Presentation to Concerned Citizen for Barnum
Denver Moves Implementation Projects
Denver Public Works-Transportation
5-12-2015
moving people.

Denver’s Strategic Transportation Plan (STP, 2008)
Population Growth

Annual Change in Denver Population: 2006 to 2014
State Demography Office - Colorado

Regional Population Growth

<table>
<thead>
<tr>
<th>Year</th>
<th>Population Growth</th>
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</thead>
<tbody>
<tr>
<td>2000</td>
<td>2.4</td>
</tr>
<tr>
<td>2013</td>
<td>2.9</td>
</tr>
<tr>
<td>2014</td>
<td>3</td>
</tr>
<tr>
<td>2020</td>
<td>3.3</td>
</tr>
<tr>
<td>2040</td>
<td>4.1</td>
</tr>
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</table>
Community Values

- Quality of Life
- Bikeable
- Vibrant
- Green
- Active

- Walkable
- Livable
- Beautiful
- Sustainable
- Accessible
Limited Public Right of Way

Bike Parking?
Parklet?
Water Quality?
Transit?
PARK?
Denver Moves – Bicycles

- Denver will have a combined Walk and Bike Mode Share of 15% by 2020.
- Implement 15 miles a year
- Every household is within a quarter mile (5-min walk or 2-min bicycle ride) of a high ease of use facility.
2015 Bicycle Program

- 20 miles of separated bikeways (bike lanes)
- 5 protected bikeway corridors
- 4 neighborhood bikeway corridors
Neighborhood Bikeways

- Low-volume, low-speed residential streets prioritized for bicycle and pedestrian travel.

- Use signs, pavement markings, and speed and volume management measures to discourage through tips by motor vehicles.

- Constructing Knox Court: Kentucky to Alameda in 2015, and in design of 3 more:
  - E 12th Ave
  - Garfield St
  - W 35th Ave
Neighborhood Bikeway Elements

Combining a selection of these choices creates a calm, low-traffic environment on a neighborhood bikeway that is more comfortable for through bicycle traffic and for neighboring residents.

- **Prioirtzed Bicycle Travel**
  - Bikeway Pavement Markings
  - Stop Sign Reorientation
  - Bicycle Parking

- **Traffic Calming**
  - Curb Extensions
  - Mini Traffic Circles
  - Diversion/Turn Restriction at Intersections
  - Chicane

- **Safe Crossings**
  - Bicycle Signal Detection
  - Enhanced Crossings
  - Bicycle Signal/Bicycle-only Phase

- **Branding and Signage**
  - Neighborhood Bikeway Signage
  - Wayfinding Signage
  - Variable Speed Limit Signs
Knox Court corridor

- (1) Knox Court bicycle lanes – 6th Ave. to 8th Ave. & Knox Court sharrows – 8th Ave. to 14th Ave.

- (2) Knox Court bicycle lanes – Alameda Ave. to 6th Ave.

- (3) Knox/Alameda/Morrison intersection and cycle track – Nevada Pl. to Alameda Ave.

- (4) Knox Court Neighborhood Bikeway – Kentucky Ave. to Nevada Pl.
(1) Knox Court bicycle lanes – 6th Ave. to 8th Ave. & Knox Court sharrows – 8th Ave to 14th Ave

- Installed 2014

- Bicycle lanes narrow to sharrow condition at 8th Ave to accommodate parking lanes on thinner pavement width
(1) Knox Court bicycle lanes – 6\textsuperscript{th} Ave. to 8\textsuperscript{th} Ave. & Knox Court sharrows – 8\textsuperscript{th} Ave to 14\textsuperscript{th} Ave

- Case study from 75\textsuperscript{th} St. in Seattle re: traffic calming impacts for visually narrowing striped vehicle lanes

Before and After Photos (NE 75th Street between Ravenna Avenue NE and 23rd Avenue NE).
(1) Knox Court bicycle lanes – 6th Ave. to 8th Ave. & Knox Court sharrows – 8th Ave to 14th Ave

- Posted speed limit on 75th St. – 30 mph

<table>
<thead>
<tr>
<th>SPEEDERS</th>
<th>Percent driving over the speed limit</th>
<th>Percent Change</th>
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</thead>
<tbody>
<tr>
<td>Before Early Improvements March 2012</td>
<td>1-year After Rechannelization October 2014</td>
<td></td>
</tr>
<tr>
<td>Eastbound</td>
<td>56.9%</td>
<td>20.5%</td>
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<tr>
<td>Westbound</td>
<td>80.1%</td>
<td>35.0%</td>
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<table>
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<tr>
<th>TOP END SPEEDERS</th>
<th>Percent 10+ mph over the speed limit</th>
<th>Percent Change</th>
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<tbody>
<tr>
<td>Before Early Improvements March 2012</td>
<td>1-year After Rechannelization October 2014</td>
<td></td>
</tr>
<tr>
<td>Eastbound</td>
<td>1.2%</td>
<td>0.3%</td>
</tr>
<tr>
<td>Westbound</td>
<td>4.2%</td>
<td>0.9%</td>
</tr>
</tbody>
</table>

The 85th percentile speed is the speed at which 85 percent of drivers travel at or below on a roadway.
(2) Knox Court bicycle lanes – Alameda Ave. to 6th Ave.

- Design complete 2014; installation ongoing (in May-June 2015)
- Project coincides with Street Maintenance resurfacing of Knox Court
(3) Knox / Alameda / Morrison Intersection and cycle track from Nevada Pl. to Alameda Ave.

- Collaboration with CDOT as part of their RAMP program for the traffic signal
- Design in progress; includes bicycle signal; installation anticipated in 2016
(4) Knox Court Neighborhood Bikeway from Kentucky Ave. to Nevada Place

- Civil/drainage design for bumpouts in progress
- NTP signed for signage and pavement markings 5/7/2015
- Installation anticipated in 2015
Knox Court corridor

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- (3) Knox/Alameda/Morrison intersection and cycle track – Nevada Pl. to Alameda Ave.

- (4) Knox Court Neighborhood Bikeway – Kentucky Ave. to Nevada Pl.
Next Steps

- Citywide bikeway planning:
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Knox Court corridor design
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