Preferred Roadway Network
Different streets are prioritized for different classifications of bike facilities.

The Specific Plan guides the mobility projects in the Central City.
Project includes:
- Protected Bikeways
- Two-way Conversions

Original Grant:
SB1 Local Partnership Program
$5M grant | $5M local match
Project includes:
- Protected Bikeways
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SJRRC “Valley Rail” Funding
$3M for 19th & 21st Streets
Project includes:
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AHSC Grant
$2.5M for 19th & 21st Streets
Project includes:
- Protected Bikeways
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SJRRC “Valley Rail” Funding
$3M for 19th & 21st Streets

AHSC Grant
$2.5M for 19th & 21st Streets
Why Protected Bikeways?

- <1% STRONG & FEARLESS
- 5% ENTHUSIASTIC & CONFIDENT
- 60% INTERESTED, BUT CONCERNED
- 35% NO WAY, NO HOW

Buffer Zone
Parking Protected Bikeway
Why Protected Bikeways?
Why Two-Way Conversions?

Benefits:
- Calms Traffic
- Bi-directional bike and vehicle lanes
- Reduces wrong way movements
Parking Changes

Figure 14

PROPOSED

<table>
<thead>
<tr>
<th>PARKING SPACES (U STREET - T STREET)</th>
<th>EXISTING SPACES</th>
<th>PROPOSED SPACES</th>
<th>NET</th>
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<tr>
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<tr>
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<tr>
<td>15 MINUTE PARKING</td>
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</tbody>
</table>

LEGEND:
- **NE** : DIRECTION OF TRAFFIC
- **NEW** : BASE CURB, EXISTING PARKING REMOVED

NOTES:
1. NO PARKING ZONE ON NORTH SIDE, PARK AT SIDEWALK INTERSECTION APPROACH
2. SIDEWALK CLEARANCE RESPONSIBILITY PROMOTING PARKING CURB-SIDE IN ALLOWED ZONES FOR CITY STREET PARKING CURB-SIDE IN.
3. HYDROMETRIC DATA INDICATES ADDITIONAL CURB SIDE PARKING CURB SIDE TO BE ADDED TO SIDEWALKS OF ADDITION.
4. CLEARANCE FOR VISIBILITY AT CORNERS/ANGLES (200 FT)
5. PARK SAFETY: THE IMPACT CLEARANCE AT EACH SIDE

<table>
<thead>
<tr>
<th>PARKING SPACES (T STREET - S STREET)</th>
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<th>PROPOSED SPACES</th>
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DOWNTOWN MOBILITY: 10th Street (U St - S St)
Bus stops will be lengthened to meet Regional Transit standards.
In a few locations, parking restrictions are needed to fit the bike lane in.
Parking Changes

Typical two-way cross-section:

At major intersections on 5th Street, parking must be eliminated where turn lanes are needed for traffic operations.

Locations requiring turn pockets with parking impacts:
There are some locations where additional parking is being added.
Key Features: Sight Line Improvements

- Parking restrictions at all corners near crosswalks
Key Features: Sight Line Improvements

- Parking restrictions at all corners near crosswalks
- Longer parking restrictions adjacent to the bikeway on intersection approaches
Key Features: Intersection Safety

- Parking restrictions at all corners near crosswalks
- Longer parking restrictions adjacent to the bikeway on intersection approaches
- Turn wedges at intersections
Denver’s 15th Street turn wedges:
“...this treatment has made these intersections WAY safer and is very effective at naturally slowing down drivers attempting to make a turn.”
--online comment
Key Features: Intersection Safety

• Parking restrictions at all corners near crosswalks

• Longer parking restrictions adjacent to the bikeway on intersection approaches

• Turn wedges at intersections
  ➢ At intersections where protected bikeways cross, concrete islands will be used for turn wedges.
Key Features: Which side of the street?

The selection of the side of the street for the bikeway considered:

- Which side has fewer driveways or conflicts
- Whether there are frequent bus stops on one side
- Continuity with existing bikeways

Right-side bikeways: 10th Street and I Street

Left-side bikeways: 9th Street, 19th Street, 21st Street, P Street, Q Street
Key Features: Which side of the street?

Left-side bikeways must transition to the right side at 19th and 21st Streets, to conform to the bike lanes on the other side of Broadway.
Key Features: Transitions

- Bikes will transition at W Street using a **two-stage turn box**
- Avoids conflicts with turning vehicles onto W Street
Key Features: Transitions

- Bikes will transition at W Street using a **two-stage turn box**
- Avoids conflicts with turning vehicles onto W Street
- Bike box puts cyclists well ahead of waiting cars on W Street, reducing potential conflict
Key Features: Transitions

• Bikes will transition at W Street using a two-stage turn box
• Avoids conflicts with turning vehicles onto W Street
• Bike box puts cyclists well ahead of waiting cars on W Street, reducing potential conflict
• Bikes on right side at X Street crossing avoids conflict with heavy turns onto X Street
Key Features: Trash bins and leaf pile collection

- Parking Restrictions on City Service Days Will Allow Garbage Trucks to Reach Bins
- Bins and Leaf Piles Should Be Placed In Buffer
- The Bikeway Sweeper Will Clean the Bike Lanes
Next Steps and What to Expect

Outreach

- **Southside Park Neighborhood Association** – November 14th, virtual
- **Sierra Curtis Park Neighborhood Association** – November 16th, virtual
- Other groups to potentially be scheduled with: LPCA, Alkali/Mansion Flats, Boulevard Park, Poverty Ridge/Newton Booth

**Coordinating with:** Midtown Association, Downtown Partnership, CADA, Greater Broadway Partnership, SABA, Civic Thread, Regional Transit

- **Website** is being updated with information about the design, bus stop changes, and construction

Timeline

- Advertise for Construction: November 2022
- Award Contract: February 2023
- Begin Construction: April 2023
- End Construction: Later in 2023
Construction Phase - What to Expect

• This project has a broad footprint, but contractor won't be allowed to encumber multiple streets at once
• Typical Activities Residents Will See:
  • Lane closures/shifts to accommodate work
  • Temporary striping or signal controls for traffic
  • Sidewalk/Ramp closures for ramp upgrades
    • Must maintain pedestrian path
  • Pavement grinding & paving
• City website will be monitored and updated throughout to inform residents