



Denver Moves: Broadway
Detailed Design Community Input Summary
September – October 2019

Community feedback on detailed design and potential amenities for the Broadway corridor was collected in-person and through an online survey that garnered a total of 304 responses from September 27, 2019 through October 27, 2019. Participants were asked to prioritize key design elements of the multi-modal improvements planned for Broadway.

In addition, the project team partnered with a local business to host a highly visible and interactive Community Open House in September. Nearly 200 attended the innovative event to see the detailed street designs for the Broadway corridor and to provide feedback on the plans.



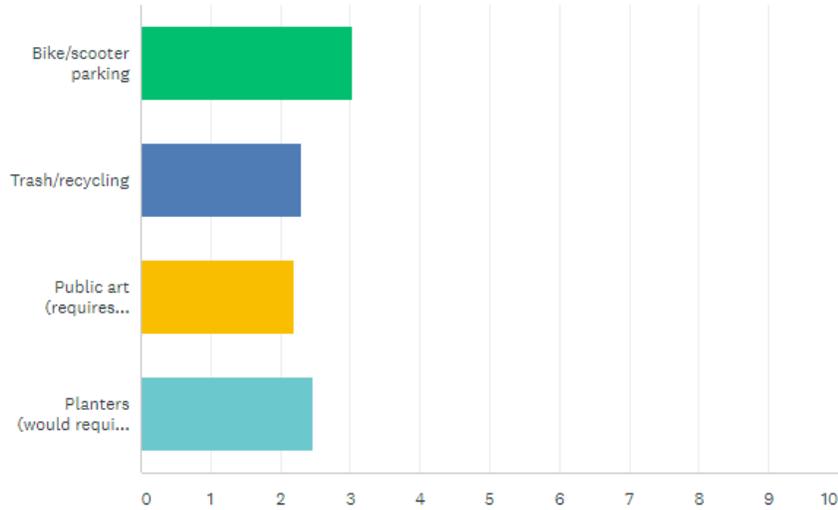
Detailed survey results are available below with the following summary of high-level findings:

- **Parking for bicycles and scooters was the top priority for new amenities** installed along Broadway, with 70% of respondents prioritizing this amenity. Planters were also a high priority (47%), followed by trash and recycling facilities (44%), and public art (39%).
- **Nearly 50% of all respondents support the currently proposed commercial/ride-hailing loading zone locations** and 33% are neutral on loading zone locations.
- **Visibility, accessibility and safety continue to be major priorities** for the public when it comes to use of the curb lane, on-street parking area and bike facility.

Quantitative Community Survey Results

What potential amenities for the Broadway corridor are most important to you?
Rank from 1 to 4 (with 1 being most important and 4 being least important)

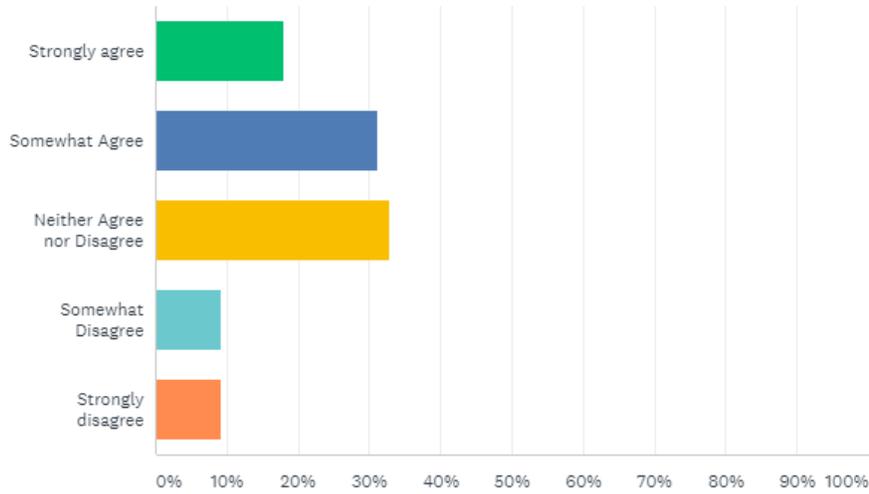
Answered: 298 Skipped: 6



	1	2	3	4	TOTAL	SCORE
▼ Bike/scooter parking	51.38% 149	18.62% 54	11.38% 33	18.62% 54	290	3.03
▼ Trash/recycling	17.30% 50	26.99% 78	24.91% 72	30.80% 89	289	2.31
▼ Public art (requires consideration by Denver Arts and Venues public art committee)	11.72% 34	27.24% 79	30.34% 88	30.69% 89	290	2.20
▼ Planters (would require maintenance support from a Business Improvement District, Maintenance District, etc.)	19.87% 59	26.94% 80	32.66% 97	20.54% 61	297	2.46

**Do you agree with the proposed locations for commercial/ride-hailing loading zones?
Choose one.**

Answered: 296 Skipped: 8



ANSWER CHOICES	RESPONSES
Strongly agree	17.91% 53
Somewhat Agree	31.08% 92
Neither Agree nor Disagree	32.77% 97
Somewhat Disagree	9.12% 27
Strongly disagree	9.12% 27
TOTAL	296

Open-Ended Comment Themes

As part of the survey and Open House, community members had an opportunity to submit open-ended comments about the detailed project design. More than 193 comments were submitted either via survey, email or in-person (see map-based comments from [Center to Irvington](#) and [1st to Speer](#).)

Based on a comprehensive review of the comments submitted, the following overarching themes emerged:

Safety

There continues to be a strong desire for a safe way to walk and ride a bicycle on Broadway. Community views emphasized pedestrian safety as an important benefit of the project. Many respondents continue to advocate for protected bike lanes and intersection improvements to increase safety and calm traffic.

Curb lane management (i.e., how the parking lane is used to buffer the bike lane, balance vehicle parking, commercial deliveries, ride-share loading, etc.) is viewed as a benefit of the project that will consistently improve safety for all who use the corridor, as will better signals, signage and visibility.

Loading Zones

Respondents largely supported the introduction of designated loading and ride hailing zones for vehicles to safely pick up/drop off passengers and make commercial deliveries. However, concerns about enforcement of intended loading zone use and potential conflicts with both vehicle and bicycle travel were identified. The community supports, where possible, the standardization of predictable locations for loading and ride hailing zones to help promote use.

Parking and Local Access

Parking remains an important issue to the community, with respondents expressing concern around decreased parking for customers visiting businesses along the corridor and any potential removal of parking on residential side streets. Standardized and predictable locations for parking facilities for bikes, scooters and ADA parking are also viewed as important amenities as the project moves forward.

Amenity Priorities

A significant amount of comments emphasized the desire for more greenery along the Broadway corridor, including planters, trees and flowers. Integration of these features was also seen as a potential opportunity to provide an enhanced buffer between bike/pedestrian and vehicle interactions. In addition, many respondents mentioned a desire for improvements to public seating, bus shelters, lighting and public restrooms.

Traffic Management

Challenges related to potential vehicle traffic diversion on adjacent residential streets were identified, and opportunities for traffic calming, speed reduction and safety improvements throughout the corridor were emphasized as a community priority.

Open-Ended Community Survey Results

Q2. Are there other amenities not listed that are a high priority to you?

Answered: 235 Skipped: 69

Seating areas (protected, if possible).
Shade Trees & Seating
Pedestrian level, energy efficient street lighting.
Good restaurants. Safety (clear sidewalks, lighting, ample parking so I don't have to walk far at night)
no
no
Parking for cars!
Lanes for cars!
benches, shade, safety
Down lighting on bike lane with consistent lighting levels.
Single seats for short term sitting or setting items/bags down without putting on the ground.
Street trees
No
Bike lanes
Sidewalk cleaning
More bike lanes
resident parking
Street trees; more of 'em!
More raised, decorative ped crosswalks like the Rainbow at Irvington.
Bike Lanes
Bike lanes
High visibility traffic signs, raised North/South crosswalks, and brighter street lights
Longer protected bike lanes on Broadway - the current part is not enough
Any focus on bike/scooter transportation that makes it easier and safer.
Denver should take a page from SF and make South Broadway a haven for pedestrians: https://sf.curbed.com/2019/10/15/20916092/market-street-sf-ban-cars-vehicles-san-francisco-vote
Parking for cars
high visibility bike lane thru intersection

Yes, removal of that ridiculous bike lane. When are you going to realize that it's a complete failure. Why are sticking with such a wrong idea! Heads should roll over this decision!
No
Bus Rapid Transit
Loading zones for Lyft and Uber
Bike lane
Finish the bike path, or get rid of it.
Transit shelters/benches, trees/shade
Improvement/beautification of transit stops
Dedicated bike lanes
Shelter
Bike lighting/reflectors, painted pavement along bikeway, in addition to bike specific signals at each intersection.
I don't see why Q1 shouldn't be able to find a good balance between all of those amenities
Wider sidewalks with space for patios
Traffic lanes for cars, parking for cars, and getting rid of the unused bike lanes. I'm an avid cyclist but don't need to ride on Broadway. I'm also 100% against the obvious social engineering to try and force us out of our cars.
Bike lanes.
Improved lighting; reduced parking for cars.
Protected bike lanes
No
Protected bike lanes
A sheltered place to rest for people with no homes
foot rests at intersections and bike pace lights to help with speed
Bike lane
Safe Bike lanes are in the works but need to be implemented even more to make the biking community use it for transportation. I25 to downtown is only 2-3 miles and is not long enough to attract daily commuters. The Cherry Creek bike path(aka. Race way) needs to be expanded with one pedestrian path and one bike path - separated like it is after Colfax. I live near the path at Washington st. and avoid walking it. It's one of the most used bike paths in the US and needs to be considered in this transportation plan.
No
NONE of the "Amenities" listed mean diddly to me. EVERY ONE OF THEM IS A WASTE OF TAXPAYER MONEY, and an ABUSE OF THE TAXPAYER WHO PROVIDES THE MONEY.
Protected bike lines
Shelters/affordable housing for homeless people on Broadway.
Safety crossing Broadway. Better line 9f sight on corners.
Remove the bike lane and restore traffic flow. There is never anyone using the bike lane, while traffic, during rush hour, has been pushed into the neighborhoods.
Compost
Just Bike protection and parking
Parking for cars and being able to use, again, the designated bus lane except for rush-hour periods.
Protected bike lanes

Smooth traffic flow.
Please don't reduce the traffic lanes any more than you already have. It would be good to also turn some parking spots into loading zones for Uber/Lyft/etc at night.
Friggin vehicle parking! The idiots took away a parking lane for this moron bike lane that makes no sense.
Raised crosswalks
places to sit
Better and wider sidewalks, dedicated, protected bike lanes, and activated streets for neighboring businesses.
Protected Bike Lane
Anything that doesn't require a BID.
Places to eat/drink outside
Actual car parking.
Bike lanes extending south
no
Bike signal priority, so that I can get ahead of turning vehicles. Something like this would be especially helpful on 15th street too.
Public seating
n/a
Protected bike lanes that connect to something, having 2 blocks of Broadway that go nowhere is useless.
Alleviating the suffering of the homeless population present in the area.
bike lanes and other mode lanes to meet the growing transportation needs.
public bathrooms
Safety components
Benches or seating areas
Vehicle Parking, so parking and drunks don't overflow into neighborhoods
Lighting!
Seating and gathering areas
Trees!!!!
Bus-only lanes enforced. Bike lanes connected to the rest of the bike network.
Bike signals
Keep auto traffic moving. Broadway is the ONLY road south out of downtown that has smooth traffic flow, appropriately timed traffic lights.
sidewalk dining areas (after the cycle track comes through creating a buffer)
Transit lanes, preferably in the form of light rail.
More Trees
Speed reduction / control measures for automobiles
No
Moving parking off the street and into garages.
shelters for bus stops that don't have them
I use the bus to commute downtown, maintaining the bus stops at 1st Avenue and Bayaud Avenue is important to me.
Protected bike lanes

Parking
More safe biking options, like implementation of the protected Bike Lane along South Broadway
None
Solid barricades between the bike lane and the parking lane! Perhaps that could be in the form of planters
More bike lanes
SAFE SEPARATED BIKE LANES
Bike lanes
Keep bike scooter parking away from bus stops
bike lanes
Vastly improved crossings at intersections, especially intersections where there is a lot of ped activity due to proximity to walkable connections and uses along the street or in the adjacent neighborhoods. Bulb-outs or curb extensions, at a minimum, should be added. Additional striping, signage or other design elements to improve ped safety should also be included.
Guide lighting or reflectors in street. Street tree maintenance.
Having 3-block bike lanes is ridiculous and dangerous. When riders actually use the lane they are forced to ride Broadway or ride on sidewalks, risking pedestrians
Na
Bike lane
Trees
Safe and easy to find car parking so we can shop, eat, visit Broadway businesses. We can't bike or scooter and wish Denver would first serve the drivers and taxpayers who pay for the streets and roads.
Driving lanes not reduced.
safety barriers between the crazy speeding motorists and the vulnerable pedestrians / cyclists
Adequate road lighting to make it safer to cycle at night. Priority traffic signals for bicycles. Adequate pedestrian crossing points with bump outs or islands to make crossing Broadway safer. Improved street furniture to have a cohesive look to Broadway. Uncluttered road signage to make it clearer to drivers, speed limits, turn lanes, priorities at junctions. Speed cameras and turn lane cameras. Improved bus stops and proper bus stop shelters.
Rain gardens and/or improved street tree plantings would be preferable to planters or public art. The current tree plantings tend to be somewhat sickly in many sections of south Broadway. Examples: South of Center Ave and almost entirely absent between 5th and 3rd.
Maintaining traffic lanes or people's won't even go in and out of that area if it's more congested.
Covered bus stops with lamp posts
Reducing amount of people sleeping on sidewalks
More trees!
Easy parking street parking to all retail and food establishments
No
Pedestrian improvements such as decorative cross walks, etc.
Bike/bus lanes
No
Bus shelters

Street trees and bus shelters
Cross-walks, bike lanes
Bike lane connector signage
Prioritized pedestrian crosswalk signals.
Parking.
Street Vendors, Seating Areas
Clear and walkable sidewalks
parklets
Bus shelters and red painted bus lanes
Bikeshare docks located in close, VISIBLE proximity to bike the corridor.
Flow of traffic
Protected bike lines
Bulb-outs and enhanced bus stops.
Painted ground stripes after road resurfacing.
None
Trees & sidewalk cafes to make a nicer pedestrian environment.
I would like to be able to safely bike down Broadway and lock up my bike safely on Broadway.
trees, bike lanes
The sidewalks need regular pressure washing.
Bike/Scooter Lanes
Safe bike lanes
Rails so bikers who are stopped don't have to put their feet down. They have these in some municipalities in the US and they seem fantastic.
Automobile lanes and safer mobility than the bike lanes provide (there are poor sight lines, and it's unsafe cutting across those bike lanes to get back into flowing traffic)
protected bike LANES. the previous question only mentioned bike parking, we need LANES
No
Bike Lanes
Small public spaces to gather like parklets.
no
Red painted bus lanes
Bike lanes???
Parking
More room for cars!
More parking and easy flow of vehicular traffic on one of the few street connectors to I-25. The Pilot area reduces parking by 40+%. Removing a thru traffic lane that handles 1200 cars an hour at rush hour is not adding "seconds" to travel time. That is NOT reality. Move the bike lane on to another street. Not a major transit corridor. RTD bus routes are reduced every year. Light Rail does Not connect everyone let alone have enough drivers. "FORCING" the plan that everyone will use public transit while reducing vehicular traffic access is a severely flawed plan!
Trees
No

Pedestrian improvements! It's a highly walkable area but also high-traffic and anything to make walking feel safer would be welcome, like more crossings.
No
Bus stops with real time arrival info
Clean up the homeless that present a health and environmental hazard
Waterbottle fill stations
Seating, especially in areas with bars, restaurants, ice cream shops, etc.
Parking for automobiles
safe bike lanes
vehicle parking and traffic lanes.
Other unique crosswalks, like the one in front of Buff Exchange.
no
Seating
Pedestrian crossings and general safety improvements for pedestrians, bicyclists, and transit users
Trees! Never enough trees in this town!
Dedicated bike lanes with traffic lights specifically for bikes. I'm not sure if this is considered an amenity. Probably not, but when I was in Copenhagen last summer, their biking infrastructure had this and it was really impressive. Trash/Recycling was listed, but what about COMPOST??
Before all of the above, public restrooms are really needed. New sidewalks to clean up the area would be third after trash/recycling.
more stop signs east/west of Broadway instead of traffic lights
No
no
Great pedestrian space
Additional, protected bike lanes! Traffic calming infrastructure! Curb cuts! Scooter-only lanes! Enhanced crosswalks! Widened sidewalks!
No
More pedestrian friendly cross walks
Its not an amenity, but I would just like to say that I think you should make sure that these programs don't push cars onto side streets. Side streets are not meant for the traffic that is occurring since removing traffic lanes from Broadway
Sheltered from snow, rain or sun area for water break or rest
Shorter pedestrian crossings - Where possible, turn the bike lane buffer into a pedestrian refuge island using curbs to shorten the crossing distance.
More trees. Slower Cars. Take out the middle lane and put trees.
Protected bike lane
Protected Bike Lanes!
Truly segregated bike lanes. No merging with traffic ever.
A business improvement district would be amazing. Poles to advertise community events like on Tennyson Street would be nice as well. Thinking about future technology for the bus stop areas would be good too.
Car parking for patrons. Car parking for employees. Parking for delivery trucks and vehicles.
Protected bike path

parklets; other forms of separation between bikeway and traffic
trees n shade patios
Parking
Safe Pedestrian crossings
Parking availability on Lincoln!!
Better bike lanes
No
Trees, not just planter boxes
Vastly improved bus shelters with true weather (rain/snow) temperature, wind and sun protection and real time schedules .. transportation options to bus and rail stops for half mile or less..public restroom access...truly frequent bus service
No
no
Safety
Appropriate pedestrian walkways
Shade trees and bus shelters
N/A
Lower speed of cars, a good bakery ;), better looking trash cans, more green grasses and wild flowers
Clean up the homeless!
Better bike lanes!
More resources for the homeless
ped safety; designated drop off areas for rideshare
Additional places for sidewalk seating outside of restaurants + protected intersections for cyclists (see: dutch junction)
More of and comfortable/sheltered bus stops; extra room for pedestrians walking/wheelchair-bound folks navigating around the front of stores/patios, dodging bikes, scooters, skateboarders; Smart traffic lights, including smart turning signals for all vehicles; Any designated loading & unloading zones for "taxied" passengers?
no
clearly marked crosswalks, benches
perhaps in line with planters or art, depending on the form (sculpture?) but areas to sit, particularly shaded areas to sit and rest a moment or gather, would be great.
Safer crossing for pedestrians and high-pressure cleaning of the sidewalks. The smell of excrement is often overwhelming.
Have a uber/lyft specified drop off zone. Currently they stop in traffic lanes and stop traffic.
bikes allowed in bus lanes
does planters include trees? The whole city could use more trees.
Clear wayfinding
no
n/a
Public seating / shade
New Parking permits for residents with Colorado license plates on a streets that surround Lincoln & Broadway. Logan is a boulevard street, it's a natural block to people parking east of

Logan, so they all pile into Grant. We would like parking permits on Ellsworth, as well as Grant. In the evening after work, it is very difficult to find parking in our area.
Benches, shade structures
Bike lane between Colfax and Larimer along Broadway is the holy Grail for me and it would halve my commute distance
I'm not sure if trees in general go along with the planters but I find them to be incredibly important to have along every block in the city.
Separated bike ones from cars. Plan looks great
Benches
No
No
Handi cap parking spaces
Bike infrastructure (fix it station, lane, etch)

Curb Lane and On-Sreet Parking Areas

No designated accessible parking currently exists on the east side of Broadway. Opportunities for additional locations on side streets are being explored.

Q3. Are there locations on side streets (intersecting with Broadway) where you would like to see designated ADA accessible parking?

Unsure
None specific
Goodwill has a large parking lot in a great location. I would like to see a parking structure so there is more parking available, but not using the homeowning neighbor's street parking.
no
no
Put more parking for cars on Broadway!
I'd recommend shifting parking on E-W streets to the north side where parking on one side only is allowed; uses sun in winter to melt snow & ice while drive lanes on south side get resolved by being driven on.
I thin ADA accessible parking is important but I don't have an opinion on where it is located.
Near corners on all side streets
N/A
1st ave, Byers Place, Ellsworth
No
no
No opinion
NO
I defer to others on this. Not my area of expertise/focus
I think each side street should have at least one accessible space, otherwise it really defeats the purpose of an accessibility initiative.
Side streets in the design area are not amenable to additional parking, let alone ADA accessible parking. An alternative is to designate accessible parking areas on the east side of

Broadway, with flashing crossing signs to alert oncoming bicycle and scooter traffic that accessible parking, egress and lane crossing is occurring.
All along Lincoln, it would support the neighborhood residents and the businesses on Broadway
Baker resident permit could be lifted during business day to allow for more parking during peak hours
At bus stop locations, generally
virginia and alameda
Yes! Get ride of that ridiculous bike lane and you will have plenty of accessible parking. Why are sticking with such a bad idea. This is just one one many problems it's causing.
Yes
No
Not in particular
Na
No
No
N/A
No, less parking more bike lanes
no preference
Absolutely not. Parking on the side streets is needs for the residents. Are you kidding?
No specific intersections. But peppering ADA parking on side streets east of Broadway from 3rd Avenue to Alameda could be helpful.
All streets should have designated parking for those needing ADA accessibility.
Nowhere specific
No
I would like to see both sides of Lincoln have parking.
Every other block would be good. 2nd, Ellsworth, and so on down to I25
No
There is already an excess of "Handicapped" parking in every parking lot in America. The "Blue" "Handicap" spots are NEVER all used. We need FEWER ADA parking locations, and a general downgrading of the importance of ADA in general.
No
1st Ave., 3rd Ave., Ellsworth Ave.
no
Mississippi, Evans, Florida
Any accessible parking along the corridor would be nice. If I remember correctly, there are three total ADA metered spots for the whole neighborhood. Parking lots and better public transit would help to make the area more ADA accessible as well
no
No.
At least every other block.
None in particular
They could put it at the ends of the blocks
Cedar and Broadway, Ellsworth and Broadway, 2nd and Broadway

n/a
There are ways to create protected bike lanes between car parking and the sidewalk. The ADA concern is about unloading wheelchairs and ramps in the bike lane, but there are ways to have both: install a curb ramp near the ADA parking so wheelchairs don't have to travel the rest of the block to an intersection, and widen the parking area in that spot to allow for an access aisle. It's been done in other cities and can be done here.
11th St. and 9th St.
Not familiar with the demand.
No.
Na
No
not sure
I trust your decision making on this.
yes
I think by the Goodwill and Walgreens.
In the areas of Goodwill, Spur coffee, Senior Burrito, and Underground Music Showcase venue areas.
No
No, take up shortage of existing parking
Does not apply to me.
Selfishly, no, but morally, I guess
The segment between 1st and Alameda.
The denser the area (blocks south of the Hornet) the more interest it seems there would be in ADA parking, but I am not disabled. Can you ask that demographic?>
No
Keep ADA parking on side streets/
Near the Myan
no
No. They should be on Broadway close to the shops for easier access.
N/A
I don't personally have an opinion
1st & Broadway
yes, it would be ideal of ADA spots were designalted along side streets that intersect with Broadway and with Lincoln, perhaps staggering between the two?
No
I think replacing anyone-can-use parking with ADA spaces and delivery loading zones would be great.
1st, Bayaud
I don't know
I mostly bike and walk the corridor, so I can't think of any locations.
No preference
Do NOT mess with our permit-only streets! We worked hard to achieve that status. And the 500 new "tenants" expected at 99 S Broadway will be headache enough for the very limited parking!! Wake up, Council!!! We vote NOW.

No
No
Yes
No
Bayaud near library, 13th near library
no
Not just ADA but parking for anyone.
No specific locations. I put my business on South Broadway 5 years ago partially because of easy of parking and it seems like year after year there is less and less parking
None
yes
No
No
This should be a priority but I don't have a preference as to where it goes.
does not apply to me
no
11th Ave, 9th Ave, 4th Ave, Ellsworth, Cedar
I don't drive.
No
I'm not sure that is an issue but yes ADA parking is important
No.
On every block.
None
not applicable
No
no
No. Preserve side street parking for the people living there.
Unsure.
I have no comment
na
Ellsworth or Bayaud
-
I support ADA accessible parking but have no input on where it should be located.
no
n/a
Not unless already required by law
No
Not enough parking for ADA and general public parking.
No
No
No
Nothing comes to mind.

ANYTHING BUT ELLSWORTH, LITERALLY EVERY STREET EXCEPT ELLSWORTH
I don't have a strong opinion on this.
no
I think the city should always try to be inclusive and I would love to see as little parking as possible but where it exists there should be good ADA coverage
Car parking? Absolutely NOT!
That's a tough one as parking is so limited already. There is already so much going on on Bayaud that is like to not see it added there. And, sorry, but don't add too many!
no
NA
not specifically
The ADA spaces on the side streets should be as close to Broadway as possible.
No.
I would like to see all of the parking on side streets directly adjacent to Broadway be converted to ADA accessible parking only. The only reason someone should be driving to South Broadway is if they are unable to physically walk, bike, scoot, or use public transportation. If the City is truly committed to making a difference in carbon emissions, it has to de-incentivize driving.
Every wide side street
No personally, but I am not against more ADA accessible parking!
No
No
not sure
no
it is more important to provide as much general or non accessible parking as possible
no
Yes
I'm not aware of specific locations as I am not an ADA driver
No
Broadway and archer
Lincoln street!
No there aren't. But I don't need ADA accessible parking so I don't know what the needs are for those who do.
No
No
Bayayad (sp) first, fifth, third 12th
NA
no
Along 1st, 2nd, Ellsworth, Bayaud
1st Ave
At least one space per block seems appropriate
N/A
?

Wherever feasible
All of them
Yes - near Ellsworth, off Bayaud (close to restaurants in area)
4th ave. and archer - good luck with that due to the new Neon apts
Not sure
NO--Don't even go There. Residents trying to live in the neighborhood are impacted enough with over density issues; And, this is only one of several upcoming projects coming to our neighborhood. This is a living-breathing-ever-changing organism that needs to be carefully in-sync with community in-put for future generations.
any street would work
No particular preference
I want to see less car parking generally.
no
N/A
n/a
Not sure
Areas north of Alameda have more a premium on parking space. Perhaps on the side streets west of Broadway?
Not specifically, but it is important for an accessible neighborhood.
No
Yes
NA
Near alameda
1st Ave
Bayaud
no
Side streets/corner spots

Q4. Do you agree with the proposed locations for commercial/ride hailing loading zones?

They seem like good locations.
Stop screwing up this street.
it is not very clear what this is. Also it should be convenient for people to get dropped off all along Broadway.
As long as that's where they're needed, & designed so that their use doesn't interfere with the safe use of the bike lane
Honestly I trust the traffic enegineers' judgement on this.
Navigating to/from the zone seems challenging
I feel you will be hard pressed to have people use these specifically if they want to visit a location on the opposite side of the street. People are lazy and don't want to have to walk across the street and their ride share drivers stop wherever they want for however as long.

You should consider allowing RTD drives to take photos of car's license plates who stop in the bus lane and get issued a citation. That may help motivate drivers to use the drop off sites
I don't have a strong preference
Way better to give people a place to get out of the car safely
too much is on Broadway already!!
Anything that keeps Uber/Lyft drivers from stopping in a traffic lane is fine by me.
As long as riders are able to respect and understand that they are crossing an active bike lane, I think they are great.
Doesn't apply to my form of travel or habits
This assumes that the city can drive people to use ride-hailing rather than personal cars. Instead, the likely consequence is, I think, reduced consumer presence in commercial districts of Broadway.
need more further south
You would have plenty of room for this at multiple points along Broadway if you didn't have this ridiculous bike lane. It's a bad idea and you're throwing good money after bad by keeping it. When are you going to come to your senses and realize it needs to go!
There is *no* enforcement of existing loading zones. This will not work. Also, "ride hailing" loading zones are simply not needed
I think there should be areas to pull off for loading/ride hailing, but they shouldn't be mutually exclusive
Definitely should be some uber zones, but only during evening hours. Need to maintain as much parking as possible. This can always be modified in the future to day time hours if the demand is there.
I live in the area and do not use those services
Should make these flexible over time to match need
Businesses need a place to deliver. Uber and Lyft need a safe place for pick up. The Union Station model has done a good job of this.
There are probably too many "ride hailing" loading zones, but I've never used them so I can't tell which ones could be eliminated.
Unclear about interactions between loading passengers and bike lanes?
There is likely enough demand that those zones would be used wherever they are placed
Passenger loading zones should be carved into the side walk as not to impede traffic.
Traffic should be a priority, congestion is bad.
Are these for Uber/Lyft/taxis? Your diagrams are not accurately reflect the reality now. There are NOT 4 lanes available for car use. This is disingenuous!
Seem fine
Something needs to be done, but in typical denver fashion the answer is to screw over people who drive cars, so I'm sure whatever "solution" they come up with will make traffic worse.
I would rather see loading zones away from the bike lane
We have to secure buy-in from public safety, right-of-way enforcement, etc, to ensure this space will be enforced as OK and other spaces enforced as NOT OK.
These are fine locations, but ultimately ride sharing services will likely not know these exist and will continue to do what they typically do, which is temporarily block a lane of traffic.
Loading zones are not necessary. Traffic will be worse.

It appears as if the loading zone is in the bike path. If so strongly disagree as when there's space for a car to be in bike lanes downtown cars often sit for extended periods of time vs using space as temp loading .
It's an absolutely trash concept to limit all loading to a single block or location. Truly. Someone should be shamed for such a thought.
The zone placements are fine but getting the ride hail drivers to use them could be an issue. Can the city work with Uber/Lyft to ensure their drivers use the designated pickup areas?
All locations seem good to me. Glad to see that commercial/ride hailing zones are being considered.
Mostly agree, the smaller spot at Byers could be difficult for drivers to maneuver
There need to be more
I do not use loading zones often. I would suggest considering how they would effect bike riders. Are these people walking through the bike lane to get there? Is there a safest spot for people to cross the bike line to access the loading zone.
Takes existing parking
Why not put them on the bus lane side? There is much less traffic over there.
Makes sense that they're focused on the northern part of the corridor where there's a higher concentration of businesses and less off-street parking, but I would like to know the data behind the demand for ride hailing loading zones vs. freight loading vs. on-street parking. It seems like there should be more freight loading.
Needs to be paired with heavy enforcement of vehicles not using that zone
I don't think we should have loading zones for ride hailing services... They will just be ignored completely anyway. Instead, consider adding commercial loading zones in these places.
Mid-block seems counter intuitive for passenger pickup. Corners?
People will run across the middle of the street, mid-block, to get into an Uber. It happens all the time now and is very dangerous (people get drunk and dumb...). Mid block loading zones would STRONGLY encourage people getting hit as they run across the street to get their ride. Only put ride hailing on street corners where there are crosswalks/traffic signals. I would prioritize putting them on cross streets (at corners) so valuable onstreet parking isn't taken up. Loading zones (for goods) should be signed on street parking spaces on Broadway and designated for certain hours (before 8am)
I think it should be at the beginning or end of the block.
Location next to bike lane will require physical barriers to keep passengers from opening doors into way of bicycles and stepping into way of bicycles
These should not be on same side as bike track. There are too many conflicts that could occur.
The location of the loading zones are irrelevant unless there is going to be enforcement of the loading zones and high fines to discourage law breakers
It seems like there are too many too close together. For instance the block between Alameda and Cedar has two passenger loading zones--this seems like more than necessary. It seems like at least one loading zone every other block makes sense.
These are not frequent enough to develop a pattern that will be easy for people to remember and use
why let ride hailing take over our streets, they are a business and are using our parking spaces to conduct business
Ride hailing zones during on South Broadway could be beneficial. Would appreciate input from businesses that could/would be impacted by the change.
They seem kinda close together

There are a few bars near the end of the block that may benefit from loading. I'd like one or two more loading spaces with a shortened left turn area?
I am strongly in favor of designated loading areas for people and freight, but I don't have a strong opinion on where they should be located.
People will Uber from wherever they are, drivers will stop anywhere
Business people will have best sense of this question
Passenger & freight loading share the spots? Will this avoid Uber/Lyft stopping across the street in the crosswalk as they do now? Why 2 adjacent spaces but nothing on the east side?
This explanation sounds as though you allow loading ONLY at these zones. We should have the ability to hail our ride at any location on Broadway.
These are confusing and hard to use. It is hard to see where to park and the white poles look confusing. We have not parked on Broadway and used businesses there where the weird side parking is. Too dangerous and unclear
Use the existing bus lane for loading zone. Buses aren't that frequent and protected bike lane areas are already creating dangerous sudden stops for people trying to park with the challenging bike protection format.
I don't care much where they are as long as they exist
sounds good
More zones are required and cameras are required to stop ride share drivers stopping without consideration for pedestrians or cyclists.
There are two separate loading zones on one block south of Cedar Ave. This seems excessive.
There should be at least one loading zone per block.
They appear to be well distributed along the street where things are changing.
This is a great idea. Please make SURE they can't enter the bike lane. It also could cause people to stand in the bike lane which could be a concern.
The zones need to be enforced and it needs to be clear that unload materials into the bike lane is dangerous/unacceptable/reason for high fines. I would be very concerned about ride hailing passengers stepping across the bike lanes for those locations proposed to be in the middle of a block (rather than adjacent to an existing crosswalk).
Need way more, and commercial permits for sales reps and UPS/FedEx delivery drivers to use special parking spaces like in Seattle.
Ride share services just add more traffic congestion.
These locations make sense to provide flex use of the limited space on the side of the road. Is there anyway to prevent loading to get in the way of the bus lane? Often ride share and deliver trucks block it causing delays for buses trying to get through.
Need to be fully separated from bike lane with barrier protection. Loading areas may need to be larger to accommodate trucks
As long as they do not enter the bike lane
It moves stop/idle cars out of the flow of traffic while providing safer car passenger entry
Seems ok. a lot of people already catch ubers right there like to the right outside 3 kings.
I am walking/biking distance to Broadway so loading zones not applicable.
Commercial loading should be done in the alley
They will not be used. Ubers/Lyfts will just park wherever they please..
Not sure if feasible but is there a way to communicate these zones to ridesharing companies so they become integrated in the APP. It's a good concept but based on my utilization of Uber/Lyft the drivers tend to just stop wherever unless the APP gives them a specific location.

Rideshare companies won't use them unless enforcement is very strict with fines for non-compliance. Not to mention, ride-share companies should be required to pay for the space.
Only impact could be traffic delays due to vehicles merging in and out of those zones
The first and highest priority for streets should be for cars to use them. The number of cars FAR outweighs the number of bicyclists.
The city has no plan for enough parking. The city does not require enough facility parking for new construction projects and this further adds to NOT Enough Parking
Virginia to Alameda with no loading zones seems like a long way that will result in uber/lyft stopping in traffic lanes.
Without detail of corresponding retail outlets, loading zones have no perspective.
Spread them out more. Instead of two per block, put one per block on 4 separate blocks.
Sick of double parking ubers Lyfts and other clowns
This will make it significantly more dangerous for bikers. People will be getting out of their Ubers, swing the door open into the bike lane and walk in front of bikes without looking. This happens by the convention center downtown and I almost get into an accident every day.
Ride hailing services could all be out of business tomorrow. Could be a waste of money.
Leave it to the experts. I'm assuming the locations were chosen for specific reasons.
Should be closer to end s of blocks. Pedestrians exiting cars at these points are going to walk right into the bike paths mid block
I dont really think that we should make ride hailing easy. Im not sure that it is a form of transportation that needs to be further incentivized. But that being said it is better than parking in a bike or bus lane if those can't be properly protected
There doesn't need to be any loading zones along Broadway. Give me a break.
I need to look at it more closely...are you removing existing loading zones (for example, directly south of the intersection at Archer)? Or are you adding "passenger" pick up zones? Historically, there have been retail stores along the street that need the loading zones to bring in items as well as for UPS shipments. I like the idea of adding a couple passenger pick up/drop off zones for Uber and Lyft (particularly in the evening when the bars are busy), but please do t remove loading zones.
Why not have the loading zones on the sidestreets instead of on Broadway?
As a cyclist, I'm very wary of a dedicated loading zone in areas between an active traffic lane and an active bike lane. Pedestrians seem to LOVE crossing bike lanes without looking
I'm not familiar with the nightlife of these areas.
I think there should be way more ride hailing zones and far less parking spaces.
Need some on the east side of the street or side streets
I don't think I get what they are and how they affect (effect?) me
I like the idea of managing the curbside and collecting revenue from Lyft/Uber in place of former parking spaces. It doesn't seem that there is enough of a buffer so people don't step out into the bike lane.
Seems fair enough
Would really like to see a loading zone in front of Decade for customers to be able to load furniture. Also this spot is used daily for other business deliveries.
No loading zones should take away from public parking. Loading and unloading of deliveries should be via alleys. Passenger loading and unloading should be at corners. it only takes a few seconds for people to get in and out of cars and there is no reason to eliminate public parking for this purpose.
locations seem fine, just give them more room to stand so they don't get hit by bikes

NS
Maybe add one more between 1st and 2nd.
Because what problem is this solving and what will be improved by having these?
Why not the corner?
Couldn't this be in the alley (if for deliveries) or remove a few parking spaces on a side street for loading
should have a more centralized loading zone
Should be on the right side
loading between archer and bayaud will be incredibly difficult
I trust whatever conclusion DPW planners came to.
Need far more locations for both, commercial & passenger loading zones. After-all we already have more protection for bus lane travel; why not more bus-stops along the way?
I'm glad they are being designated, and glad they are regularly spaced. I do think there are some zones (e.g. the corner of archer pl and Broadway) where unofficial loading zones will continue to occur if there isn't a concrete barrier. currently, map shows that there is only paint striping there, which will certainly just be driven over.
Can't be bothered to get a closer look at loading zones inside Voodoo Doughnuts. Too loud and frenetic for concentration.
Currently uber/lyft stop in traffic and something needs to be provided so they stop halting traffic
ride-hailing is heavy in this area due to night life/amenities. The current design is unsafe for pedestrians and passengers entering and exiting vehicles on Broadway
Unsure what solution to recommend but the backup of ubers/lyfts near the bar area can be pretty dangerous
Those seem to be the busiest sections of the street w/ minimal off street parking
I think it's important to have space that's safe for loading, but it seems rife for abuse. I would want it to be policed/checked.
I feel people should be picked up where they call their rideshare, unless it's the kind of rideshare ride that consolidates pickup locations on the company side
Will passenger loading zones be shared with bus stops?
I don't think there should be passenger loading on Broadway.

Q5. Are there other locations (cross-streets or address) where you would like to see a loading zone?

Answered: 166 Skipped: 138

Not sure.
No
no
no
No, put more parking on Broadway!
Near Mayan, KeyBank, Chipotle too
No
No

No
No
No
1st and Acoma Lincoln
n/a to me.
NO
No
I think having these on cross streets or the west side of the street (away from the bus lane) would be interesting to explore. The interaction with the bike lane would be my concern. Currently, by Union Station, there are constantly people loading and unloading from designated drop zones into the curbed bike lane.
alameda
alameda and virgina
Yes, all of them. Uber and Lyft need places to drop off and pick up riders. There would be plenty of room for loading Zones if you removed this ridiculous bike lane! It's a bad idea that the city is just perpetuating! Get rid of it!
Dakota and south broadway
Not in particular
No
No
No
No. I think parking lots near other areas suffice.
no
Not in addition, but in lieu of zones on Broadway. Any parking you take from Broadway and Lincoln will be to the detriment of your voters on the side streets 😊
No
As long as busways and/or bicycle lanes aren't blocked.
Loading zones more important than parking. Put them on every block
No
No, but If put a 24-hr bus lane on Lincoln, you should probably have loading zones
Keep flexible to move or add as need arises
Lincoln going north has options and mid block near the alleyways would be a good spot for Uber and Lift pickups.
No
No. Overall, you should have fewer of them.
No
No
no
Broadway and Mississippi
No.
No. Explain up front what is meant by loading zones, for use by whom and what times. If nothing else move them to the bike lanes that are vastly underutilized for their expense.
No

no
No
No
No
n/a
No.
All. Of. Broadway. Do not limit loading to any one area.
Na
I am a little concerned that this section could become congested with cars entering the turn lane too soon. Bollards could be useful. Also concerned with cars idling in ride hailing zones for too long, but that would likely happen regardless.
Have zones between Ellsworth and 1st Ave and between 1st and 2nd Ave, too.
Broadway & Irvington, Broadway & 1st - Many drivers use the bus lane or bus stop to pick up and drop off passengers near these intersections
Between Ellsworth and Irvington on Broadway
One is not sufficient to meet the needs. They need to in various locations on S. Broadway
see explanation in question 4
No
No
I think every street should have one.
All cross-streets where there's opportunity to provide passenger and freight loading should be considered.
Something further north would be a good idea, around Broadway + 1st
The top and bottom corners of the block make sense to me... with freight at the far one since those employees will operate the same locations more than uber/lyft
No
Further north
Only on cross streets (for ride-share) and preferably near the corners of Broadway.
no
no
On the other side of street. Same areas though.
I'm afraid that these loading zones will put pedestrians in the bike lane that might not understand they're in a bike lane. ideally, loading zones would be taken off Broadway
No
Yes
no ideas
Not that hit my mind, but my work's just north of Bayaud, so I know that area best.
Only at Bayaud
I don't know
Not that I can think of but it would also be good to consider locating them at the corner of the side streets (except Alameda). Loading on the multi-lane Broadway will not be perceived as the safest situation for users. Side streets would feel much safer.
No preference

Bayaud east of Broadway? Maple just west or east of Broadway. Somewhere the whole CORNER is commercial. Do not encroach on residential, please!
No
No
The east side of Broadway should be one large loading zone.
Just keep normal parking please!!!!!! Put the bike lanes on less-busy streets with less commercial activity than Broadway. Broadway does NOT flow properly anymore from a car traffic perspective and we never see anyone in the bike lanes now. Denver is crazy to think more old ladies are going to start biking if there are more bike lanes. You just make it harder to feel welcome in denver.
Require Howard Lorton furniture store to create/use loading do dock off the street.
no
no
No
Every block should have 1
No
Put all zones near an existing crosswalk to minimize the potential for ride hailing passengers to cross in front of bikes in the middle of a bike lane .
dunno
No
no
Cedar, Ellsworth, 1st
I'm a customer at 12 Broadway Self-Storage, at 12 N BROADWAY, just north of Ellsworth. While there is alley access for loading/unloading, it's not uncommon for customers to load/unload through the front door. With the current plan, the number of parking spaces on that block will be significantly reduced, with no spaces directly in front the self-storage location.
No
Yes. Near the section of Irvington PL. lot of rideshares stop near that intersection due to high concentration of restaurants and bars
N/A
Not sure
alley
n/a
It seems like most of these businesses have alley access. Why are these on the street-side?
no thanks
Nope
-
I understand that the other side has the bus lane in it but Broadway has some very long blocks and not as many safe places to cross - how can we encourage people on the "wrong" side of Broadway to use the "right side" for passenger loading OR can we provide a place on the transit lane side for passenger loading?
nO
Side streets only
No

No
North of First.
No - as I mentioned above these need to be on the other side of the street or not happen at all. This will make the bike lane unusable because people will be walking through the bike lane without looking from their Ubers.
no
NO!
Keep the one in front of 56 S Broadway please.
no
No
Yes, I would like to see a ride-hailing zone at every intersection.
No.
No
Nope
No
not specifically. But the more the better
56 S Broadway
See the comment above. There is no need to have designated locations for loading and unloading of passengers. If you must have these zones, do them in the bus lanes as these lanes are under utilized and passenger loading and unloading only take a few seconds and would not materially hinder bus traffic.
No
no that i'm aware of
No
None
No
I think these are fine, but I want to be sure there are enough to accommodate not only ride share drop offs but also large, commercial trucks dropping off goods.
No
No
NA
no
Put them all on side streets and not on Broadway!
5th Ave- The hospital is a important area of the neighborhood.
Any cross street
N/A
Possibly one north of 1st
Broadway and first ave
Off of the Baker side of the neighborhood as well.

No
4th ave
Not sure.
This map doesn't give me enough information-sorry can't answer. I can't see the whole span from Exposition to 7th.
no
We shouldn't have any (pedestrian) loading zones or street parking in the sections that have highest foot traffic (e.g. between 1st and Bayaud on Broadway), so that we reserve this for pedestrian safety. loading zones could occur on both ends of this or on side streets
In front of 12 Broadway Storage.
no
N/A
n/a
n/a
No
No
No
NA
Alameda
In front of bars
No
Any cross street, but not Broadway.
Almeida & Broadway

ADDENDUM: ADDITIONAL SURVEY AND EMAIL COMMENTS

<p>Providing good growing conditions for shade trees, comfortable street furniture, and a creative graphic design overlay will help to better define S Broadway and connect into the side streets.</p>
<p>I think the Broadway bike lane should be moved to Washington and Emerson and go with the flow of traffic.</p>
<p>Please get rid of that bike lane, it is dangerous for cyclists, pedestrians and drivers. It is not used for biking. As a cyclist I would never ride my bike in that lane due to the danger and the fact there is a bike lane 2 blocks to the west.</p>
<p>You've screwed up Broadway. Get rid of the bike lane. Get rid of the bus lane. You're efforts to force people out of their cars and into buses or onto bike has been a miserable failure.</p>
<p>Slow down the traffic.</p>
<p>Ice builds up in the gutter which can puddle across the north bound lane as snow & ice from the parked cars melts then puddles into ice at dusk. The control joint in the middle of the north bound lane makes it difficult to stay in the middle of the lane which puts us closer to the curb or oncoming bicyclists or scooters, neither of which is desirable. One thing they do is prevent the snow melt from streaming all the way across the northbound lane as it travels parallel to the curb before the next perpendicular control joint where puddles freeze regularly. Maintenance is crucial for the year round use that the mobility plan envisions. During storms, we still need safe use of the lanes. Putting out appropriate materials before ice forms & plowing regularly during a storm is imperative to encouraging safe year round bicycling.</p>
<p>I am extremely eager to see the Broadway bicycle lanes accelerate to completion. This process has been excruciatingly slow!</p>
<p>Unsure of demand driving need for loading zone. What area will this service? I'm not familiar with this information.</p>
<p>In what ways will the Broadway Design impact homelessness?</p>
<p>More bike lanes</p>
<p>This is not fun for people who LIVE in Baker and have since 1985. You are ruining my neighborhood.</p>
<p>This is a strange survey that overlooks the design of the bike facility itself. Main concerns about it are: 1. Northbound bikes have to avoid a sketchy seam in between the asphalt and concrete curb. 2. Cars turning out of driveways onto southbound Broadway essentially never look south for northbound bikes. 3. Sections like the intersection at Dakota where the "protected bike lane" is totally exposed to 45 MPH southbound traffic except for plastic bollards are terrifying. Would never ride on this with kids or less confident riders. Rarely do myself for this reason.</p>
<p>I'd like to see a more radically ped/bike/transit corridor on Broadway-Lincoln. I'm happy with any improvements: -- What about a streetcar on Broadway? --What about wide, brick/decorative sidewalks along B'way with a stunning tree canopy for strolling under? --What about converting Broadway back to a two-way street? --Also converting Lincoln to two-way quiet parkway, with a gorgeous tree canopy in a center median? Just sayin'. Beauty and slowness vs. cars and speed.</p>
<p>This survey seems very limiting. It feels like the choices have been made already.</p>

The proposed bike route needs to be on a parallel street to Bway/Lincoln, and NOT disrupt the businesses and traffic patterns needed to move ppl in cars N-S from the CBD. None of the proposals to create a SAFE bike route on Bway are going to work.
None
I think this is a fantastic initiative for an important thoroughfare. Thank you!
The plans for moving traffic away from reliance on personal vehicles needs, in my opinion, to proceed more slowly in order to assess the impacts, both intended and unintended, of the changes to parking and access along major streets. The plans are aspirational at this point, and need evidence that the changes they bring work as intended.
high visibility bike lane thru intersection
I don't know why you're so invested in that ridiculous bike lane. It's not safe for cyclists and it creates more traffic problems. What's absurd is that there are perfectly safe bike routes just a couple of blocks to the East or West of Broadway. Those routes are much safer and don't put cyclists in the middle of a major thoroughfare. Someone needs to come to their senses at the city, and recognize that this was a mistake! Don't continue to repeat this mistake! Take it out!
None
None
Looking forward to the bike lane connecting all of Broadway with Brighton boulevard
This survey is limited to prioritizing things that have already been decided. It's a joke. Denver City Gov is a joke. The damn bike lane network either needs to be expanded or dismantled. Get on it!
Ideally it would be great to have cable cars run down Broadway, but I get that such a project is outside the scope. Designated bus lanes and bike lanes throughout are key to more accessible/convenient transportation. Along with some beautification efforts and more recycling bins, the project would meet what I view as necessary improvements.
The bike lane, along with methods of slowing down traffic (it should ultimately be two-way) are the most important aspects of this project.
Please consider the needs of the residents on the side streets nearby.
None.
Signal priority for transit and bicycles; reduce priorities for cars.
Make the street two way
Optional
Is it too late to move the bike lane to Lincoln? It would have made much more sense there.
Can't wait to see this!
Keep it going. Denver is a prime city for alternative transportation. I live on Washington St and just sold my car because I can walk or ride my bike to work, grocery stores and restaurants. It's fabulous!!!
N/a
PRIORITIZE MOTOR VEHICLE TRAFFIC. NO bike lanes. Increase the speed limit to the 85th Percentile of free-flowing traffic as suggested in the MUTCD.
Sounds like positive changes are on the way! Thanks for your work. Ignore the NIMBYs as much as you respectfully can :)
None
Thanks for the opportunity to provide input.
Thank you

I've pretty much started avoiding this area because it's such a disaster with this bike lane now. If it was going to be done there should have been a one-way on Lincoln to match, not this bi-directional nightmare which forces you to stop for lefts. And when you do get the green light, you better pay attention because cyclists don't think those red bicycles on the lights apply to them.
.
I fully support prioritizing walking, biking, and transit in this corridor. Loading and ride-hailing are also important, but can be accommodated on side-streets. Parking for private vehicles on Broadway should be our lowest priority.
No BID!!
Car sharing services will likely stop whenever and wherever they want regardless of loading zones
I would like to see parking on the east side of Broadway along the bike lane change to angle-in parking. This would eliminate the existing danger to cyclists of car doors being opened into the bike lane. It would also reduce parallel parking traffic jams on Broadway, ease the fear of being hit by oncoming traffic for people entering and exiting vehicles, and help keep drivers from parking over the line and blocking the bike lane.
Street re-design will be necessary to meet transportation needs. This is a good start, but there is still a long way to go.
I love the overall plans. Broadway is treated like a highway and whatever we can do to slow cars down on that road will be great. I hope that the city is looking at narrowing lanes and adding more stop lights and crosswalks. I like the idea of planters being used to filter rain water in the gutters. I believe this is happening on Brighton blvd. I hope that Lincoln is also being considered for similar plans to slow cars down.
Please consider how to assure that the bike lanes are managed during temporary events and construction. Hopefully a priority to maintain lane access at all times
Bike lanes on Broadway need to be protected by planters, curbs or other physical and significant infrastructure. Flex posts or bollards are not enough. Broadway presents a unique opportunity within Denver to do something grand - let's not skimp on cost!
These take away from existing parking which is in short supply
Really like the consideration given for plants and lighting.
I thought this survey would be more focused on the bike lane design.
Love, love, love the bus-only lanes, except when jerk drivers speed down them for 3-4 blocks before turning. Grrr. It's life, and mostly I love the priority for the people-movers!
Loading zones should be equally spaced and available on both sides of the street.
Find other quieter, less commercial streets to set up bike lanes. The disruption to traffic flow is not worth where the city wants to put these lanes in. I almost never see bikes in the pilot lanes as it stands now.
Thanks for asking!
Really concerned about the loss of the double left turn at 6th Ave. Heavy turn to both 6th Ave and ebd Speer will back up badly in just one turn lane.
Proposed lane design still permits 3 full lanes of car traffic that will continue to enable speeding without appropriate measures to deter driving over the speed limit
I am delighted that the existing Broadway bike lane will finally connect with lanes that will go more places on a bike. Yeah!
As long as the cycle track is at street level, probably will not take my bike there or cycle on other streets and then cut over. Cycle track at sidewalk height is the current high standard and you should aim for that.

I use the bus to commute downtown, maintaining the bus stops at 1st Avenue and Bayaud Avenue is important to me.
NA
I would like to see a design where parking zones/designations are in a bit more predictable pattern
we need more parking on the street
I really hope there's more protection near the Hornet and measures to slow cars down. People drive too fast heading south and I feel unsafe when heading to work.
Pedestrian and bike safety first. Cars are low priority.
Eliminate that weird special parking area, it only contests traffic and is dangerous for unaware drivers
-
The city need to move faster implementing these improvements and find the money to complete the segment from Speer to Civic Center. This has taken way too long and there seems to be a severe lack of urgency to get major bike and ped improvements completed to address our growing auto congestion problems. Please continue to work hard and much faster to complete this project and others like it in the city.
Posted auto speeds should be reduced. Hope this can be prioritized and built soon.
As usual, this is pretty short-sighted and overwhelmingly weighted in favor of enhancing commercial and night life on Broadway. I see no consideration for the residential neighborhoods adjacent, and no thought of mitigating quite enjoyment to the extent it still exists given all the mindless construction.
Tax bicyclist and scooters so that they pay for roads st the rate that motorists are.
Would it be possible to extend this bicycle lane all the way to Brighton Blvd where there is a bike lane already being developed?
This is an excellent idea. You did not mention lighting for safe and efficient travel.
Stop ruining South Broadway for merchants and people who want to use their stores. Stop ruining parking. Denver is a rural city in a cold climate where biking is not practical for the vast majority of people. If you want bike lanes put them on minor streets not major streets. Think of older people who may not be needing handicapped parking but who CAN ONLY DRIVE. Denver shouldn't take away taxpayer-paid roads and parking just to subsidize a few young dudes who can bike to work. Bias against drivers and older people is so clear in Denver "planning."
Stop the war on commuters and older adults who need reasonable travel time and parking downtown. The transit system for SW Denver is dismal and downtown workers are disadvantaged by these plans that benefit young, well-paid people who look like the planners not the Denver population outside of downtown. The existing bike lanes are low use and car lanes congested. Scooters intimidate and injure pedestrians in our parks--respect and protect our older adults who want to take a walk in the park unmolested. Provide parking garages for metro commuters in service jobs who can't afford to live downtown. Show respect for all of Denver, not just the young.
I really want a bike lane connecting all they way to the Cherry Creek trail and downtown
i live 5 blocks from broadway. it is a dangerous stressful endeavor to visit the many businesses via walking or cycling. Cars often drive 45 mph. Photo enforcement might help?
As a bicycle rider myself I stay off busy corridors like Broadway. Not sure this is needed. When I do see bicycle riders on Broadway they are on the sidewalks
Will Denver have a plan for getting rid of the loading zones or reducing them when the funding for Uber/Lyft runs out and they increase their prices or go bankrupt?

The more difficult you make it for cars to be part of the equation the less people will go downtown. It has become a mess to drive downtown and driving is how most people get around, not riding bikes or scooters. People will just not go where their cars aren't wanted.
I already took the previous part of the survey but just wanted to add that the traffic lights should be timed to prioritize pedestrians and bicyclists. The best would be a separate crossing time for peds and bikes with no vehicular traffic moving at all. The second best would be a few seconds of lead time for peds and bikes so they can get out into the road and be visible before drivers get the green light. Especially when you walk across Broadway on the southern side of the intersections, you are VERY susceptible to getting hit or a near miss from a driver who doesn't look to see you. I always try to cross on the northern side because of this, and that isn't right.
Good work so far
Better connections with Cherry Creek Trail & bikeable east-west streets needed, but I love the proposed bus islands!
Would love to see fewer curb cuts that drive automobile traffic across sidewalks and bike lane. Is there anyway to redirect some of that traffic towards alleys? Overall: this is absolutely an improvement to this street. Thanks!
Project should be even bolder with more amenities!
Broadway is a great candidate for a road diet. Eliminate off street parking
I appreciate the work you are all doing and support the proposed changes on this stretch of Broadway. Please keep up the efforts to allow our urban street corridors to become safer and better accommodate multi-modal transportation.
Paint bus lanes red along entire corridor. Complete bike lane separation from Broadway with permanent concrete bollards/planters, left turn islands to slow turning cars. Direct easy connection to Cherry Creek Trail (no odd turning movements) and I-25/Broadway Station.
In generally I'm in favor of the plan. I haven't really had the opportunity to use the trial stretch...since it doesn't connect to the routes I'd need, but once it extends up to Speer I would definitely find it useful, and if it reaches all the way to Civic Center it would probably replace my use of Bannock for 99.98% of trips—which would be really great, because of the number of times that the Bannock route is blocked in front of the council building for some event. Also, getting to 15th from Bannock is not great, and taking Cherokee to get to 15th is not fun in heavy traffic. My only concern is that a good transition from the 14th bike lane to the Broadway corridor is being planned.
Please dont put a 2 way bike lane on a one way street where the riders are hidden behind parked cars. This is a brain dead idea. You are asking for a cyclist to be clipped in the driveway of one of these businesses.
Protected bike lanes are the best way to reduce congestion
Please build the Broadway bike lane quickly. Denver citizens have waited long enough!
I love the 2-way bike lane construction that will now connect to the cherry creek trail.
I don't have a car and would love if I felt safe walking and biking along this corridor. I would go there a lot more to hang out and spend my money!
Please build this already! There is no good North-South bike corridor and there is no reason to have that many lanes of traffic!
It seems like these disconnected bike lanes are a new version of a bridge-to-nowhere. We rarely see the Broadway bike lanes being used - probably because they're hard to get to and get you 1/4 of the way downtown. During lunch one day, I saw more cars use the bike lane (accidentally) than bikes. The parking along the bike lane makes it unsafe to enter traffic, and often you have to block the bike lanes to creep up to the street, so that seems like a bad design too. Wouldn't it make more sense to utilize a collector or residential roadway over a

major arterial. I read that travel times are comparable to what they were prior to the bike lanes being added. I know I avoid this street during peak traffic times, so I believe that's a large part of why it's comparable.
Thank you for taking into consideration loading/uber zones. I'm a cyclist and understand the importance of well designed loading zones, otherwise loading takes place IN the bike lane like at Union Station which is an abortion of bad design. Thank you for giving thought to loading zones, it will help keep the bike lanes clear.
Looks good. Just quit it with the analysis paralysis and just get it done, I've been answering surveys for this for years. It should not take this long.
More bike lanes :)
I cant wait for this much needed project!
Loading zones should not be implemented until all bus stops have high-comfort shelter amenities
Can you please build the bicycle track already? It's been 4 years!
This appears to be a very biased survey. What about leaving traffic lanes as is rather than slowing and complicating one of our few remaining arterials? The actual bike lane usage on Broadway, as well as other north/south bike lanes in the streets to the east and closer to Washington park, is incredibly low!!
You have already screwed up travel on Broadway north of I-25, and your current plans will only make it much, much worse. I get that the city is wanting to be "green," but given the number of commuters who are forced to use Broadway to get to work, shouldn't some consideration be given to their needs, too?
N/A
Everything must be brought to the voters. The legislature must not make these decisions on behalf of the voters.
Please care more about actual neighbors instead of metrics like 'getting through this neighborhood only takes 8 seconds more' like you all did with the bike lane. The actual residents of THIS neighborhood matter too!
The focus would best be spent on mass-transit on South Broadway.
I feel really really strongly about not having drop-off locations that dump into the bike lanes. This is the worst part about the 14th street bike lane (between the Convention center and the hotels where people aimlessly cross the bike lane). Please don't do this on Broadway!
Excited for the new bike route, and am happy about the effort to make it aesthetically pleasing. Good work!
Slowing down car traffic (including automated speed and red lights cameras) and making crossings easier (both parallel and across the corridor) are the most important steps to improving safety on the corridor, among many other needed steps.
Extremely concerned with the 2 way design of the bike path. https://usa.streetsblog.org/2019/08/16/study-two-way-bike-lanes-produce-more-injuries/
I hope Broadway is successful and other major avenues follow suite. There needs to be biking lanes on all major streets in Denver!
I have owned the building at 56 S Broadway (mixed use) since January of 1997 along with the building at 30/32 S Broadway so I've been around down there. I currently live on Grant between Bayaud and Ellsworth and have owned multiple properties in Baker. Sorry I missed the last meeting. Please feel free to reach out with any questions as I have probably been on Broadway longer than most! Kris decadetait@yahoo.com
Can't wait for this to be implemented!
Thank you!

I am seeing a tremendous disregard for the impact to side streets, (Grant, Sherman, Logan, S Washington) with all of the Broadway design changes. Please don't forget the residents who call these areas "home". It is more important for homeowners to have peaceful, safe enjoyment of our streets and homes than it is to address the "needs" of a just a handful of bicycle riders.
I like the loading zones, but I disagree with the dedicated left turn lanes. Install floating pedestrian islands in the buffer zone and make vehicles turn around the island from the drive lanes.
Bus lanes should also be made available to taxis, uber, etc., high occupancy vehicles, motorcycles and scooters. This is how it is done in Paris and it helps the movement of traffic and does not interfere with bus traffic. Bus lanes should also be made available to bicycles in areas there are no bike lanes.
Looking forward to seeing this project and more like it implemented quickly and extensively in Denver!
Why was the survey regarding Lincoln street taken down early? We were not able to respond. 24 hour transit lane is going to have devastating effects for Entire neighborhood
This stretch of road needs better bike lanes, fewer auto lanes, slower speeds and, in many locations, better sight lines for people coming from cross streets.
How will these loading/dropoff zones be marked so that drivers actually use them?
Broadway Moves does and has done a pretty bad job of explaining why these changes are needed, what problem these changes are supposed to solve, and what improvement we should see after changes are enacted. I know, I know: "we held a series of meetings two years ago, and if you have an opinion, you should have come". But you're asking residents to comment and get on board NOW, without the benefit of whatever was discussed two years ago. Some explanation on what, how, and WHY you're making these changes would be helpful.
Continue to improve bus transit lanes with true signal priority. Narrow ridiculously wide roads by minimizing unrestricted sov lanes minimizing speeds, narrowing lanes, and adding neckdowns and other features to minimize pedestrian/ bike crossings
Build the damn thing already!
na
I love this project and can't wait for it to go all the way up to Colfax. We need these ALL OVER TOWN!
Thank you!
N/A
Driver education re how to use bike lanes/interact with bike lanes would be helpful.
Please please please more green and murals. Think of alameda connecting to Platte river!!
I live at Sherman and Cedar and cars running red lights, crossing the bike lane without looking, and distracted drivers are my biggest threats as a bicyclist,
Bikers are happy!
please make designated only rideshare stops
Thank you for doing this!
Wow--you are already 60% completed on plans! Please keep these in-pur meetings coming into the neighborhood (via WWPNAssociation). There is so much concrete and disappearing green-space or protection for pedestrians; and, this neighborhood density is growing exponentially w/more humanity--- Help?!
I'm hoping the city is able to complete the bike lane ASAP. I think it will be a great mobility option. Please extend it all the way to Civic Center!

I'm excited for change having just spent some time in Vancouver, BC, but for goodness sake, let's get on with it!
I'd really like to see this project move to execution and completion in 2020. The city is hurting. We. need. this.
Thanks for doing this!
Please don't block sidewalks while doing construction.
I am so happy to see this lane connected to the Cherry creek trail.
Planters are difficult with maintenance and cost, but they are a great amenity for visually breaking up the car area of the street for pedestrians and shoppers. I'm concerned about cars taking lefts on red (which I see as a cyclist) and hurting pedestrians and cyclists. Policing / educating this is important. Outside of this zone, the Lincoln and 6th/Speer intersection is potentially dangerous and difficult to navigate. Can signage be provided to direct people to Broadway?
Please terminate the e-scooter program as it is a public nuisance. Also, speeding enforcement on Grant street. People go really fast and frequently run stop signs.
Overall I'd say that this is very good work, keep it up.
Plan looks great
Place pedestrian crosswalks at proposed signals even if the existing intersection is not currently signalized.
Please build the bike lanes all the way to Brighton Blvd, I'm tired of having near death experiences with my family on our current network
As biker friendly as possible.
I'm concerned about parking and cut through traffic on south Sherman
Contact list. Concerned resident living on Lincoln that eliminating parking will crowd side streets.

I wasn't able to add comments on a second iteration of the survey so hopefully this will suffice. One concern that was shining it's lights at me on my way home in the snow are vehicles that drive & park in the bike lane despite them rubbing their tires on the curb, running over the plastic bollards, or both. Today's case was an ambulance, so I gave them the benefit of the doubt as another's life is as important as my safety. The other week though was a large beverage delivery truck (pictures attached) that had plenty of open parking space adjacent but 20' away from where he chose to park. I won't repeat the vulgar profanity I received when I inquired about his parking choice.

As a possible solution to prevent this invasion, as well as to address the lack of awareness by pedestrians that they're entering and/or crossing an active drive lane (which most wouldn't do if a car were coming at them) would be to enhance the section of the bike lane at the pedestrian crossing with a raised table in colored & textured concrete with long ramps to minimize interference of wheeled users. If it were obviously a level change but still different than the sidewalk level, like the light rail lanes downtown between 14th St & 18th streets), drivers wouldn't feel like it's normal & pedestrians would realize it's not part of the sidewalk. It would also tend to slow down wheeled traffic, including scooters, which tend to create issues when interacting with other users, wheeled or not. I know storm water is an issue since few blocks have mid-block inlets, but that's another issue that needs greater attention for the health and safety of the users. There are non traditional solutions that can work when we think outside the concrete gutter.

An additional concern I noticed as a user of the lanes since implemented are the bike traffic signal & warning lights. With the exception possibly at Bayaud, neither the signals nor the warning lights seem to be placed or sized for both bike lane users & vehicle lane users. The signals tend to be on the small side to the extent that many of us don't notice them until we're at the intersection or looking for them away from the bike lane or other signals. This means that most drivers won't notice them either, to be aware of such users. Placing them above the lane on the same horizontal bar as the other signals or signal post would line it better with the viewshed of both lane users.

The warning light is another element that took me months to recognize it was there as a cyclist, & even when I was driving, after finally seeing it as a driver, it was so easy to miss I forgot it existed. The light & sign are simply too small & far away from where drivers begin making decisions about turning & thus entering a bike lane collision zone that requires a change of behavior and extra awareness & caution not expected on the rest of the Broadway speedway. I know there are restrictions of vertical elements within the view Triangle before the intersection, so I recommend the light & sign be moved as close but BEFORE the intersection and drive lane as possible to enhance safety & safe driving behavior. With vehicles already expected to stop in the bike lane at stop signs so they can see oncoming vehicles, it's likely bike lane users will be swerving around them closer to traffic to get around the vehicles trying to turn left or cross an uncontrolled intersection for Broadway traffic.

As someone trained & experienced with urban design issues, I'm happy to provide additional details if anyone is willing to consider a daily users experience.