WEST 35th AVENUE NEIGHBORHOOD BIKEWAY FINAL DESIGN

OPEN HOUSE SUMMARY & IMPLEMENTATION PLAN APRIL 2017
How was the meeting advertised?

Flyers sent to 750+ residences along the corridor

Flyer posted on City Website, Facebook, and Twitter

Emails sent to 100+ people

Presented at West Highland Neighborhood Association (WHNA) and Highland United Neighbors, Inc. (HUNI) meetings in February
- Over 80 people came to see final designs and provide their input.
- Participants included residents from West Highland, Lower Highland, elected officials, children, and members of the bike community.
- Five intersection designs were presented.
**Tejon Street Intersection**

**Issue**
- Reported few gaps in traffic for pedestrians and bicyclists in the tejon street
- Main corridor for children walking to school
- Limited visibility for people crossing Tejon Street

**Solution**
- Raised medians on Tejon Street provides pedestrian refuge areas
- Crosswalks

**Benefits**
- Improves pedestrian experience by reducing crossing distance
- Traffic calming
- Potential to reduce crashes

**Construction Anticipated for August 2017**

**Quitman Street Intersection**

**Issue**
- Main pedestrian route for people aci Edison Elementary School

**Solution**
- Extend curb on all corners

**Benefits**
- Reduces pedestrian crossing distance
- Potential to reduce crashes
- Calms traffic
- Improves visibility
- Improves safety

**Construction Anticipated for August 2017**

**Lowell Boulevard Intersection**

**Issue**
- Slowed intersection limits visibility and creates unclear path for users
- Heavily used intersection with visibility challenge

**Solution**
- Extend curb on northwest corner
- Provide bike boxes for bicyclists to queue at sign
- Bike detection at signal

**Benefits**
- Provides dedicated space for bicyclists at and through the intersection
- Reduces the turning speed of vehicles turning from Lowell Boulevard onto West 35th Avenue Southbound to westbound
- Reduces pedestrian crossing distance
- Improves visibility
- Potential to increase safety

**Construction Anticipated for August 2017**

**Irving Street Intersection**

**Issue**
- Few gaps in traffic for pedestrians and bicyclists crossing Irving Street

**Solution**
- Raised median diverter on Irving Street provides pedestrian and bicyclist refuge area
- Crosswalks

**Benefits**
- Calms traffic by deflecting traffic
- Reduces cut-through traffic on West 35th Ave
- Potential to reduce crashes

**Construction Anticipated for August 2017**
Neighborhood Support

“As someone who uses 35th everyday, both biking and driving (mostly), I'd like to see all the proposed changes enacted. I believe they'll benefit the neighborhood and make it safer.”

“Bikes are the future...thank you!”

“Thank you -- looking forward to feeling safer when I walk, bike, and drive 35th!”

“I like this a lot. I know when I tell my mom about this we will go biking a lot more.”
Quitman and Perry Streets

-Great support for curb extensions at Perry
-Some concern about vehicular parking loss at Quitman

“All about it!”

“Love the curb extensions on Perry and Quitman around Edison School to slow traffic on 35th.”
Lowell Boulevard Intersection

- Desire for southbound No Right Turn on Red
- Supportive of bicycle detection

“I like the solutions for Irving and Lowell Boulevard intersections!”
Irving Street

- Overall positive interest and comments for the diverter at Irving
- Some concerns about the diverter inconveniencing neighbors

“LOVE the median diverter at Irving! It will absolutely help crossing the street.”

“This gives bike riders an improved east/west bike corridor”

“This will be great for bike traffic & traffic calming”

“As a biker and driver -- I love this!”
Tejon Street

- Interest in stop-control at Tejon
- Concern about turning movement from Tejon to 35th
- Visibility an ongoing concern
- Concerns with loss of on-street parking

"Please add a stop sign to Tejon at 35th. There is no speed control from 33rd to 36th. The raised medians won't provide protection to cyclists crossing Tejon."
Other themes

- Some disappointment in delay with implementing other aspects of neighborhood bikeway
- Some neighborhood concern that proposed intersection treatments will exacerbate conflicts between bicyclists and motor vehicles
Traffic Circle Evaluation Study

- Continued support for traffic circles, especially at 35th and Osage, Decatur, and Newton
- Desire for stop sign flips along the corridor
- Education needed for all road users
- Concern about future of neighborhood bikeway if traffic circles are not effective

“Bummed to see project scaled down - want more BIKE SAFETY”
“More neighborhood bikeway now!”
IMPLEMENTATION PLAN

Construction anticipated to begin in August 2017. The City will provide schedule updates via email, the project website, WHNA, and HUNI.

denvergov.org/bikeprogram

Please contact Dan Raine with questions or comments:
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