



Northwest Denver Community Transportation Network

Meeting Summary

Meeting Name:	Virtual Open House #1
Date/Time:	Wednesday, April 22 nd , 5:30 – 6:30pm
Location	Virtual Online Meeting

Thanks to the 327 Denverites who joined us for our first virtual open house for the Northwest 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.

Can we have more streets dedicated to bikes and pedestrians? What about slowing traffic?

The Northwest Community Transportation Network process is incorporating nearly 27 miles of bicycle facilities outlined in *Denver Moves: Bikes* and other citywide plans that focus on improving how people move around Denver. We are leading with the implementation of bikeways that will be implemented between 2020 and 2022. Through this process, Denver will increase the number of households within ¼ mile of a high comfort bikeway and provide more residents with an alternative transportation option.

One priority of this process is to identify a multimodal network that encourages mode shift to increase the percentage of bike, transit and pedestrian commuters to 30%. While the first phase of implementation focuses on high comfort bikeways, we want to hear all modal concerns and will work to prioritize and implement projects to address concerns for pedestrians and transit passengers.

Community Transportation Networks support safety. Research from cities across the U.S. (including Denver) demonstrates that cities with more high-quality bike infrastructure have 44% fewer traffic deaths and injuries overall. In addition to enhanced bikeways, networks will include other types of transportation safety features, such as lower vehicle speeds through neighborhoods, improved intersections, and other ways to get us closer to zero traffic related fatalities and serious injuries.

Can you describe what a high comfort bikeway is and how that makes it safer for families?

A high comfort bikeway provides greater separation between people in cars and on bikes and a more comfortable ride for people of all skill levels. They also better organize the roadway so that people who ride bikes have dedicated space to travel safely. The dedicated space provides greater predictability for all users of the roadway. Of the 125 miles of bike lanes to be installed by the end of 2023, the majority will be considered high comfort facilities.

High comfort bikeways include protected bike lanes as well as neighborhood bikeways. Protected bike lanes are dedicated bikeways on streets that have both a horizontal and vertical buffer between a person bicycling and motor vehicles. Neighborhood Bikeways are low-stress, low volume streets that prioritize pedestrian and bicycle movement.

A high comfort bikeway is where you and your family would feel comfortable riding your bike, which means that you have space and freedom to get where you need to go. There are criteria for the speed and traffic volumes which dictate where high comfort bikeways are. Traffic calming and speed reduction measures are taken to make them safer and more comfortable.

It is too far between bus pickup locations, could people catch the bus between stops? How do we ensure proper transit stop spacing and balance high traffic times and accessibility, with a focus on senior populations?

With your help, we will prioritize projects that improve access to transit to make it easier for everyone. However, modifications to bus stop spacing and transit service itself is not part of this project, but we will continue to work with RTD to share residents' concerns and work to provide more effective service.

Could you talk about whether you have considered moving parked cars back to improve daylighting at intersections? As a pedestrian it is difficult to see around the large cars that are parked so closely to the intersections, which makes it hard to know whether it is safe to cross.

Yes, we are exploring solutions to increase pedestrian visibility and safety when crossing Community Transportation Network corridors. We will continue to use engineering and traffic data to daylight intersections to improve safety and reduce crashes. Denver's Vision Zero Action Plan acknowledges that everyone has the right to safely travel on Denver streets no matter what mode of transportation they use. It also recognizes that human error is inevitable and transportation systems should be forgiving. This philosophy guides the way we evaluate intersections during the concept design process.

How are bikeway projects going to be tackled all at once, how will things be implemented overtime?

The Community Transportation Network planning process includes three phases: Network Planning, Bikeway Design and Transportation Prioritization, and Bikeway Construction and Funding Future Projects. We are currently in the first phase, which includes confirming the transportation networks and will be complete in Summer 2020. The second phase includes advancing the bikeway design and prioritizing walking, transit, and safety projects. This phase will be complete in Fall 2020. The final phase includes implanting the bikeways and funding walking, transit, and safety projects. This phase will occur between 2021-2022.

I'm concerned about getting "doored" when I bike. How will this be addressed through this project?

Safety is our top priority! In the Northwest Community Transportation Network, we are working to implement a network of neighborhood bikeways to connect people and places. These are planned for W 23rd Avenue, N Irving Street, N Eliot Street, N Clay Street, W 41st Avenue, N Perry Street, and the eastern section of W 46th Avenue. These corridors will be low-stress, low-volume streets that prioritize people biking and walking. One benefit of these streets is that people biking are encouraged to take the lane, thereby decreasing the likelihood of getting doored.

Can you stress that bikers should obey stop signs and follow traffic laws? How do we make sure that everybody is using the roadway is a safe way and following the rules?

It is our goal to design streets that are intuitive and safe. We also want to design streets that make it easy to follow the rules, including stop sign compliance. The benefit of the neighborhood bikeways planned in Northwest Denver is that they prioritize travel for people biking, while adding other traffic calming elements to slow down drivers, which helps everyone follow the law.