CITY AND COUNTY OF DENVER

HIGH COMFORT BIKEWAY

S MARION ST PKWY
HIGH COMFORT BIKEWAY
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 ARE WE 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 bikeways citywide
WHY? MOVE MORE PEOPLE

“Denver grows by more than 100,000 in 7 years”

Denver Post - 2018
WHY? SAFETY

DENVER TRAFFIC FATALITIES OVER TIME

59 PEOPLE DIED IN 2018

DENVER VISION ZERO ACTION PLAN
STRATEGIC ALIGNMENT
Mayor’s Mobility Action Plan

Denver’s Mobility Action Plan
Denver is ready to transform its transportation system.

$2+ billion over the next 12 years to make it safer and easier to get where we need to go.

**Strategic Goals**

- **CHOICE**
  Providing more choices: Walk, Bike, Drive, Transit or Share

- **SAFETY**
  Improving safety through Vision Zero

- **CLIMATE & HEALTH**
  Expanding use of electric vehicles and charging stations

- **ACCESSIBILITY**
  Increasing technology to make your trip easier and faster
HOW? STRATEGIC PLANNING

Denverright.
Your Voice. Our Future.

Comprehensive Plan
Land Use & Transportation
Parks & Recreation
Denver Moves: Transit, Pedestrians & Trails

DENVER MOVES BICYCLES 2015

ELEVATE DENVER
DENVER
HOW? SETTING PROGRAM GOALS

**INCREASE COMBINED WALK/BIKE MODE SHARE**

- **2017 STATUS**: 6.8%
- **2030 GOAL**: 15%

**INCREASE HOUSEHOLDS WITHIN 1/4 MILE OF HIGH COMFORT BIKEWAY**

- **2017 STATUS**: 34.7%
- **2030 GOAL**: 100%

**INCREASE MILES OF BIKEWAY IMPLEMENTED ANNUALLY**

- **AVERAGE/YEAR**: 11.5 mi/yr
- **2019-23 GOAL**: 125 miles
  over 5 years
HOW? BUILDING PROJECTS

PLANNING

DENVER MOVES BICYCLES 2011

DENVER MOVES BICYCLES 2015

FUNDING

CAPITAL IMPROVEMENT PROGRAM

PROJECTS

MARION ST PKWY HIGH COMFORT BIKEWAY
WHO RIDES BIKES?

Types of Bicyclists

- **12%** Somewhat Confident
- **4%** Highly Confident
- **25%** Non-bicyclist
- **59%** Interested but Concerned

Highly Confident bicyclists are willing to ride on almost any type of street.

Somewhat Confident bicyclists will ride on most streets, but prefer trails or streets with bicycle infrastructure.

Interested but Concerned bicyclists would like to ride but are concerned about safety.

Non-bicyclists do not currently ride bicycles and are not interested.

WHAT’S A HIGH COMFORT BIKEWAY?

**HIGH COMFORT BIKEWAY** vs. **HIGH STRESS**

![High Comfort Bikeway](image1)

![High Stress](image2)
EXISTING CONDITION

- 9-ft wide on-street parking
- Bike lanes
- Wide travel lanes
- Low parking in corridor
- Loading zones present
- No-mans land bike lane when vehicles aren’t present
**OPTION 4 – DUAL BUFFERED BIKE LANE**

**Benefits:**
- Traffic buffer provides some separation between traffic and bikes
- Parking buffer helps reduce risk of bicyclist hitting a car door
- Narrower travel lane slows traffic
- Parking remains the same

**Challenges:**
- No vertical separation between traffic and bikes
- Narrow buffers offer limited separation

**OPTION 5 – BUFFERED BIKE LANE, PARKING SIDE BUFFER**

**Benefits:**
- Parking buffer helps reduce risk of bicyclist hitting a car door
- Narrower travel lane slows traffic
- Parking remains the same

**Challenges:**
- No vertical separation between traffic and bikes
- Bikes right next to traffic
**OPTION 2 – HIGH COMFORT BIKEWAY, SIDEWALK SIDE**

Benefits:
- Creates additional high comfort bikeway
- Vertical separation between traffic and bikes
- Narrower travel lane slows traffic
- Parking protected bike lane

Challenges:
- Bike lane conflicts with loading and drop-off zones
- Pedestrians have to cross bike lane to access parked car

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**OPTION 3 – BUFFERED BIKE LANE, MEDIAN SIDE**

Benefits:
- Buffer provides separation between traffic and bikes
- Eliminates conflict with loading and drop-off zones
- Eliminates conflict with right-turning traffic
- Narrower travel lane slows traffic
- Parking remains the same

Challenges:
- Bike lane on left does not meet driver's expectations
- No vertical separation between traffic and bikes
- Vehicles could drive or illegally park in the bike lane
- Complex transition at northern end

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Benefits:
- Creates additional high comfort bikeway
- Vertical separation between traffic and bikes
- Narrower travel lane slows traffic
- Parking protected bike lane

Challenges:
- Bike lane on left does not meet driver's expectations
- No vertical separation between traffic and bikes
- Vehicles could drive or illegally park in the bike lane
- Complex transition at northern end
**OPTION 1 – HIGH COMFORT BIKEWAY, MEDIAN SIDE**

**Benefits:**
- Creates additional high comfort bikeway
- Vertical separation between traffic and bikes
- Eliminates conflict with loading and drop-off zones
- Eliminates conflict with right-turning traffic
- Helps prevent illegal parking against medians
- Narrower travel lane slows traffic
- Parking remains the same

**Challenges:**
- Bike lane on left does not meet driver’s expectations
- Complex transition at northern end
BREAKOUT SESSION

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WEBSITE:
denvergov.org/bikeprogram

THANK YOU FOR JOINING US!