



Denver Moves – Next Step Charette Notes

Overall Concepts:

- Overall Concepts
 - Enhanced bikeways will help encourage more riders/increased mode share
 - Bikeways should relate to transit and trail network
 - Needs to access all City residents and more groups
 - Increase ridership will help lead to more funding for enhanced facilities
 - More north/south connection; link to regional parks and downtown for residents and tourists
 - Achieve overall connectivity to form a network of protected bikeways
- Joel from INC:
 - Key is to open routes to more groups
 - Leading to more groups will increase funding
- Emily from DDP:
 - She avoids traveling in traffic, and this makes her look at alternate means
 - Wants more of a connection into NE Denver
 - Better connections to the CC Trails/one-way thru downtown
- Ryan from DDP
 - Believes that the bikeway routes should relate to transit
 - Balance for all users
 - Preferred routes would include:
 - Would like 14th
 - 23rd Ave. through the park
 - Broadway to I-25
 - Speer – Crossings, particularly Bannock
- Mark from MBAC
 - Use the waterways to bikeways
 - Connect Goldsmith to Cherry Creek to Downtown
 - Look for ways to connect Harvard Gulch through to DU
 - Parking
 - There is a lack of parking away from downtown? Is it needed
 - Look for connections from Park Hill to Downtown
 - Off-street connections/protected are best
 - Look for connections on Garfield to City Park
- David from MBAC
 - Most important idea should be to achieve overall connectivity to form a network of protected bikeway and to find funding to implement the network
- Tangier from MBAC(?)
 - Mentioned that an important feature for the Mayor is to serve all residents throughout the City
 - Railroad crossings are opportunities (through constraints)
 - Residents in Green Valley Ranch should have some service (Picadilly to Pena/Memphis)
 - Look for ways to serve the booming communities
 - Provide enhanced facilities on 30th/31st Avenues to the east
- Trini from DDP



- On the 15th Street Corridor, look at removing the left turn lanes
 - Look at ways to reduce conflict zones/mixing zones, as folks have a false sense of security
 - Implementing enhanced bikeways will help attract a workforce to Denver and improve health
 - Believes that 18th/19th is too far away from the core, and 17th Street has tremendous opportunity and should see more investment
 - Potential to utilize Speer Blvd. for connections to Cherry Creek Trail and Downtown, specifically near Wewatta St. and Wynkoop St.
 - Need to tie enhanced bikeways to bikeable neighborhoods
 - Look for connections from Highlands to Downtown
 - Speer and Confluence Park?
- **Overall Comments from Geneva/Antionette/RTD Intern**
 - Concerns
 - Getting from the Cheeseman Park neighborhood to Downtown – Don't Like 12th Avenue facility
 - Intersection at Colfax and Speer needs enhancements
 - Intersection at Speer and 12th is not safe for a connection to Cheery Creek
 - 15th Street getting to Lower Highlands needs to be completed
 - Intersection at 18th and Broadway is hard to navigate
 - Getting from Downtown to Capitol Hill needs improvements
 - Franklin Street between 21st and 29th, why is there a disconnect?
 - Provide a few good north-south crossings of Speer Blvd
 - Cherokee, Bannock and Speer Blvd crossings
 - Requests
 - Broadway protected bike lane
 - Northbound route north of Speer Blvd
 - Sherman northbound parallel to Lincoln St
 - East-west route north of Washington Park
 - North-south route from Harvard Gulch to Wash Park
 - Better connectivity between bike routes
 - Tremont, Glenarm and Court all dead end at Colfax, can these be connected to a route?
 - More signage along sidewalk, above the CCT to assist tourist or other people in getting to the trail correctly and safely
 - Logan and Evans was repaved, sharrows were removed, can they be put back?
 - Iowa and Sante Fe, bad signage, could use some help
 - Bike lane on Iowa east to Buchtel Blvd?
 - Need an east-west route across Santa Fe or South Platte
 - Need to consider Connecting Auraria Plan more specifically
 - Summary of Notes on overlays (trace paper) of maps and KMZ files
 - Make highly visible enhanced bicycle lanes throughout downtown
 - Logan – Sharrow paint is gone
 - 15th and Larimer – The transition from the bike lane to the sharrows are hard to understand



- RTD – at grade signage
- 11th as an alternative to 12th as the asphalt on 12th is in poor condition.
- Look for north/south crossing along Speer near Golden Triangle
- Provide better crossing of Speer Blvd at Bannock for access to Cherry Creek
- 17th and Broadway bike lane, discussion to transition to 19th/20th
- Concern for getting bicyclist through Market Street in the north/south directions
- Park Street – width, no parking, straight connection to park
- Franklin is dicey, there are sharrows on it now, can we do more?
 - Add a bike signal at Franklin and Park Avenue West
- What can happen on Logan northbound? Sharrow, 2-way enhanced bicycle in parking lane?
- 17th – being used by tons of cyclist, how is this approached? Where would bike lanes fit?
- 17th instead of 16th, review for ‘green wave’
- Park Avenue West – 5-way intersection at 17th disrupts all ped, bike and vehicle traffic. Close it?
- Protected Bike Lane – Corridor recs
 - MLK (Pontiac to Central Park Boulevard)
 - 23rd (City Park)
 - Partial at intersection (Montview)
- Can 16th Avenue become a protected bikeway?
 - Need a bike boulevard or some way past, through or around East High School
- Implement and 18th Street protected bike lane, but more than flex posts
 - Drivers are not aware or focused to what is going on....seem lost
 - During Rockies game, drivers are stopping in the bike lanes and dropping people off
- Can Park Avenue West be considered for an enhanced bikeway?
 - Road diet - volumes and signal conflicts need to be evaluated
- Make sidewalks along Cherry Creek/Speer Blvd. wider
- Add sharrows on 25th Street to connect Lawrence to Larimer
- Need to evaluate Brighton Blvd to Park Avenue West transition when a facility is going to be implemented
- Need to look at a one-way connection from 19th Street to Broadway
- Lincoln & 20th intersection Improvements
 - Additional signal timed with north signal
- Intersection improvement at Welton St. & Broadway to make transition to 20th more comfortable and safe
- Create a mixing zone at 20th & Grant
 - Move bikes to the left in to mixing zone to help define left turn onto Grant Street
- Grant Street: Two-way protected bicycle lane
- Add a two-way protected bikeway on Welton Street from Colfax to Broadway
- 14th Avenue protected bikeway from Bannock St. to Speer Blvd.
 - Improve connection to Cheery Creek Trail
- 13th Avenue protected bikeway from Speer Blvd. to Bannock
- Remove Sharrows on Cherokee St.
- Add bicycle facility on Delaware St from Colfax Ave. to Speer Blvd.
 - Connect to Tremont Pl. bicycle lane
- Create protected bicycle lane on 16th Ave from Lincoln to Broadway on north side sidewalk



- Advisory bike lanes on 15th from Wazee Street to Boulder Street
 - May need to do a lane drop from Central Street to Boulder or switch from advisory bike lanes to sharrows
- Advisory Bike lanes on Tejon from 32nd Ave. to 46th Ave.
- Bicycling around Blue Cross is difficult on Broadway because of the horrible driveway entrances
- York Street (SB) & Josephine Street (NB) protected bicycle lane couplet
- City Park protected bike lanes
 - Contra-flow cycle track, and with flow cycle tract, with parking buffer
 - 48-50 feet total
 - 7.5' parking lanes, 20' travel lane area
 - 35' total vehicle width, leaving 13-15' for bicycles
 - Contra flow gets a cycle track (9' total), with flow gets a bike lane outside of traffic
 - 17th Avenue and Colorado Blvd.
 - Access through the corner of the park to internal road to the west to exit on 21st?
- 17th Avenue Parkway protected bicycle lane
 - As an alternate idea, the parking could become an off-peak parking lane 7pm-7am preserving capacity during the day
- Monaco left sided buffered bike lanes
 - Remove parking or travel lane
 - As an alternate idea, the parking could become an off-peak parking lane 7pm-7am preserving capacity during the day
- Bruce Randolph Avenue – Buffered bike lanes
 - Enhanced bike lane, connect from Lawrence St. via Arapahoe
 - Potential to remove parking from one-side
- MLK Blvd
 - Remove parking, add buffered bike lane or cycle track – Downing to York
 - Bike lane is currently recommended, make it buffered because of 8' parking lane?
- 31st Avenue
 - Remove parking and add buffered bike lane
 - Buffered bike lane from Columbine St. to Clayton Street
- Improve intersection at 40th & York
- Provide better wayfinding signage around Decatur Station
- 20th Street multi-use path needs intersection improvements at I-25 on/off ramps.
 - No turn on red?
- West 13th Avenue bike lanes crossing railroad tracks is not safe
- Make a better connection to Broncos Stadium from Downtown through Auraria
- Cherry Creek Trail Connections
 - 6th/7th, Broadway/Lincoln
 - Add lights so cyclists can cross to get onto trail more safely
 - Bannock connection to trail needs to be better
- Better connection to Curtis Park
- Welton Street Cycle Track will need a good connection from Cherry Creek Trail along Colfax



- 12th Avenue bike route is riddled with road damage; Need to improve east bound bike crossing at Colorado
 - Capitol Hill needs better north/south bikeways
 - Repave Williams Street between 6th & 7th Avenues
 - Design a better way cross 7th Avenue at Denver Health
 - 1st & Downing
 - Narrow bridge crossing that cannot be avoided; fix at Country Club very dangerous
 - Develop and implement a bike boulevard on Garfield Street
 - Enhance 26th Ave bike lanes and provide buffered bike lanes on 23rd Ave
 - Need to provide a better transition for confluence from neighborhood to S. Platte to Cherry Creek
 - Bike Parking on Tennyson
 - Between Tennyson and Lowell Blvd on 46th
 - Consider getting rid of parking to put in bike lane, only one driveway
 - Larimer Street/Cherry Creek Exit
 - Provide a bike lane to nearest bike facility
 - 38th Avenue
 - Cole/Swansea neighborhood connection to 38th & Blake Station
 - Mayfair neighborhood Connections
 - Provide a Park Hill/Mayfair connection to Sand Creek
 - Provide bike lanes on Fox Street
 - Provide bike detection on Colfax?
 - Residents of Aria Development/Apartments going out Adams County need a better connection to trail/proposed rail
 - Plan the trail next to the light rail going out to DIA
 - Bike/ped bridge crossing at Bayaud over the S. Platte River
 - Make Alameda more bicycle friendly
 - Downing
 - Improve east/west crossing at Downing and Logan
 - Virginia Avenue
 - Improve connection on Virginia, make it a protected bicycle lane
 - Florida Avenue is hard to ride where it terminates at I-25
 - Sherman Street has great potential to be a bicycle boulevard
 - Burns Park Master Plan is kicking off, look at bike connections to activate the park
 - Connect Cook Park to Highline Trail
 -
- **Fire Departments Thoughts and Concerns with Protected Bikeways:**
 - Would like to see the fire houses on the maps
 - Concern with having a protected bikeway on the same street as a fire house
 - Fire department doesn't like the parking protected bike lanes
 - Is there a way to do a mountable curb as the protection and keep the parking next to the curb?
 - Curb – Parking – Protected Bike Lane
 - Parking protected bicycle lanes makes it more difficult for fire hose connections to hose bibs on buildings



- Harder to see when approach a fire or emergency
- Do not like the white posts