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 (2018)
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 (2018)
WHAT’S A HIGH COMFORT BIKEWAY?

BUILDING BLOCKS OF A PROTECTED BIKE LANE

- Horizontal Buffer
- Vertical Element
- High visibility markings of conflict areas
HCB’S FURTHER VISION ZERO GOALS

What is Vision Zero?

To reduce all transportation related fatalities and serious injuries to **ZERO**.
BENEFITS OF PROTECTED BIKE LANES (PBL)

Reduce/eliminate
dooring issues

Reduce/eliminate
parking and loading
conflicts

Reduce conflicts/slow
turning vehicles

Provide space for ALL
roadway users, reducing
stress for ALL

BENEFITS OF PBLs OVER
CONVENTIONAL BIKE LANES*

SAFETY

COMFORT

RIDERSHIP

SHIFTED TRIPS

BIKEWAY IN CONTEXT

Linking Bikeways:
Downing St path, Cherry Creek Trail, Washington Park Loop, E Exposition Ave, S Franklin St

Providing Route to Schools:
Steele Elementary, South High School, DU

Making Parks Accessible:
Washington Park
BIKEWAY DEMAND
The current bikeway on S Marion Parkway can be stressful for bicyclists:

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

SCHOOL LOADING

CONDO LOADING & EMERGENCY VEHICLE ACCESS

HISTORIC PARKWAY STATUS

SEPARATED PATH

E VIRGINIA AVE INTERSECTION

CONNECTIONS TO NORTH
WHAT WE HEARD – MAJOR TOPICS

- BICYCLE SAFETY: 126
- PROJECT NEED?: 44
- SCHOOL LOADING/SAFETY: 32
- HISTORIC PARKWAY STATUS: 26
- OTHER (PARKING, EMG. ACCESS, NETWORK, etc.): 18
- VIRGINIA INTERSECTION: 13
- SEPARATED PATH: 10
- OTHER USER SAFETY: 9
- HIGH QUALITY MATERIALS/DESIGN: 5
- CONDO LOADING: 5

288 Comments Total
Emails, Public meeting comments, Website comments, and Phone calls
WHAT WE HEARD

... AND HOW WE ADDRESSED IT

School Loading / Condo Loading  
Routed bikeway along median

Emergency Vehicle Access  
Worked with Fire Dept. to modify and approve design

Historic Parkway Status  
Worked with Parks and Recreation and Landmark Preservation; Incorporating concrete curbs/low profile; minimizing bollards

Expanding Trail on Parkway  
Spoke with DPR/Landmark, not allowed

Bayaud Intersection/ North Connection  
Minimizing conflicts; prioritizing bicycle movement and visibility

E Virginia Ave Intersection  
Designing signal
S. MARION PARKWAY SELECTED ALTERNATIVE

SELECTED ALTERNATIVE ELEMENTS:
CONFLICT MARKINGS, CURB, OBJECT MARKERS, BOLLARDS
NEXT STEPS

TIMELINE

Nov 7.
Public Meeting

December
Revise Design

Late November
Summarize feedback

January
Finish Design

February
Final Design Revisions

Spring
Hire Contractor

Spring/Summer
Install Project

MILESTONES:
• Summarize Feedback
• Revise and finalize design
• Hire contractor
• Install project

DESIGN

CONSTRUCTION
QUESTION & ANSWER

Sam Piper
bikes@denvergov.org

THANK YOU FOR JOINING US!