



Northwest Denver Community Transportation Network

Meeting Summary

Meeting Name:	Virtual Open House #2
Date/Time:	Wednesday, June 24 th , 5:30 – 7:00 pm
Location	Virtual Online Meeting

Thanks to the 80 Denverites who joined us for our second 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.

When were these corridors selected for bikeway facilities, and have they been re-evaluated recently? Are these designs a “done deal” or can input still be put in?

The corridors were identified from the 2011 *Denver Moves: Bicycles* plan that was developed through community input, and then updated in 2015. The Community Transportation Network planning process is confirming each of these corridors with technical analysis and community feedback, while also using public input to see where new bikeways should go. As the city continues to evolve, our citywide plans should reflect the Denver of today.

What are the criteria for selecting the specific bikeway facility for that corridor?

The City and County has developed the Denver Bikeway Design Manual that provides criteria for facility selection based on variables like vehicle traffic volumes, number of traffic lanes, and vehicle speeds. Through the Community Transportation Network planning process, the City is confirming that the bikeway facility proposed in Denver Moves Bikes (2011) aligns with the facility type criteria outlined in the design manual.

How will these projects help lower speeds along the corridors and surrounding areas?

Design features associated with neighborhood bikeways, bike lanes, and protected bike lanes narrow the vehicle travel field, which helps calm traffic. Additionally, as part of Denver's Vision Zero efforts, the City is going to conduct a city-wide speed mitigation study to identify corridors where the posted speed limit could be lowered. Community Transportation Network corridors may be evaluated and selected for speed reduction during this process.

What is the difference between speed humps and speed bumps?

Speed bumps are about a foot wide and a few inches tall. Speed bumps tend to be less effective at reducing speed because vehicle suspension systems tend to absorb the shock as a person drives faster. Speed bumps are no longer recommended as a speed reduction tactic on public streets.

Speed humps (or lumps) are larger – generally wider and taller than speed bumps – and tend to be more effective at reducing speed because the effect is not minimized as a person drives faster. The

width of speed humps prevents drivers from bypassing the hump, while still allowing street drainage. These features may also have “cutouts” to allow emergency vehicles to travel down a street unimpacted.

Can you share your criteria for installing diverters in intersections?

DOTI considers diverters when designing neighborhood bikeways, streets which prioritize people walking and biking. For neighborhood bikeways to be comfortable, DOTI aims to reduce daily traffic on these corridors to less than 2,500 vehicles per day. DOTI evaluates whether to install a diverter based on a number of considerations, including existing vehicles per day and vehicle turn volumes off of perpendicular streets.

What is the timeline for completing these proposed improvements?

Design and construction will take place between Summer/Fall 2020 and 2023. Installation schedule will be based on a variety of factors including planned paving schedule for that street, community priority, and the schedule for other improvements on that street.

Can we hold a local neighborhood Q&A if we get enough residents in the area to attend to get a better understanding of how these proposals affect the local community and we can express concerns at a local level?

Yes, and there are already plans for area specific meetings in the future. Meetings already scheduled include presentations with the Sloan’s Lake Citizen Group, North High School principal and students, representative from Ashland Rec Center, Highlands United Neighbors Inc. (HUNI) Planning and Community Development group, Regis Community Council, and Berkeley Regis United Neighbors (BRUN).

Can Shared/Open Streets be made permanent?

The City is evaluating how the Shared/Open Streets are working and will make decisions about the long-term configuration of these streets in the future. Several of the shared/open streets are also designated neighborhood bikeway corridors that have proposed traffic calming elements included in their design.

Are you working with neighboring municipalities to make sure bike facilities (in either direction) don’t stop at the city line?

Yes, we are coordinating with adjacent jurisdictions about our plans and how they could connect to their corridors in the future. Representatives from the neighboring jurisdictions and CDOT are included in our Northwest Area Stakeholder Working Group.

Is it safer to switch parking and bike lanes so that the bike lanes are next to the curb and protected by parked cars?

While it can be safer to position bicyclists next to the curb, protected by parked cars, the street needs to be wide enough for this design to work well. Often, the existing available right of way is insufficient for this option.

Have the bikeways been designed to help make connections to community assets, like public transit and schools?

Connections to existing transit is one of the evaluation criteria for the bikeways and land uses along the corridors such as schools were taken into consideration when choosing the corridors.

How will you create a safer intersection at N Lowell Boulevard at W 46th Avenue for vehicles and pedestrians with the construction of the bike lanes that are proposed? Are there plans to mitigate traffic caused by removing the turn lane at this intersection?

The concept design proposes the removal of the existing northbound and southbound left turn lanes to provide space for the protected bike lane. DOTI has criteria that dictates when turn lanes can be removed based on vehicle traffic volume to ensure removal does not cause huge travel delays, and these left turn lane removals meet this criteria.

Overall, there is not always enough right-of-way to accommodate all street uses, which leads to tradeoffs. When safety is a design priority, it may mean that street features such as parking, curbside use, or turn lanes may need to be removed to improve safety for the most vulnerable road users, people walking and bicycling, in our system.

Would the Lowell Blvd project impact the availability of residential parking permits on adjacent residential streets (would permitting be further restricted to make more parking available to Lowell businesses)?

We are working closely with the DOTI Curbside & Parking team in areas where parking impacts are anticipated to evaluate curbside management strategies. In the Lowell area there are many considerations such as parking for commercial uses, Regis University student parking, residential parking needs as well as accessible parking and loading zones. The concept designs take into account these needs along the specific corridor but a more holistic approach to the entire area is required to create a more functional and useful curbside management program.

How will you ensure that these designs for bike are meeting the needs of local neighborhoods?

These bikeway facilities were developed through the robust Denver Moves Bikes planning process in 2011 and were further refined in 2015. Through the Community Transportation Networks planning process, DOTI is working at multiple levels with community to ensure the planned designs meet the needs of local neighborhoods. To gather input, DOTI hosted open houses across the three networks in March and April 2020, continue to work with community representatives through stakeholder working groups and small group meetings, and have gathered thousands of comments through an online map tool. Using the online map tool, participants told where they would like to see improvements made to their neighborhood streets for walking, biking, and taking transit. The new online platform hosts surveys specific to each corridor, which will provide DOTI with more granular-level feedback on specific design elements. All of this feedback will be funneled into the final concept design used by the implementation team.

How do I provide feedback about other areas for improvements? Is there a plan to update *Denver Moves Bikes* and increase the number of bike-friendly routes in the future?

The best way to provide input and feedback at this time is to either email DOTI at denvermoves@denvergov.org or to call the project hotline at 303-223-6575 and leave your comment or suggestion. As far as increasing the number of bike-friendly routes in the city, DOTI is working on planning and design activities in three areas of the city right now and plans to address other areas of the city areas immediately after that.