



CITY AND COUNTY OF DENVER

HIGH COMFORT BIKEWAY

S MARION ST PKWY HIGH COMFORT BIKEWAY



PROGRAM PURPOSE & PHILOSOPHY

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.

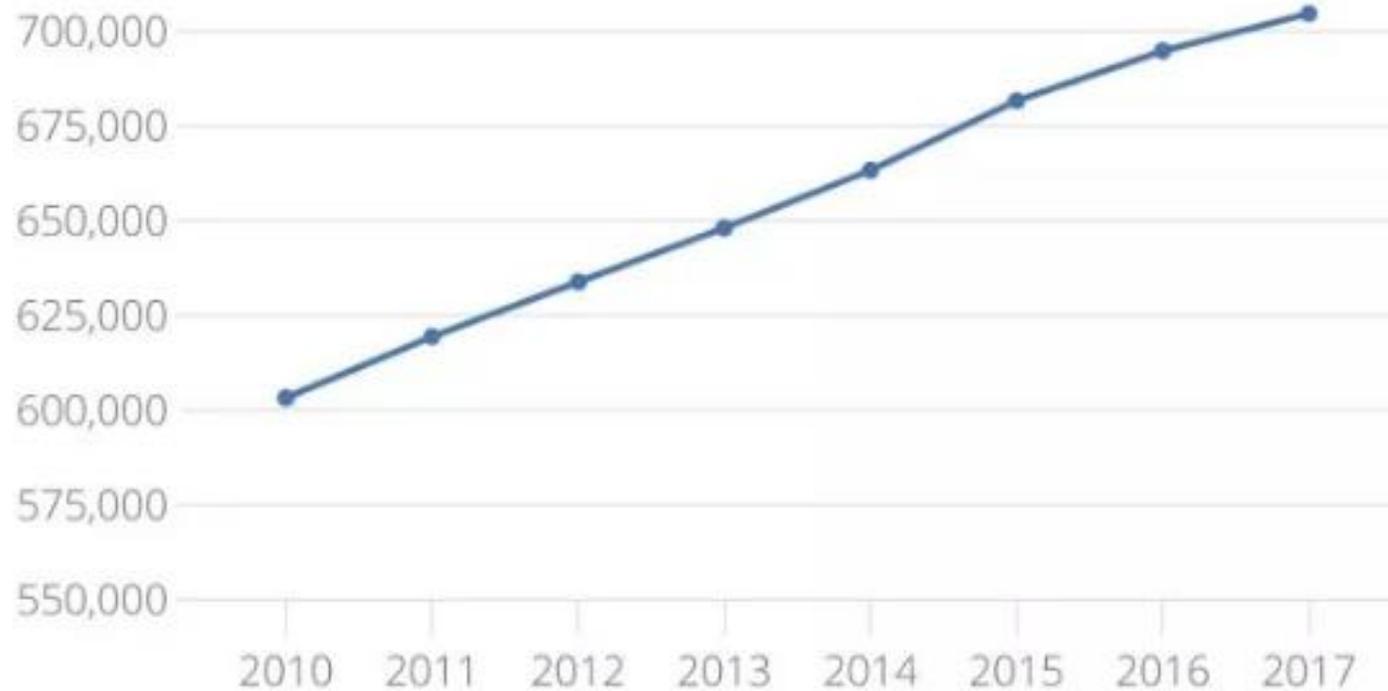
WHY ARE WE HERE TODAY

- 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

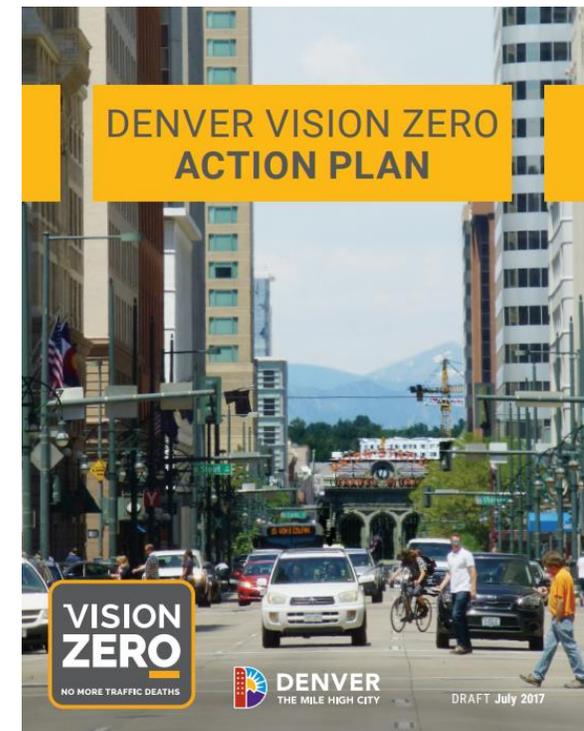
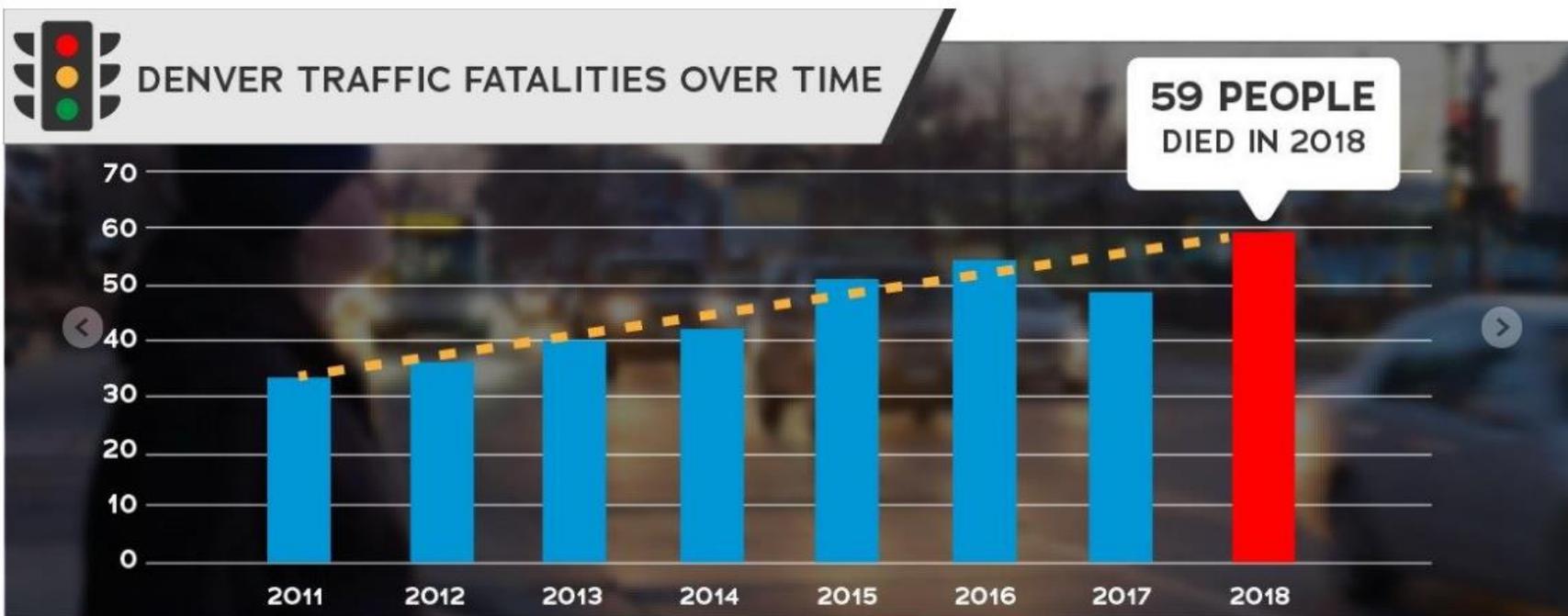
“Denver grows by more than 100,000 in 7 years”



Denver Post - 2018



WHY? SAFETY



STRATEGIC ALIGNMENT

Mayor's Mobility Action Plan

S MARION ST PKWY HIGH COMFORT BIKEWAY



Denver's Mobility Action Plan

Denver is ready to transform its transportation system.

30%

Commuters biking, walking or taking transit by 2030

80%

Reduction of emissions by 2050

Zero

Traffic Deaths by 2030

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

Denverright.

Blueprint Denver

DENVER MOVES
BICYCLES
2015



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

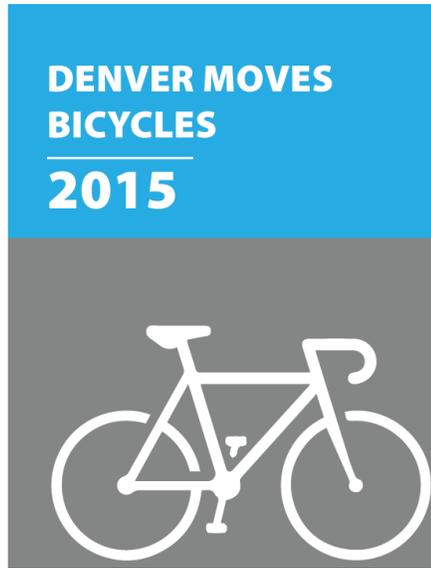
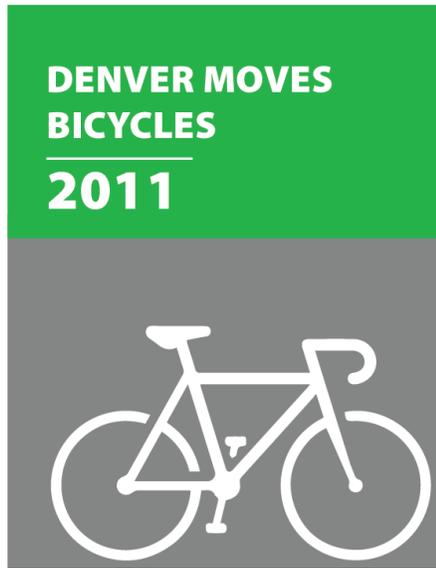


2019-23 GOAL

125 miles
over 5 years

HOW? BUILDING PROJECTS

PLANNING

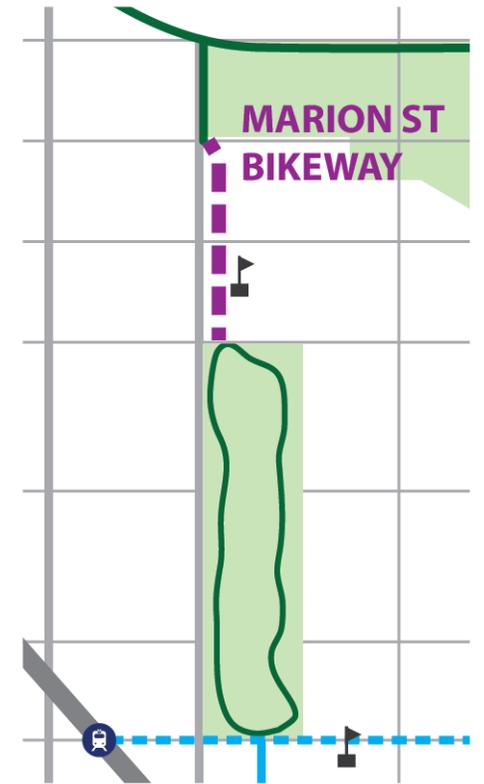


FUNDING



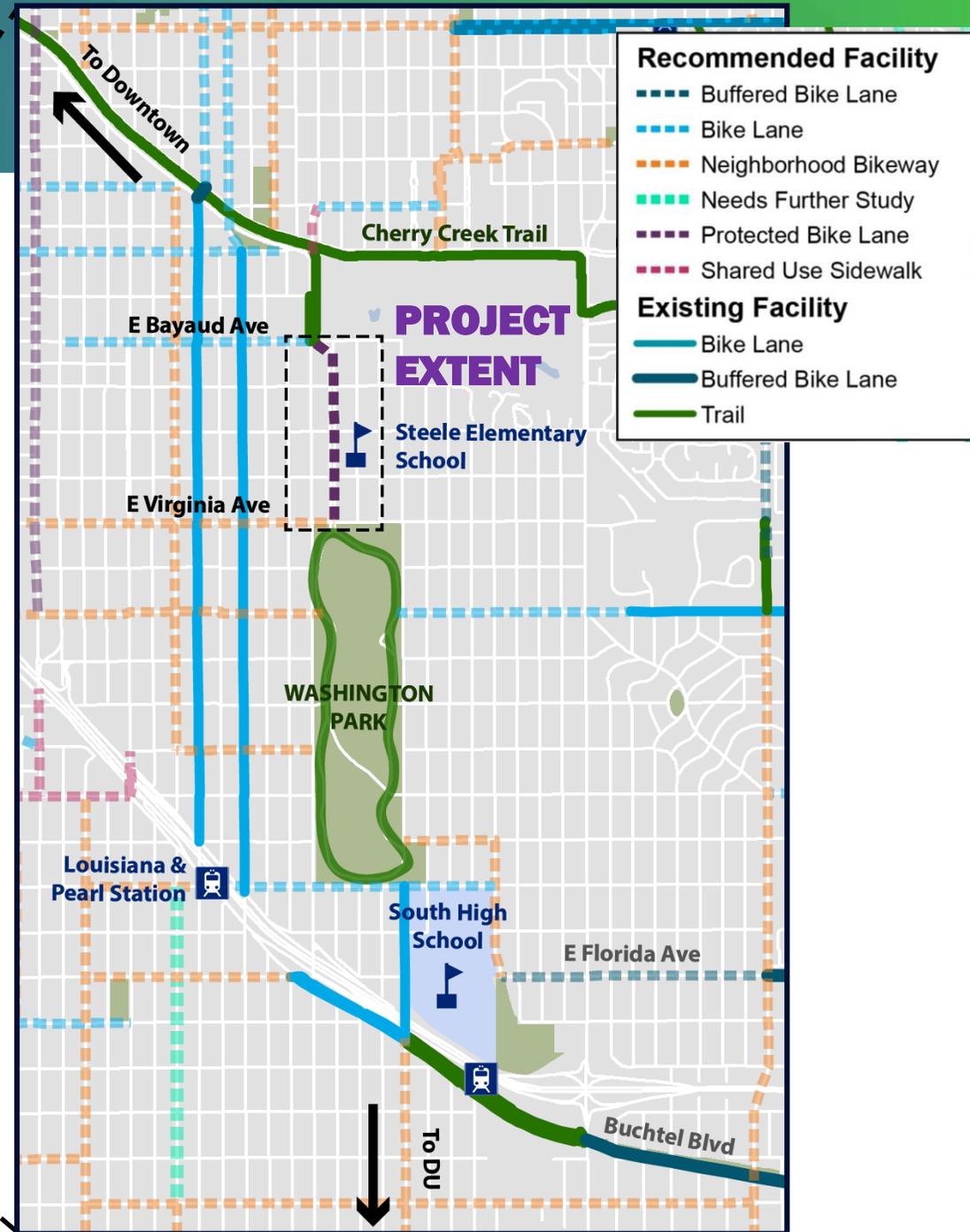
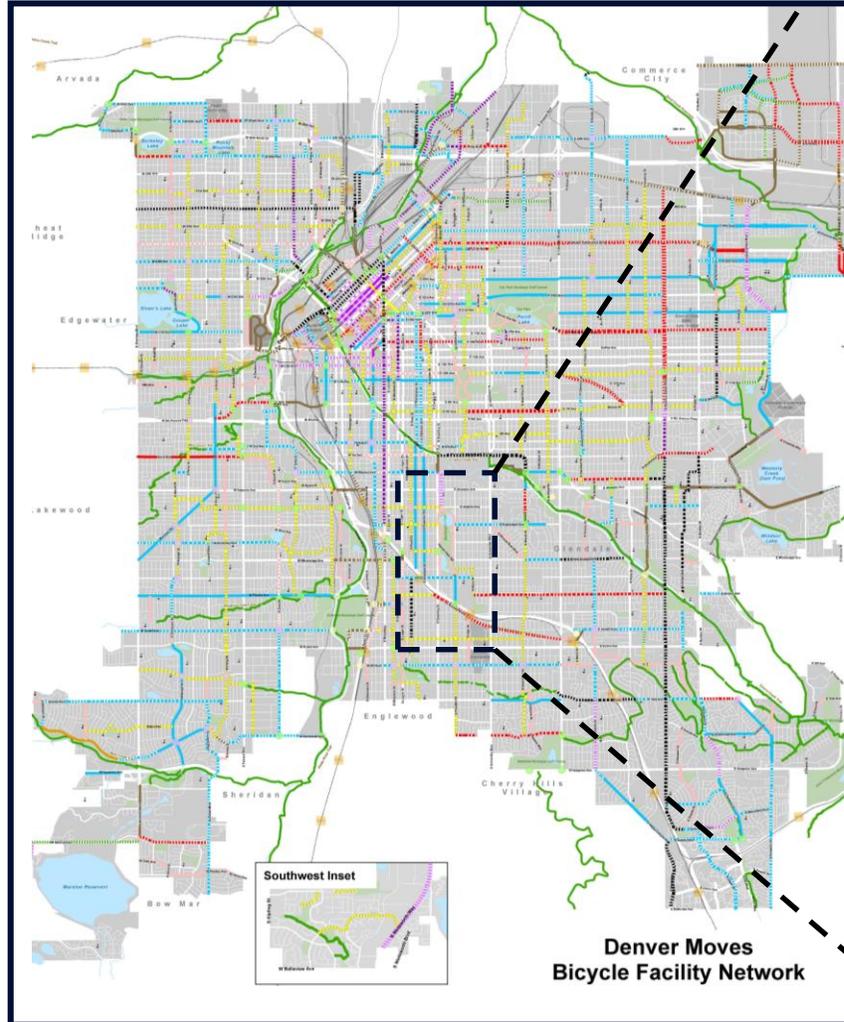
CAPITAL IMPROVEMENT PROGRAM

PROJECTS

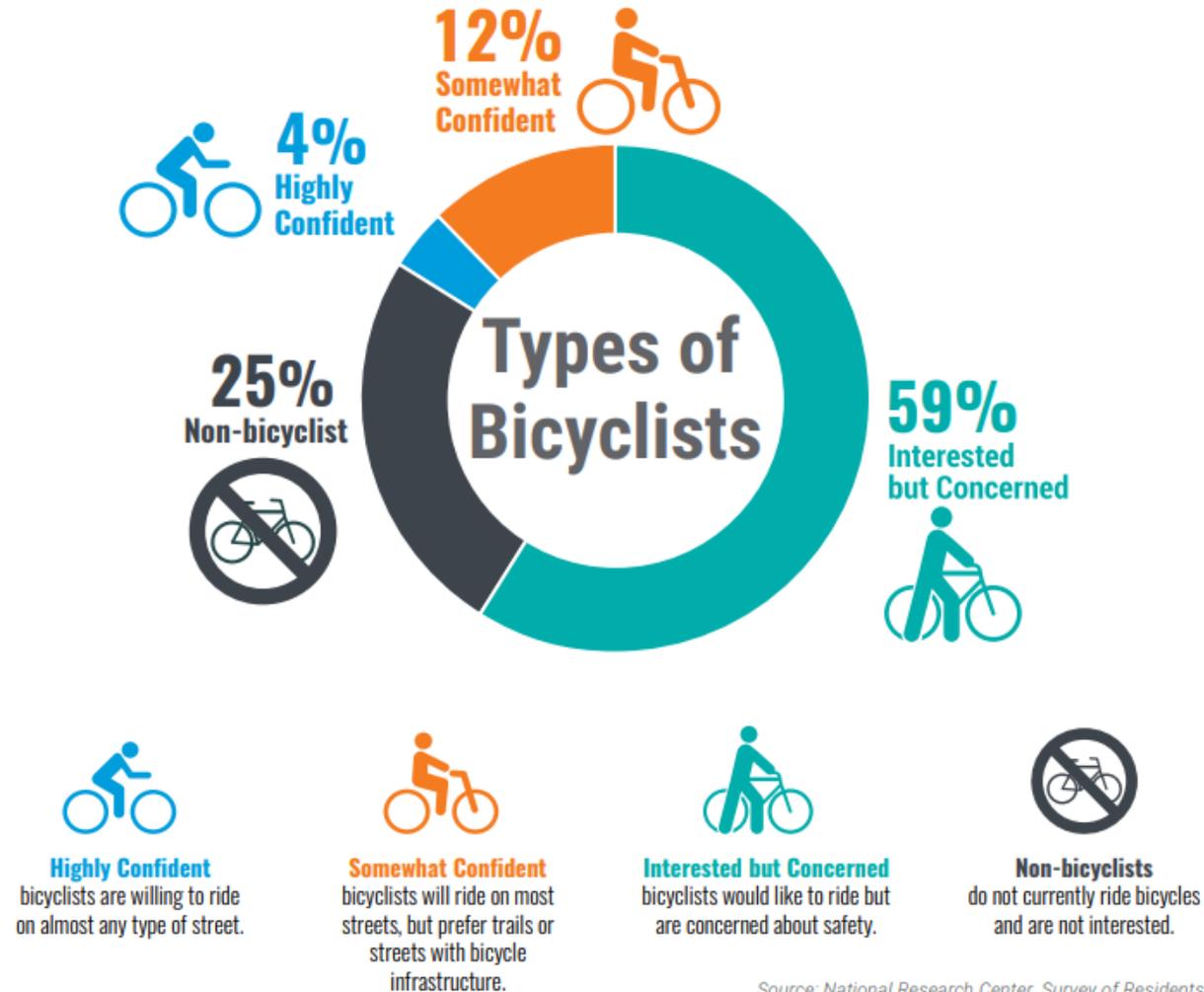


MARION ST BIKEWAY

S MARION ST PKWY HIGH COMFORT BIKEWAY



WHO RIDES BIKES?



Source: National Research Center. Survey of Residents about Active Transportation: Report of Results. 2018.

WHAT'S A HIGH COMFORT BIKEWAY?

HIGH COMFORT BIKEWAY

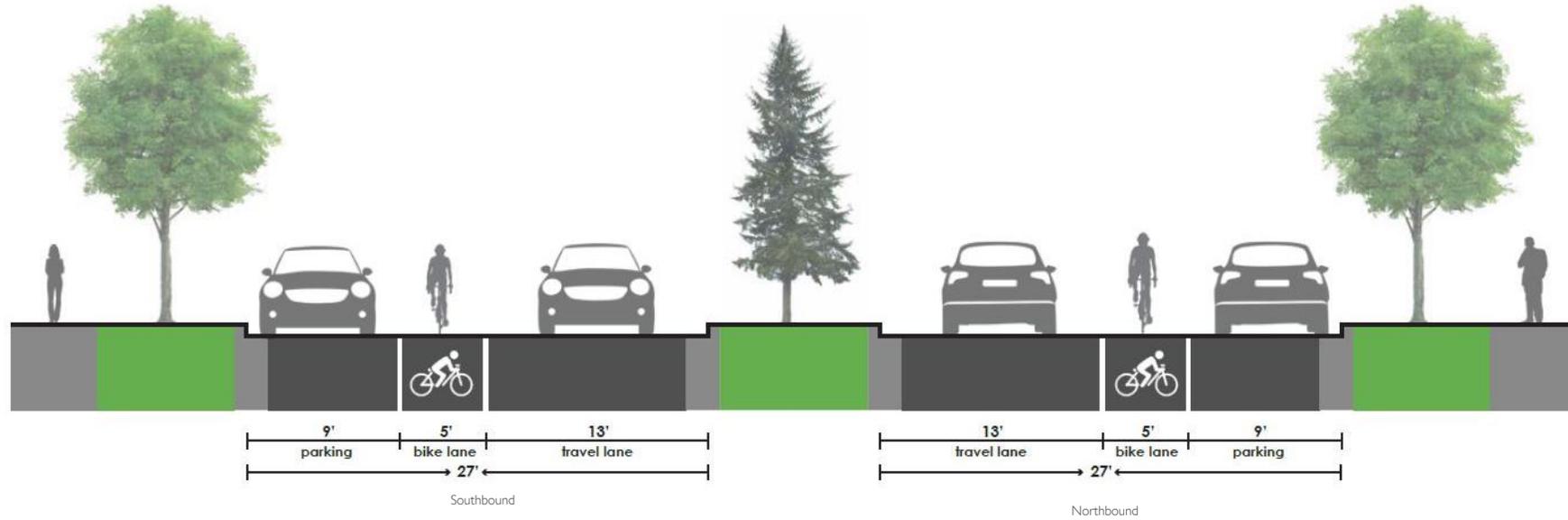


VS.

HIGH STRESS

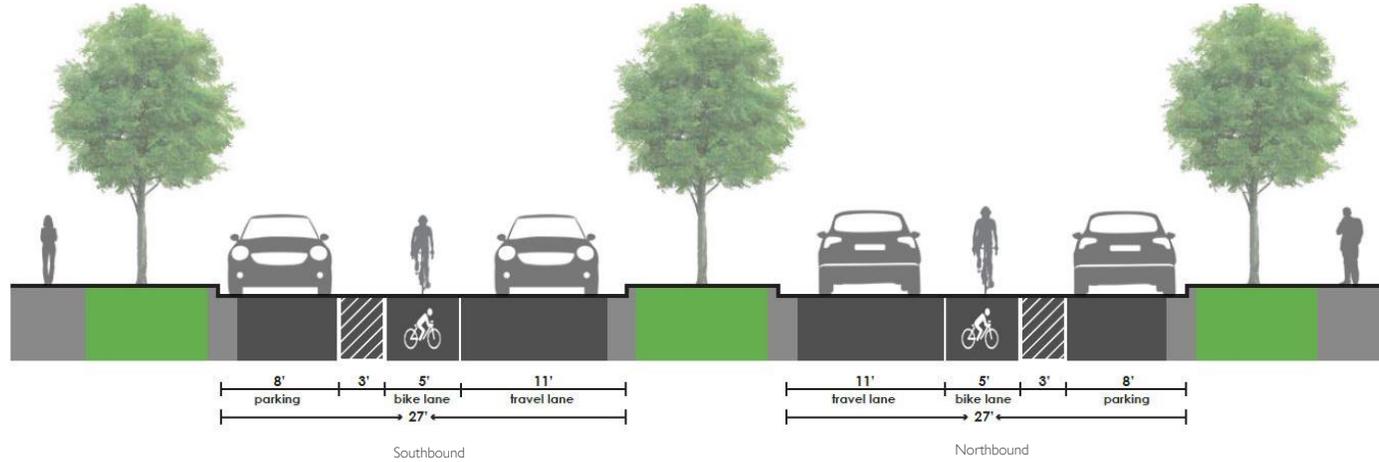


EXISTING CONDITION



- 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

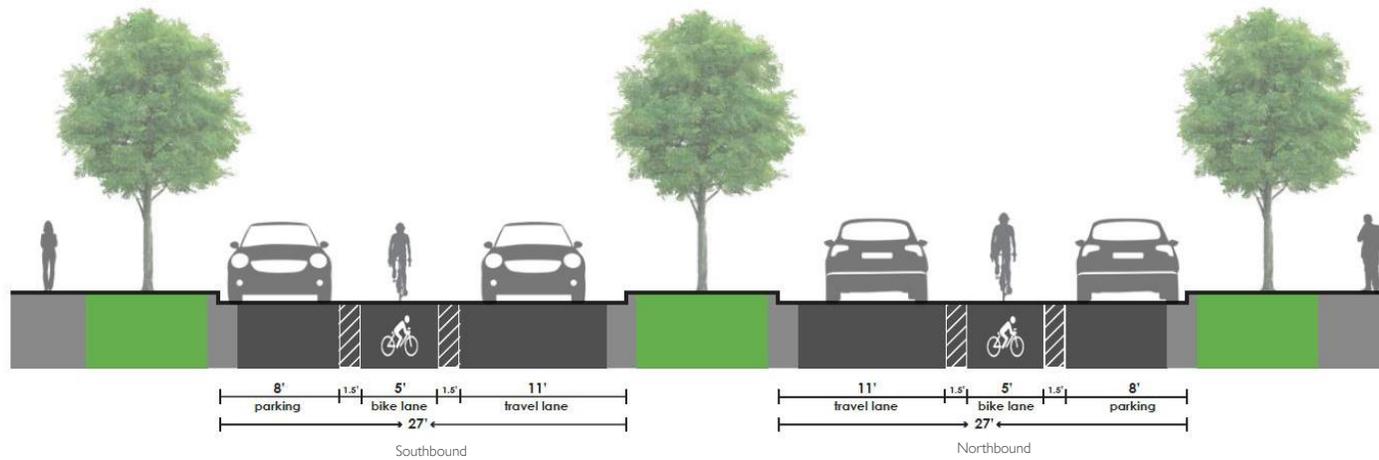
OPTION 5 – BUFFERED BIKE LANE, PARKING SIDE BUFFER



- 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

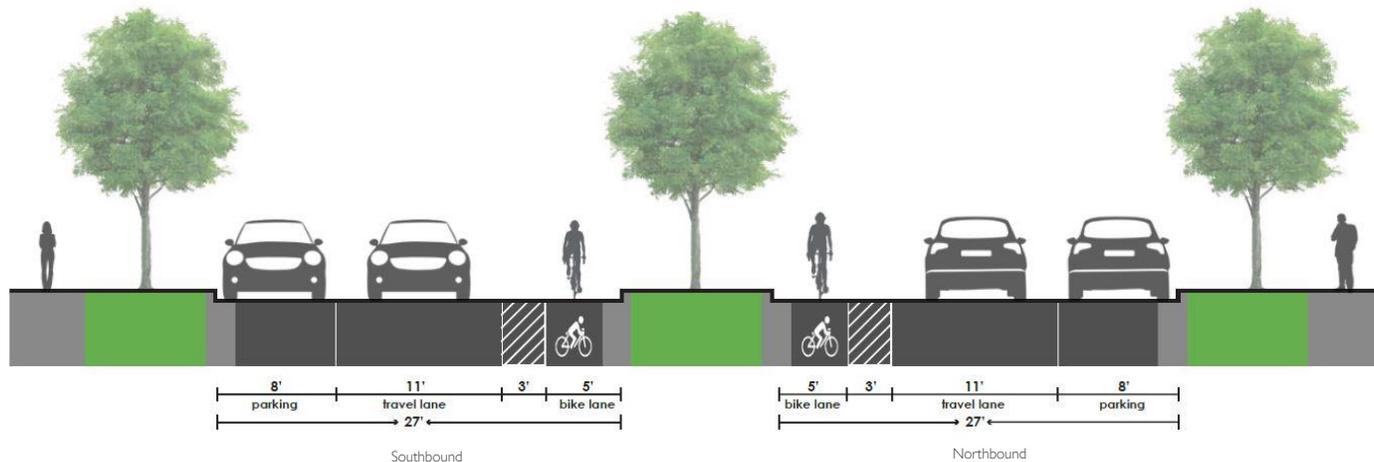
OPTION 4 – DUAL BUFFERED BIKE LANE



- Benefits:**
- Traffic buffer provides some separation between traffic and bikes
 - Parking buffer helps reduces 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

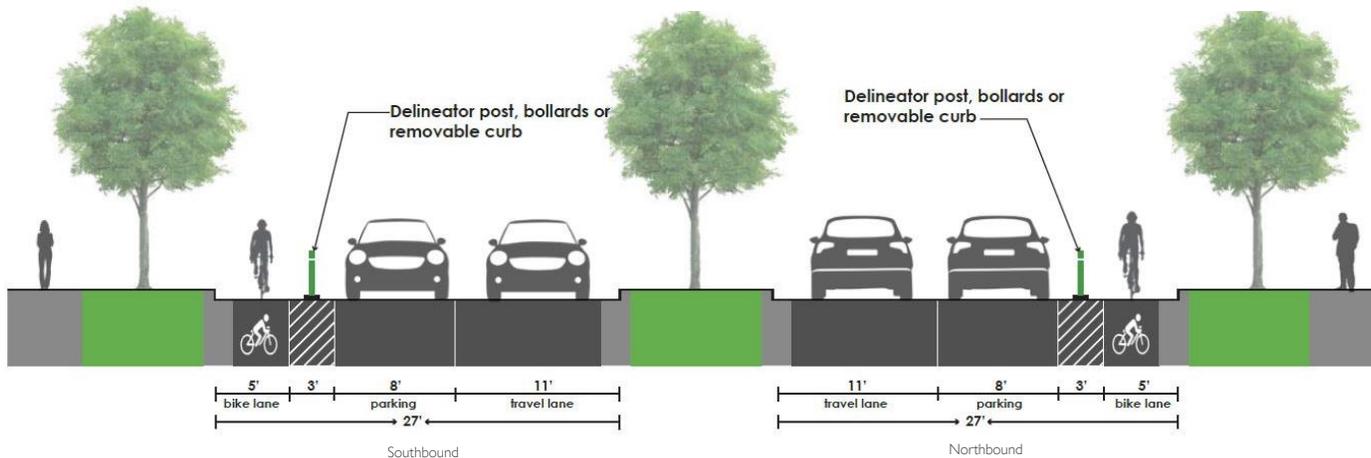
OPTION 3 – BUFFERED BIKE LANE, MEDIAN SIDE



- 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

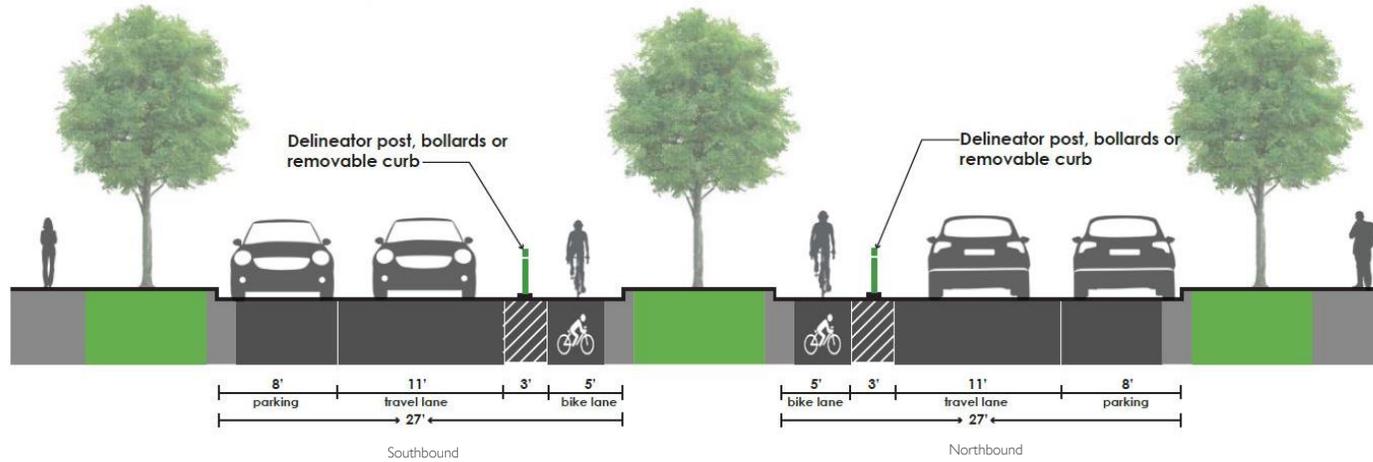
OPTION 2 – HIGH COMFORT BIKEWAY, SIDEWALK SIDE



- 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

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!