W 29th Avenue Bicycle Lane
Central St to Sheridan Blvd

Project Update
November 2015
Background

• Purpose
  • Safety – traffic calming
  • Create more complete street
  • Expand the bike network

• Denver Moves:
  • Phase 1 project
  • Moderate ease-of-use

• Important E-W connection
Project Updates

- Project timeline pushed due to additional public feedback
- No significant changes to the final design as presented in September 2015
  - Central to Federal: mix of treatments (bike lane, buffered bike lane, sharrow)
  - Federal to Sheridan: bike lane
- Anticipate January 2016 install (weather permitting)
Final Project Map

W 29th Ave Bicycle Facility

Legend
2015 - 16 Program
Proposed: Construction/Design/Study
- Capital project
- Major study
- Protected two-way contra-flow buffered bike lane; D14115, Shared Use Sidewalk
- Bike lane/sharrow
- Neighborhood bikeway

Existing
- Shared Use Sidewalk
- Gateway Trail; Minor Trail; Neighborhood Trail; Regional Trail
- Pre-2014 bike lanes, sharrow
29th Ave: Proposed Facility Type

- Bike lane
- Buffered bike lane
- Sharrow
29th Ave: Proposed Operational Changes

- Lane removal (one side)
- Parking addition (one side)
- Parking removal (one side)
- Center turn lane removal

Legend:
- Green: Lane removal (one side)
- Orange: Parking addition (one side)
- Blue: Parking removal (one side)
- Light Green: Center turn lane removal

Diagram showing changes along 29th Ave from Sheridan Blvd to Central St.
PUBLIC INVOLVEMENT
2015 Public Outreach

- May 2015: Presented to WHNA and JPUN
- 9/23/15: emailed RNO’s and other stakeholders project update
- 9/29/15: flyered properties affected by parking
- 9/29 – 10/6/15: PW staff met with many stakeholders on corridor
- 10/1 – 10/31/15: PW staff receiving feedback
- 10/13/15: presented design plans to HUNI PDC
- 11/19/15: final project decision emailed to RNO’s and other stakeholders
## Public Feedback: Design

<table>
<thead>
<tr>
<th>Issue/Concern</th>
<th>Public Works (PW) Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Need for an east-bound dedicated bike lane from Umatilla to Platte Street</td>
<td>PW will study the feasibility of a bike lane on 15th Street to connect into downtown/west Denver in 2016 and this section will be considered with this study.</td>
</tr>
<tr>
<td>In the Highland neighborhood, request to curve parking lane markings at specific locations</td>
<td>At specific locations, PW will adjust the final plans to curve the parking lane line so that it is clear where the parking is being introduced.</td>
</tr>
<tr>
<td>Request for green pavement markings to be incorporated in the designs</td>
<td>PW has included green pavement markings at areas of high vehicle conflict where the bicycle lane crosses Speer.</td>
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# Public Feedback: Design

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<td>Request for a more enhanced bicycle lane to make it more comfortable for people on bikes</td>
<td>PW will upgrade the bicycle lane at certain sections between Federal and Zuni to introduce a buffer and further separate bicycles and vehicles.</td>
</tr>
<tr>
<td>Request to extend the western extent to Sheridan Blvd</td>
<td>PW will extend the bicycle lane to Sheridan Blvd from the previous terminus at Yates.</td>
</tr>
<tr>
<td>Request to extend the eastern extent</td>
<td>PW will extend the facility to the intersection of Central St and 15th St.</td>
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<td>---------------------------------------------------</td>
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<td>Concerns with proposed northside of W 29th Ave parking repurposing</td>
<td>PW staff evaluated four different design scenarios to address parking concerns while maintaining a westbound bicycle facility. Unfortunately, these designs result in net loss in parking on corridor greater than what is currently proposed. Based on this analysis, PW will maintain the original design as planned with parking to be repurposed on the northside of W 29th Ave from Lowell to Sheridan for the bike lane.</td>
</tr>
<tr>
<td>Parking challenges at Tennyson Center</td>
<td>PW staff met with the Tennyson Center to discuss existing parking challenges associated with high parking demand and low parking supply at their facility. PW recommended parking management strategies to alleviate on-street parking demands and is able to further study the issue as the need arises.</td>
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## Public Feedback: Planning

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<td>Wheat Ridge does not have a planned bicycle connection on 29th Ave</td>
<td>Denver's proposed bicycle network in the <em>Denver Moves</em> network plan was developed to provide a high ease-of-use bicycle facility within 1/4 mile of all Denver households. In a few cases, this means that a bicycle facility is proposed on a street that does not have a connection to an adjacent municipality, but this does not preclude Denver from completing the bicycle network within the city limits to achieve <em>Denver Moves</em> goals.</td>
</tr>
<tr>
<td>Concerns about pavement condition</td>
<td>PW staff is coordinating with Street Maintenance staff based on work programs. At this time, the 2016 street resurfacing plan is still being determined. Once the 2016 street resurfacing plan is known, the bike lane will be painted with waterborne paint on the section of W 29th Ave that is to be repaved. Waterborne paint is a cost-effective material and will be replaced with a more durable material after 29th is repaved.</td>
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### Public Feedback: Other

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<td>Traffic congestion</td>
<td>To accommodate a rapidly increasing population on a relatively fixed street network, Denver is focusing on multi-modal forms of transportation to move people around the City. Providing enhanced bicycle facilities is one of the city's strategies to address this growing travel demand.</td>
</tr>
<tr>
<td>Bike lane will reduce property value/resale potential</td>
<td>PW has not seen evidence to indicate a reduction in property values occurring to residential properties in Denver or elsewhere in the US as a result of bicycle lanes. Available research shows the contrary - that bicycle lanes and other bicycle facilities improve values.</td>
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<td>Education campaign needed to educate people about the change</td>
<td>PW will install a Variable Message Sign to alert street users of the roadway changes. PW will work with communications staff to provide project construction updates to the public. PW will work with partner organizations such as BikeDenver to provide outreach to users about how to use this type of facility.</td>
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FINAL DESIGN
CENTRAL TO UMATILLA
Existing: Central to Umatilla
Proposed: Central to Umatilla
Existing: Umatilla to Zuni
Proposed: Umatilla to Zuni
ZUNI TO SPEER
Existing: Zuni to Speer
Proposed: Zuni to Speer
Speer to Federal
Existing: Speer to Federal
Proposed: Speer to Federal
FEDERAL TO LOWELL
Existing: Federal to Lowell
Proposed: Federal to Lowell
Existing: Lowell to Sheridan
Proposed: Lowell to Sheridan
Next Steps

- November-December: PW staff coordinate installation
- January:
  - Notify RNOs, Council and stakeholders prior to installation
  - Installation (weather permitting)
Thank you.

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