Q&A Notes

- Bond funding for bike lanes—any sub-allocations for short-term improvements?
- Why do the mobility hubs on Colfax not connect to the bikeways?
- Snow plows push snow into bike lanes and curbs where people need to cross
- Why no survey of people who live in and own homes in congress park and whether they want neighborhood bikeways? If people didn’t want them would that change anything?
- East/west bike improvements—is the plan advocating for lots of options of a variety of ways to get around, or a lower number of really high quality ones? I.e. quantity or quality?
- Is the project team taking into consideration pedestrian overpasses, particularly near East High School?
- Strategic planning—are we going to talk about tactics?
- Traffic calming: what considerations were given to traffic calming in general? Seems like the plan focuses on streets that are already calm. What about streets that have high speeds but no commercial uses?
- 12th and Clayton: stop signs should be on 12th, not on Clayton, which is already low volume
- Garfield plans: where can I access the detailed plan info?
- Trees, green improvements in the plan?
- How does our input get incorporated? If neighborhood says it doesn’t want something, does that go into the plan?
- Clayton and 12th: old plan called this out for a 4-way stop, and people have gotten hit there, but DPW has said they wouldn’t install one because there’s a 4-way stop a block away and this is on a bike route and bicyclists don’t want to stop. Who do we talk to to get a 4-way stop there?
- Bikeways don’t connect to BRT stations??
- What about cut through routes that result in people speeding down alleys?
- Meeting format: hard to hear questions, some people got shouted down while others got to ask questions
- What’s the plan for traffic issues, studies, mitigation, etc. for BRT construction?
- Do you test your questionnaire before you bring it to public to ensure it’s statistically valid?
- East HS kids using alley behind Clayton to get to school—does the plan discuss green alleys/alleys as an alternative to street network?
- Talking about mobility in isolation of built environment doesn’t work—can’t talk about them in silos
- Transformative streets – no recognition of the problems created by increased density surrounding Congress Park
- TDM sounds like letting developers provide less parking if near bike lane, provide bus pass. What studies were done to drive these recommendations? What analysis was done to ensure that TDM strategies will suffice to mitigate new density, growth we’ve already seen? Are there recommendations that lower parking requirements and allow higher density?
- High comfort bikeways on wide roads with high traffic—will these facilities be protected or added where there is space but it feels unsafe?
• Congress Park has made great strides in ADA ramps, but rest of network and condition of sidewalks are not great. Does plan address this?
• Where is all the date you’re referencing? Can we see it?
• Will priority be given to proven, safest recommendations? Or can feedback like, “I don’t wan to lose a parking space for my personal car” over-rule safety at an intersection?
• People with opposing viewpoints often actually want the same thing. Is there another forum to constructively discuss our opposing viewpoints?