

Central Community Transportation Network

Meeting Name:	Open House #3
Date/Time:	Wednesday, September 30 th , 5:30 – 6:30
Location	Virtual Online Meeting

Summary of Questions and Responses Received During Meeting

Thanks to the Denverites who joined us for our virtual open house for the Central Community Transportation Network! We received many comments and questions from online participants and those calling in. Below is a summary of the questions that we received, and answers to them. When possible, we've combined questions to better share the types of information that interested meeting participants.

1. How will the protected bike lane that is proposed for Bruce Randolph Avenue interact with the bus stops along the street?

Transit stops have been incorporated into the design of the bikeway that is proposed for Bruce Randolph. Special pavement markings will indicate a shared bus-bike area at locations where there are bus stops which will allow for bus loading at the curb.

2. How have drivers reacted to the proposed roadway changes?

The bikeway projects currently moving forward in the design process that are part of the Central Community Transportation Network have been a part of an extensive community outreach process. In addition to open house and stakeholder meetings, surveys were conducted to solicit community feedback on the design for each corridor. Respondents were able to indicate which mode of travel they use for each corridor. Overall the feedback was in support of the projects and the designs. Often, those who travel on a specific corridor by driving also indicated that they use the corridor for riding a bike, and for walking.

Many of the bikeway corridor projects don't just benefit people biking, but also improve safety at intersections which benefits people traveling by all modes. Additionally, some of the corridor projects are aimed at reducing speeds.

3. Are there plans to reduce one-way streets?

As part of the Strategic Transportation Plan (STP) DOTI will be evaluating Denver's street network to ensure that its transportation system can meet citywide mobility goals into the future. During this process, DOTI may recommend streets for future conversion from one-way to two-way.

4. Will the current design process move faster in the future to enable quicker construction of bike and transit facilities?

The purpose of the Community Transportation Network process is to rapidly deliver bikeways from planning to design and construction. Planning began for the proposed bikeways during the spring of 2020, with engineering to begin during the fall of 2020 and construction expected during both 2021 and 2022 depending on the project.

5. Some of the current and proposed bikeways start and stop after relatively short distances. How can more continuous routes be built?

The current bikeway projects funded for construction are based on the original “Denver Moves: Bicycles” plan that was developed in 2011 and updated in 2012. Through the Community Transportation Networks Process, DOTI is identifying additional opportunities to expand the bikeway network in the future. This includes identifying extensions of current bikeways, opportunities to upgrade bike facilities, and finding additional roadways that would be good candidates for bikeway improvements. A community survey will be sent out in October, 2020 that asks for feedback on future bikeway routes as funding becomes available in the future.

6. Many curbs have been rebuilt around the city to make them ADA compliant. Can curb extensions that improve pedestrian safety be included in this work?

While the program to replace ADA curb ramps at the city is largely complete, curb extensions are included in the proposed design of several of bikeway corridor projects that are moving forward. The pedestrian bulb-outs are designed to improve safety by increasing visibility of pedestrians, reducing crossing distances and slowing turning vehicles.

7. What can be done to improve the roadway condition of bike lanes so that there are fewer obstacles such as the gutter, storm grates etc.?

DOTI's newly updated bikeway standards require a minimum width for the riding area within a bikeway that is clear of gutter pans, stormwater grates, etc. The bikeways that are moving forward in the Central Community Transportation Network process will be designed according to these updated standards.

8. Can improvements be made to CDOT owned roads such as Colorado Boulevard?

DOTI has several projects in various stages that will improve safety and mobility on arterial streets throughout Denver. Some of these projects will benefit CDOT owned roads such as the Bus Rapid Transit project and the pedestrian and streetscape improvements planned for Colfax Avenue, and the pedestrian improvements planned for Federal Boulevard.

9. Are protected bike lanes still proposed on Washington and Clarkson Streets?

The South-Central Community Transportation Network planning team worked closely with the community to identify the best solution to provide a north/ south high comfort bikeway in the Capitol Hill neighborhood. Several alternatives were considered including both Washington and Clarkson Streets. Ultimately, based on community input, Pearl and Emerson Streets were selected for bikeway improvements which will result in those streets becoming a neighborhood bikeway. More information can be found by visiting the South-Central network page at bit.ly/DenverMovesNetworks.

10. Are raised crosswalks a consideration for improving intersections for pedestrians and people riding bikes?

Raised crosswalks are a tool that is available for improving safety for people walking or rolling and riding a bike. While these treatments are not currently used in the bikeway designs that are moving forward as part of the Central Community Transportation Network, other treatments such as curb extensions, traffic circles, and intersection daylighting are elements that are included.

11. Are there any educational campaigns planned to help reduce driver/bicyclist/pedestrian conflicts?

DOTI supports ongoing outreach and engagement through social media outreach, variable message signs, Vision Zero awareness, its Community Active Living Coalition program, and Safe Routes to Schools program.

Additionally, DOTI continues to partner with organizations such as the Denver Streets Partnership to provide greater education and awareness of pedestrian, bicyclist, and driver safety.

12. In densely populated areas where on-street parking is highly utilized, how will both parking and bikeways be accommodated? Are parking needs of the surrounding residents considered?

Not all bikeway projects require changes or reductions in on-street parking. Most of the bikeway designs that are currently proposed in Central Denver do not have significant impacts to on-street parking. On certain streets, improving safety for people biking by providing dedicated space can require trading off space for on-street parking. When this is the case, parking utilization rates are studied to determine the level of impact to the surrounding neighborhood. When it is determined that on-street parking needs to be removed to accommodate a bikeway design, the community is informed during the engagement process of the project.

Occasionally, on-street parking will be restricted closest to the street corner or intersection. This practice, called “daylighting”, involves pulling back parking further from the intersection. Daylighting increases visibility at an intersection so that it is easier to see or be seen by others. This practice is done commonly throughout Denver and where deemed necessary to improve safety. This is intended to make the intersection safer for all modes of travel.

13. How do bikeways help achieve city, state, and regional greenhouse gas goals?

Building infrastructure that encourages riding a bike has many community benefits. In addition to offering more options for traveling, mitigating congestion, and providing recreational opportunities- infrastructure that allows for more trips to be taken on bicycles is also beneficial to the climate. Supporting active travel modes such as bicycling, walking, rolling or taking transit is a strategy to reduce greenhouse gas emissions.

14. Will there be greater enforcement of speeding?

Street treatments that discourage speeding are carefully considered as part of the bikeway designs that are moving forward. Additionally, DOTI continues to partner with Denver Police Department on enforcement.