

## Kearney/ Krameria Neighborhood Bikeway

<b>Meeting Name:</b>	Kearney Street Diverter Meeting
<b>Date/Time:</b>	Tuesday, March 24 <sup>th</sup> , 6:00 – 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 traffic diverter proposed as part of the Kearney/ Krameria Neighborhood Bikeway project. 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. Could DOTI install traffic humps instead of a diverter?**

Traffic humps are speed control measures, meaning that they help reduce speeds on the roadway whereas a diverter is a volume control measure, meaning that it helps reduce volumes on the roadway.

**2. Why does the neighborhood bikeway shift between Kearney and Krameria Streets?**

Neighborhood bikeways require safe, comfortable crossings of major streets. The bikeway was moved to Krameria Street since it is already signalized. A new signal at Kearney Street is not feasible due to cost and the close spacing to Krameria Street.

**3. How would this solution impact traffic on adjacent side streets?**

DOTI completed a diversion analysis that estimated minimal impacts to local neighborhood streets. It is anticipated that some through traffic would use other signalized streets because those streets have a traffic signal at Colfax Avenue making it easier to cross Colfax Avenue when traveling north or south.

**4. How would this impact traffic operations when the BRT on Colfax gets built?**

When the Colfax BRT project is built, it will retain through access at currently signalized locations including Monaco Street, Hudson Street, and Glencoe Street

**5. How will this impact Locust Street, where Goddard Preschool pick-ups and drop off occur?**

It is not anticipated that many vehicles would use Locust Street as an alternative route because there is not a signalized intersection at Colfax Avenue. It is expected that Monaco Street, Hudson Street and Glencoe Street would be alternative routes for through traffic.

**6. How does north bound traffic on Krameria get to Monaco? There is no left turn onto Monaco from Colfax.**

Northbound traffic on Krameria would still be able to travel northbound on Krameria Street until 17<sup>th</sup> Avenue Parkway. At 17<sup>th</sup> Avenue Parkway, drivers would be able to turn right to travel eastbound and access Monaco Parkway.

**7. How do I get to the grocery stores and Mayfair Town Center? Krameria is my route.**

Accessing the Mayfair Center would be possible by traveling southbound on Monaco Parkway and turning right on 13<sup>th</sup> Avenue. Drivers could access Safeway by turning right on Leyden Street or Krameria Street. Drivers could access King Soopers by turning right on Krameria Street or the entrance at Kearney Street.

Departing the Mayfair Town Center to return to neighborhoods to the north would be possible by traveling northbound on Krameria Street to 17<sup>th</sup> Avenue Parkway, turning left right on 17<sup>th</sup> Avenue Parkway and traveling northbound on Monaco Parkway. Additionally, drivers could use 14<sup>th</sup> Avenue and then turn left (north) on Monaco Parkway.

**8. What is being done to improve crossing safety at Kearney and Montview, Kearney and 23rd, Kearney and 26th?**

At Kearney and Montview, pedestrian refuge islands were recently installed to help slow down vehicles and allow pedestrians/bicyclists to cross in two stages. Two-stage turn boxes to make it easier for bicycles traveling on Montview to turn onto Kearney Street are being designed as part of the neighborhood bikeway project.

At Kearney & 23<sup>rd</sup> there will be a pedestrian refuge island installed on 23<sup>rd</sup> Avenue as part of the safe routes to school program. This could slow down vehicles traveling on 23<sup>rd</sup> Avenue by creating horizontal deflection and will provide a barrier for pedestrians and bicyclists to be able to cross in two stages.

At Kearney & 26<sup>th</sup>, bulbouts will be installed at the intersection. This will shorten the pedestrian and bicycle crossings for people crossing 26<sup>th</sup> Avenue and Kearney Street. Bulbouts benefit pedestrian safety by narrowing the roadway which can have the effect of slowing vehicles. Bulbouts also can slow down turning vehicles and improve visibility of pedestrians.

**9. Would the four-way stop at 16th and Krameria experience more traffic as a result of the diverter? Can a solid yellow line be added at this location to discourage cars from driving around bicyclists?**

The four-way stop at 16<sup>th</sup> and Krameria could experience some additional vehicular movements because of the diverter, however these impacts are not anticipated to be significant. DOTI can evaluate elements as part of the design that would discourage vehicles from going around bicyclists at the intersection.

**10. Can neighborhood traffic calming features be added on adjacent streets too?**

As part of its Area Engineer program, DOTI can evaluate additional improvements that might be necessary to support traffic calming on other near-by streets. For specific concerns it is best to report them through 311.

**11. How would emergency response vehicles be impacted?**

DOTI works with emergency response agencies to ensure changes to traffic operations would not negatively impact emergency response vehicles.

**12. Will there be wayfinding signs so people know this is a neighborhood bikeway?**

Yes, special bicycle wayfinding signs are installed as part of new Denver bikeway projects and include mileage and directional information to important destinations around the area.

**13. Would the 17<sup>th</sup> Avenue Parkway itself be changed?**

Changes to the 17<sup>th</sup> Avenue Parkway are not anticipated as part of this project.

**14. How do you define "local" traffic versus "through" traffic?**

Local traffic are the people who live on the street and are using the street to access their home or destination. Through traffic is considered drivers that are using the street despite not living on it or having a destination on it. Diverters aim to reduce through traffic.

**15. How is this effort being funded?**

The Kearney Street Neighborhood Bikeway is a project from the Elevate Denver Bond program that was funded by voters in 2017.