Recommended Concept Alternative: Bicycle/Pedestrian Facilities

Legend
- Existing Bicycle Facilities
- New Bike and Pedestrian Connection or Improvement
- Denver Moves Bike Projects
- New Shared Use Path and Widen Sidewalk
- Increase Capacity of Existing Facility
- Complete/Connect Sidewalk Network
- Recommended Crossing Enhancements
Bicycle & Pedestrian Crossing Treatments

These crossing and connection improvements are focused on protecting and increasing comfort for bicycles and pedestrians at intersections through engineering and placemaking strategies. Recommendations are intended to improve the ease of use for pedestrians and bicyclists, address locations with demonstrated pedestrian and bicycle safety concerns and improve bicycle and pedestrian access to transit.

**Leading Pedestrian Interval**

The Leading Pedestrian Interval initiates the pedestrian WALK indication three to seven seconds before motor-vehicles traveling in the same direction are given the green indication. This signal timing allows pedestrians to establish themselves in the intersection in front of turning vehicles, increasing visibility and safety.

**Curb Extensions**

Curb extensions are created by extending the sidewalk or curb line into the street at an intersection or mid-block crossing location to shorten the crossing distance for pedestrians. Curb extensions have a traffic calming effect by physically and visually narrowing the street.

**Curb Ramps**

Curb ramps transition pedestrians from the sidewalk to the street. Accessibility standards require all pedestrian crossings be accessible to people with disabilities by providing curb ramps at intersections and mid-block crossings as well as other locations where pedestrians can be expected to enter the street.

**Right Turn on Red Restrictions**

Right turn on red restrictions use a NO TURN ON RED regulatory sign or signal to address conflicts between vehicles and crossing pedestrians/bicyclists.

**Crosswalks**

The Denver Public Works Transportation & Mobility Community Streets Program looks to create an enriched pedestrian environment that promotes community building and enhances aesthetics through the installation of temporary projects such as artistic crosswalks and intersection murals and graphics. The intersections or crosswalks chosen for these treatments are best suited near pedestrian destinations as they can help enhance the pedestrian experience while signaling to drivers passing through that the street is a public space. These projects are approved based on a specific set of criteria.

**Median Islands**

Median islands are raised islands that provide refuge for people walking and biking, while allowing for two-stage crossings.

**Corner Radii Design**

Smaller turning radii can improve pedestrian safety by requiring motorists to make sharper turns at slower speeds. This treatment can also shorten crossing distances for pedestrians, improve signal timing for all modes, provide larger pedestrian waiting areas, and improve sight distances.

SOURCE: NACTO & Toole Design Group