CITY AND COUNTY OF DENVER

HIGH COMFORT BIKEWAY

CITY PARK
ESPLANADE
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.
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
HOW DENVERITES FEEL ABOUT BICYCLING

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

Photo Source: Minneapolis Public Works
HCB’S FURTHER VISION ZERO GOALS

What is Vision Zero?
To reduce all transportation related fatalities and serious injuries to ZERO.

CURRENT TRENDS

POPULATION

2010 2017
16% Increase

CRASHES

2011 2018
58% Increase

MOBILITY GOALS

HCBs SUPPORT THESE GOALS

Increase mode shift
Decrease crashes
BENEFITS OF HIGH COMFORT BIKEWAYS

Reduce/Eliminate
door 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 stops

Schools

Parks

Legend

<table>
<thead>
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<th>Bike Facility Type</th>
<th>Low Comfort</th>
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<td>High Comfort</td>
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<td>Off-Street</td>
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<td>Trail</td>
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<tr>
<td>Moderate Comfort</td>
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<td>Buffered Bike Lane</td>
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<tr>
<td>Bus Stop</td>
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Links to other bikeways

Transit stops

Schools

Parks
BIKEWAY DEMAND

Counts By View

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CITY PARK ESPLANADE EXISTING CONDITIONS

(Facing North)

Door zone conflict
Loading issues
Intersection Conflicts
Vehicles blocking bikeway
WHAT WE HEARD - CONSIDERATIONS

SCHOOL PARKING/LOADING

VERTICAL ELEMENT

INTERSECTION DESIGN

PARKWAY OPTION

PROJECT EXTENTS
WHAT WE HEARD – MAJOR TOPICS

- Parkway Option
- Project Extents
- Loading/Parking
- Vertical Element
- Intersections
- Bicycle Safety
- Project Need?
- Project Configuration
WHAT WE HEARD

... AND HOW WE ADDRESSED IT

Impacts to Parking
Maintaining most existing parking spaces. Examining existing parking/loading plan, and will reevaluate after installation.

School Loading
Adding robust buffer between bike lane and parking/loading. Working with school on loading education and enforcement.

Intersection Design
Design accommodates large number of turning vehicles.
WHAT WE HEARD

... AND HOW WE ADDRESSED IT

Support for Parking Protected Bike Lanes
Moving forward with this design.

Off-Street or Median- Running Bike Lanes
Currently not supported by Parks. Could be reconsidered in future.

Extend Bikeway South
Currently no funding for extension, but City will continue discussing bike lane extension to Elizabeth/Columbine.

Extend Improvements onto 16th Ave
Currently no funding for additional materials, but City will continue discussion on adding physical barrier on 16th Ave west of Esplanade.
The project improves safety by:

- Providing protected space (parked cars and concrete median) for people on bikes
- Creating clear delineation of parking and travel lane
- Improvements are within existing roadway

The project minimizes impacts heard by:

- Using robust vertical protection (concrete buffer median and flex posts)
- Single travel lane width discourages illegal loading
CITY PARK ESPLANADE SELECTED ALTERNATIVE - SOUTH

- Right Turn Lane
- Shift/Bend “In”
- Curb/Median Protection
- Parking Reduced at Driveways
- No Parking or Loading
- Parking Reduced at Driveways
CITY PARK ESPLANADE SELECTED ALTERNATIVE - NORTH

- Will add field emergency access
- Painted curb extension
- No parking or loading
- Shift/bend "in"
- Right turn lane
CITY PARK ESPLANADE

NEXT STEPS

TIMELINE

Next Steps:
- Update plans and finalize
- Demonstration project?
- Construction – Summer 2020 pending contractor availability

2019
- October: Public Meeting #2
- December: Update Plans

2020
- November: 3rd Round Input from EHS
- December: 100% Plans
- January: Public Meeting #2
- March: Plan Finalization
- Summer: Construction
QUESTION & ANSWER

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