrastructure doubles as traffic calming mechanisms, which reduce fatalities and improve safety for all modes

2B. Counterpoint: Traffic calming is not needed on Detroit St – the crash map on Page 74 confirms this point. Furthermore, I foresee the removal of street parking on Detroit St to add bike facilities would increase vehicle speeds in this neighborhood context.

3A. Section 2.3.4 Claim: Denver is committed to reduce single-occupancy vehicle (SOV) commuters to 50% and increase the percentage of bicycle and pedestrian commuters to 15%. To make progress toward the citywide mode shift goal,
dense neighborhoods like those in East Central will need to exceed the 50% goal

3B. Counterpoint: There is no evidence that a high comfort bike lane from 6th Ave to 17th Ave on Detroit St would reduce commuter trips. No traffic modeling was conducted to support the author’s assertion that this bike lane would contribute to Denver’s SOV goal. It is offered as fact that the proposed comfort bike lane will induce some kind of travel mode switch, but this is a HUGE assumption – especially when you consider the meager origins and destinations of this bike path.

Furthermore, the steeper topography between 8th Ave and 11th Ave on Detroit Street already create daily situations of bikes traveling at high speeds ignoring stop signs - even in the presence of pedestrians or automobiles. Encouraging higher bike volumes in this area and with these conditions invites more opportunities for pedestrian or automobile/bike collisions in this otherwise safe neighborhood Street.

Also, please note that the downloadable version of this plan shows a different version of this map with very critical differences. Is this deliberate?

After reading the plan, I believe that the York St, Josephine St, or both be better – and within context - opportunities for high comfort bike lanes

Reply by **Jane** on **02/05/2020** at **5:23pm** - [Link]

*Type: Suggestion*

*Agree: 0, Disagree: 0*

We need safe biking infrastructure to be added to streets that are not currently safe to ride rather than making adjustments to little neighborhood side streets. Making adjustments to side streets that are already safe diverts money from where we need it to be spent to give us safe and connected infrastructure.

#853

Posted by **Will** on **02/04/2020** at **11:13pm** - [Link]

*Type: Suggestion*

*Agree: 0, Disagree: 0*

This gap in the bike lane on 11th kind of defeats the purpose, don't you think? Maybe it's time to deal with this dangerous location.

#854
Consider a high comfort bikeway for all of Grant, or on Sherman

#855

Please add 5280 Trail as an opportunity in its own color as it does not conform to the "Neighborhood Bikeway" concept.

#856

Would be great if we could continue right into the bus lanes on the 16th street mall as cyclists. Since the 16th street Mall is bike prohibited, it forces cyclists onto other busy downtown streets where they don't feel comfortable. As a result, many don't ride downtown that otherwise would.
HIGH COMFORT BIKEWAYS CONCEPTS

High comfort bikeways are safe and comfortable spaces designated for bicyclists through pavement markings and/or a separated path. Intersections are designed to reduce conflict between bicyclists and vehicles by improving visibility and marking space in the right-of-way for cyclists. See Policies M2 & M3.

**Neighborhood bikeway**
Low-volume, low-speed streets modified to enhance bicycle safety and comfort and act as shared streets. Design treatments include signage, pavement markings, speed and/or volume reduction features, and intersection safety improvements. (Photo: Shared Neighborhood Bikeway, NACTO.org)

**Buffered bike lane**
Traditional bike lane separated by a painted buffer from vehicle traffic lanes and/or parking. Intersections are designed for safety.

**Protected bikeway**
An exclusive bike facility with a path physically separated from motor traffic and distinct from the sidewalk. Intersections are designed for safety and facilitate left-turns for bicyclists. (Photo: Protected Bike Lane, Source: www.kimley-horn.com)

**Trail/shared use path**
Completely separated from the roadway and typically shared with pedestrians.

**Bike lane**
Exclusive space for bicycles noted by pavement markings and signage (without buffers or barriers to separate from traffic).
#857

Posted by CPN MT on 04/12/2020 at 9:14pm - Link
Type: Suggestion
Agree: 0, Disagree: 0
Q86 – A more detailed chart of how these types of bike improvements are defined and conditions required for the different implementations. The lack of specificity, graphic or language on this topic has raised community alarm and mistrust about this planning effort. Please create a tool box of information so residents have a clear understanding of what is being proposed and deploy these tools for all future Are Plans.

#858

Posted by John Riecke on 12/31/2019 at 12:49am - Link
Type: Suggestion
Agree: 9, Disagree: 0
It’s 2020. Bicycle-protected parking lanes should no longer be in the playbook.

Reply by NoSquish on 01/27/2020 at 5:32pm - Link
Type: Suggestion
Agree: 3, Disagree: 0
Agreed, as in proper cycling cities like Copenhagen, cyclists need separation and not paint

Reply by Jane on 02/05/2020 at 5:43pm - Link
Type: Suggestion
Agree: 1, Disagree: 0
Agreed - let’s have parking-protected bicycle lanes instead of bicycle-protected parking lanes.
M2
Implement and upgrade planned Denver Moves: Bikes bikeways.

Denver Moves: Bikes outlines plans for over eight miles of separated bikeways and over three miles of protected bikeways in East Central. East Central neighborhood residents prioritize investments in new high comfort bikeways and provided a clear direction to enhance and expand the current bicycle network. This plan provides greater detail to the bikeway routing and infrastructure and upgrades previously identified routes. Below are key strategies including modifications to Denver Moves: Bikes recommendations in East Central to respond to the community’s concerns and key findings.

A. Upgrade planned conventional bike lanes on Washington St. and Clarkson St. between 7th and 20th Aves. to a protected bike lane, due to safety benefits of greater separation from auto traffic, and install new crossings.

B. Upgrade existing Denver Moves: Bikes shared roadway to a high comfort bikeway on Franklin St. between 12th and 23rd Aves. due to connection between 16th Ave., Cheeseman Park, and the medical campus to the north.

C. Upgrade entrance to Cheeseman Park at Williams St. and 13th Ave., install new signals on Williams St. at 13th and 17th, upgrade progression signal at 14th Ave., upgrade bicycle crossing at Colfax Ave. intersection.

D. Reroute planned St Paul St. neighborhood bikeway to Steele St. due to signal at Colfax Ave. and end at Steele St. neighborhood bikeway between 6th and 17th Aves.

E. Upgrade planned Denver Moves: Bikes buffered bike lanes recommendation to a neighborhood bikeway or protected bike lane on 16th Ave. between Broadway and City Park Esplanade in the short-term and study the feasibility of significantly limiting vehicular access in the long-term.

F. Upgrade Denver Moves: Bikes shared roadway to bike lanes on 12th Ave. between Broadway and Cheesman Park.

G. Install Denver Moves: Bikes recommendation of a neighborhood bikeway on 7th Ave. between Broadway and Williams St.

H. Upgrade Denver Moves: Bikes recommendation of a buffered bike lane to a protected bike lane on 7th Ave. Parkway between Williams St. and Colorado Blvd.

I. Install planned Garfield St. neighborhood bikeway connecting City Park to the Cherry Creek Trail. See concept sketch at right.

J. Upgrade 23rd Ave. from bike lane and sharrows to high comfort bikeway such as buffered or protected bike lanes, and focus on transition to 22nd Ave. bike lane.

K. Extend proposed Grant St. protected bike lane, currently planned from 20th Ave. to 11th Ave., several blocks further south to 7th Ave. to ensure the project ties into the Cherry Creek Trail and Broadway multimodal project improvements.

L. Upgrade shared roadway to neighborhood bikeway on Sherman St. between Colfax & 20th Aves. to complete this leg of the 5280 Trail.
How would snow removal be handled on a protected bikeway? If snow removal from the bike lane is not given a priority the east-bound land may be unusable for some of the winter. Would it be wide enough for bikes safely to pass strollers, allowing for some inevitable brief lapses of attention and consequent slight deviations? I bike this route frequently and find it safe at current traffic levels as a painted (e.g. “buffered”) bike route. Generally speaking I am highly in favor of protected bike lanes where possible because they are so much safer, but at this time 7th Avenue Parkway from Williams to Colorado seems to work for a lot of uses, and I’m uneasy about crowding together disparate non-motor uses into too small a space.

I agree with Mark, when I ride on 7th Ave bike lane I have to pass all sorts of non-bicycle traffic (strollers, dog walkers, etc). Would I have room to pass in a protected bike lane? Currently I have to veer out of the bike lane quite often to pass the non-bicyclists (or pass in the bicycle lane at what feels like unsafe distances as I am moving much faster than the non-bicyclist). Snow removal is also a very good question.

I live at the corner of Steele and 7th. I agree with the question of snow removal, but I am also worried about what a protected bike lane will do to parking on 7th. Will the protected bike lane be like Colfax where parking a biking are switched so that I park next to the car travel lane and the protected bike lane is next to the curb?

I support the 5280 loop in Cap Hill.
I second this idea -- a 23rd->22nd route would be a very fast alternative to the (currently unsafe) 16th Ave route for the E-W bike commuters.

I support this. 7th is heavily used by bike commuters.

General Note: It seems logical to connect parks with their stated entrances. Also bike lanes should be on wider streets for safety. As for amenities, they should connect pocket commercial areas.

Therefore, Cheesman park access from the north would be Franklin street, which has safe street light access across Colfax Ave. Williams St., as noted on the map, has to cross a very unsafe area by the CHUN Tears McFarlane house where cars are parked on the dead ended Williams St. and have limited sight lines. The ramp into Cheesman is basically used for pedestrian access and not wide enough for bicycle traffic also. It is too close to Franklin making for redundancy. Keeping the bicycles on the road into Cheesman makes sense.

- The other road is Vine which is a great neighborhood collector which is wide and could have a pedestrian crossing “on demand” light is at 13th and 14th. This is a logical intersection between lights. It creates an easy access into the park from the east on 11th or 12th. Vine is a much wider street with the amenity of a pocket commercial area.

- Then Downing could be another great connector across Colfax, on the west side, from the north with a dedicated lane to connect to 16th Street’s bike lane for a downtown entrance and 17th St. businesses.

- From the west or east, 12th Ave does seem to be a better entrance or 9th Ave.
A protected Grant street would be excellent. It’s a great north south passage

Buffered lanes are often put next to parked cars, which increases the chance of doorings.

We should no longer paint bike lanes next to parked cars. Bike riders essentially become meat shields to the parked cars protecting them from traffic.

Instead, these should be parking-protected lanes

Or better yet, remove the parking and build a truly protected lane that is wide enough for conversational riding or passing

Yes to a parking protected lane - only a car will protect me from a traveling car. While I love having a separated bike lane, the plastic posts are no match for 1,000+ lbs of metal.

Remove parking and the 5280 loop actually becomes enjoyable
This is an excellent idea. The current access to the bike trail from the north are not safe

#868

This is a great option for all of us who walk dogs in the park and have to walk to Steele or Colorado to get safely across 17th when there’s traffic.

#869

Q88 – Public comments have been raised continually about the locations of these bike routes. The city has been very vague on responding to these questions in public and needs to review how this process can be much more transparent and cooperative with adjacent residents. If the public could understand what criteria or how gathered comments where rated in making these decision it would be help build more trust in this process and possibly assist in community buy in.

#870

I'd like to have a commitment to what 'flavor' of High Comfort Lane is being proposed for Steele street. This needs to be defined so that future administrations don't select another option without input from residents!

Reply by Laurel S on 02/05/2020 at 7:44pm - Link

Any bikeway on Steele should not take out parking, green space, trees, or lanes of traffic. And the not attractive white plastic bollards should not be used in residential areas as they detract from the aesthetics of the neighborhood!
Reply by MacKenzie Hardt on 04/01/2020 at 2:06pm - Link
Type: Suggestion
Agree: 0, Disagree: 0
Are aesthetics more important than lives? Bicycles are a necessity to many peoples lives. Their lives should not be devalued by the type of transportation they use. Especially because this is not always a choice.

#871

Posted by TAD on 12/06/2019 at 9:43am - Link
Type: Suggestion
Agree: 5, Disagree: -1
I support a bike route on Steele, but what about between 1st and 6th. Also, the crossings on 6th are terrible. Cyclists can’t see around the parked cars to the left of any intersection to determine whether cars are coming, without moving up enough to be in danger.

#872

Posted by David Mintzer on 01/30/2020 at 6:04pm - Link
Type: Suggestion
Agree: 0, Disagree: 0
I would make the bike route to Cheesman Park on Gilpin rather than Williams so cyclists don’t have to ride through the park paths (currently prohibited?)

#873

Posted by Jim Thompson on 01/25/2020 at 7:18pm - Link
Type: Suggestion
Agree: 0, Disagree: 0
If Steele St becomes a comfort bike lane all the way to 17th, pedestrian and bike crossing light information must be moved to the corners of Steele and both 6th and 8th to let people/bikers know when the lights, a half block from the corners, are changing green.

#874

Posted by Rob Toftness on 11/11/2019 at 2:33am - Link
Paint is not protection

#875

Posted by Laurel S on 02/05/2020 at 7:49pm - Link
Agree: 1, Disagree: 0
This should be a study, not just stated in the plan. Detroit is added as a study, but Steele St. is just stated.

#876

Posted by Rob Toftness on 11/11/2019 at 2:35am - Link
Type: Suggestion
Agree: 14, Disagree: 0
Yes!

Car-free 16th Ave!!!!

#877

Posted by TAD on 12/06/2019 at 9:40am - Link
Type: Suggestion
Agree: 8, Disagree: 0
The entrance to Cheesman definitely needs to be modified for bike safety

#878

Posted by William Baer on 01/24/2020 at 6:57pm - Link
Type: Suggestion
Agree: 4, Disagree: 0
I have no problem with a "neighborhood" bike way "on Steele St. as long as it does not alter the curb, put up posts or take away parking. I am an elderly resident on Steele St. and do not have a garage. So I park on Steele and if parking were
eliminated on even part of Steele St. it would be a hardship. If there is a designation made I would like it to clearly commit to those conditions. as I am concerned we could be told one thing now and that be altered in the future.

#879

Posted by Pamela C on 02/05/2020 at 11:33pm - Link
Type: Suggestion
Agree: 1, Disagree: 0
Support bike lane on Steele, but it should be limited to painting lanes on the street, and not change current parking. Steele between Colfax and 17th already provides parking for businesses on Colfax. Residents do not have access to permitted parking on other neighborhood streets, and those without garages are already left circling on many nights.

#880

Posted by Barbara Baer on 01/24/2020 at 7:11pm - Link
Type: Suggestion
Agree: 4, Disagree: 0
I support biking in the city and even biking on Steele St., where I live. However, we have no garage and are completely dependent on curb side parking. A "neighborhood bikeway" without a set-aside bike lane could work. A bike lane that removes parking and/or uses pylons or hardscape would not. For our narrow residential street, I would like a plan that specifies if a bikeway is planned, only the simplest "neighborhood bikeway" can be implemented.

Reply by Jim Thompson on 01/25/2020 at 7:14pm - Link
Type: Question
Agree: 4, Disagree: 0
I too live on the corner of Steele and 7th. Many Steele residents park on both sides of Steele, some homes with 4 cars on the Street. I park on 7th as well. If parking on Steele is restricted or eliminated, there is also part of the plan that converts 7th to a protected bike lane without explanation of what happens to parking on 7th. If all of us have our street parking eliminated on both Steele and 7th, there will be a huge parking problem created. Are these two different elements of the biking improvement, D and H, being coordinated?

#881

Posted by CPN MT on 04/12/2020 at 9:15pm - Link
Type: Question
Q87 – Public comments have been raised continually about the locations of these bike routes. The city has been very vague on responding to these questions in public and needs to review how this process can be much more transparent and cooperative with adjacent residents. If the public could understand what criteria or how gathered comments were rated in making these decisions it would help build more trust in this process and possibly assist in community buy in.
17TH AVE & GARFIELD ST NEIGHBORHOOD BIKEWAY CONCEPTUAL SKETCH

Shared multi-use path (existing)
Proposed bike path connecting in with City Park’s street and path system.
Potential for green infrastructure and pedestrian refuge
New signalized intersection with pedestrian crossings and median with refuge area.
Dedicated bike crossing
Parking Maintained
Neighborhood Bikeway

East Central Area Plan | 2.3 Mobility
#882

Posted by Sarah on 11/09/2019 at 10:46pm - Link
Type: Suggestion
Agree: 3, Disagree: 0
This would be great!

#883

Posted by Nicole Mc on 11/13/2019 at 6:40pm - Link
Type: Suggestion
Agree: 6, Disagree: 0
I like the space between the cars and pedestrians and bicyclists to improve visibility and safety. I hope turns on red will not be allowed.

#884

Posted by Oliver Gaskell on 11/12/2019 at 2:33pm - Link
Agree: 6, Disagree: -1
Flipping the bike lane and parking lane would make this design even better!

Reply by Jonathan on 01/02/2020 at 6:54pm - Link
Type: Suggestion
Agree: 2, Disagree: -1
I don’t think it would make this better, as it would maintain the chance of dooring while not offering much additional protection (particularly in snow season when we’re likely to end up back in the street). The parking should just be removed so the lane stays clear at all times: even during snow season

#885

Posted by Rob Toftness on 11/11/2019 at 2:39am - Link
Type: Answer
Agree: 6, Disagree: 0
No. These put riders in the door zone.
Recent studies show that sharrows can be more dangerous for riders than no bike infrastructure at all. Remove the on-street car storage and there will be plenty of room for protected bike lanes. This would be a safer and more equitable use of space.

Reply by John on 02/05/2020 at 3:39pm - Link
Agree: 0, Disagree: 0
The people who live on Garfield may not have any off-street parking option. It's not reasonable to get ride of onstreet parking, as great as that would be for biking.

Love the addition of pedestrian refuges.

Need it, love it, please start working on this intersection tomorrow.

Will west-bound cars be allowed to turn left here?
Reply by John Riecke on 12/31/2019 at 12:52am - Link
Type: Answer
Agree: 5, Disagree: 0
No.

Reply by Nicole Mc on 01/11/2020 at 4:41pm - Link
Agree: 0, Disagree: 0
Good! I just hope drivers realize that.

#890

Posted by Grayson Beardon on 01/12/2020 at 11:57pm - Link
Type: Suggestion
Agree: 4, Disagree: 0
Please approve this crosswalk before more people and pets are hit by cars. This is an issue of public safety.

#891

Posted by John Riecke on 12/31/2019 at 12:53am - Link
Type: Suggestion
Agree: 4, Disagree: 0
Don't forget to add pathfinding through the park!
Install new bikeways not previously identified in Denver Moves: Bikes.

Based on a review of network gaps and possible enhancements to current bikeways, this plan builds upon recommendations in Denver Moves: Bikes to provide greater detail to the plans for bikeway routing and infrastructure. Below are key strategies to providing safe, comfortable and equitable bikeways for all ages and abilities that connect people to regional and neighborhood destinations.

A. Conduct corridor study that includes 11th Ave. and 12th Ave. to determine community preference and best placement for transit and bicycle improvements. Also see Quality-of-Life Infrastructure Section 2.4.

B. Improve crossing at 17th Ave. and Colorado Blvd. See concept sketch at right.

C. Study the feasibility of adding a neighborhood bikeway on Detroit St. between 6th and 17th Aves. Study should consider parallel route opportunities, such as Fillmore St., to leverage existing infrastructure and topography.

D. Study the feasibility of adding a high comfort bikeway on 9th Ave. between Broadway and Colorado Blvd. Also see Quality-of-Life Infrastructure Section 2.4.

E. Study feasibility of adding a high comfort bikeway on Lafayette and Gaylord Sts. between 12th and 16th Aves.

F. Study feasibility of adding a protected bike lane on 14th Ave. between Broadway and Colorado Blvd.

CASE STUDY:
City and County of Denver 14th Street Protected Bike Lane

In April 2015, City and County of Denver Public Works installed a parking protected bike lane on 14th Street between Market Street and Colfax Avenue. In order to provide a greater level of separation from vehicles, concrete curbs were installed. This high comfort bikeway filled a gap in the bikeway network while providing access and connections to key destinations.

Source: Denver Public Works

Lack of bicycle facilities along major thoroughfares presents a challenge in East Central.
#892

Posted by Mary Maguire on 11/13/2019 at 8:40am - Link  
Type: Suggestion  
Agree: 5, Disagree: -1  
It is still very scary to cross intersections while in these "protected" bikeways. The drivers in cars do not care about paint and rider safety - they seem to regard it as an inconvenience and barrel through regardless. While the protected lanes seem attractive at first glance, they often feel worse than just using the streets.

Reply by John Riecke on 12/31/2019 at 12:54am - Link  
Type: Answer  
Agree: 6, Disagree: 0  
The new "slow down to make the turn" buffers on 15th St downtown really help with this. Please add them everywhere!

#893

Posted by Cindy sestrich on 02/05/2020 at 11:14pm - Link  
Agree: 0, Disagree: 0  
The ideas of Humboldt and Lafayette St. are very unsafe streets with poor visibility and narrow roadway. Also, there are more driveways where cars back out or have obstructed eye sight. Curb parking is very necessary along these roads due to dense living without garage availability.

#894

Posted by TAD on 12/06/2019 at 9:49am - Link  
Type: Suggestion  
Agree: 4, Disagree: 0  
There needs to be a safe north/south bike route between York and Colorado. right now there is nothing.

Reply by Jonathan on 01/02/2020 at 6:55pm - Link  
Type: Answer  
Agree: 0, Disagree: 0  
I believe that's being suggested with Detroit and Garfield improvements.
I'd agree that there needs to be a safe north/south route but do we need three within 10 blocks of each other? The proposed plan is for Detroit (west), Steele (middle) and Garfield (east).

Reply by Jane on 02/05/2020 at 6:02pm - Link
Type: Suggestion
Agree: 0, Disagree: 0
Elizabeth is the route that connects to BRT and City Park and East High. They could use Detroit St Alley to connect directly to Congress Park then drop down to Elizabeth on 11th to get connectivity that is more aligned with amenities and places of interest.

#895

Posted by David Mintzer on 01/30/2020 at 6:08pm - Link
Type: Suggestion
Agree: 1, Disagree: 0
It doesn't make sense to have both bus and bikeways on 12th. 11th ave should be a truly high comfort bikeway. There is no other east-west connection through cap hill.

#896

Posted by Jane on 02/05/2020 at 6:00pm - Link
Type: Suggestion
Agree: 0, Disagree: 0
Yes, please study parallel routes - others make more sense. Use the alley behind Detroit Street then cut over to Elizabeth on 11th so this bikeway connects at BRT, East, Carla Madison and City Park. Not Detroit St as this is not the route that connects to all of the other bike routes.

#897

Posted by Julie on 01/21/2020 at 12:34pm - Link
Type: Suggestion
Agree: 1, Disagree: 0
Why does this stop at 6th, needs to continue to CC trail.

Reply by TAD on 02/02/2020 at 2:43pm - Link
Type: Suggestion
Agree: 0, Disagree: 0
Agreed. The connection is needed for commuting especially/

#898

Posted by Lisa Steffen on 02/04/2020 at 7:29pm - Link
Type: Suggestion
Agree: 0, Disagree: 0
Can Cheesman be changed so bikes can enter/exit on 11th on the West side and gain access to the street?

#899

Posted by Aaron Goldhamer on 01/03/2020 at 5:39pm - Link
Type: Suggestion
Agree: 2, Disagree: 0
Elsewhere there is reference to alley crossings...consider use of alley between Detroit and Fillmore and 13th and 14th (given light at alley on 14th, which leads to the light at Colfax) for designated bikeway in places?

#900

Posted by CPN MT on 04/12/2020 at 9:17pm - Link
Type: Suggestion
Agree: 0, Disagree: 0
Q89 – Please release study data and criteria used to make recommendations.

#901

Posted by CPN MT on 04/12/2020 at 9:19pm - Link
Type: Question
Agree: 0, Disagree: 0
Q90 – Please explain in addendum how this process will be conducted.
#902

Posted by **CPN MT** on **04/12/2020** at **9:19pm** - [Link](#)

Type: *Question*

*Agree: 0, Disagree: 0*

Q90 – Please explain in addendum how this process will be conducted.

#903

Posted by **CPN MT** on **04/12/2020** at **9:18pm** - [Link](#)

Type: *Question*

*Agree: 0, Disagree: 0*

Q90 – Please explain in addendum how this process will be conducted.

#904

Posted by **CPN MT** on **04/12/2020** at **9:18pm** - [Link](#)

Type: *Question*

*Agree: 0, Disagree: 0*

Q90 – Please explain in addendum how this process will be conducted.
Provide better pedestrian and bicycle connections to resources and community amenities.

Expand diversity of housing types.

High capacity transit along Colorado Blvd.

Increase pervious surface coverage with natural green infrastructure systems.

Install new safe, comfortable, and accessible pedestrian and bicycle crossings.

Increase tree canopy in right-of-way.

Upgrade bikeways previously identified in Denver Moves: Bikes.
#905

Posted by Jonathan on 01/02/2020 at 6:57pm - Link
Type: Suggestion
Agree: 6, Disagree: 0
Please do not allow right on red here. Given the (painted) stopping distance from Colorado, cars hoping to turn right will pull into the pedestrian crosswalk to see left (up Colorado) when trying to turn on red.

#906

Posted by John Riecke on 12/31/2019 at 12:55am - Link
Type: Suggestion
Agree: 3, Disagree: 0
Please paint these bus lanes tomorrow.

#907

Posted by Nicole Mc on 11/13/2019 at 7:04pm - Link
Type: Answer
Agree: 4, Disagree: 0
So much better without the slip lane!

#908

Posted by Rob Toftness on 11/11/2019 at 2:40am - Link
Type: Suggestion
Agree: 8, Disagree: 0
Turn radii must be minimized to encourage slower turns

#909

Posted by Mary Maguire on 11/13/2019 at 8:42am - Link
Type: Suggestion
Agree: 7, Disagree: 0
This is a great concept

#910

Posted by Mary Maguire on 11/13/2019 at 8:42am - Link
Type: Suggestion
Agree: 2, Disagree: 0
This is a great concept

#911

Posted by Jeremiah Bebo on 11/19/2019 at 3:36pm - Link
Type: Suggestion
Agree: 3, Disagree: 0
Instead of mixing bikes and pedestrians, add a protected bike lane on 17th Ave.

#912

Posted by Jonathan on 01/02/2020 at 6:58pm - Link
Type: Suggestion
Agree: 2, Disagree: 0
I don't mind the mixing of pedestrians and bikers traveling west on 17th, but this is a pair of very hard (90 degree) turns for a biker, just to cross Colorado. This needs to be straightened out so that bikers can travel straight into the crossing. If we don't build it that way, that's how it'll function in practice anyhow.

#913

Posted by Azar on 12/22/2019 at 1:33am - Link
Type: Answer
Agree: 4, Disagree: 0
Love the bus only lanes.
2.3.5 INTERSECTION SAFETY AND NEW CROSSINGS

Pedestrian safety is critical as everyone walks or rolls at some point in their day. Sidewalks should ideally be detached from the curb and provide a safe, accessible, and comfortable walking environment with amenities like benches, landscaping, and pedestrian-scale lighting. Denver requires sidewalks to be a minimum of 4 feet as required by American Disabilities Act accessibility standards, though the City strives to meet even higher standards. Denver’s Transportation Standards and Details for the Engineering Division requires a 5-foot sidewalk and 8-foot tree lawn on local and collector streets, and an 8-foot sidewalk and 12-foot tree lawn or amenity zone on arterial streets; infill arterials which are typically more constrained require at least an 8-foot sidewalk and 8-foot tree lawn or amenity zone. An amenity zone is a portion of the public right-of-way that falls between the sidewalk and the curb, and typically includes landscaping, green, infrastructure, street trees, or other streetscape elements.

In 2019, Denver passed Denver Moves: Pedestrians and Trails, a citywide plan to achieve a vision for walkability across the city, which includes sidewalk and trail design guidelines and prioritized projects. As a result of the community-driven prioritization established through this plan, Denver intends to complete missing sidewalks before widening sidewalks that are too narrow. The prioritization follows a tier system and the highest priority are projects along the High Injury Network (see graphic at right). Denver set a goal in the Vision Zero Action Plan to build 14 miles of sidewalks per year in 2018-2019, and 20 miles of sidewalks per year in 2020-2023.

EXISTING PEDESTRIAN CHALLENGES
#914

Posted by Carol Becht on 01/16/2020 at 9:30pm - Link
Type: Suggestion
Agree: 1, Disagree: 0

Many Congress Park residents cross Colorado Boulevard at 8th to go to Trader Joe's. Many more will be crossing when the movie theatre, etc. is completed at 9th and Colorado development. This is the most dangerous pedestrian crossing I have ever seen, the cars are desperate to get through the intersection and the pedestrians are at their mercy. We need something radical here like a 4 way crossing to force cars to share the intersection.

#915

Posted by Iris on 01/25/2020 at 7:29pm - Link
Type: Suggestion
Agree: 1, Disagree: 0

We need to get sidewalks around Congress Park, especially on 8th, 9th, and Josephine.

#916

Posted by Mary Maguire on 11/13/2019 at 8:48am - Link
Type: Suggestion
Agree: 10, Disagree: 0

Most if not all intersections within the residential portion of CP should have traffic slowing measures: traffic circles, 4 way stops, etc. Drivers need to be discouraged from racing through the neighborhood and reminded that it is a residential space.

Reply by Jane on 02/05/2020 at 6:09pm - Link
Type: Suggestion
Agree: 0, Disagree: 0

4 way stops throughout - just like Cherry Creek - people go slow there!

#917

Posted by Galia H. on 11/27/2019 at 6:32pm - Link
Type: Suggestion
Agree: 7, Disagree: 0
Congress Park has no sidewalks on Josephine, 8th, the Detroit St. alley, entrance on Detroit St. and the rear of the water reservoir where the community gardens are. It has virtually no sidewalks and is flanked to the south by the most trafficked street in Congress Park with the largest stretch of no lights within 1/4 mile of each other. To the west, it is flanked by a street on the High Injury Network.

It's rather odd that building out the sidewalks here is part of a 20 year plan rather than part of the Congress Park Pool Improvements next year. With the pool improvements, even more people are going to be using the park facilities than do now.

#918

Posted by Brad Shy on 11/11/2019 at 1:17am - Link

Type: Suggestion
Agree: 7, Disagree: 0
I have an important, improvement that should be high-priority based on these definitions. The corner of 9th & Milwaukee should be a four-way stop as it is the corner of Reach Elementary School. There should be marked crosswalks and white stop lines as there are at other corners of this school.

#919

Posted by Richard L. on 01/28/2020 at 6:44pm - Link

Type: Question
Agree: 1, Disagree: 0
I've got to question the data here. If I am reading the map correctly, it indicates that one side of the 1200 block of Fillmore is inadequate. The entire block had new sidewalks a few years ago, and they are in great shape and 60" wide on both sides.

On Detroit, the map shows both sides of the block as "deficient width", but while a few areas are cracked and could be fixed, both sides of the 1200 block of Detroit are 60" wide.

#920

Posted by Brad Shy on 11/11/2019 at 1:13am - Link
This is exactly right. The south border of Congress Park needs a sidewalk.

Moreover, my three kids need to be able to cross 8th Ave easily and should not be tempted to cross at an uncontrolled intersection, because it is three blocks to the nearest traffic signal.

Finally, 8th and 6th Avenues should ABSOLUTELY be converted into two-way streets. Why are we sacrificing the safety of our Denver neighbors so that east-side commuters can race through our neighborhood at 30-35 MPH?

#921

Posted by Cheryl on 11/23/2019 at 12:31pm - Link

The Detroit St alley is used as an alternative cut through street as well as an ad hoc parking lot for Congress Park. Add additional no parking signs (both sides from 800-1000 block section of alley) to prevent illegal parking, add traffic calming measures in alley to limit cut through traffic. Extend alley sidewalk that runs from Denver water property to park entrance sidewalk on corner of 9th.

Reply by Jane on 02/05/2020 at 6:08pm - Link

Add bollards at the alley entrance off 8th so that people don't use it as a cut through. property owners could still use 9th to access their garages but cars wouldn't be barreling down past the park.

#922

Posted by Carol Becht on 01/16/2020 at 9:26pm - Link

Many people who live in Congress Park cross Colorado Blvd on 8th to go to Trader Joe's, when movie theater, etc. is completed at 9th and Colorado there will be many more pedestrians at this crossing. This is the most dangerous pedestrian crossing I have ever experienced and needs something radical to make this safe. The cars here are just desperate to get through the intersection and the pedestrians are at their mercy. 4 way pedestrian crossing is one
possibility.
**WALKING AND ROLLING IN EAST CENTRAL TODAY**

The sidewalk network in the East Central Area is nearly complete. Sidewalks are missing on fewer than 2% of streets in City Park and Congress Park and all of the other neighborhoods have complete sidewalk networks. 85% of sidewalks are detached across the East Central Area neighborhoods. However, not all sidewalks in the East Central Area meet Denver’s standards or best practices. Narrow sidewalks, or sidewalks less than 4 feet wide, range from 3% in North Capitol Hill and Capitol Hill to 12% in Congress Park.

People walking and biking were involved in only 8% of crashes in East Central but people walking disproportionately represent 31% of all injury crashes. In the East Central Area, a higher than average number of pedestrian and bicycle related crashes occur on streets that are part of the High-Injury Network. The East Central Area has a higher proportion of HIN streets than any other area of Denver, and therefore has the most urgent safety concerns. In addition to a disproportionate share of HIN streets, there are 19 sections of streets that have segments where the distance between signals is greater than a quarter mile, thus encouraging unsafe crossings.

A key part of building safe streets is ensuring safety at intersections by installing proven countermeasures for reducing pedestrian, bicyclist, and driver exposure to crashes. Signalized crossings provide a safe pedestrian experience, especially on streets where vehicle speeds and volumes are high. If the distance between signals is perceived as too far to walk, pedestrians may opt to cross the street at less safe locations.

**COMMUNITY FEEDBACK**

East Central Area community members demonstrated a strong desire to prioritize pedestrians in the public right of way. The public feedback reconfirmed the vision for the East Central Area Plan with pedestrian safety a top priority for this area. An analysis of public comments received during the four East Central neighborhood workshops, showed that improvements to pedestrian infrastructure was the second most frequent comment type received, after bicycle infrastructure/connections.

Public comments addressed substandard sidewalks and safety concerns at crossings, as well as barriers caused by the many one-way streets in East Central that are difficult for pedestrians to cross. Many comments cited the frequent closures of sidewalks during construction as a barrier to walking in the neighborhood. New city guidelines passed in February 2019 will partially address this concern, as companies building more than a one-story building will have to provide a pedestrian canopy rather than closing the sidewalk. East Central residents also recommended that several streets have limited vehicular access to create pedestrian and bicycle priority streets.

**EAST CENTRAL 2040 GOALS**

- **People Walking, Biking, or Taking Transit**: 30%
- **Traffic Fatalities**: 0

**SIDEWALK CHALLENGES**

- Attached Sidewalks
- Narrow Sidewalks defined as sidewalks under 4 feet
- Missing Sidewalks

*Sidewalks along streets only. Does not include sidewalks within parks but includes sidewalks along park edges.*

*Sidewalk only. Does not include crosswalks, other crossings, trails or walkways.*

Source: 2019 City and County of Denver data Page 456

**Walking in the East Central Area is:**

- **Very Easy**: 38%
- **Fairly Easy**: 53%
- **Not Easy**: 9%

Percent of Responses (792)

Source: 2017 East Central Kick-Off Survey

Printed 04/13/2020
#923

Posted by Joseph on 02/05/2020 at 5:23pm - [Link]

Type: Suggestion

Agree: 1, Disagree: 0

2040?!! This goal needs to be expedited and be closer to 2025.
Intersection safety improvements are proven to reduce pedestrian, bicyclist, and driver exposure to crashes. They include physical and operational improvements to increase visibility and safety at intersections. See Policies M5 & M6.

**PHYSICAL IMPROVEMENTS**

**Bulbouts**
Extensions of the curb at intersections to improve visibility for pedestrians and drivers, reduce crossing distances, and slow vehicle traffic.

**Medians/pedestrian refuges**
Raised islands in the center of a street separating opposing lanes of traffic with curb ramps and cutouts at pedestrian access points. Medians slow vehicle traffic while providing safe refuge for pedestrians while crossing busier streets.

**Lane width reductions**
10 foot lanes are appropriate in urban East Central neighborhoods. Narrower lane widths help to reduce speed and shorten crossing distances for pedestrians.

**Raised crosswalks**
Marked crosswalks that are raised to slow driver turning speed and increase yielding compliance.

**Lighting**
Improved lighting along sidewalks and at intersections helps increase visibility for all users/modes (see Quality-of-Life Infrastructure policy Q17).

**Pavement markings**
Marked crossings or bike boxes at intersections help to denote space for Lombards and improve safety.
#924

Posted by John Riecke on 12/31/2019 at 12:57am - Link
Type: Suggestion
Agree: 6, Disagree: 0
Pedestrian-scaled lighting, please.

#925

Posted by Kati Woock on 11/11/2019 at 10:45pm - Link
Type: Suggestion
Agree: 9, Disagree: 0
And trees to provide shade during the day!

#926

Posted by Laurel S on 02/05/2020 at 8:00pm - Link
Agree: 0, Disagree: 0
The current painting stripes at crosswalks are very slippery when any ice or snow is on them. Please consider this when painting entire swaths of roadway.

#927

Posted by Rob Toftness on 11/11/2019 at 2:43am - Link
Type: Suggestion
Agree: 12, Disagree: 0
Speed tables are excellent. Keep the crosswalk at the same level as the sidewalk also signals to the driver they are entering a pedestrian area as opposed to having pedestrians step down into the street.

Cars should be guests among pedestrians and bikes. Design will help to achieve this norm. Asking drivers to be careful intersections is not enough as evidenced by the increasing numbers of deaths on Denver’s streets due to negligent drivers

Reply by Jonathan on 01/02/2020 at 7:00pm - Link
Type: Answer
Agree: 2, Disagree: 0
these are wonderful!

Reply by Nicole Mc on 01/11/2020 at 4:49pm - Link
Agree: 1, Disagree: 0
Yes! They also eliminate icy curb cuts which can be dangerous for weeks after a snowfall.

Reply by Will on 02/04/2020 at 11:18pm - Link
Type: Suggestion
Agree: 1, Disagree: 0
Raised crosswalks and intersections are the ultimate way to put the pedestrian first.

#928

Posted by Lou and Kate Kintz on 02/03/2020 at 3:12pm - Link
Agree: 1, Disagree: 0
At Colfax and Adams this has recently been done with white poles. Unfortunately the intersection is now so narrow that cars jam up and can't get out of anyone's way. I watched a pedestrian using the crosswalk have to weave between three cars jammed together that had no way to get out his way. Even if you want to inconvenience drivers this isn't very helpful overall.

Reply by Will on 02/04/2020 at 11:17pm - Link
Type: Suggestion
Agree: 0, Disagree: -1
This sounds like bad driving, not bad design.

Reply by Lou and Kate Kintz on 02/05/2020 at 4:27pm - Link
Agree: 2, Disagree: 0
Since none of the drivers were able to move because they had nowhere to go, any driver, however skilled and careful, would have been stuck. Please realize that sometimes behavioral engineering can cause unexpected and unfortunate side effects.

#929
I want to support a hugely impactful way of slowing traffic: Reducing total on-street parking spaces to INCREASE the average percentage of filled parking spaces. My street (Milwaukee) has way too many unused parking spaces so drivers speed down it with no parked cars to impede them. Limiting unused parking spaces (with bulb-outs, bike lanes, tree placates, etc) will effectively narrow how much available space speeders have to drive through the neighborhood. Encouraging drivers to back-in parallel park will further force fast drivers to pause and wait. It will slow them considerably and increase pedestrian safety in this area.

#930

Bollards do not provide a safe pedestrian refuge. They need to be raised concrete.

#931

Bulbouts should be standard at every arterial intersection. It is a travesty that DPW paved and did curb and gutter work on 13th and 14th avenues without adding bulbouts. Crossing by foot feels so dangerous on those streets.

#932

Yes!

Reply by KLV on 02/03/2020 at 1:05pm - Link
Agree: 0, Disagree: 0
Yes, we need much more of this.
These are always welcome!
INTERSECTION SAFETY CONCEPTS

OPERATIONAL IMPROVEMENTS

Protected turn phasing
Protected right or left turn traffic signal phasing creates a separate phase for pedestrians and cyclists to cross the street vs vehicles turning. This eliminates conflicts between turning vehicles and people walking or biking.

Leading pedestrian intervals
Traffic signal timing that provides pedestrians and cyclists with a head start to cross the street before vehicles are given a green light. This increases visibility and reduces conflict of turning vehicles with people walking or biking.

Restricted turns
Signs that prohibit vehicular left and/or right turns eliminate conflicts between turning vehicles and people walking, rolling, or biking – one of the most common types of crashes.

New crossing infrastructure
New installation of signs, markings, rapid flashing beacons, bike signals, pedestrian countdown signals, traffic signals in locations that do not currently have a controlled crossing.

Automatic crossing infrastructure
Signals that automatically phase pedestrian crossing time or bicycle detection technology create easier crossings for pedestrians and cyclists.

Signal coordination (progression) or “green wave”
Traffic signals aligned to biking speeds reduce start and stop delay for cyclists and drivers traveling at slower, safer speeds.
Every intersection on Colfax should have automatic ped signals for all directions.

This is very important. I find a number of intersections where my bike weight isn’t detected, thus the light never turns unless I get off the bike and go press the pedestrian crossing button.

Please add at St Paul and 1st avenue. I have to dismount and walk over to the button every morning, it’s not safe.

Many or most of the intersections apparently use cameras, not weight detectors (so I’ve been told by the authorities). For some reason some work well and others don’t. I’m guessing they need regular testing & recalibration, and that there’s no CDOT schedule for doing so.

Traffic signal timing is important for all modes of transportation. The main streets have such badly timed lights that drivers cut through the neighborhood streets. For example, there is no reason why the pedestrian crossing light at the Botanic Gardens entrance on York is not properly timed with the lights at 12th and 8th. Increased stop and go driving
pollution and increases driver frustration increasing accidents with other vehicles, bikes and pedestrians.

#937

Posted by Rob Toftness on 11/11/2019 at 2:44am - Link
Type: Answer
Agree: 6, Disagree: 0
This is amazing

#938

Posted by Mary Maguire on 11/13/2019 at 8:51am - Link
Type: Suggestion
Agree: 7, Disagree: 0
The more drivers can be made aware of bikes, pedestrians, etc the safer things will be. These are important concepts.

#939

Posted by Brad Shy on 11/11/2019 at 1:27am - Link
Type: Suggestion
Agree: 7, Disagree: 0
"Green wave" signals are great. Thank you for putting these into the East Central area of Denver.

Reply by Kati Woock on 11/11/2019 at 10:46pm - Link
Type: Suggestion
Agree: 4, Disagree: 0
We want them on 12th and 11th Ave, too!

#940

Posted by KC on 02/28/2020 at 2:13pm - Link
Type: Suggestion
Agree: 0, Disagree: 0
We could also modify the code so we're a restrictive yellow vs. permissive yellow city. This would discourage drivers from running red lights and hitting pedestrians, especially if we're given a head start.
Posted by **Kati Woock** on 11/11/2019 at 10:46pm - [Link](#)

Type: Suggestion  
Agree: 9, Disagree: 0  
Ban all turns on red.

Reply by **Jonathan** on 01/02/2020 at 7:03pm - [Link](#)

Type: Suggestion  
Agree: 6, Disagree: 0  
Placing signage that says no turns on red it not effective. People do not read the signs, and assume they can turn on red. We need to transition to there being an assumption that they CANNOT turn on red.

#942

Posted by **Rob Toftness** on 11/11/2019 at 2:44am - [Link](#)

Agree: 12, Disagree: 0  
Yes!

#943

Posted by **Rob Toftness** on 11/11/2019 at 2:45am - [Link](#)

Type: Suggestion  
Agree: 16, Disagree: 0  
Cars must never be allowed to turn while bikes and peds have the green to go forward.

Turns should be baned on red to eliminate vehicles muscling their way through crosswalks or rolling through a red to make a turn. In light of this, no turn on red arrows can be used

#944

Posted by **Will McClain** on 01/15/2020 at 6:38pm - [Link](#)

Type: Suggestion  
Agree: 2, Disagree: 0  
This is especially necessary along Park. People are so distracted trying to make a turn on red and/or make a left turn that
they frequently almost hit pedestrians.
ONE-WAY/LOCAL STREET INTERSECTION SAFETY IMPROVEMENT

Potential for placemaking opportunities like parklets
Potential for green infrastructure
Bulbouts to shorten crossing distance
Potential new crossings
Bike parking

Bulbouts to shorten crossing distance
Potential new crossings
Potential for placemaking opportunities
Bike parking

ONE-WAY
LOCAL STREET
#945

Posted by Jane on 02/05/2020 at 7:09pm - Link
Type: Suggestion
Agree: 3, Disagree: -1
Please reclaim all of the blind corners for bike and scooter parking. We need to get cars away from the corners where it impedes visibility of oncoming traffic. Doing that and using the space for much needed bike and scooter parking would be tidy and safe!

#946

Posted by Mary Maguire on 11/13/2019 at 8:52am - Link
Type: Suggestion
Agree: 4, Disagree: -1
Yes to parklets!

#947

Posted by Mary Maguire on 11/13/2019 at 8:53am - Link
Type: Suggestion
Agree: 4, Disagree: 0
Always a plus!

#948

Posted by CPN MT on 04/12/2020 at 9:21pm - Link
Type: Question
Agree: 0, Disagree: 0
Q97 – Where are you proposing this type of improvement? Do you have a general context for these types of changes and what might trigger this type of design.

#949

Posted by Mary Maguire on 11/13/2019 at 8:52am - Link
Type: Suggestion
Agree: 3, Disagree: 0
Nice concept!
**Install new sidewalks.**

While the sidewalk network in East Central is nearly complete, missing sidewalk connections and substandard sidewalks pose a barrier to walkability in areas. The feedback received through this planning process emphasized pedestrian infrastructure as a priority to enable pedestrians to safely access their destinations, sidewalks must be installed in areas where they are missing and upgraded in areas where they are deficient.

**A.** Install new sidewalks where they are missing in the City Park and Congress Park neighborhoods.

**B.** Bring sidewalks up to standard in all East Central neighborhoods.
   1. Short-term
      a. Interim sidewalk extensions and ADA facilities.
   2. Long-term
      a. Permanent sidewalks and ADA facilities.

**C.** Coordinate with Denver’s Neighborhood Sidewalk Repair Program to determine implementation and funding for sidewalk installation and widening.

**Case Study:**
City and County of Denver
Walnut Street Corridor Improvements

Installed in 2017, quick and low cost improvements along Walnut Street between Broadway and 36th Street has helped define space for people to walk and prevent cars from entering areas designated for pedestrians. Using posts and curb stops, the interim approach has helped make the street safer and more walkable for people before a longer-term building of curb, gutter and sidewalks can be installed.

*Source: Denver Public Works*
Substandard sidewalks are also a major ADA issue which will only increase given the projected population and demographic forecast. Make sidewalks and the city as a whole accessible for all.

Agreed. Adding to this, the sidewalk repair program in the City needs to be improved. Right now, it appears primarily driven by complaints (which may not even target the correct property, as I can recently attest). The presence of street trees (which this plan calls for increasing) means that sidewalks are going to become uneven over time. Public works needs to coordinate with urban forestry; right now residents are often caught between the two units of City government on finding workable solutions to sidewalk damage caused by tree roots that don't harm the tree.

Can we use some of this bond money to fix the sidewalks and even improve some sections by making them radiating in the winter when it is icy to reduce the amount of salt use while creating a safe pedestrian pathway? I know it's expensive but it's important - just like bikeways :)

Releveling existing historic red flagstone sidewalks should take priority over replacing with concrete to keep the historic nature. See additional information on page 266.
Type: Suggestion
Agree: 1, Disagree: 0

There are no sidewalks for both/south crossing of the 7th avenue parkway, so people must walk in the street. This is very dangerous, especially for people with strollers of elderly people who are slow walkers. These need to be installed between Colorado and York

#953

Posted by TAD on 12/06/2019 at 9:52am - Link

Type: Suggestion
Agree: 2, Disagree: 0

There are sections of Colorado Blvd between 6th and Speer with no sidewalks. sidewalks need to be installed.
RECOMMENDATIONS

M5

Install safety and accessibility improvements at existing pedestrian and bicycle crossings.

Many intersections in East Central have a repeated pattern of crashes, including those that involve bicyclists and pedestrians. The safety at these intersections must be addressed to achieve Denver’s Vision Zero goal to eliminate traffic deaths and serious injuries on Denver’s streets. East Central residents prioritize pedestrian and bicycle safety improvements, especially at intersections that are difficult to cross and where crashes frequently occur. Prioritized intersections for study to guide geometric and operational improvements to increase pedestrian safety and visibility at intersections are listed in the Neighborhoods chapter.

See Chapter 3 Neighborhoods of East Central for details on intersection locations by neighborhood. See Chapter 4 Colfax Corridor for details on intersection locations along Colfax Ave.

M6

Install new safe, comfortable, and accessible pedestrian and bicycle crossings.

There are 19 street segments in East Central where the distance between signalized crossings is so great that it could encourage unsafe crossing behavior. East Central residents underlined pedestrian safety and comfort as one of their top priorities and cited the need for new bicycle and pedestrian crossings. Highlighting areas where the distance between signalized intersections is greater than ¼ mile helps identify gaps and recommend locations for new pedestrian and bicycle crossings. See Colfax Corridor Chapter 4 for new safe and comfortable pedestrian and bicycle crossings across Colfax Ave.

WHY IS IT IMPORTANT?

• These locations were based on the highest crash intersections for bike and pedestrian-related crashes or locations with known issues

Example of a raised crossing in Cheesman Park.
Addition – where major traffic intersections along designated bike routes happen, there should be a trend towards the walk/bicycle priority lights are placed to allow these modes of mobility to proceed before auto traffic proceeds.

Close Cheeseman Park to through traffic on Gilpin, Franklin, Williams, 12th, 11th and 9th. It should be a park for people not a shortcut for cars.

This photo highlights the single focus that much of this plan is rife with. This implementation of a raised pedestrian crossing does not allow for street sweeping, which in turn impedes stormwater drainage which is a major issue in the area due to the large number of trees.
Case Study: City and County of Denver Colfax/Franklin/Park Intersection

As part of the Vision Zero: Intersection Improvement Design Project, in October 2017 Denver installed, the low-cost, rapid implementation project included closing left turn lanes along Colfax Avenue and implementing pedestrian safety islands and curb extensions utilizing interim treatments. These treatments reduced pedestrian exposure at the large complex intersection in order to improve safety.

Source: Denver Public Works
Why do drizzly, hilly Portland and Seattle have high bicycle commuter numbers than sunny, flat Denver? They have much better, MUCH safer bicycle infrastructure. If we build this in Denver, we will be seen as an urban leader in contemporary transportation for a dense, traffic-clogged city. Denver quality of life will rise substantially.

What do they not have in common with Denver? Snow with subpar snow removal efforts. I stop bicycling this city and take transit during the winter. This isn't because of the lack of bikeways.

With an average snowfall of over 80 inches per year, Montreal has been one of the top cities in the world to biking for decades. If they can figure out snow removal and ice mitigation in their protected bike lanes why can't Denver?

This intersection feels MUCH more comfortable and controlled -while both walking and biking with the buffers in place - it works well!
2.3.6 TRANSIT AND MOBILITY HUBS

Transit is the most space-efficient form of transportation, with the ability to move 6-15 times as many people in the same space as private vehicles (NACTO 2016). This is especially relevant in Denver as population increases and there is a limited amount of space on Denver’s roads.

The primary transit service provider is RTD, which provides bus, rail, Access-a-Ride, and FlexRide (formerly Call-n-Ride) services that connect people between neighborhoods and cities around the Denver Region. RTD served approximately 340,000 trips per day on weekdays. Denver Moves: Transit, a near- and long-term transit vision and guiding framework for the city, was completed in January 2019 and sets the priorities for making transit enhancements in Denver and taking increased accountability for improvements within the ROW that benefit transit.

Denver Moves: Transit supports local and regional transit systems by identifying Denver-focused transit improvements through capital investment corridors, enhancing multimodal access to transit, and identifying first and last mile solutions. The recommendations for the Transit Capital Investment Corridors are organized into three tiers: High Capacity Transit, Medium-Capacity Transit, and Speed and Reliability. High and Medium-Capacity Transit Corridors are served by higher capacity modes, such as BRT, and include improvements such as dedicated transit lanes and enhanced stop and stations. Speed and Reliability Corridors include improvements such as transit signal priority to help transit move through the corridor faster and more reliably. Denver Moves Transit provides a citywide lens for transit improvements and the corridors referenced in this neighborhood plan often extend beyond the boundaries of the East Central Area. Improving transit benefits Denver’s economic, health, environmental, and accessibility outcomes. Denver Moves: Transit also supports the Mayor’s Mobility Action Plan and its mode shift goal of increasing the percentage of transit commuters to 15%.

CAPACITY BY MODE

<table>
<thead>
<tr>
<th>Mode</th>
<th>Capacity/hr</th>
</tr>
</thead>
<tbody>
<tr>
<td>Private Motor Vehicles</td>
<td>600–1,600</td>
</tr>
<tr>
<td>Mixed Traffic with Frequent Buses</td>
<td>1,000–2,800</td>
</tr>
<tr>
<td>Two-Way Protected Bikeway</td>
<td>7,500</td>
</tr>
<tr>
<td>Dedicated Transit Lanes</td>
<td>4,000–8,000</td>
</tr>
<tr>
<td>Sidewalk</td>
<td>9,000</td>
</tr>
<tr>
<td>On-Street Transitway, Bus or Rail</td>
<td>10,000–25,000</td>
</tr>
</tbody>
</table>

Source: NACTO
#959

Posted by CPN MT on 04/12/2020 at 9:22pm - Link

Type: Question

Agree: 0, Disagree: 0

Q98 – How are locations of these types of hubs being coordinated with other mobility routes, such as bicycle? Are there safe routes to these planned hubs?

#960

Posted by Jane on 02/05/2020 at 7:19pm - Link

Type: Suggestion

Agree: 2, Disagree: 0

YES! Please prioritize pedestrians over bikes. Pedestrians do not have the powerful lobby that we are seeing with the bicycle community and thus we are seriously stalling out on safety measures like 4-way stops. Can we please give a voice to pedestrians since we are also the ones taking public transportation and often don't have the privilege of owning a bike or a car? Just because we didn't have a lobby to send this out to doesn't mean we should get de-prioritized in this plan.
TRANSIT IN EAST CENTRAL TODAY

Transit service in the East Central Area is characterized by a grid network of local buses that connect neighborhood destinations and carry heavy loads between neighborhoods and downtown. While the area has nearly complete transit coverage, the transit network emphasizes connections to the Central Business District (CBD) and does not provide as many connections to other key local and regional destinations. Gaps in the network include connections to the southeast rail corridor, the Cherry Creek area, and to regional and statewide destinations.

The only dedicated transit lanes citywide are located on the Broadway/Lincoln corridor, and there aren’t currently any mobility hubs in East Central. The City is working on a pilot to showcase several types of mobility hubs, with some planned in the East Central Area. The lack of defined space for transit on the other transit routes causes delays and affects reliability. However, of the 21 Transit Capital Investment Corridors identified in Denver Moves: Transit, 11 lie within the East Central area a present an opportunity for significant transit improvements in the area. More than 99 percent of households are within a half-mile (10 minute walk) of high-capacity transit stops and within a quarter-mile (5 minute walk) of local transit stops.

TRANSIT EXISTING CONDITIONS

The only dedicated transit lanes citywide are located on the Broadway/Lincoln corridor, and there aren’t currently any mobility hubs in East Central. The City is working on a pilot to showcase several types of mobility hubs, with some planned in the East Central Area. The lack of defined space for transit on the other transit routes causes delays and affects reliability. However, of the 21 Transit Capital Investment Corridors identified in Denver Moves: Transit, 11 lie within the East Central area a present an opportunity for significant transit improvements in the area. More than 99 percent of households are within a half-mile (10 minute walk) of high-capacity transit stops and within a quarter-mile (5 minute walk) of local transit stops.

COMMUNITY FEEDBACK

Public comments were largely supportive of the planned Colfax BRT, with some concerns about how the project would address traffic moving to other streets in the area. Public comments prioritized increasing the frequency of service on current transit routes, such as Colfax (route 15), 12th (route 10) and 6th Avenues (route 6), and improving bus infrastructure such as adding bus lanes, shelters and providing real-time transit arrival information at stops. Community members identified concerns including network gaps, high transit fares, transit speed and reliability, and tradeoffs between current road uses.

I use public transit in the East Central Area:

- NEVER 17%
- RARELY 30%
- OCCASIONALLY 28%
- FREQUENTLY 25%

Percent of Responses (786)
Source: 2017 East Central Kick-Off Survey
This is most likely due to the unreliability of the public transportation in this corridor and how it does not have a dedicated lane/point of travel. The services compete with the already congested path of travel. What would the costs of a free, natural gas-based bus system, similar to the 16th street system, look like for running from Colorado Blvd to an intersection near the Capitol Bldg?

Additionally, can a E/W system be implemented on 16th Avenue with the bus/street car system provided with a central position running down the street, with an East and West (two-way) bike lane running on either side of the bus/street car system?
Prioritize implementing transit along corridors in East Central.

Current bus routes in the area are on a grid network, providing the opportunity for predictable, rapid service and convenient transfers. This strong foundation for transit provides an opportunity to increase the transit ridership to exceed the mode shift goal outlined in the Mobility Action Plan. The community cited network gaps, high transit fares, and transit speed and reliability as areas where the transit system needs improvements in East Central. While RTD manages operations of public transit in Denver, there are many strategies the city can employ in the right-of-way to improve transit speeds and reliability while reducing delay, such as boarding islands and bus bulbs, dedicated bus lanes, transit signal priority, and queue jumps. Denver Moves: Transit establishes the city’s Frequent Transit Network (FTN) program to prioritize and implement the FTN, in coordination with RTD. In addition, Denver can coordinate with RTD to recommend operational improvements, such as bus frequency and stop placement. A study identifying potential treatments at each of the priority locations listed below is recommended.

**POLICY**

**A.** Implement high-capacity transit corridors (full BRT to rail).
   1. Colfax Ave.
   2. Park Avenue between Colfax/Franklin/Park and 20th Ave.
   3. Colorado Blvd. Also see Quality-of-Life Infrastructure Section 2.4.
   4. Broadway
   5. Lincoln St.

**B.** Implement medium-capacity transit corridors (Rapid bus to full BRT).
   1. York St. (within the University Corridor in Denver Moves: Transit).
   2. Josephine St. between 6th and 17th Aves.
   3. 12th Ave. between Broadway and Cheesman Park. Also see Quality-of-Life Infrastructure Section 2.4.

**C.** Implement speed and reliability transit corridors (Enhanced Bus).
   1. 6th Ave. between York St. and Colorado Blvd.
   2. 8th Ave.
   3. 17th Ave.
   4. 18th Ave. between Broadway and York St.

**WHY IS IT IMPORTANT?**

- These corridors were identified by Denver Moves: Transit or by the community members as corridors where improved transit should be prioritized.
Yes please to improved transit service!

Paint bus lanes and enforce with cameras! We don't need BRT to make improvements sooner and less expensively!

This was studied two years ago and recommended transit priority on 12th ave but still not done. Turn on transit signal priority already!

Q101 – Please use the words “Study.” How can this plan recommend implementing these types of high cost transportation improvements without studying how it will be implements and community outreach?
Q100 – Why is “Rail” being listed on this plan? This is a 20 year plan, if rail is needed in the future it can be added in the next round of planning. Remove the “Rail” term it is misleading.

#967

Posted by CPN MT on 04/12/2020 at 9:26pm - Link
Type: Suggestion
Agree: 0, Disagree: 0

Q102 - Please use the words “Study.” How can this plan recommend implementing these types of high cost transportation improvements without studying how it will be implements and community outreach? If your intent is to install a full BRT bus lane with removal of a lane of traffic, then the mobility plan graphics and text describing Transit Priority Streets is misleading.

#968

Posted by CPN MT on 04/12/2020 at 9:27pm - Link
Type: Question
Agree: 0, Disagree: 0

Q103 – How will a full BRT be implemented on 12th Ave. a single two-way street? Are you proposing removing all vehicles and parking along 12th? This text is recommending something not mentioned in any other part of this plan.

#969

Posted by CPN MT on 04/12/2020 at 9:23pm - Link
Type: Question
Agree: 0, Disagree: 0

Q99 – What is the study information on the Colfax BRT and the impacts on the neighborhoods?

#970

Posted by David Mintzer on 01/30/2020 at 6:14pm - Link
Type: Suggestion
Agree: 2, Disagree: 0

Please add downing/corona (12 bus) to this list. It is the only north south transit route between Broadway and York and connects multiple train stations, schools and hospitals.
Second this. I live off of Marion and 11th and feel the stress of added vehicles running parallel to downing/corona.

#971

We won't be using RTD as long as the stops are so far apart and the bus riders’ safety and reasonable cleanliness are not assured. Route connections need to be well coordinated for time and location. If RTD can't even get enough drivers to maintain the routes it has now, I doubt it can meet these additional goals.
**RECOMMENDATIONS**

**TRANSIT AND MOBILITY HUBS**

**MOBILITY HUBS**

Improved transit connectivity and access by integrating multiple transportation modes through infrastructure and wayfinding. Mobility Hubs vary in size, programming, and design depending on the surrounding land use and level of use, and often incorporate placemaking strategies.

**LOCAL MOBILITY HUB**

Any transit stop with approximately less than 100 boardings per day that provides connections to homes and local destinations from transit. Local Mobility Hubs can include the following elements:

- ADA Accessible Design
- Pedestrian Access
- Passenger Loading Zones
- Bikeshare Access
- Real-time Arrival Information
- Integrated trip planning
- Integrated and electronic fare payment
- Wayfinding
- Benches
- Lighting

**REGIONAL MOBILITY HUB**

Any transit stop with ridership of approximately more than 100 boardings per day that provides connections to regional destinations from transit and serves as a key regional destination. Regional Mobility Hubs include all of the elements found in a Local Mobility Hub, in addition to the following elements:

- Bicycle Access
- Carshare Access
- Shelters
- Services and Retail
- Hub placement (off-street)

**POLICY**

Install rider amenities at transit stops and better connect transportation modes via mobility hubs.

Almost every household in East Central is within a ¼ mile of a transit station, but ridership must increase to achieve the mode shift outlined in the Mobility Action Plan. Community members in East Central support transit improvements, and stated concerns about the current transit system. This policy will seamlessly integrate various transportation modes and enhance the transit rider experience to boost ridership. Transit will become even more convenient and user-friendly through transit stops that maximize first-mile and last-mile connections. Improving customer amenities leads to comfortable and equitable transit stops that increase the convenience of transit service. A study identifying potential treatments at each of the priority locations listed below is recommended. Coordination with key partners including RTD is necessary as they recently conducted a mobility hub study to help identify locations and types for mobility hubs throughout the RTD system.

**A. Rider amenities to install at priority locations include:**

1. Real time transit information.
2. Ticketing kiosks.
3. Multimodal resources, such as bike and scooter parking, rideshare drop-off/pickup zones, etc.
4. Placemaking components, such as street furniture, programmed space, etc.
5. Charging kiosks.

**B. Priority transit stop locations:**

1. Colfax Ave. at Broadway, Downing St., Park Ave., York St., Josephine St., and Colorado Blvd.
2. Broadway at 9th Ave., 13th Ave., and Cleveland St.
3. Lincoln St. at 7th and 17th Aves.
4. 12th Ave. at Washington and Downing Sts. *Also see Quality-of-Life Infrastructure Section 2.4.*
5. 17th Ave. at Esplanade Parkway.

**STRATEGIES**

**WHY IS IT IMPORTANT?**

- These locations were chosen based on an analysis of transit stops with the highest ridership and locations of key multimodal network connections and neighborhood destinations.

Source: RTD Mobility Hub Guidelines, January 2019
#972

Posted by **Rob Toftness** on **11/11/2019 at 2:48am** - Link

Type: Suggestion

*Agree: 16, Disagree: 0*

This should be placed at intersections so parking can not be allowed up to the intersection. This increases sightlines.

Also, parking spaces converted to parking for scooters, bikes, etc is a must. Jump bikes and Scooters litter the sidewalks. We need to take space on the public right of way for proper parking areas for them. Take out car parking and add more bike and scooter parking

---

Reply by **Jane** on **02/05/2020 at 7:23pm** - Link

Type: Suggestion

*Agree: 3, Disagree: 0*

This is safer for all people using all forms of transportation. Cars should not be parked all the way to the corner and this space could be used and be so tidy with bikes and scooters. Win-win for everyone and especially safety for all!

---

#973

Posted by **Cindy sestrich** on **02/05/2020 at 11:19pm** - Link

*Agree: 0, Disagree: 0*

**General Note:** There needs to be better coordination with RTD reliability to get them to commit to bus stops long term where amenities are being constructed.

The request on Colfax to not put stops in front of Marijuana stores, liquor stores or bars would provide for a safer, less congested stop. Riders now are avoiding those stops and RTD is taking the information as people are not loading in that distance, rather than looking at safety placements.
2.3.7 NEIGHBORHOOD TRAFFIC CALMING

Neighborhood traffic calming includes infrastructure upgrades and operational improvements to neighborhood streets that are intended to address safety concerns such as insufficient pedestrian crossings, speeding on local streets, and difficult sight lines for pedestrians, people riding bikes, or vehicles approaching intersections. Currently, Denver’s Neighborhood Transportation Management Program (NTMP) takes a neighborhood-scale approach to quickly implement traffic calming and small-scale transportation improvements. These efforts help to improve safety and calm traffic in Denver’s neighborhoods by working with residents to quickly install relatively low-cost safety improvements such as stop signs, daylighting intersections, and new and improved crossings. By taking a zone based approach, traffic calming efforts can target areas where safety is of utmost concern, such as schools, parks or commercial nodes. The traffic calming elements are intended to provide visual and physical cues to slow drivers speed, and can sometimes be quick, low-cost improvements such as signage, pavement markings, and physical barriers to reduce vehicle access.

TRAFFIC IN EAST CENTRAL TODAY

The East Central Area has many parks, schools, commercial nodes and other community amenities, that are destinations for community members. Many of the community members in the East Central Area walk, bike, or roll to these destinations, therefore, it is important that vehicles are traveling a safe speed to prevent crashes. Denver’s community amenities are frequented by vulnerable populations, such as children or people with disabilities. Conversely, the East Central Area has many one-way couplets, which are favored by travelers who are passing through the neighborhoods. In the East Central Area, 8th Avenue, 13th Avenue, and 14th Avenue are streets where high-speed traffic is a community concern.

COMMUNITY FEEDBACK

Public comments identified four main priorities for neighborhood traffic calming:

- Reducing speeds within neighborhoods
- Reducing speeds around schools, parks, hospitals, commercial nodes, and recreation centers
- Addressing traffic and safety concerns on arterial streets
- Preventing unsafe behavior on neighborhood streets

Community members ranked their priorities for locating pedestrian and bicycle improvements, and routes to parks and routes that improve safety were tied for the top choice, followed by routes to employment.

Top Mobility Priorities:

<table>
<thead>
<tr>
<th>Category</th>
<th>Percent of Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>IMPROVED BIKE CONNECTIONS</td>
<td>24%</td>
</tr>
<tr>
<td>PRIORITIZE PEDESTRIANS</td>
<td>19%</td>
</tr>
<tr>
<td>TRAFFIC CALMING</td>
<td>14%</td>
</tr>
<tr>
<td>IMPROVED TRANSIT</td>
<td>8%</td>
</tr>
<tr>
<td>IMPROVED ENFORCEMENT</td>
<td>6%</td>
</tr>
</tbody>
</table>

Source: 2019 East Central Public Meetings
Please consider traffic calming strategies for E. 16th Ave. from Detroit St. to Colorado Blvd. Drivers already speed on this street, using it as an alternative to 17th and Colfax Avenues. With the implementation of BRT on Colfax, this problem is likely to get much worse. The (over)use of 16th Ave. is also a safety concern for bicyclists using the neighborhood bikeway that is planned for 16th Ave. in the City Park neighborhood. Also, the neighborhood has been asking that 16th Ave. and Cook St. be designated a four-way stop.

Reply by Will McClain on 01/15/2020 at 6:46pm - Link
Type: Suggestion
Agree: 1, Disagree: 0
It's like this in City Park West, as well.

Reply by Jonathan on 01/25/2020 at 6:22pm - Link
Type: Suggestion
Agree: 2, Disagree: 0
echoing Sandra, I would suggest 4-way stops at all intersections on 16th between Detroit and Colorado. To make this viable for cyclists, the Denver City Council should also implement the Colorado Safety Stop, so that cyclists can treat these stop signs as yields if no cars are present.

Reply by John on 02/05/2020 at 3:52pm - Link
Agree: 0, Disagree: 0
Agree with all these thoughts, though adding roundabouts or other barriers or perhaps some raised crosswalks would also be helpful. There has been a significant increase in people speeding along 16th to avoid 17th or colfax.

Reply by Jane on 02/05/2020 at 7:25pm - Link
Type: Suggestion
Agree: 0, Disagree: 0
Some people speed unsafely around round abouts putting pedestrians at jeopardy. 4-way stops are great because even if one person doesn't stop, chances are the other 3 do - much safer and much needed
throughout the entire ECA.
POTENTIAL DESIGN CONCEPT FOR 16TH AVE AT PARK AVE

Bicycle and Pedestrian priority street
Activate and improve existing park spaces
Potential to limit vehicular traffic on 16th
Improved pedestrian and cyclist crossings
High Capacity Transit with dedicated lanes
Increased tree canopy

PARK AVE
LAFAYETTE ST
MARION ST
HUMBOLT ST
16TH AVE

East Central Area Plan | 2.3 Mobility
Yes please! Shade trees are important for people comfort, and for fighting climate change.

We need as much or more park space as possible - this is a priority for sustainable urban living.

Beautiful concept for this area which is currently occupied by numerous vagrants who camp out there. Plans for such great green spaces must include design and other mechanisms to prevent urban camping.

It's Humboldt :)

Anything that makes the park triangles here more prominent and healthy would be a great improvement.
Yes Please. Such a scary intersection

Reducing vehicle speed/noise/pollution/danger is about the only way to do this. I'm for it.

Park Avenue needs to be safer for pedestrians along its entire length.

The more we can discourage unsafe vehicular speeding and behavior from the main bike thoroughfares the safer everyone will be.
Can a E/W system be implemented on 16th Avenue with the bus/street car system provided with a central position running down the street, with an East and West (two-way) bike lane running on either side of the bus/street car system?

Yes!!!! Please!!!

Yes to transit on Park!!
NEIGHBORHOOD TRAFFIC CALMING CONCEPTS

Includes infrastructure upgrades and operational improvements to neighborhood streets and intersections to address insufficient pedestrian crossings, speeding and cut-through on local streets, and visibility issues. See Policy M9.

**Daylighting intersections**
Removing parking spaces immediately adjacent to intersections to improve sight lines and visibility.

**Physical barriers**
Roundabouts, traffic diverters, or other physical cues that slow or limit traffic on local streets.

**Intersection improvements**
Bulb-outs, medians, lighting, and raised crosswalks are some examples of intersection improvements (see Section 2.3.6).

**Lane reduction/chicanes**
Reducing lane widths and/or forcing new travel patterns that require driver attention help to slow traffic and increase awareness for all modes.

**Limit vehicular traffic**
In certain situations, half or full closures of streets to vehicles can create a vibrant and safe neighborhood space.
#988

Posted by NoSquish on 04/12/2020 at 12:36am - Link
Type: Suggestion
Agree: 0, Disagree: 0

Please make the Open Streets permanent. Do not re-open these streets to cars. Instead use this as an opportunity to cut down on the number of through streets we have and continue to leave space for people.

#989

Posted by Rob Toftness on 11/11/2019 at 2:51am - Link
Agree: 14, Disagree: 0

In all situations limiting vehicle traffic improves a street.

*Less noise
*Less pollution
*Less public space taken for parking
*Safer streets, where 5000-pound metal boxes are not competing for space with people

#990

Posted by Jane on 02/05/2020 at 7:28pm - Link
Type: Suggestion
Agree: 1, Disagree: 0

YES! Raised Crosswalks and 4-way stops throughout neighborhoods please!

#991

Posted by Sarah on 11/09/2019 at 10:51pm - Link
Type: Suggestion
Agree: 2, Disagree: 0

Yes, please! Sprinkle these all over the smaller side streets to discourage cut-through traffic. The mini-roundabouts also could provide a great opportunity to let the neighborhood character shine as neighbors take ownership with plantings, art, etc.
Any and/or all of the calming measures are sorely needed to keep the neighborhoods feeling residential, safe, enjoyable.

I'm in support of reducing lane width to communicate to everyone on the street that this street is not designed for high speeds. I find this change more effective than speed limit signs.

Yes! And you can use these spaces as micromobility parking areas to encourage users to keep the Right of Way free.

The crossings on 6th between York and colorado are dangerous because pedestrians and cyclists can't see the traffic without stepping into the street due to parked cars to the left of the intersections that block the view. A view parking places on 6th need to be removed.

This idea would be helpful at Sherman and 10th - 12th as well.
#996

Posted by **Bobby Reginelli** on **01/30/2020** at **8:33pm** - [Link](#)

Type: Suggestion  
Agree: 0, Disagree: 0  
A good idea that is a nice compromise between ideas of no parking and creating safety

#997

Posted by **Nicole Mc** on **11/13/2019** at **7:16pm** - [Link](#)

Type: Suggestion  
Agree: 9, Disagree: 0  
And can be a great opportunity for more bike parking.

#998

Posted by **Bobby Reginelli** on **01/30/2020** at **8:35pm** - [Link](#)

Type: Suggestion  
Agree: 1, Disagree: -2  
Confusing to many drivers and potentially will create more accidents

  Reply by **Rob Carnachan** on **02/05/2020** at **12:06am** - [Link](#)

Type: Suggestion  
Agree: 1, Disagree: 0  
I disagree. I believe studies have shown the opposite with respect to accidents. Drivers will learn. I support adding these throughout the Congress Park neighborhood.

#999

Posted by **Laurel S** on **02/05/2020** at **8:18pm** - [Link](#)

Agree: 2, Disagree: -1  
Street sweeping and snow removal are impossible around these bollards, both creating stormwater issues in the area.

#1000
Would love these to be large enough to plant a tree in the center of the street.
NEIGHBORHOOD TRAFFIC CALMING OPPORTUNITIES

East Central Area Plan  | 2.3 Mobility

Legend
- Plan Area Boundary
- Neighborhood Boundary
- Parks and Open Space
- Priority Sidewalk Segments
- Recreation Centers
- Health Facilities
- Schools
- Grocery Stores
- Commercial Nodes

[Map showing neighborhood traffic calming opportunities with various numbered points and streets labeled.]
Q105 – Could this plan recommend lower arterial or street speed limits and recommend designs to match the lower speeds? This should be a topic to discuss with residents.

Q104 – Please review recommendations of Congress Park Traffic Study. There are many areas identified for further study and traffic calming is a good strategy to implement when looking at traffic light locations, bike routes and on busy arterials such as 13th & 14th to slow traffic for entering and exiting alleys. The Congress Park Traffic Study also has a longer lists of possible choices not listed here on the plan.

Q105 – Could this plan recommend lower arterial or street speed limits and recommend designs to match the lower speeds? This should be a topic to discuss with residents.

9th and 10th Avenues are consistently used as a pop-off from the congestion of Colo Blvd - expect will worsen when development of med center is fully implemented.
Discouraging automobile thoroughfare use of these streets from Colorado Blvd would be desirable.
Reply by Carol Becht on 01/16/2020 at 9:41pm - Link
Type: Suggestion
Agree: 2, Disagree: 0
I agree with Mary, many south bound drivers get frustrated with the light at 8th and Colorado Blvd. They make a right hand turn onto 9th to avoid the light, and then make a left at Harrison and a right on 8th. They race down Harrison at very unsafe speeds on our very narrow street. We desperately need a speed bump or something physical to slow them down.

#1005

Posted by CPN MT on 04/12/2020 at 9:31pm - Link
Type: Question
Agree: 0, Disagree: 0
Q105 – Could this plan recommend lower arterial or street speed limits and recommend designs to match the lower speeds? This should be a topic to discuss with residents.

#1006

Posted by CPN MT on 04/12/2020 at 9:31pm - Link
Type: Question
Agree: 0, Disagree: 0
Q105 – Could this plan recommend lower arterial or street speed limits and recommend designs to match the lower speeds? This should be a topic to discuss with residents.

#1007

Posted by CPN MT on 04/12/2020 at 9:30pm - Link
Type: Question
Agree: 0, Disagree: 0
Q105 – Could this plan recommend lower arterial or street speed limits and recommend designs to match the lower speeds? This should be a topic to discuss with residents.

#1008

Posted by John on 02/05/2020 at 3:56pm - Link
16th Ave. needs to be prioritized as a traffic calming opportunity due to traffic spillover from 17th and Colfax.

#1009

Posted by CPN MT on 04/12/2020 at 9:30pm - Link
Type: Question
Agree: 0, Disagree: 0

Q105 – Could this plan recommend lower arterial or street speed limits and recommend designs to match the lower speeds? This should be a topic to discuss with residents.

#1010

Posted by Jeremiah Bebo on 11/19/2019 at 3:38pm - Link
Type: Suggestion
Agree: 8, Disagree: 0

Many more opportunities between 17th Ave and City Park. Crossing over here is a nightmare.

#1011

Posted by Rob Toftness on 11/11/2019 at 2:52am - Link
Agree: 12, Disagree: 0

Remove traffic from this gorgeous park. It is currently an additional parking lot for the high school.

Give the space back to pedestrians and bikes.

Parking can still be made available on the outskirts for those that may need it, such as people with mobility issues otherwise, make this park car-free

Reply by Carol Becht on 01/16/2020 at 9:42pm - Link
Type: Suggestion
Agree: 3, Disagree: 0

Use Central Park in NYC as a model, Central Park is traffic free and the most amazing oasis in a hustle and bustle place.
#1012

Posted by NoSquish on 04/12/2020 at 12:40am - Link
Type: Suggestion
Agree: 0, Disagree: 0

Keep City Park streets car-free, even after we see the other side of the Covid 19 pandemic. Having that space open to people has been amazing and should continue as a permanent change

#1013

Posted by CPN MT on 04/12/2020 at 9:32pm - Link
Type: Question
Agree: 0, Disagree: 0

Q105 – Could this plan recommend lower arterial or street speed limits and recommend designs to match the lower speeds? This should be a topic to discuss with residents.

#1014

Posted by CPN MT on 04/12/2020 at 9:32pm - Link
Type: Suggestion
Agree: 0, Disagree: 0

Q105 – Could this plan recommend lower arterial or street speed limits and recommend designs to match the lower speeds? This should be a topic to discuss with residents.

#1015

Posted by Jace Davis on 11/19/2019 at 5:00pm - Link
Type: Suggestion
Agree: 7, Disagree: 0

My wife and I do not enjoy turning onto or crossing 13th or 14th street regardless if we are driving, cycling, or walking. Improving these intersections by traffic calming, daylighting intersections, and shorting pedestrian crossings would be much appreciated and could possibly encourage drivers to stop resorting to Cheesman Park as their preferred thoroughfare.
I've lived in this neighborhood for almost 28 years and always wished that the parking would be moved back 1 more spot from the corners to allow better a better view plane for cars to see cyclists and vice verse

#1017

Keep the streets in Cheesman closed to cars (except buses)

Allowing this space for cyclists and pedestrians should not only be for the Covid 19 epidemic. Please make these changes permanent

These streets do not need to be available for through traffic

#1018

18th is a high speed one way and could use considerable traffic calming.

#1019

17th is a speedway and work needs to be down to make this straight wide street unappealing for people wishing to speed

#1020
14th could also use significant traffic calming (maybe convert to 2-way) and pedestrian improvement especially around Morey Middle School.

#1021

Posted by Temple on 01/07/2020 at 1:06am - Link

Lots of high speed traffic that could be calmed (road diet?) along the restaurants on 17th and 18th.

#1022

Posted by NoSquish on 04/12/2020 at 12:45am - Link

16th Ave and all the other Open Streets should remain closed to through traffic. Eventually, permanent diverters can be installed instead of the temporary barriers.

Any suggestion that this can't be done due to emergency vehicles can be dismissed. I watched an ambulance navigate 16th Ave without issue while it was closed to through traffic. It probably moved quicker due to the fact that it didn't have to weave around cars that can't pull over due to all the parking.

In fact, remove parking near intersections and emergency vehicles can even more easily navigate the intersections.

Traffic circles, intersection bump-outs and diverters could be considered at the intersections to replace the temp barriers that are currently creating our Open Streets.

#1023

Posted by Aaron Goldhamer on 01/03/2020 at 5:43pm - Link

Lots of potential here on 13th for work where 13th goes from two lanes to three lanes to four lanes.
RECOMMENDATIONS
M9
Study measures to slow traffic along neighborhood streets directly surrounding schools, parks, hospitals, libraries, commercial areas, and recreation centers.

East Central has many community amenities where traffic safety is a concern with regards to pedestrian and bicycle-related crashes. Residents in East Central have identified speeding and traffic as a major concern and ranked routes to parks and routes that improve safety as their top priorities. A zone-based approach to neighborhood traffic calming along local residential streets can add safety measures in select areas to alert drivers to sensitive land uses (such as parks, schools, and hospitals). Neighborhood slow zones could reduce cut-through traffic, reduce traffic speeds, and improve safety in neighborhoods. Priority zones are determined based on the local street network but in general are bounded by arterials and/or collector streets.

BACKGROUND

Specific locations for traffic calming priorities are shown on the Neighborhood Traffic Calming Opportunities map and detailed by neighborhood in the Chapter 3 Neighborhoods of East Central. For more information on food access, see Policy Q10.

WHY IS IT IMPORTANT?

- These destinations are frequented by sensitive users such as children and seniors. In addition, the areas around these destinations need a high level of safety due to the number of pedestrians, bicyclists, and transit riders accessing the site.

Case Study:
City and County of Denver Neighborhood Transportation Management Program

Denver’s Neighborhood Transportation Management Program (NTMP) identifies and delivers quick solutions to address transportation priorities and challenges within neighborhoods including vehicular speeding issues along local residential streets. Traffic calming projects that are developed through the NTMP include pedestrian, bicycle operational, multimodal operational, volume management, speed management and street grid management treatments. Several neighborhoods within the East Central Area will be addressed through the NTMP program in the coming years.

Source: Denver Public Works

Case Study:
City of Boston Neighborhood Slow Streets

The City of Boston’s Neighborhood Slow Streets Program implements a smaller zone-based approach to traffic calming. The program aims to further limit vehicular traffic within neighborhoods and surrounding key community places such as libraries, schools and parks, and to reduce the number and severity of crashes on residential streets. Key tactics include lowering speed limits to 20 mph via signage and pavement markings and traffic calming gateways at the entrances to slow zone areas to provide consistent, recognizable entrances to traffic-calmed zones. Similar to the NTMP neighborhood methodology, Boston’s program focuses on neighborhoods with homes with a higher percentages of youth, older adults, and people with disabilities, areas that experience higher numbers of traffic crashes per mile that result in an EMS response, areas that include, or border, community places such as public libraries, community centers, schools, and parks, areas that support existing and planned opportunities for walking, bicycling, and access to transit, and areas are feasible for the City of Boston to implement improvements.

Source: Boston Transportation Department
#1024

Posted by Jane on 02/05/2020 at 7:35pm - Link
Type: Suggestion
Agree: 2, Disagree: 0
YES 15 is Fine is even better than 20 is Plenty. :) Also, can we please install more 4 way stops so people aren't gunning it along the 3 streets to get from one stop to the next? Just make it SLOW with STOPS and that will be enough to discourage all the bad behavior. It works in Cherry Creek North. We deserve the same!

#1025

Posted by Mary Maguire on 11/13/2019 at 9:05am - Link
Type: Suggestion
Agree: 1, Disagree: 0
Yes - we need this!

#1026

Posted by Brad Shy on 11/11/2019 at 1:34am - Link
Agree: 8, Disagree: 0
YES! Seattle and New York have done this. In the words of a common yard sign in Seattle after the change, "Twenty is Plenty." Let's do this city-wide for non-arterials before the next kid is hit by a car.

This is politically feasible! Out-of-town speeders don't vote.
2.3.8 PARKING AND CURBSIDE MANAGEMENT STRATEGIES

Space near the curb on urban streets is increasingly being recognized for its high value for a variety of purposes. Curbside space provides access to residences and businesses and can be programmed for many different uses, including travel lanes, transit-only lanes, bicycle lanes, on-street parking, bicycle parking, freight loading zones, passenger pick-up and drop-off areas, and parklets. A variety of context sensitive curbside management strategies exist that focus on optimizing curb lane resources.

The Denver Strategic Parking Plan describes the city’s vision and approach to parking and curbside management and introduces the area management plan program.

The Curbside Area Management Plan process works with neighborhoods to develop comprehensive parking and curbside plans that address the curb lane needs of all user groups, activities, and land uses. The vision for this plan aims for the efficient use of curb lane resources while providing access and promoting walking, biking, and transit.

Source: NACTO

East Central Area Plan | 2.3 Mobility
Freight loading zones will be increasingly necessary if ordinary parking access is curtailed.

- Indeed - if each (or many) blocks had a single dedicated freight loading zone instead of over-abundant parking, that'd be great.

- Street Parking is Theft

- End parking minimums.

Oops, misread as parking maximums. No preference either way.
#1030

Posted by Ryan Keeney on 02/04/2020 at 9:31pm - Link
Type: Suggestion
Agree: 2, Disagree: 0
Add at least one loading zone to every block with multi-unit buildings.

#1031

Posted by Will McClain on 01/15/2020 at 6:33pm - Link
Type: Suggestion
Agree: 4, Disagree: 0
Add residential parking permits for street parking.

Reply by Will McClain on 01/15/2020 at 6:33pm - Link
Agree: 3, Disagree: 0
Maybe charge for additional permits beyond 1/household and use proceeds to improve public transportation and/or walkability and/or bikability.
Curbside management optimizes, prioritizes, and manages the curb lane to provide designated space for critical curbside uses. Primary uses include, but are not limited to:

- Motor and electrical vehicle parking,
- Loading (passenger and freight)
- ADA accommodations
- Car share zones
- Transit lanes and infrastructure
- Bicycle lanes, parking, and infrastructure

**PARKING IN EAST CENTRAL TODAY**

Demand for parking and curbside space varies widely across the East Central Area, with the widest variety of curbside uses existing in the Capitol Hill, North Capitol Hill, and City Park West neighborhoods. In the Cheesman Park, City Park, and Congress Park neighborhoods, fewer curbside uses exist. Colfax Avenue is the unifying street with similar curbside space needs across all six neighborhoods. As a result of the planned Colfax BRT, the City will need to identify curb lane priorities along, and adjacent to, Colfax Avenue to accommodate parking and curbside activities that support fast and reliable transit service, access for residents and patrons, time-sensitive loading, and emerging transportation technology.

Because curbside space is limited, managing parking and loading needs and the need for enhanced multimodal infrastructure can be challenging. At times, it may be necessary to decrease the on-street-parking supply to accommodate multimodal improvements or to expand the sidewalk, and residents provided their perspectives during a prioritization exercise at public meetings.
#1032

Posted by **Rob Toftness** on **11/11/2019** at **2:54am** - [Link](#)

*Agree: 11, Disagree: -7*

Remove parking please

Reply by **Jane** on **02/05/2020** at **7:43pm** - [Link](#)

*Type: Suggestion*

*Agree: 0, Disagree: 0*

Use parking to buffer bike lanes.

#1033

Posted by **Temple** on **01/07/2020** at **1:02am** - [Link](#)

*Type: Suggestion*

*Agree: 7, Disagree: -7*

Please end free storage of private vehicles on public streets.

#1034

Posted by **Phillip B Danielson** on **11/19/2019** at **7:43pm** - [Link](#)

*Type: Suggestion*

*Agree: 10, Disagree: -9*

There needs to be more resident only permit parking on side streets - especially as you get closer to Colfax. Also new construction needs to have more required parking. Stop telling us younger people don't have cars. They may not drive as much but they definitely have cars.

Reply by **Jane** on **02/05/2020** at **7:43pm** - [Link](#)

*Type: Answer*

*Agree: 1, Disagree: 0*

New study just came out that millennials own more cars per capita than any other age group. They definitely aren't going on a car diet overall.

#1035
People will almost always ask that travel lane and parking go untouched.

Places like Copenhagen show us that this is not reasonable if we want to increase peoples safety and increase the number of people walking and biking.

It is not instinctual to people that removing lanes or parking can be a benefit, but these spaces are the public right of way and pedestrian and bike safety, as well as public transit priority, should always come before the priority of private automobiles.

Reply by Azar on 12/22/2019 at 1:40am - Link
Type: Answer
Agree: 6, Disagree: 0
Exactly. Streets can either be safe or they can have plenty of lanes for cars, but not both.

Reply by Jonathan on 01/25/2020 at 6:28pm - Link
Type: Suggestion
Agree: 2, Disagree: 0
Yes - some members of the neighborhood may have asked to prioritize parking, but this is incongruous with Denveright's adopted plans. We can't have both abundant travel lanes/parking and safety for bikes/peds. There should certainly be some street parking out there to accommodate limited guest visits, but there's more than enough parking for that now. Now, residents are asking for parking not to be taken away so they can store their private vehicles on public property.

Reply by Rob Carnachan on 02/05/2020 at 12:11am - Link
Type: Suggestion
Agree: 3, Disagree: 0
Many homes do not have any parking space on their property; there must always be an allowance for residents in these properties to be able to park their vehicle(s) on the public street. In blocks where all of the homes have driveways and/or garages, we can certainly look at limiting on-street parking.

Reply by Jane on 02/05/2020 at 7:40pm - Link
Type: Suggestion
Agree: 1, Disagree: 0
I'm in Congress Park and I'd prefer reduced travel lanes and keeping parking. Parking can be used as a buffer to slow people in travel lanes. Removing parking will increase speeding and I don't want that. Not sure where the City Park and Congress Park data came from but I know I didn't weigh in so I guess I am weighing a vote for reduced travel lanes. We need people to slow down and travel in cars less.
PARKING STUDY KEY FINDINGS

As part of the analysis conducted during the NPI process, City parking studies for each neighborhood were evaluated. Neighborhoods in the East Central area are consistently parked, with occupancy levels increasing in neighborhoods on the western end of the plan area boundary near downtown.

<table>
<thead>
<tr>
<th>Statistical Neighborhood</th>
<th>AM Occupancy</th>
<th>PM Occupancy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capitol Hill</td>
<td>60%</td>
<td>76%</td>
</tr>
<tr>
<td>North Capitol Hill</td>
<td>60%</td>
<td>79%</td>
</tr>
<tr>
<td>Cheesman Park</td>
<td>57%</td>
<td>52%</td>
</tr>
<tr>
<td>City Park West</td>
<td>50%</td>
<td>55%</td>
</tr>
<tr>
<td>City Park</td>
<td>52%</td>
<td>64%</td>
</tr>
<tr>
<td>Congress Park</td>
<td>42%</td>
<td>40%</td>
</tr>
</tbody>
</table>

Source: 2015 - 2018 parking inventories

AUTOMATED VEHICLES

The rapid development of self-driving, autonomous vehicle technology is leading the way to a transportation revolution with three major components: self-driving cars, shared mobility, and electrification. Companies are eager to deploy these new technologies and causing cities to envision the future of automated, shared, and electrified transportation. Optimistic scenarios suggest less traffic, cleaner air, cheaper transit, and less space wasted on parking, while less-optimistic scenarios highlight safety concerns, increased traffic and the potential to create an inequitable mobility divide between haves and have-nots.

History suggests that the actual impact of automation will fall somewhere between these scenarios, and that Denver must build flexible frameworks to encourage and equitable deployment of these new technologies in accordance with citywide goals. The City should enact policies that encourage automated vehicles are electric, shared, and allow flexibility to reassess these policies as technology advances. Automation poses many challenges and opportunities, that leaders must consider as they aim to create an equitable mobility future for all of Denver’s residents.
#1036

Posted by Rob Carnachan on 02/05/2020 at 12:15am - Link

Type: Suggestion
Agree: 2, Disagree: 0

Denver should be careful to not make any assumptions regarding how the AV revolution will play out. My belief is that most people will be willing to adopt AV technology, but not as a replacement for private vehicle ownership. Most AVs will be privately owned, not rideshared (a la Uber/Lyft services), which means that people will still need places to park their vehicles.

#1037

Posted by Rob Toftness on 11/11/2019 at 3:02am - Link

Type: Suggestion
Agree: 11, Disagree: 0

AV is a pipedream. What will happen is the companies with large investments will push for things like prioritization of their vehicles over vulnerable road users.

One article I recently read had an engineer suggesting barriers similar to those at train tracks that come down to stop pedestrians and raise once they have the light.

AVs can be allowed on the road once they have proven safer in all situations than normal drivers and they never take priority away from bikes, public transit, and pedestrians.

Historically the auto industry pushed pedestrians and bikes off of their roads and we got the current mess that we are in. Let's not allow them to do this again with AV technology

#1038

Posted by CPN MT on 04/12/2020 at 9:40pm - Link

Type: Question
Agree: 0, Disagree: 0

Q106b – It looks like this is an older study, parking and density has changed quite a bit from 2015. CPD did promise to do a parking study to understand the current need. A current study is needed and now and after the COVID-19 shelter in
We see here that there is severely overabundant parking in Congress Park, City Park, City Park West, and Cheesman Park. It's pretty clear we could eliminate some of these spots for the sake of intersection daylighting and other improvements. For the residents in these neighborhoods, we should implement a paid permit system for side streets, and perhaps even metered parking on main thoroughfares wherever street parking won't be eliminated.

Reply by Jackie on 02/05/2020 at 10:31pm - Link
Type: Answer
Agree: 1, Disagree: 0
I agree with intersection daylighting but there is no reason to create extra burden on residents who don't have access to off-street parking and this would further burden the most vulnerable residents like single-parent families by taxing them additional for on-street parking they may need to get to their jobs. Until we have incredible public transit, this is going too far to penalize people who own cars.

Q106 – These neighborhoods have different parking conditions not identified in this graphic. Neighborhoods such as Congress Park are 100% parking in the evenings along Colfax, 14th and 13th or streets adjacent to York or Josephine. The interior of the neighborhood does have a low use of street parking. Using an average across such a large neighborhood is not useful in understanding how streets are used and potential impacts of street modifications and proposed increased density. Please provide breakdown for street use by block so we can understand how the streets are currently used and can be compared to proposed zoning and street modifications.
Parking study. I have lived here 44 years and can tell you that this study is incorrect in the last 3-4 years. There are only 5% of the parking space available most nonholiday weeknights and Sunday after 7-8pm. This occurs between Colfax to 8th Ave and Humboldt to Downing. People who live on the 2 blocks south of Colfax have to park a lot on the single family or row house areas west of Cheesman Park a great deal of the time, also. Curb parking is at a premium on the north and west sides of Cheesman Park. It is getting worse with the increase of density. Residents and visitors are storing their autos on the street and using them on to go to the mountains during the day or to work on stormy days, if they use public transportation in town. We need a private solution to the auto storing problem. I mention a solution in Infrastructure section.

#1042

Very curious the times of day, day of the week, and time of year these numbers represent? There is no way parking in Congress Park is lower at night than during the day. On the blocks I walk on, I'd say parking is closer to 80-90% overnight.

I see that too. Especially where there are apartments and more affordable housing stock. Why would we make things more difficult on these residents?
RECOMMENDATIONS

POLICY

A. Identify alternative parking management strategies and improved safety opportunities.

B. Ensure that strategies are flexible and can adapt to evolving curbside needs, trends, and transportation technology.

C. Pilot converting on-street parking spaces in key locations to alternative curbside uses such as public parklets, bicycle and micromobility parking, shared parking, and mobility hub/transit stop infrastructure.

D. Emphasize the use of alleys for business loading and unloading.

E. Develop additional Curbside Area Management Plans (CAMPs) to address neighborhood parking and curbside challenges.

WHY IS IT IMPORTANT?

• Pilots allow the city to test ideas on a small scale to evaluate feasibility, cost, and adverse effects, and to improve upon the program or design before implementing the final project.

• CAMPs ensure that parking and curbside challenges are addressed comprehensively.

STRATEGIES

Strengthen parking management tools that reflect the City’s strategic parking goals.

Population growth in Denver places an increased demand on parking availability. Parking utilization rates vary throughout the East Central neighborhoods, with evening occupancy rates ranging from 40% in Congress Park to 79% in North Capitol Hill. The neighborhoods have different priorities for parking, therefore recommendations should correspond to the conditions and land uses of the neighborhood. To optimize curbside space, parking management tools and strategies must balance parking needs of new development and support active modes of transportation. This plan recommends efficiently using existing parking and repurposing parking when appropriate.

A. Improve on-street parking strategies

1. Explore additional opportunities for paid parking and time-limited parking.

2. Explore opportunities for adjusting/extending paid parking based on demand, activities, and adjacent land uses, including a performance-based parking pilot program.

3. Upgrade curbside technology for ease of use.

4. Explore increasing paid parking rates in high-demand areas.

B. Encourage shared parking arrangements and provide guidance to businesses and residents

1. Work with local BIDs, TMAs and property managers to better understand potential for off-street parking partnerships.

WHY IS IT IMPORTANT?

• Shared parking can encourage more efficient use of existing parking lots and decrease demand for on-street parking.
Remove parking whether or not people ask for it. This is public space and not space for private property storage.

In Capitol Hill, there are many offices that have empty parking lots overnight. Creating a low fee system to allow residents to park on nights and weekends would be a great use of that space.

Don't prioritize on-street parking over new bike lanes, traffic calming tools, etc. People are more important than cars!

People drive cars. Can we prioritize safety? On-street parking creates friction which slows down traffic in a way that plastic bollards do not. Please start trying to find creative solutions to create safety instead of just assuming that cars are going to disappear.

I endorse using dynamic paid parking to manage demand. Revenues from paid parking should be spent on tangible
neighborhood amenities.

#1047

Posted by Elyse on 02/01/2020 at 10:12pm - Link
Agree: 2, Disagree: 0

C. Creating bicycle parking spaces in areas without sidewalk space for bikes is a great way to repurpose curbside areas.
2.3.9 TDM STRATEGIES

Transportation Demand Management (TDM) is the practice of applying various strategies, programs and policies to shift the how, when, and where of people’s travel behavior to use the transportation network more efficiently. The desired outcome of TDM is improved quality of life, reduced traffic congestion, vehicle emissions, and fuel consumption. Employer-based programs can also be TDM strategies, including tactics such as alternative work schedules or teleworking.

Denver urges project developers and building owners to adopt TDM strategies to improve mobility for residents, visitors, and workers in accordance with the TDM Plan’s guidance, which is nearing completion as this plan is underway. Denver is developing a TDM Program with a set of cost-effective recommendations and is building an interactive calculator to help developers pick the best programs and amenities for their projects to foster win-wins for developers, residents, and accomplish citywide goals. In addition, Denver encourages participation in the programs available through the DRCOG Way to Go program, and the network of transportation management associations (TMAs) that help employers, building owners and activity centers meet their multi-modal goals. TMAs often serve specific regions, central business districts, suburban business parks, residential areas, transportation corridors and tourist venues by helping their members improve transportation and air quality conditions more than any one entity could alone.

TDM TOOLS

Services
- Transit (RTD)
- Microtransit (RTD FlexRide)
- Car Share (ZipCar, EGo Car Share)
- Shuttles
- TNCs (Lyft, Uber)
- Micromobility (scooters, bikeshare)

Infrastructure
- Curb Management
- Bicycle Parking
- Transit Stop Enhancements
- Bicycle Repair Stations
- Wayfinding
- Showers/Changing Facilities

Parking Management
- Paid Parking
- Unbundled Parking
- Preferential Parking
- Discounted Car-Pool Parking
- Car-Share Parking

Subsidies
- Transit Pass Discounts
- Car-Share Membership Discounts
- Bike-Share Membership Discounts
- TNC Discounts
- Micromobility Credits
- Direct Payment to Service Providers

Education
- New Resident/Employee Welcome Kits
- Information Kiosks
- General Marketing
- Bicycle Workshops
- Websites/Apps
- Trip Planning Assistance

SPACE PER TRAVELER BY MODE

Source: Cycling Promotion Fund
#1048
Posted by Oliver Gaskell on 11/12/2019 at 2:46pm - Link
Agree: 1, Disagree: 0
Education and incentives are key!

#1049
Posted by Azar on 12/22/2019 at 1:44am - Link
Type: Answer
Agree: 7, Disagree: 0
This is not the first time I've seen this comparison, but I always like seeing it to remind people what a waste of space cars are.
COMMUNITY FEEDBACK

Neighborhood residents in the East Central area demonstrated an overwhelming desire for improved multimodal transportation options, including bicycle, pedestrian, and transit connections, especially those that provide access to employment and local destinations.

Partnerships between employers, BIDs, TMAs, neighborhoods and local businesses that encourage multimodal transportation.

Reduced cost transit passes improve affordability.

Financial incentives encourage multimodal transportation.

Improved multimodal options balance the transportation system.

Mobile technology provides real-time transportation information and incentive monitoring.

TDM IN EAST CENTRAL

The majority of residents in East Central Area drive alone to work. The average rate of single occupancy vehicle trips for the East Central Area is 60% with a low of 51% in North Capitol Hill and a high of 69% in City Park. While this is lower than the citywide average of 70%, TDM can provide opportunities for East Central Area residents to use the system even more efficiently and accomplish citywide goals.

There are two transportation management associations (TMAs) serving sections of the East Central Area. Transportation Solutions Foundation was established in 1997 and serves central Denver, including Capitol Hill, Cheesman Park, and Hale neighborhoods. In 2016, Transportation Solutions efforts reduced 260,000 single-occupancy vehicle trips. Downtown Denver Partnership is a TMA which serves several blocks of North Capitol Hill and downtown Denver.

AVERAGE RATE OF SINGLE OCCUPANCY VEHICLE TRIPS

East Central

60%

City of Denver

70%

TRANSPORTATION MANAGEMENT ASSOCIATION BOUNDARIES IN EAST CENTRAL

Source: 2019 TMA Boundaries (City dataset)
Q107 – Legend for graphic: What are the descriptions for the colors?
RECOMMENDATIONS

Adopt Transportation Demand Management strategies and policies to shift people’s travel behavior and meet City goals.

As Denver invests in multimodal options in East Central, it is important to provide opportunities for residents to access these options and shift their travel behavior. Currently, most East Central residents drive alone to work and Transportation Demand Management (TDM) strategies can help residents choose other modes and contribute toward the Mobility Action Plan mode shift goals. The residents of East Central were supportive of TDM measures, and many even suggested specific TDM strategies, demonstrating an open-mindedness to the concept. These strategies align with Denver’s TDM Program and Plan, and generally follow the program’s primary goal of shifting people’s travel behavior to increase system efficiency, reduce single occupancy vehicle trips, and achieve specific planning goals.

STRATEGIES

A. Require new development strategies in coordination with Denver’s TDM Plan guidance such as parking programs, shared car services and allocated parking, private bike share programs, secure bike parking, car/bike share memberships for tenants, transit passes for tenants, ride hailing/taxi drop off parking or pull out, deliveries scheduled during non-rush hours, and potential on/offsite mobility infrastructure improvements.

B. Encourage businesses and BIDs to join a regional TMA to have access to services and funds to administer, promote, and implement TDM programs.

C. Provide a one-time bus pass or other transit incentive to ticket holders to local entertainment and cultural destinations.

D. Work with TMAs, employers, residences, RNOs, and BIDs to provide reduced or free RTD fares for residents and employees.

WHY IS IT IMPORTANT?

• Many people visiting East Central are traveling to the area’s rich entertainment and cultural destinations, therefore, encouraging transit for these visitors could minimize parking demand and decrease congestion

• As new development projects are built in East Central, this strategy will promote multimodal transportation options for residents and employees

• Many people travel daily to East Central for jobs and employment, therefore, encouraging transit for those travelers, in addition to residents, could minimize parking demand and decrease congestion

BACKGROUND

Case Study:
City of Santa Monica Parking Cash-Out

The City of Santa Monica was the first in the State of California to implement a TDM program where large employers must submit an emissions reduction plan, with one of the required strategies being offering employees the cash value of a subsidized parking space rather than providing the parking spot.

http://www.smartgrowthamerica.us/documents/Parking_Cash_Out_Santa_Monica_Ordinance.pdf

Source: ParkMe
#1051

Posted by Brad Shy on 11/11/2019 at 1:38am - [Link]

Agree: 14, Disagree: 0

Great idea--we either care about the air quality of our city, or we don't. Let's take this cash-out plan to our employers as soon as possible.

#1052

Posted by Elyse on 02/01/2020 at 10:16pm - [Link]

Agree: 2, Disagree: 0

Partnering new development and TDM is essential to mitigating the impact of new development on these neighborhoods. Please give this some teeth.

#1053

Posted by Cindy sestrich on 02/05/2020 at 11:23pm - [Link]

Agree: 0, Disagree: 0

Great idea for concert promoters to include bus passes. A new marketing for the Downtown Denver Partnership would be to promote businesses to give bus/light rail passes to commuters. Maybe even increasing the head tax would allow for multimodal transportation for the commuters though rebates, etc. Monetary incentives can change patterns with viable alternatives. Poor bus service to light rail is a common complaint, along with worsening conditions on buses and light rail for health and safety. RTD is not monitoring and maintaining the quality to good standards.

- New multi-housing developments should be giving incentives to occupants for multimodal opportunities. I have already heard from some developers that they could put into the rental agreements that new tenants have to state they do not have a car to receive the benefits. Could also tax the developers that do not give incentives, as the impact fee type of plan for the purpose of public private partnerships in new mass transportation ideas that Denver has to develop, outside of RTD.

#1054

Posted by Azar on 12/22/2019 at 1:48am - [Link]

Type: Suggestion

Agree: 9, Disagree: 0
EcoPasses shouldn't be so hard to get! We should be encouraging people to get on public transit by whatever means necessary.

Reply by Jane on 02/05/2020 at 7:51pm - Link
Type: Answer
Agree: 0, Disagree: 0
My EcoPass was very easy to acquire. I'm not sure what has made it difficult but yes, I agree it should be easy. I've had mine for more than 5 years and it renews annually without me having to go take a new photo.