# NEIGHBORHOOD BIKEWAY TOOLBOX

## Traffic Calming

**Curb Extensions**
Curb extensions reduce the width of the street to slow motor vehicle traffic and reduce crossing distances.

**Traffic Circles**
Traffic circles reduce the number of conflict points within intersections, improve traffic flow, and slow traffic speeds.

**Median Refuge Islands**
Median refuge islands accommodate pedestrians crossing one direction of travel at a time which shortens the crossing distance and improves safety.

## Signage

**Neighborhood Bikeway Signage**
Branded signs communicate to street users that the street is a neighborhood bikeway, optimized for bicycle travel.

**Wayfinding Signage**
Wayfinding signs highlight nearby destinations accessible by bike from the neighborhood bikeway.

**Stop Sign Modifications**
Stop signs can be relocated and reoriented to reduce the number of stops for bicyclists, reducing bicyclist delay and increasing comfort.

## Pavement Markings

**Shared Lane Markings**
Shared lane markings remind motorists to watch for bicyclists, guide bicyclists away from parked cars, and help to establish the street as a neighborhood bikeway.

**Advanced Stop Bars**
Advanced stop bars allow bicyclists to stop closer to intersections so that they can get a better view of traffic before proceeding.

**Crosswalks**
Continental markings improve crosswalk visibility and draw motorists’ attention to pedestrians in the crosswalk.

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**DENVER PUBLIC WORKS**

**Denver Moves**
Bicycle & Pedestrian Connections

**26TH STREET NEIGHBORHOOD BIKEWAY**
TREATMENT TOOLBOX
JUNE 11TH, 2018
Traffic Safety

Crashes by Intersection

<table>
<thead>
<tr>
<th>Cross-Street</th>
<th>Number</th>
<th>Top Crash Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Blake Street</td>
<td>5</td>
<td>Right Angle (2)</td>
</tr>
<tr>
<td>Walnut Street</td>
<td>7</td>
<td>Right Angle (4)</td>
</tr>
<tr>
<td>Larimer Street</td>
<td>14</td>
<td>Right Angle (4) and Parked Car (4)</td>
</tr>
<tr>
<td>Lawrence Street</td>
<td>10</td>
<td>Right Angle (6)</td>
</tr>
<tr>
<td>Arapahoe Street</td>
<td>5</td>
<td>Right Angle (2)</td>
</tr>
<tr>
<td>Curtis Street</td>
<td>1</td>
<td>Rear End (1)</td>
</tr>
<tr>
<td>Champa Street</td>
<td>1</td>
<td>Rear End (1)</td>
</tr>
<tr>
<td>Stout Street</td>
<td>12</td>
<td>Right Angle (11)</td>
</tr>
<tr>
<td>California Street</td>
<td>8</td>
<td>Right Angle (7)</td>
</tr>
<tr>
<td>Welton Street</td>
<td>12</td>
<td>Light Rail (3)</td>
</tr>
<tr>
<td>Glenarm Place</td>
<td>0</td>
<td>n/a</td>
</tr>
</tbody>
</table>

Crashes by Type

- Right Angle (39)
- Pedestrian (4)
- Side Swipe (9)
- Bicyclist (1)
- Other (15)
- Rear End (11)
- Parked Car (10)
WHAT IS A NEIGHBORHOOD BIKEWAY?

Also known as bicycle boulevards, neighborhood bikeways are low-volume, low-speed streets modified to enhance safety and comfort for people riding bikes, walking, and driving. This is accomplished with signs, pavement markings, and traffic calming features. These design elements make bicycling along neighborhood bikeways safe and comfortable without installing dedicated bike lanes. The City and County of Denver plans to install 97 miles of neighborhood bikeways per the Denver Moves: Enhanced Bikeways plan.