CITY AND COUNTY OF DENVER

HIGH COMFORT BIKEWAY

CENTRAL PARK BLVD
WHY WE ARE HERE TODAY

- Elevate Denver bond program **approved by voters in 2017** to enhance roads, sidewalks, parks, recreation centers, libraries, cultural centers, public-owned buildings, health and safety facilities.

- Included: **$18 million toward the design and construction of 50 miles of high comfort bikeways citywide** (neighborhood bikeways and protected bike lanes) from phases 1 and 2 of Denver Moves bicycles plan.
All Denver residents, regardless of how they choose to get around, deserve a safe, accessible, reliable and connected transportation system that provides access to jobs and amenities.
What is Vision Zero?

To reduce all transportation related fatalities and serious injuries to **ZERO**.
HOW DENVERITES FEEL ABOUT BICYCLING

4% HIGHLY CONFIDENT
12% SOMewhat CONFIDENT
59% INTERESTED, BUT CONCERNED
25% NO WAY, NO HOW

16% INDICATE THEY COULD RIDE A BICYCLE ON DENVER’S STREETS TODAY

Source: DRCOG statistically valid survey of Metro-Denverites
HOW DENVERITES FEEL ABOUT BICYCLING

75% indicate they would ride a bicycle if they had the option of a network of high comfort bikeways.

Source: DRCOG statistically valid survey of Metro-Denverites
WHAT’S A HIGH COMFORT BIKEWAY?

BUILDING BLOCKS OF A PROTECTED BIKE LANE

- Horizontal Buffer
- Vertical Element
- High visibility markings of conflict areas
BENEFITS OF HIGH COMFORT BIKEWAYS

Reduce/Eliminate doorling issues.

Reduce/Eliminate parking and loading conflicts.

Reduce conflicts/slow turning vehicles

Reduce stress for all road users by providing space for ALL.

Design Impacts:

SAFETY

COMFORT

RIDERSHIP

SHIFTED TRIPS

YOUR HIGH COMFORT BIKEWAY IN CONTEXT

Links to other bikeways

Transit stations

Schools

Parks
EXISTING CONDITIONS

Legend
- Traffic Signal
- Flashing Pedestrian Crossing
- Bus Stop

Traffic Turning Movements
- AM/PM
- Evening
- PM
- No Parking

Parking
- 0% - 6% Utilization
- 6% - 26% Utilization
- 26% - 54% Utilization
- 54% - 80% Utilization
- 80% - 100% Utilization
- No Parking

Parcels:
- Residential
- School
- Retail
- Police Academy
- Recreation
- Church

Notes
- Speed Limit: 30 mph
- School Zone: Montview Blvd to Verbena St
- Parking utilization reflects 9-PM parking data, except for the block adjacent to Bladium, which reflects the peak time on Saturday
Existing issues that make riding along the street high-stress:

- Door zone
- Loading issues
- Speeds
- Traffic Volume
- Intersection Conflicts
- Cars blocking bikeway
WHAT WE HEARD - IMPACTS

SCHOOL LOADING

PARKING

BUS STOPS

INTERSECTIONS

SAFETY

CROSSINGS
# WHAT WE HEARD

... AND HOW WE ADDRESSED IT

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<th>BIKE LANE SEPERATION</th>
<th>We are adding curb stops</th>
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<td>PEDESTRIAN CROSSINGS</td>
<td>We are adding intersection treatments to slow vehicular turning speeds and improve visibility</td>
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<td>SAFETY FOR KIDS GETTING OUT OF PARKED CARS</td>
<td>We are adding additional pavement markings to highlight bike lanes</td>
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<td>MLK APPROACH</td>
<td>We are realigning the bike lane closer to the curb and shortening the area where bikes and cars mix</td>
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WHAT WE HEARD

... AND HOW WE ADDRESSED IT

BIKE LANE SEPERATION

We are adding curb stops
CENTRAL PARK BLVD

PARKING

2.5' - 3'

8'

4.5' - 6.5'

BLADIUM

WHAT WE HEARD

... AND HOW WE ADDRESSED IT
WHAT WE HEARD

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CENTRAL PARK BLVD - SELECTED ALTERNATIVE

IMPROVES SAFETY:
- Places bikes farther from traffic
- Reduces car speeds
- Makes intersections safer

MINIMIZES IMPACTS:
- Retains parking
- Retains bus and postal space
- Makes pedestrians safer

Proposed (37' Section) - Typical Section of Central Park Blvd - South of 29th Ave
Curb stops will provide physical barrier between bicycles and vehicles.

Green markings indicate conflict zone where people driving and people on bikes may interact.

Parking outside of bike lane provides additional protection from moving traffic.
CENTRAL PARK BLVD - SELECTED ALTERNATIVE

CENTRAL PARK BLVD

COMBINATION OF CURB STOPS AND BOLLARDS

PEDESTRIAN SPACE

TURN SLOWS BIKES SLIGHTLY AT INTERSECTION

PARKING

28TH AVE

N
CENTRAL PARK BLVD - SELECTED ALTERNATIVE

BUFFER ENCOURAGES CARS TO TURN SLOWER
RAISED CURB
CENTRAL PARK BLVD - SELECTED ALTERNATIVE
NEXT STEPS

TIMELINE

MID DECEMBER
Summarize Feedback

END OF DECEMBER
Revise Design

FEBRUARY
Final Design Revisions

SPRING
Hire Contractor

SUMMER
Install Project

Nov 21, 2019
Public Meeting

JANUARY
Finish Design

FEBRUARY
Final Design Revisions

SPRING
Hire Contractor

SUMMER
Install Project

Design

Construction
QUESTION & ANSWER

Riley LaMie
Riley.LaMie@denvergov.org
EXISTING CONDITIONS
EXISTING CONDITIONS