

## Central Community Transportation Network

<b>Meeting Name:</b>	Open House #2
<b>Date/Time:</b>	Thursday, June 25 <sup>th</sup> , 5:30 – 6:30
<b>Location</b>	Virtual Online Meeting

### Summary of Questions and Responses Received During Meeting

Thanks to the Denverites who joined us for our virtual open house for the Central Community Transportation Network! We received many comments and questions from online participants and those calling in. Below is a summary of the questions that we received, and answers to them. When possible, we've combined questions to better share the types of information that interested meeting participants.

**1. The Stout Street protected bike lane currently ends at 26th Street, will it eventually extend to Downing?**

A buffered bike lane exists on Stout Street between 26<sup>th</sup> Street and Downing. Currently, there are no plans to add a protected buffer, however, this could be upgraded in the future as needed.

**2. From the light rail station at the Convention Center, it is a challenge to get to 15th Street to travel west. Can a bike lane be considered on Stout Street to facilitate that connection?**

The light rail presents challenges to adding a bike-lane on Stout Street between 15<sup>th</sup> Street and the Convention Center. High-comfort bikeways either exist or are being considered and recommended from the *Denver Moves: Downtown* plan on adjacent parallel streets including Welton, Curtis, Champa, and Arapahoe Streets.

**3. What is the Stakeholder Working Group (SWG)?**

The stakeholder working group (SWG) is comprised of a group of community leaders and organizations intended to represent the diverse communities within the project area.

**4. What resources is the City dedicating to improving transportation and mobility, particularly downtown?**

Recently, Denver Department of Transportation and Infrastructure (DOTI) completed *Denver Moves: Downtown* which identifies near and long-term mobility improvements for the downtown area to be implemented over the next twenty years. Some of the recommendations including dedicated transit lanes on 15<sup>th</sup> Street and 17<sup>th</sup> Street, as well as expanded bicycle infrastructure on these streets have been constructed or are in the process of being implemented.

**5. Is your public outreach multi-lingual? Is a diverse population being invited to the community discussion?**

The project's public meeting outreach is bi-lingual which includes English and Spanish. The project team works closely with community partners, Denver Public Schools, and Council offices to reach a broad audience both electronically and through hard-copy flyering of traditionally hard to reach neighborhoods. Public meetings offer simultaneous Spanish interpretation. Additionally, a Stakeholder Working Group (SWG) has been formed to ensure that the voices of the diverse communities within the project area are represented and inform the bikeway designs.

**6. What is being done to improve parking on Arapahoe Street downtown, particularly between 21st and 22nd Streets?**

The supply of on-street parking Downtown is very limited. Denver is working to improve travel options such as walking, biking, and transit that reduce the need to park Downtown. Additionally, the recently completed *Denver Moves: Downtown Plan* recommends an approach to managing the curb space on each block face. This would provide consistent and predictable places to find space for deliveries, loading, metered parking, and bike parking.

**7. Will "shared streets" be made permanent? If they remain permanent, will the City offer public education on how to use a shared-use, multi-modal street safely.**

The temporary recreational streets (T-RECS) were installed to offer space to recreate and socially distance during the COVID-19 pandemic. The program will be evaluated, and a determination will be made at a later date on the future of the T-RECS. Education and awareness of the shared-use streets will be made available through signage. Additionally, DOTI will partner with the Denver Streets Partnership on education for shared streets.

**8. Denver lacks reliable north-south bike routes. Will the Clarkson or Washington Street bikeways further south be extended into north Denver?**

A north-south connection to connect the Clarkson and Washington bikeways to the north is being evaluated as part of the South Central Community Transportation Network. Additional north-south bikeways will be implemented or identified as part of the Community Transportation Network process.

**9. Are there plans for the City to inform/teach the community about bicycle and pedestrian safety?**

DOTI partners with the Denver Streets Partnership on bicycle and pedestrian safety education. This also occurs through Denver's Vision Zero and Safe Routes to School Programs.

**10. Is the City considering the use of speed bumps?**

Speed lumps, which are like speed bumps, are being considered as a pilot on certain neighborhood bikeway corridors to slow traffic. Depending on a successful outcome of the pilot, these may be used more broadly across the city in the future.

**11. Why was a striped bike-lane selected for Bruce Randolph that places the "door-zone" of parked cars within the bike-lane? Why not created a protected bike-lane that creates a buffer between parked cars and the bike-lane?**

The bikeway type proposed for Bruce Randolph is based on the volumes and speeds of the corridor. A protected bike-lane may be considered based on community input and feasibility.

**12. Are bump-outs (curb-extensions) at intersections safe for cyclists?**

Curb-extensions are intended to improve safety for both pedestrians and cyclists by slowing down traffic as well as reducing the speeds of turning vehicles. In addition, bump-outs narrow the roadway which reduces the crossing distance for pedestrians and bicyclists. The use of curb-extensions as a tool to improve intersection safety for pedestrians and bicyclists is based on data and national best practices.

**13. Will the City consider keeping parks car-free once the pandemic is over?**

Denver Parks & Recreation will evaluate the future of the car-free parks through community input as conditions improve post-pandemic.

**14. Is the City committed to basic maintenance of non-bike designated areas that often get used by bikes? For example, repair and maintenance of grates, cracks, sidewalks, and corners?**

The maintenance responsibility may fall on multiple agencies or organizations. DOTI generally will maintain the roadway and its bikeways. Some maintenance responsibilities are performed by local maintenance districts. Some elements of the street such as the sidewalk are maintained by the adjacent property owner.

**15. What is the timeline for design and construction?**

In alignment with Mayor Hancock's commitment to building 125 miles of bikeways by 2023, design will occur on the bike-way projects between 2020 and 2022 with construction of the projects wrapping up in 2023.

**16. Are there opportunities to add other bike routes beyond those initially identified in Denver**

**Moves: Bikes?**

As part of the public outreach and planning process of the Central Community Transportation Networks, DOTI will identify opportunities for future bikeways beyond the projects that have been initially funded from the *Denver Moves: Bicycles* plan.