

## Central Community Transportation Network

<b>Meeting Name:</b>	Open House #4
<b>Date/Time:</b>	Tuesday, May 4 <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. Does the Community Transportation Network planning include the widening of roads?**  
 The purpose of the Community Transportation Network (CTN) process is to design and build-out high-comfort bikeways on existing roadways. It does not include the widening of roads. In most of Denver, widening roadways is not an option and we must accommodate additional capacity by expanding multimodal options.
- 2. How will these selected bike projects make those most dangerous streets & street segments safer?**  
 Bike projects are intended to improve the street for all users by making the streets safer by introducing crossing improvements, adding elements that are designed to slow traffic, or give everyone their own separate space.
- 3. Is there data to show that bulbouts also known as curb extensions slow motorists?**  
 Curb extensions are designed to improve pedestrian safety by slowing turning vehicles at intersections as well as making pedestrians more visible that are crossing the street. The effectiveness of bulbouts is supported by national data and best practices.
- 4. When are divertors used on bikeway projects?**  
 Divertors are used primarily on neighborhood bikeways, which are low-volume local streets that are shared between bicyclists and drivers. Divertors are used when there is a need to keep vehicle volumes low on a street.
- 5. Has the city considered installing street trees where bicyclists are likely to need to stop and wait for cross-traffic?**  
 Street-trees and other large objects are typically not placed at intersections as to not interfere with the ability to see or be seen when crossing an intersection.
- 6. How can DOTI prioritize people biking and walking across high traffic streets such as Colorado, Lincoln, Broadway, Colfax, and 17th Ave?**  
 Denver uses many different tools to help people biking and walking to cross busier streets. This includes the use of Leading Pedestrian Intervals (LPIs). LPIs give pedestrians extra time to cross the intersection before the traffic light turns green which reduces conflicts between turning vehicles. These are commonly used on Colfax Avenue. Additionally, treatments such bulb-outs, pedestrian activated crossings, and intersection daylighting are used to improve intersection safety.