Eulois Cleckley Discussion
- “I bike a lot, I don’t have a car”
- Twice a week I bike in to work
- He is the new exec director of Denver public works
- Started at the start of the year
- He is responsible for everything within the public right of way
- He is driving a holistic view of mobility
- They are looking for allies to help move forward their “bold” agenda
- Goal to use data to make strategic decisions
- Goal to move from 30% to 100% access to bike facilities
- 4 strategic focus areas
- Invest in people (Internal)
- Operate with discipline
- Use data to drive decisions
- Deliver results
- 38% of residents are within 1/4 mile of bike facilities
- Q: How are we improving signage and safety for D-routes?
- There is a signage plan
- Q: When streets are re-paved why don’t they paint the bike markings
- This has recently been brought to his attention and is a focus
- There have been gaps in understanding around when the markings go in
- The timeframe that has this has been delivered in is “unacceptable”
- There is a lot of visibility in this now and we have to approve the process
- Q: Is the process different than for cars?
  - It depends on the specific treatment
  - They are dealing with different contractors which creates more uncertainty
- Q: When repaving happens, why don’t we also create bike markings/facilities? Isn’t this more efficient?
  - One goal is to reduce the number of “saw” cuts in the road
- They improving the way they do “on-calls” to address this
- Different contractors do different markings
- Q: What are your impressions as a rider and your vision?
  - As a commuter
  - I bike to work twice a week
  - We need better design and typologies
  - A lot of major roadways weren’t designed for multi-modal and facilities are shoe-horned in
- He sees needed improvement in signage
  - In his experience “its been pretty good”
  - His focus is on networks rather than individual projects
  - Goal: greater connectivity to transit and amenities for cyclist in every transit stop
- Every station should be considered mobility hubs (bikes, bikes, scooter)
- Q: How are we addressing enforcement (like cars in bike lanes)?
- “Welcome to being a big city”
- Delivery people are saying they don’t have enough space and get too many tickets
- Q: What about city vehicles?
- They want to reinforce that city vehicles need to follow the laws
- The outer most travel lane is allowed for parking for 15 minutes which creates conflict
- The biggest asset is the curb-side so the larger question is how to best manage that asset
- Q: Outreach to educate on sharing the road as infrastructure is built out and motorists potentially get more aggressive
- They need to create a strategy to educate motorists on multi-modal sharing
- Q: We’ve been “talking” about doing mobility in 2002... It doesn’t appear that its moved much since then.
- Using data and engaging with communities they hope to better connect city buildout with infrastructure build out

Blueprint Denver (One of 5 Denver Right Plans)
- David Gaspers (Hasn’t had a car for 7 years and has biked, bicycled)
- Process Update
- Public review starts on Monday
- It’s helped break down silos in the city
- They are doing a 3 month public comment period
- Aug 28th open house scheduled and will have standing office hours for all denveright plans
- Target: Get it in front the city council in Feb
- Equity is the community value that has been a focus throughout
- Complete neighborhoods are how they are building a inclusive city
- Complete neighborhoods include consideration for:
  - Ped network
  - Bike network
  - Transit network
  - Auto and goods movement
  - Elements carry by:
    - Place
    - Street type
    - Neighborhood context
    - Street types
      - Downtown
      - Main Street
      - Mixed-use
      - Industrial
      - Commercial
      - Residential
    - Bicycle priority streets
  - They are still working out what this means
  - Draft mobility policy recommendations
  - Encourage mode shift (away from cars)
  - Pedestrian first prioritization
  - Implement vision for street types
  - Reduce ped/bike impacts during construction
  - Connect centers and corridors in a multi-modal way
  - Pursue funding mechanisms for the above
  - Q: Accountability?
  - City council has adopted this plan
  - Difference from 2002 is that metrics are part of this
  - Q: Ped first? What does that mean?
  - Updating regulations and standards to accomplish this and other goals
Q: How does Blueprint affect Denver Moves?
- It implements Denver Moves
- Getting Denver Moves maps and designations in Blueprint means they are officially adopted
- Q: How much do you expect the plan to change over the commenting period?
- In 3 months they will get a lot of feedback
- They’ve worked on it for 2 years and think they got the upfront pieces “right”... Minor change expected
- Q: How will bike prioritized road look?
- Blueprint doesn’t specific specifics
- Q: Will Denver moves get us to 100% access to bike facilities within 1/4 mile
- They are targeting the highest density areas first which should move this number quickly at first
- Q: “Bikelash” to bike gentrification?
- Their metrics and goals should help mitigate this

Updates

Announcements