

WELCOME

Virtual Open House E Virginia Ave Bikeway Project Kearney St to Quebec St

Learn More and Keep in Touch:

bit.ly/bikepaving

bikes@denvergov.org

CONTEXT MAP

YOUR CITY TEAM :



Moderator
Afor Chavez
DOTI



**Community
Engagement Officer**
Timothy Sandos
DOTI



**Community
Designer**
Dana Hoffman
DOTI



Planning Lead
Sam Piper
Senior Planner
DOTI



**Safe Routes to
School Coordinator**
Lisa Diaz
DOTI



Planning Manager
Eileen Yazzie
DOTI



Design Lead
Bryce Hammerton, PE
Engineer,
DOTI



Project Manager
Marc Daniels, PE, PMP
Project Manager
DOTI

Virtual Meetings



DURING THE MEETING





- Meeting Recorded
- Participants Muted
- Chat Box Open
- Q&A Sessions

AFTER THE MEETING

bit.ly/bikepaving
bikes@denvergov.org

CULTURE OF RESPECT

Tonight's Format

-  Summary of Community Feedback and Project Integration
-  Final Design – Based on Community Input
-  Project Schedule
-  Next Steps | What to Expect



PLAN TO PROJECT TIMELINE

**Denver Moves:
Bikes**
Project
Recommended

BluePrint Denver
ID'd Bicycle Priority
Corridor

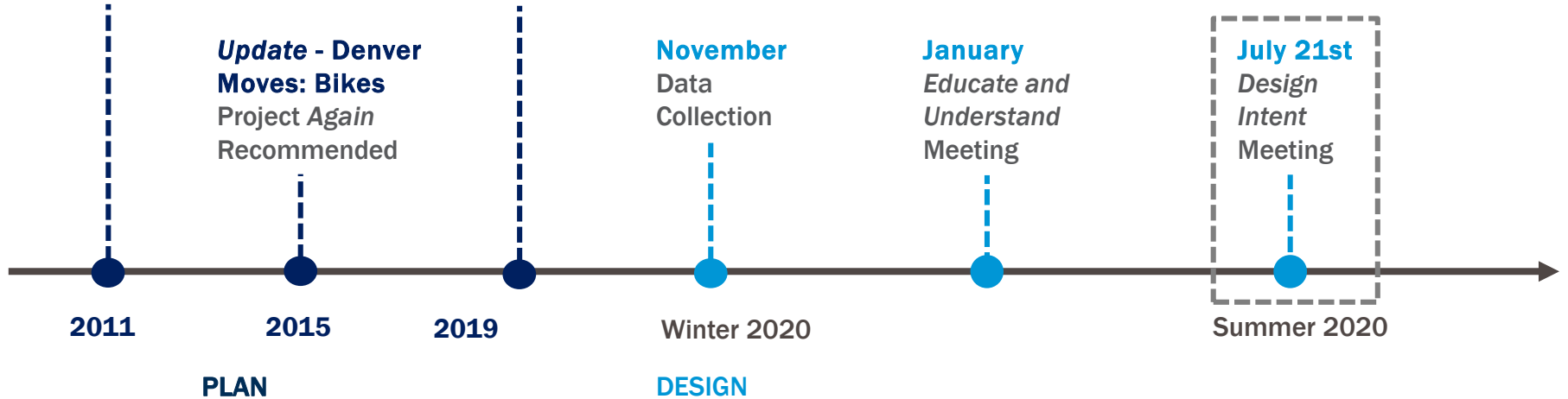
WE ARE HERE

*Update - Denver
Moves: Bikes
Project Again
Recommended*

November
Data
Collection

January
*Educate and
Understand
Meeting*

July 21st
*Design
Intent
Meeting*



? Bikeway Study Area

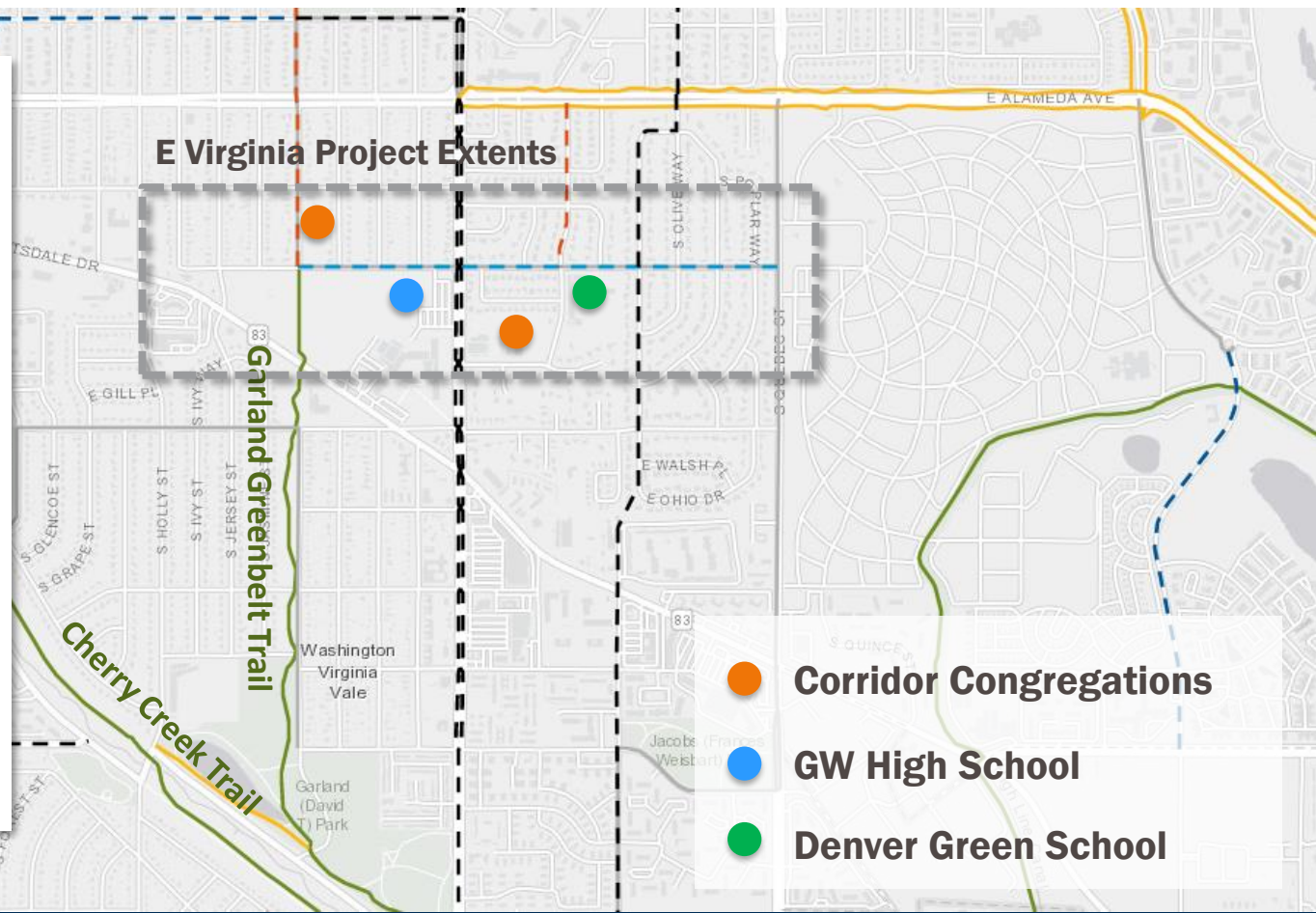
LEGEND

Recommended Facility

- Buffered Bike Lane
- Bike Lane
- Neighborhood Bikeway
- Needs Further Study
- Protected Bike Lane
- Shared Use Sidewalk

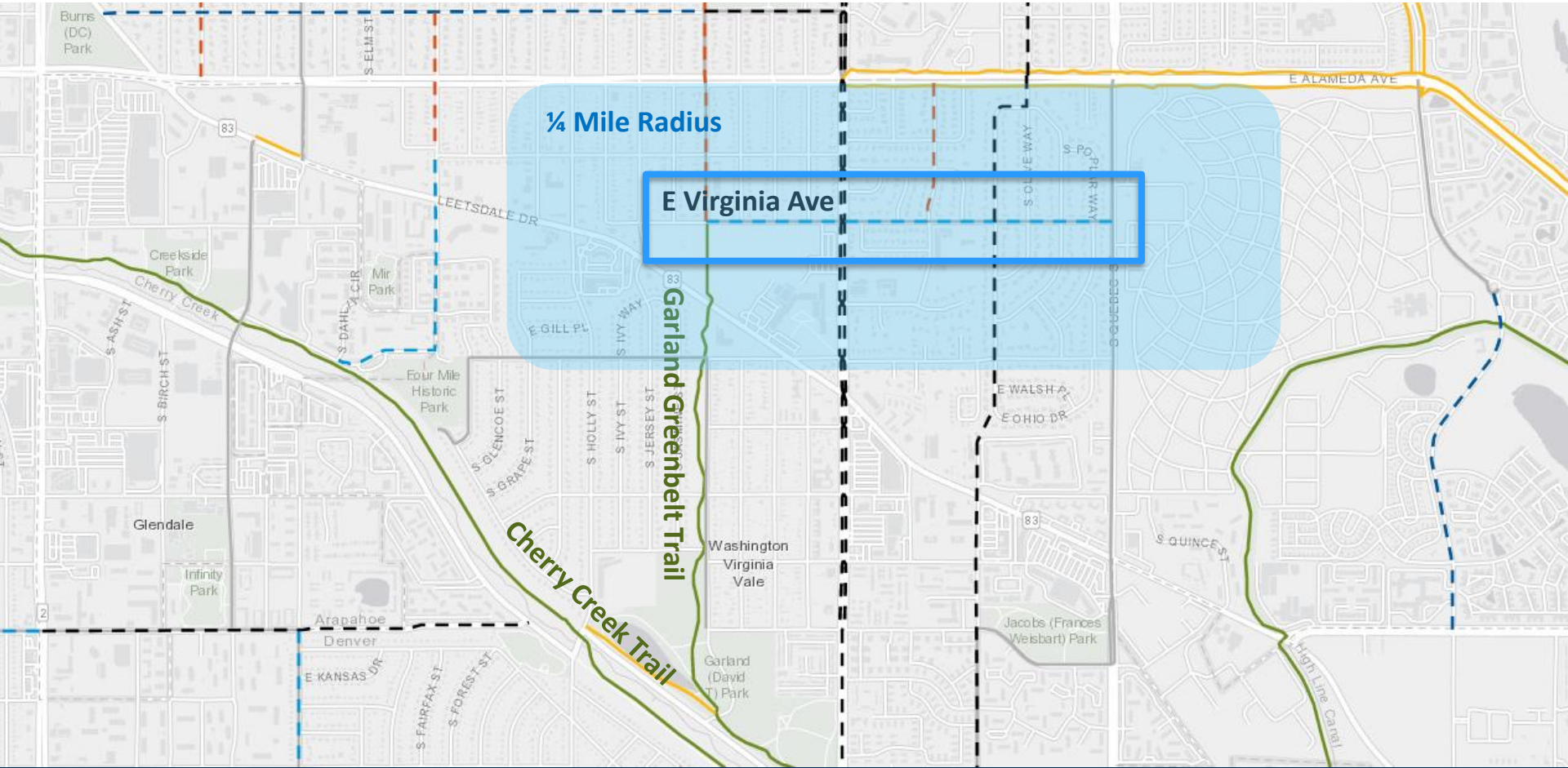
Existing Facility

- Bike Lane
- Buffered Bike Lane
- Shared Use Sidewalk
- Trail



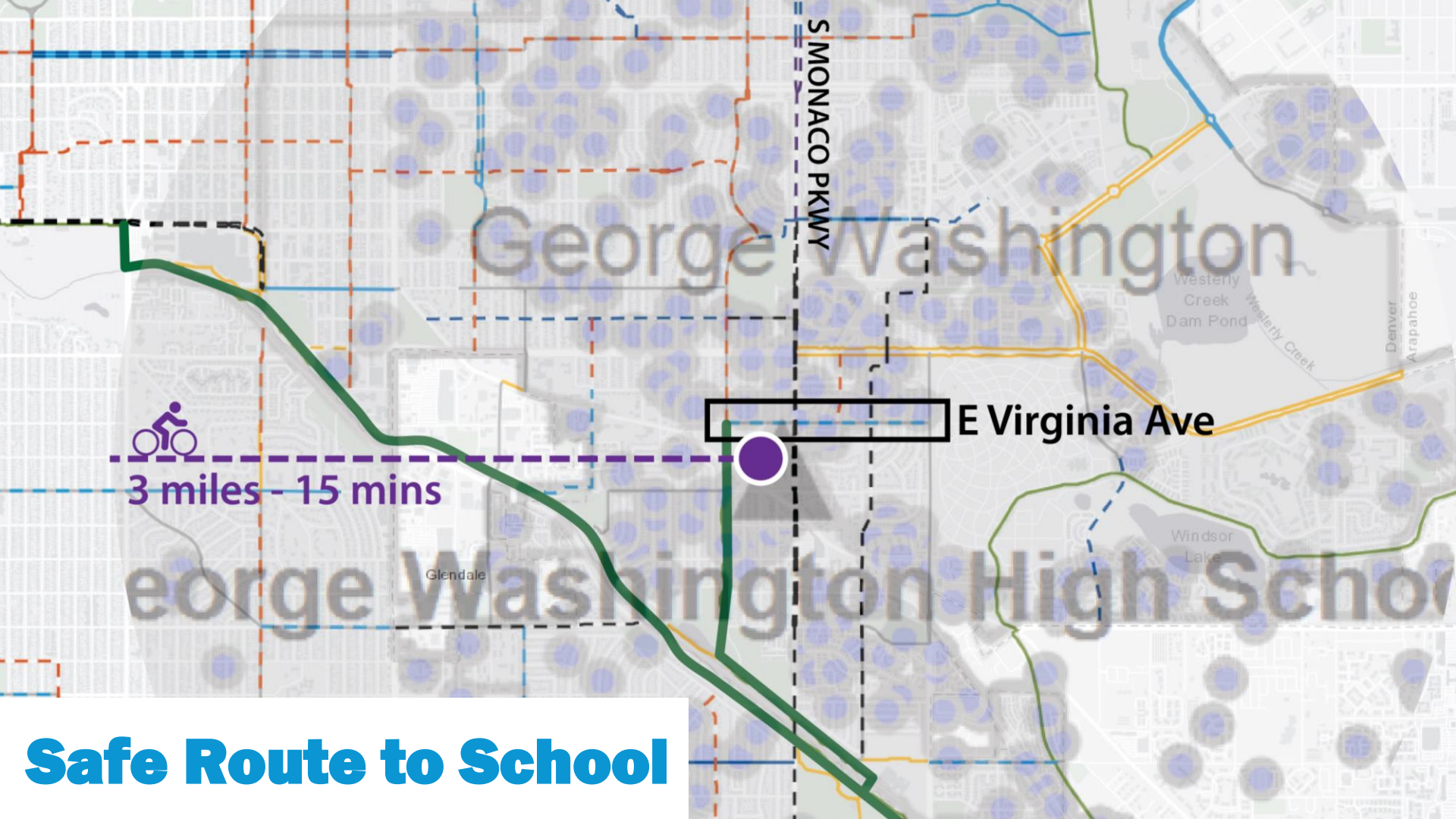
- Corridor Congregations
- GW High School
- Denver Green School

? Why is Virginia an Important Connection?



? Alternative Routes Assessed





S MONACO PKWY

George Washington

Westerly Creek Dam Pond

Westerly Creek

Denver Arapahoe

E Virginia Ave

Windsor Lake

Glendale

George Washington High School



3 miles - 15 mins

Safe Route to School



Your Feedback has Informed the Design

Key Feedback Themes

What we Heard:



Bicycle Safety – Why not a shared roadway?



Changes to parking and school loading



S Quebec St Connection




Safety for all people who use E Virginia Ave



Street Operation Questions



What are you interested in?

 **Poll:** What element are you most interested in learning more about tonight? Select one* answer in pop up poll window.

- a) Changes to parking and school loading
- b) S Quebec St Connection
- c) Safety for all people who use E Virginia Ave
- d) Bicycle Safety – Why not a shared roadway?
- e) Street Operation Questions

* Single selection only due to Zoom polling limitations.



WHAT YOU TOLD US:

Parking is most heavily used on the eastern side of the corridor

Denver Green School needs parking for school pick-up/drop-off

Virginia east of Monaco is a neighborhood street – a bike lane is not needed

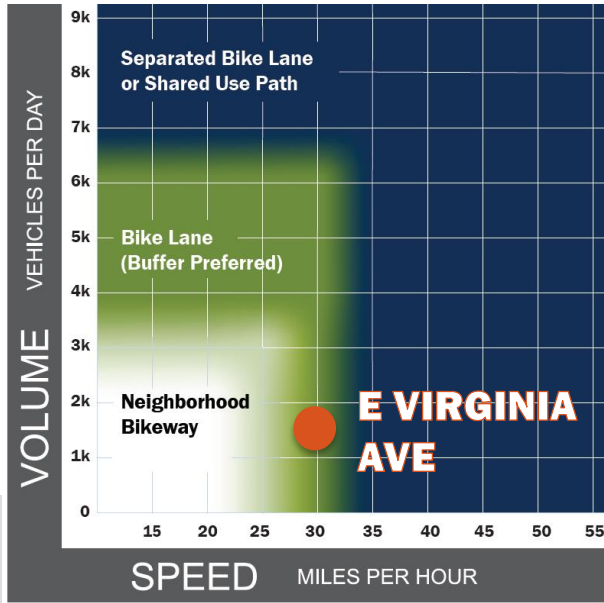
Crossing Monaco is challenging as a pedestrian/bicyclist

S Quebec St is not a strong connection

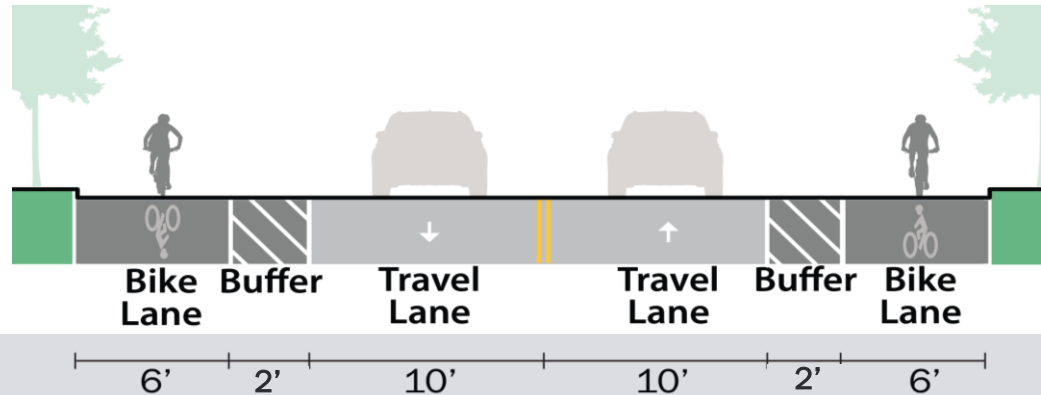
Bike Safety: Why not a Shared Roadway?

Bikeway noun

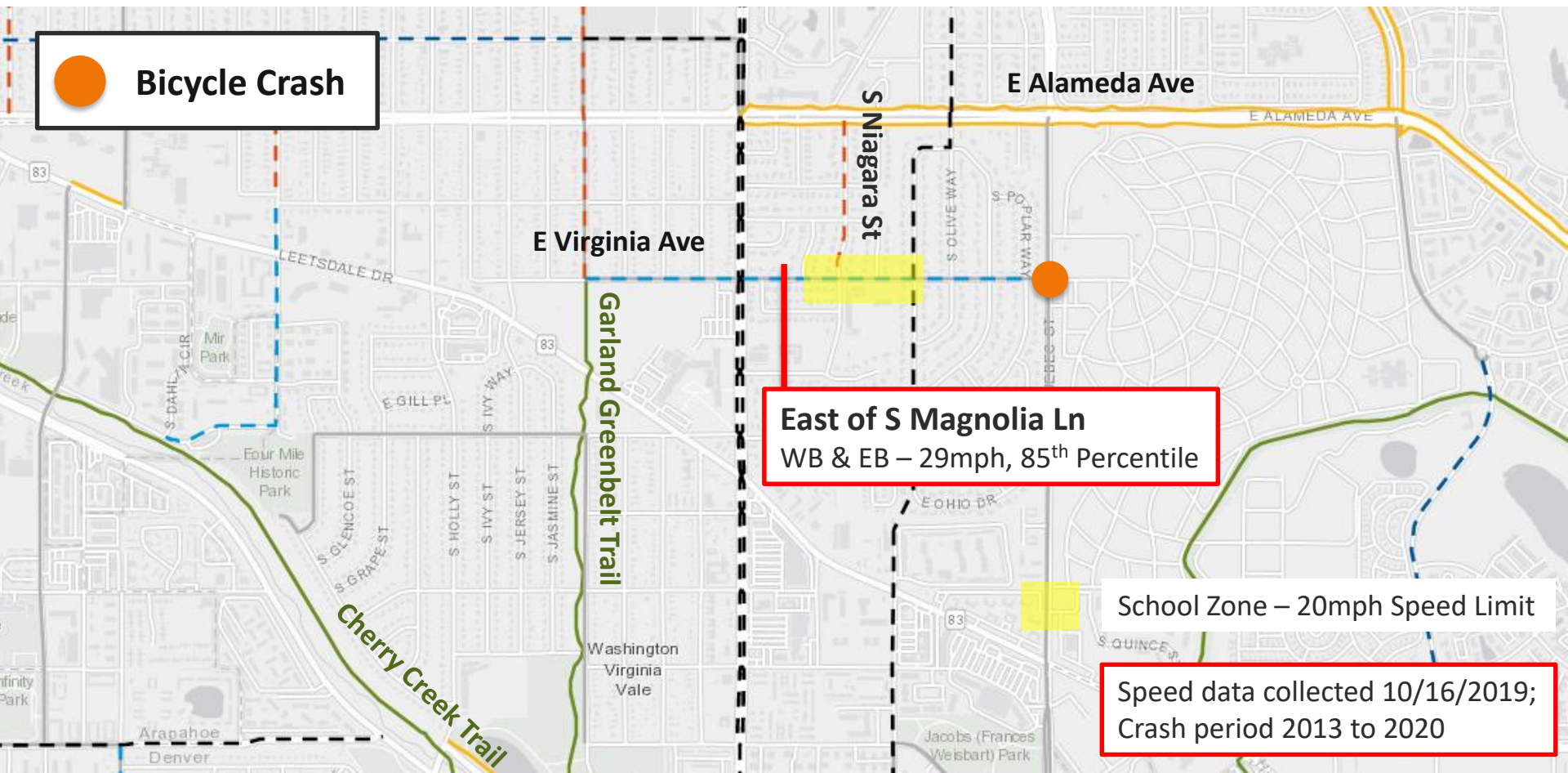
bike-way : A facility intended for bicycle travel which designates space for bicyclists distinct from motor vehicle traffic. **A bikeway does not include shared lanes, sidewalks, signed routes, or shared lanes with shared lane markings, but does include bicycle boulevards.** (US DOT Federal Highway Administration, Bikeway Selection Guide, 2019)



Per DOTI engineering standards, **given the speed and volume of E Virginia** – a bike lane is needed to maintain safety and comfort



Speed Data Collected



 Bicycle Crash

East of S Magnolia Ln
WB & EB – 29mph, 85th Percentile

School Zone – 20mph Speed Limit

Speed data collected 10/16/2019;
Crash period 2013 to 2020

Bike Safety: Why a Dedicated Bike Lane?

Wide Travel Lanes

- Linked to **higher speeds***
- **Speeding is present** along Virginia

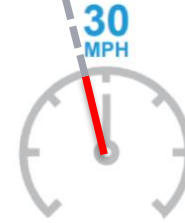
Striped Bike Lanes

- Help **Slow Speed** by narrowing travel lane**
- **Increase rates** of bicycling and **decrease crashes*****
- **More comfortable** to ride in, and **safer**

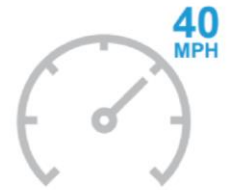
Portions of E Virginia – 29 mph
85th percentile speed



13% Likelihood of fatality or severe injury



40% Likelihood of fatality or severe injury



73% Likelihood of fatality or severe injury

Why Does Speed Matter ?

- Slightly higher speeds result in **much more severe crashes**

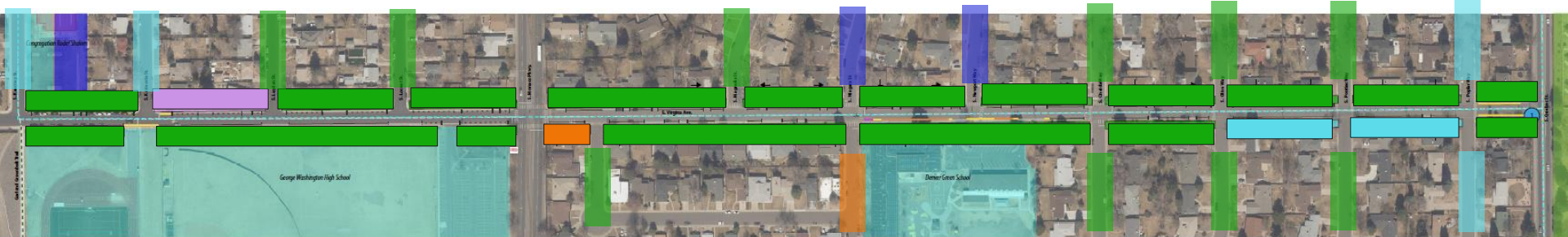
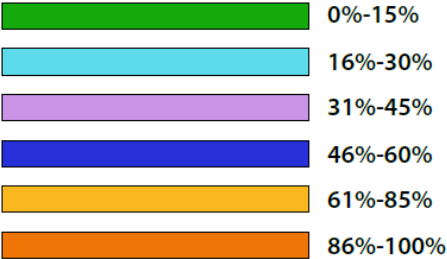
Parking Data on E Virginia Today

Date & Time Collected	% UNUSED	% USED
Weekday Afternoon (2pm to 4pm)* (January 28, 2020)	86%	14%
Weekday Evening (7pm to 9pm) (October 17, 2019)	98%	2%
Weekend Mid-Day (1pm to 3pm) (October 19, 2019)	96%	4%

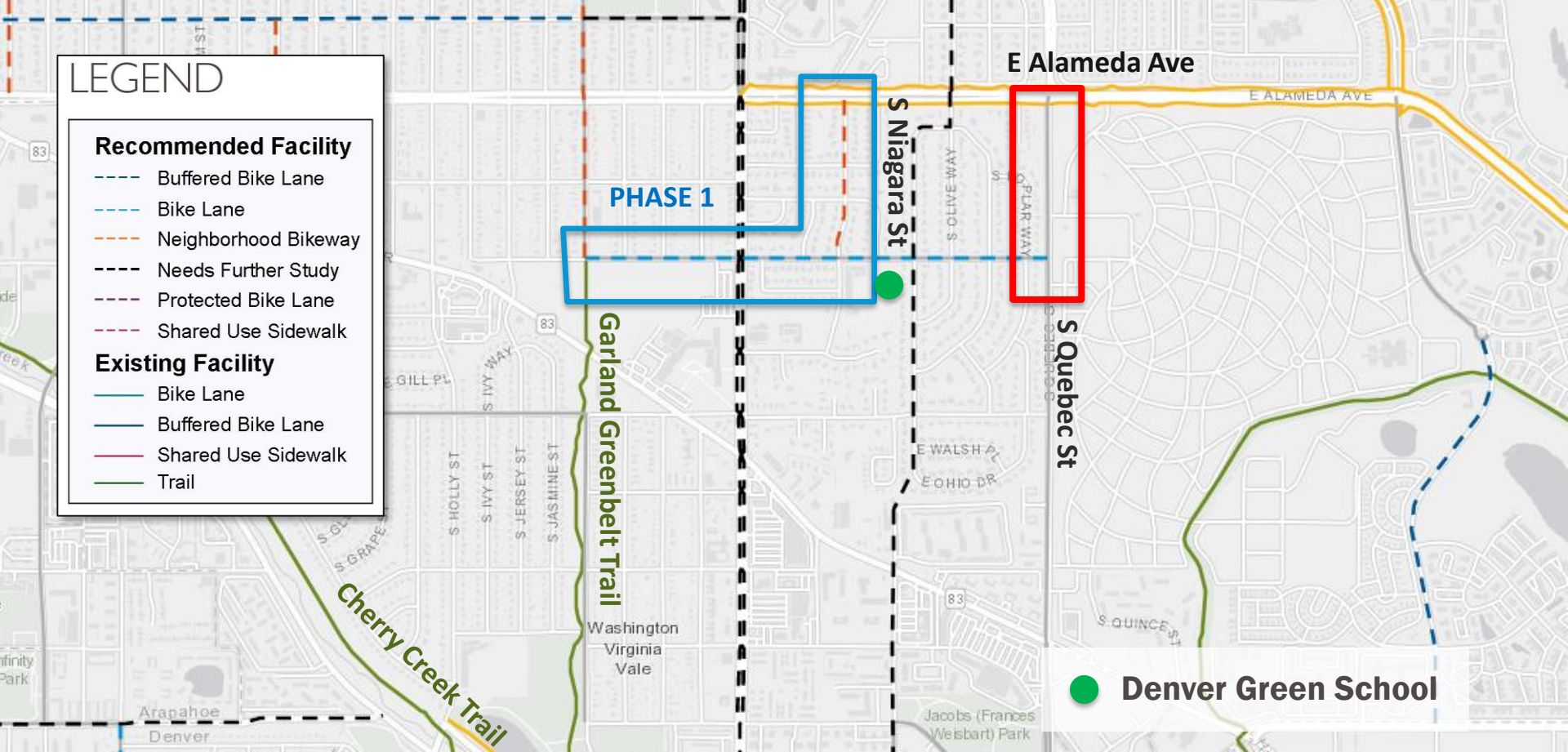
Legend

Parking Conditions

Average Daily Parking Occupancy



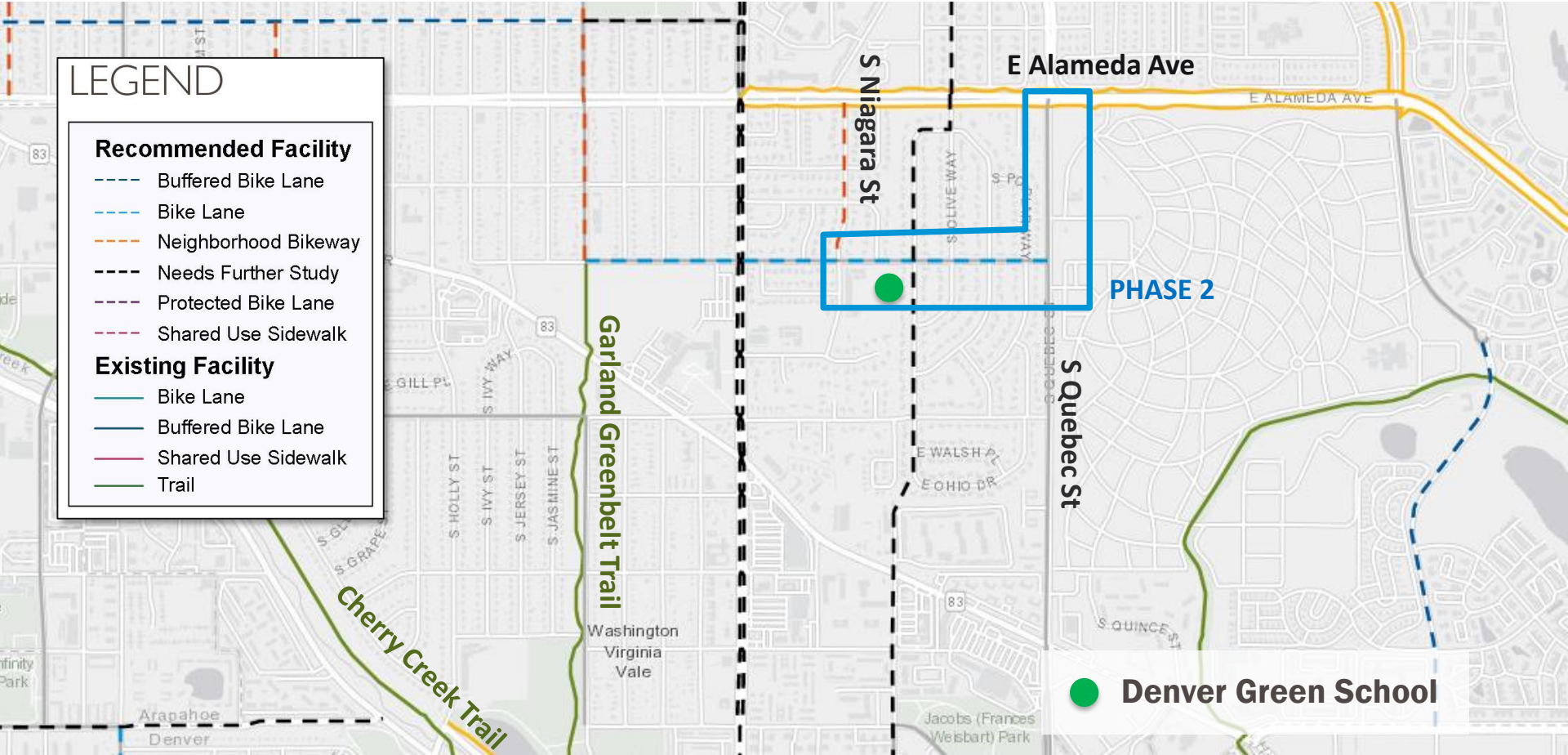
Phase 1: Maximize Safety & Minimize Impacts



Neighborhood Bikeway/Healthy Street




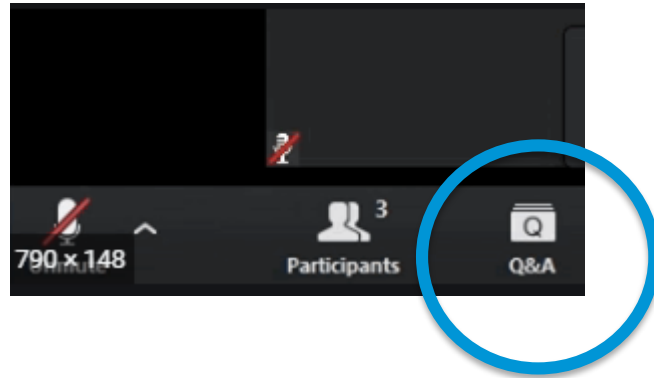
Phase 2: Create Connected Networks





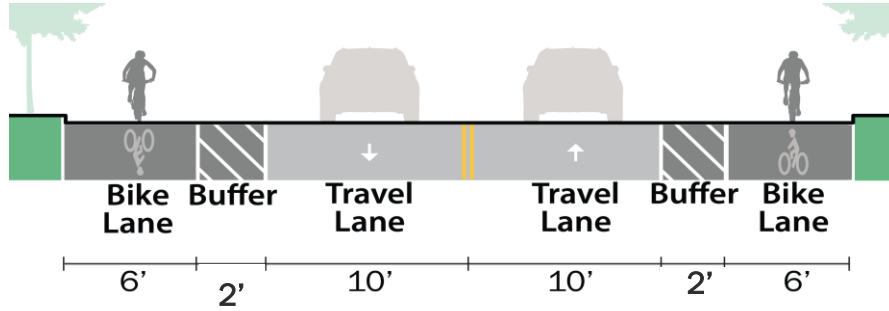
QUESTIONS?








 Enter a question by clicking on the Chat/Q&A button and type in your question about the information covered thus far

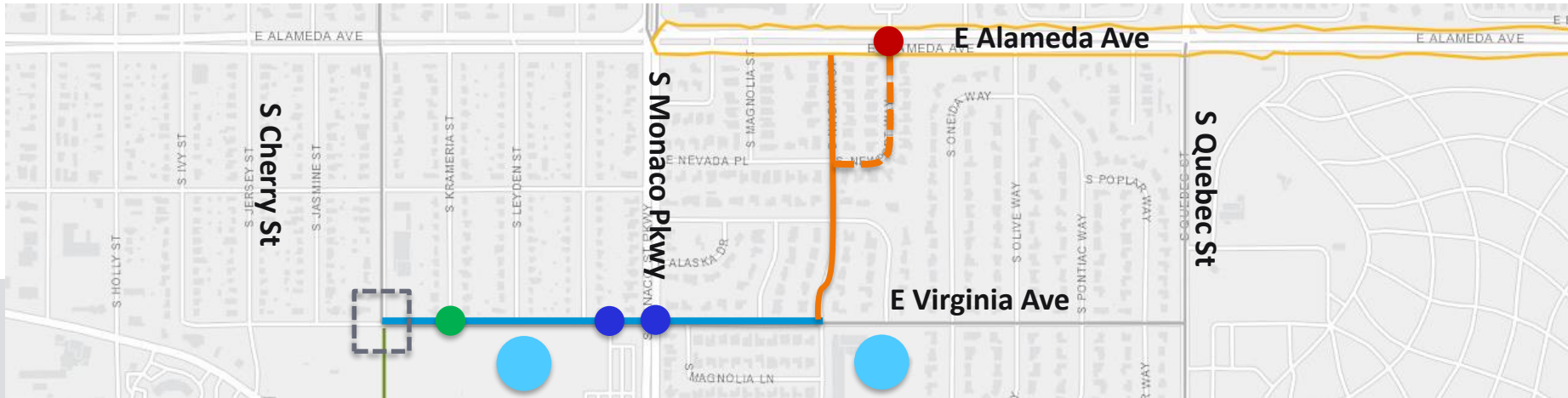


More than Just Bikes

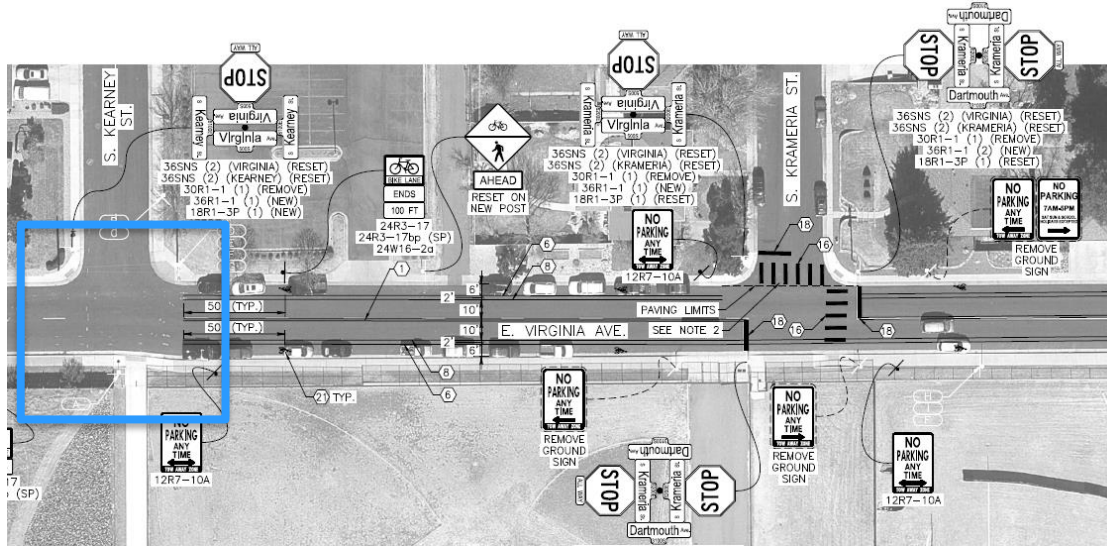
Phase 1 Mobility Improvements



-  Bike Lane (parking removed both sides)
-  Neighborhood Bikeway Design/Install
-  New Traffic Signal
-  New Marked Crosswalks
-  Safety Improvements
-  Safe Routes to School Planning
-  On-Going Safety Studies



Safety for All: Crosswalks to Access Fields



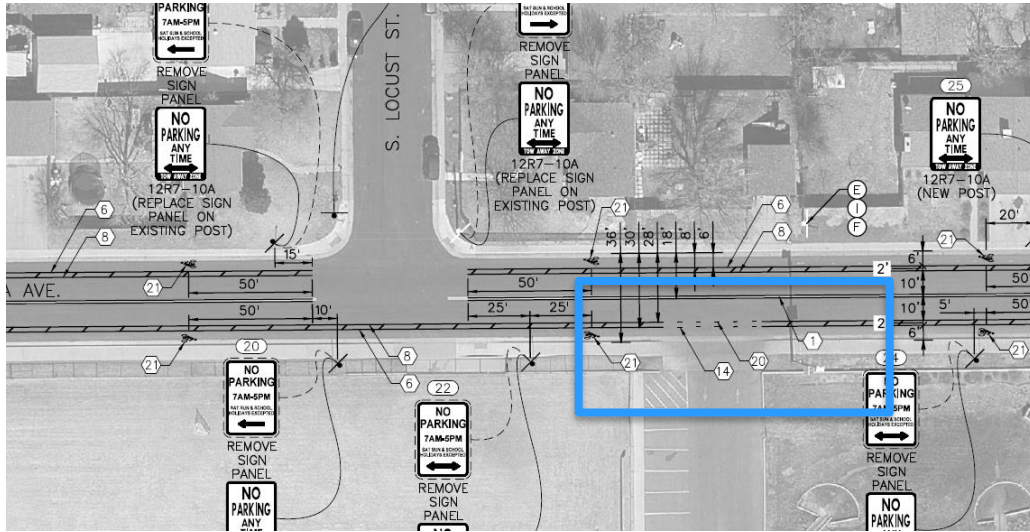
Feedback:

More crosswalks needed to access fields

How DOTI is Addressing Feedback?

- Installing crosswalks at S Krameria St
- Studying crosswalk at S Kearney St

Safety for All: Enhanced Visibility of Road Users



Feedback:

Need to increase awareness to drivers that bicyclists are crossing driveway at GW High

How DOTI is Addressing Feedback?

Installing conflict markings across driveway

Safety for All: Access to Bus Stop



Feedback:

Need to maintain access to bus stop, so that buses can pull curbside

How DOTI is Addressing Feedback?

Bike lane will be designed to enable buses to load passengers as they do today

Safety for All: Monaco Pkwy Crossing



Feedback:

Monaco challenging to cross as bicycle and pedestrians

How DOTI is Addressing Feedback?

Studying adding more time for pedestrians to cross . Adding markings to increase safety for bikes crossing.

School Safety: Denver Green School



Feedback:

Even without changes to DGS loading for Phase 1, desire to improve school pickup/dropoff safety

How DOTI is Addressing Feedback?

DOTI Safe Routes to School and Curbside Parking Teams are working with DGS leadership to:

- Improve loading operations
- Develop more safe route to school options

School Safety: George Washington High



Feedback:


Need to enhance visibility that bikes will be crossing driveway exit from GW; How can we increase bicycling to/from school?

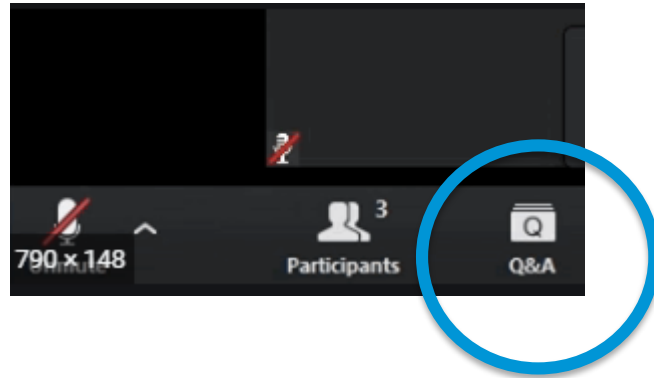
How DOTI is Addressing Feedback?

- Enhancing markings and signage at driveway entrance/exit
- Safe Routes to School working with GW to study adding more bike racks. Working with GW to provide education/resources



QUESTIONS?

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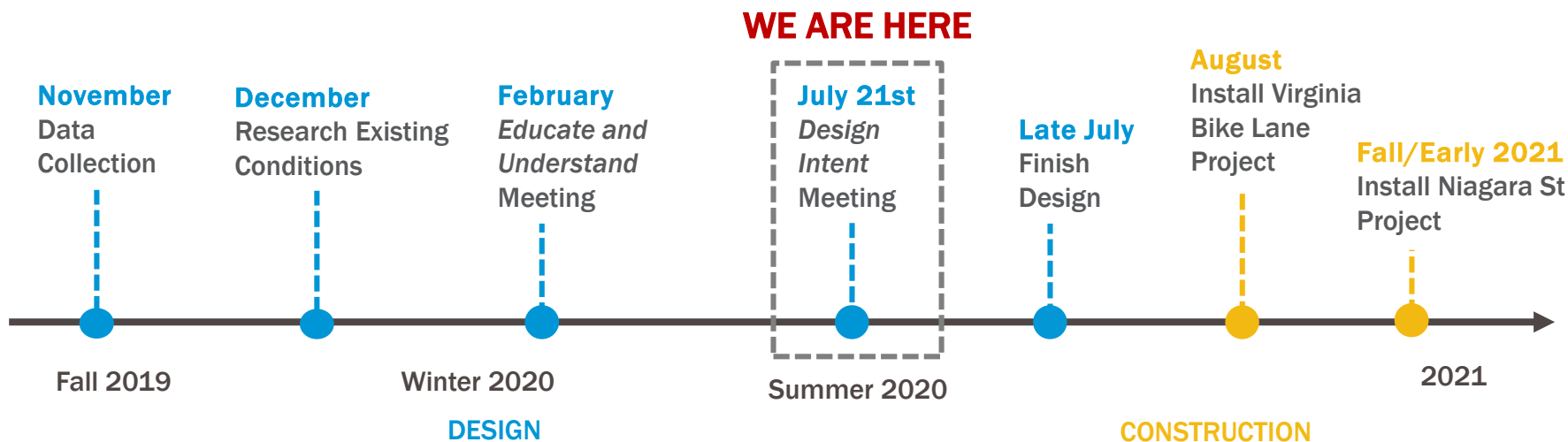


PHASE 1 SCHEDULE

IMPLEMENTATION NOTE:

August Paving schedule may change due to:

- Utility projects not currently scheduled
- Weather delays
- Contractor availability



How Does Life Go On?



ADA Parking →

DOTI has process for people who have ADA permit and no off-street parking. *Contact us for more info.*

Trash Pick Up →

No change to placement of bins or pick up

Home Renovation? →

You can apply for a permit to close the bike lane. *Contact us for more info.*

Where should my Landscaper park? →


All homes have driveways; Park in your driveway or on a side-street

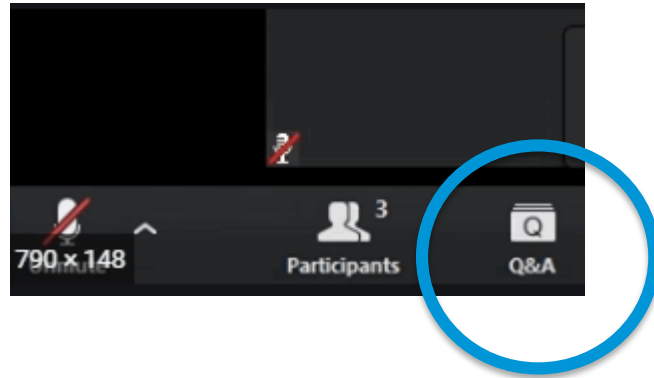
What about Delivery Vehicles? →

Parking is available on side-streets. No vehicles are permitted to park in the bike lane



Questions

 Enter a comment by clicking on the Q+A button and typing in your comment if you have feedback on the background we have covered so far.





DENVER MOVES Bikeway Program

THANK YOU

 bikes@denvergov.org

 bit.ly/BikePaving

STUDY AREA

AVE

FAIRMOUNT
CEMETERY




E ALAMEDA AVE

Windsor
Lake




S QUEBEC ST

CONTEXT MAP

Phase 1 Accomplishes:

-  Provides critical, safe connection to the west at Garland Greenbelt Trail
-  Safer Crossing of Monaco Pkwy
-  Connection to Niagara – Commitment by DOTI to advance this connection

Phase 1 Acknowledges:

-  A stronger connection on S Quebec St is needed; more analysis is required
-  Community concerned with parking loss – phasing reduces impacts
-  Phasing provides more time for coordination with Community and Denver Green School

What does Phase 2 Entail?:



Evaluate options to improve mobility for bikes/pedestrians along & across S Quebec St



Collect additional traffic data on E Virginia Ave, east of Niagara St



Confirm approach to completing connection to S Quebec St