

## Central Community Transportation Network

<b>Meeting Name:</b>	Open House #5
<b>Date/Time:</b>	Tuesday, March 22 <sup>nd</sup> , 5:30 – 7:00
<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. Where do I view and leave comments on the 60% designs?**

[bit.ly/CentralCTNComment](http://bit.ly/CentralCTNComment)

**2. Where can I view the multimodal recommendations summary?**

<https://www.denvergov.org/files/assets/public/doti/documents/bicycles/central-ctn-improvements-recommendations.pdf>

**3. Why is do the designs show a striped bicycle lane being installed on Bruce Randolph Avenue instead of a protected bike lane as original shown in previous designs?**

Bruce Randolph Avenue was originally proposed by *Denver Moves: Bikes* to be a striped bike lane. During the planning process, the project team studied the feasibility of a protected or buffered bike lane between Downing and Steele. In effort to balance the facility type with the community and business needs along the corridor a striped bike lane was determined to be most feasible option. This would have the benefit of narrowing the roadway which could improve pedestrian crossings and slow vehicle speeds along the corridor while providing bicycle access to businesses. In addition, 35<sup>th</sup> Avenue is also proposed to be a neighborhood bikeway from Downing Street to Colorado Boulevard to provide a high comfort facility parallel to Bruce Randolph Avenue that connects to the larger bike network. A buffered bike lane is recommended to be installed between Steele Street and Colorado Boulevard which would require parking removal on one side of the street.

**4. Could 35<sup>th</sup> Avenue become a protected bike lane?**

DOTI is completing an existing conditions assessment for the 35<sup>th</sup> Avenue neighborhood bikeway where data collection such as speed data, vehicle, pedestrian and bicycle volume data, curb-to-curb width, parking occupancy, and crash data will be analyzed to verify if a neighborhood bikeway is the appropriate facility for this corridor. A neighborhood bikeway on 35<sup>th</sup> Avenue would include several intersection and mid-block improvements to ensure speeds and volumes are comfortable on the corridor to improve pedestrian and bicyclist safety. Traffic calming measures such as diverters, curb extensions, pedestrian refuge islands, traffic circles, chicanes, and pinch points could be proposed as part of this project.

**5. Why is 28<sup>th</sup> Avenue proposed as a protected bike lane?**

Although volumes on 28<sup>th</sup> Avenue are low, speeds are high and require a higher comfort facility than a neighborhood bikeway. A protected bike lane would narrow the roadway which could help reduce speeds. There are also bulbouts/curb extensions proposed at intersections which could reduce turning vehicle speeds and improve pedestrian crossings by reducing the crossing distance.

**6. When will we see speed humps and raised crosswalks in Denver?**

Speed humps are currently in a pilot phase will be installed in three locations throughout the city to determine feasibility prior to implementing in other locations.

**7. How does a bike lane assist with pedestrian crossings?**

Many bike lane projects include bulbouts/curb extensions or pedestrian refuge islands which assist with shortening the pedestrian crossing distances. Bike lanes also narrow the roadway which slows vehicle speeds.

**8. Why are diverters not included on every neighborhood bikeway?**

As part of the bikeway planning and design process, speed and volume data was collected on the bikeway corridors. Diverters are used to control vehicle volumes along a corridor and minimize through traffic. Diverters are recommended on corridors where volumes are higher than guidelines stated in the City and County of Denver Bikeway Design Manual. Design elements such as traffic circles, pedestrian refuge islands, bulbouts/curb extensions, chicanes, and pinch points were recommended to reduce speeds along neighborhood bikeways.

**9. Are results from parking occupancy studies accurate if they were conducted during the pandemic?**

Parking occupancy data was collected at 5AM and used to make informed decisions about parking removal along corridors. The 5AM study period typically represents the peak residential demand along the corridor. Parking counts used to understand residential parking uses along a corridor are not anticipated to have been impacted by the pandemic.

**10. Why isn't this effort focusing on the improvement of sidewalks (both widening and quality of existing sidewalks)?**

The Community Transportation Network project provides funding for bikeway improvements. The city has a separate program that funds sidewalk construction, starting with filling in sidewalk gaps.

**11. What has DOTI learned from the first neighborhood bikeways implemented (Bayaud Street, 35<sup>th</sup> Avenue)? Is there data available on effectiveness or before and after speeds?**

The city will be evaluating previously implemented neighborhood bikeways and will report out when that data is available.