

## Frequently Asked Questions

### **GENERAL QUESTIONS AND ANSWERS**

#### **Why a bikeway on Broadway?**

- Approximately 40 people move to Denver every day. This growth is causing increased congestion throughout the City. The City is committed to everyone getting to their destination safely, whether they walk, bike, take transit, or drive.
- More and more Denver residents are using bikes to move around our city. As bike use increases, we are looking at different ways to organize Denver streets and make sure every mode of transportation has a safe, predictable place.
- Right now we have people riding bikes riding on the sidewalk, riding in the vehicle lanes, and the transit lane. We know people are interesting in commuting along Broadway and also visiting destinations along on this stretch. So, we are studying how to put bikes in their place just as we carve out safe spaces for pedestrians, cars, and buses.
- Our goal is to make it safer for people for to get around town– no matter how they choose to travel.

#### **Why a phased study?**

To evaluate safe operation of a bikeway and other mobility changes along Broadway before making any major capital investments in infrastructure.

#### **Why this stretch of Broadway?**

This stretch has been in our study area and it was ideal for the study because of the way it is configured. There were no physical constraints that would drive up the cost to implement the study.

#### **How long are you going to demonstrate the bikeway?**

We will have an initial 3-month safety evaluation of the bikeway. After that, we'll need a year to properly evaluate how the bikeway is operating. During this 3 to 15-month period, we'll make continuous improvements as needed.

#### **Are more people riding bikes in Denver these days?**

Yes. As traffic delays increase, an ever-increasing number of Denver residents are using bikes to reach their destination and travel the city. In order to prepare for this shift, we are working to put bikes in their place and organize Denver's streets.

# Denver Moves **BROADWAY/LINCOLN** **CORRIDOR STUDY**

The League of American Bicyclists recently published the bicycle mode share numbers for the 70 largest cities in America and Denver is ranked 9th nationwide. Currently, 2.5% of people in Denver commute to work by bicycle. The number has increased by 130% over time.

## **What is success?**

Success is being able to provide people with another safe travel option in Denver.

## **Are people in cars now going to flood the transit lane?**

We are going to be observing what, if any, impact the bikeway has on the transit lane.

## **ABOUT THE BROADWAY BIKEWAY STUDY**

### **Why is the City doing this study?**

To evaluate safe operation of a bikeway and other mobility changes along Broadway before making any major capital investments in infrastructure.

### **Why a study? Why not build a bikeway along the entire length of Broadway?**

While this is a fiscally conservative approach towards implementing a bikeway along the Broadway corridor, the design and construction of a corridor-long bikeway will take several years to develop. The implementation of the current Broadway Bikeway will help the project team learn much more about the operation of a two-way bikeway along a one-way street as well as help to inform the design of a corridor-long facility.

### **How much does this project cost?**

It cost about \$100,000 to install the bikeway. Design and evaluation of the bikeway is estimated to cost about \$350,000. The full capital investment to realize the vision of a full corridor bicycle facility is estimated at \$5 million. This study is intended to ensure future investments are effective from a cost and usage perspective.

### **How is the City paying for this study?**

The money to pay for this project comes out of the City's 2016 budget for bicycle infrastructure.

### **How do I voice my opinion about this project?**

There are several ways to provide input:

- Fill out the survey on the project website (opens August 15)  
<http://denvermovesbroadway.com/get-involved/>
- Leave a comment on the project website <http://denvermovesbroadway.com/get-involved/>
- Email or call the project team to let us know what you think  
<http://denvermovesbroadway.com/contact-us/>
- Use #BroadwayStudy to provide input on social media.

### **What is the hashtag for this project?**



#BroadwayStudy.

**How long will this study last?**

The City plans to monitor the project for 15 months. After 3 months of data collection and evaluation, the City will confirm the remainder of the study.

**Can I walk across the bikeway?**

Yes, you may walk across the bikeway to access your parked vehicle or when crossing the street at a crosswalk. Remember to look both ways when crossing the bikeway and yield to on-coming bicyclists. Please use the sidewalk when walking parallel to Broadway. Walking and jogging within the bikeway for recreational purposes is not allowed.

**What happens at intersections and driveways?**

At signalized intersections, all roadway users will follow the signals. At all unsignalized intersections, motorists must yield to bicyclists and pedestrians. Bicyclists must also yield to pedestrians. Everyone should use caution and show respect while on the road.

**How should bicyclists turn across Broadway?**

There are two ways to turn across Broadway from the bikeway. One way is called a two-stage turn: stop at the stop line at an intersection and wait for the light at the cross street to turn green. The other way is to get out of the bikeway in advance of the intersection and merge over to the right side when it is safe to do so.

**Is the Broadway Protected Bikeway one-way or two-way?**

Two-way. Bicyclists will be able to ride in both directions within the bikeway.

**How is the study project being evaluated?**

The City has been working with multiple agencies and stakeholders to develop monitoring metrics. [Download the Goals and Measures report](#) (PDF)

**Is measuring the number of users planned for this? If so, do you have the details for it?**

Measuring the amount of people using the Broadway Bikeway is important, but it is only one of many data points we are collecting as part of this study. [The full set of performance measures are available for download.](#)

**ABOUT THE DESIGN OF THE BROADWAY BIKEWAY STUDY**

**Which side of the road is the bikeway on?**

The bikeway is on the east side of the road. The bikeway position was determined through a community driven alternatives process and analysis of technical data. For more information about the process, [find out What's Next.](#)

### **What mobility changes are coming to Broadway?**

Broadway currently has four general purpose travel lanes, and a fifth travel lane that is dedicated to transit use from 3-6PM. There is on-street parking, one or both sides, along portions of Broadway. The study project adds a bikeway to the east side of Broadway. Parking on the east side of the road will continue to be provided and it will be a buffer between the bikeway and travel lanes. The study area will have three general purpose travel lanes and a fourth travel lane that is dedicated to transit use from 3-6PM. For more information about what is being installed click here *clicks through to 'What's Next...' page*

### **How long is the bikeway?**

The study will take place between Bayaud Ave and Virginia Ave, which is approximately 1/2 mile.

### **Why is the Broadway Bikeway only between Bayaud Ave and Virginia Ave, shouldn't this run from the Broadway Station to Downtown?**

The project team divided the corridor into segments and evaluated each to determine which segment was the most feasible for implementing a study bikeway within a few months. The segment of Broadway between Bayaud Ave and Virginia Ave was found to be the most feasible as it does not include bulbouts, which are concrete extensions of sidewalks that occur at intersections. The bulbouts found in other segments of the corridor would conflict with the movement of bicycles and would not be included in the design of a corridor-wide bikeway. It is also too costly to remove the bulbouts for a short-term study. This chosen segment includes the intersection of Broadway and Alameda Ave. Alameda Ave is a major arterial roadway; designing the bikeway through this intersection will help the project team better understand bicycle and pedestrian operations at busier intersections. In addition, to help bicyclists access the Broadway Bikeway, the City and County of Denver is installing wayfinding signage and pavement markings along Bayaud Ave, Virginia Ave, Cherokee St and Bannock St, to connect to Downtown, the Cherry Creek Trail, the Alameda LRT station as well as Washington Park.

### **How is the parking affected? Has parking been removed?**

The on-street parking on the east side has been moved away from the curb, with the majority of the parking remaining. A few parking spaces were removed on each block to provide visibility between people riding bikes and people driving cars. People driving cars will park on the outside of the bikeway, walk across the bikeway, and pay at the meters on the sidewalk. Parking along the west side of Broadway has not been affected.

### **How wide is the protected bikeway?**

The bikeway is 10 feet wide including a buffer zone between the bikeway and the parked cars.

### **How are bicyclists separated from traffic?**

The protected bikeway is separated from travel lanes by delineators/bollards in a buffer zone. Parking on the west side of the buffer provides people riding bikes with added separation from moving traffic.

### **How are people riding bikes protected from car doors suddenly opening?**

The design of the bikeway includes a buffer zone of striping and vertical plastic delineators positioned in areas away from car doors.

### **What design features have been incorporated into the study to minimize conflicts between bicyclists and left turning motorists?**

Multiple traffic features have been incorporated to increase awareness and safety at intersections and conflict zones.

1. *Bicycle and Left Turn Signals:* All signalized intersections in the study have bike signals and left turn signals. This will stop people turning left in cars when people riding bikes are traveling through the intersections. The signals will stop people riding bicycles when people driving cars are turning left.
2. *Painted conflict zones:* Intersections and driveways without traffic signals will have painted green striping to show it is a potential conflict zone between motorists and bicyclists. Everyone must use caution when entering the green paint area.
3. *Signs:* Signs stating "Left Turning Vehicles Yield to Bicycles" are installed at intersections without traffic signs. "Two-Way Bike Traffic" signs are posted at driveways to remind drivers to look both ways for bikes before entering the roadway.

### **What does the green paint mean? Why is it green?**

Green paint is used at all driveways and intersections to signify an area where a higher degree of caution is necessary. It shows where motorists can cross the bikeway. Both bicyclists and motorists entering this area must exercise caution. Green is the color that has been approved by the U.S. Department of Transportation Federal Highway Administration for use in bikeways.

### **When will the study be installed?**

Construction of the project begins in August 2016. The bikeway is expected to open on August 15, 2016.

## **ABOUT PROTECTED BIKEWAYS IN GENERAL**

### **What is a protected bikeway?**

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A protected bikeway is an exclusive bike facility that provides a separated path in the street. A protected bikeway is physically separated from motor vehicle traffic and also distinct from the sidewalk. Protected bikeways have different forms but all share common elements—they provide space that is intended to be exclusively or primarily used by bicycles, and are separated from motor vehicle travel lanes, parking lanes, and sidewalks. In situations where on-street parking is allowed, protected bikeways are located to the curb-side of the parking (in contrast to bikeways).

## **Why build protected bikeways?**

By separating bicyclists from motor vehicle traffic, protected bikeways can offer a higher level of comfort than typical bike lanes and are attractive to a wider spectrum of the public.

## **Are there other cities that have protected bikeways?**

There are almost 300 protected bikeways across the United States. This type of infrastructure has been popular in European countries for decades. View the full inventory list (link below) created by People for Bikes.

<https://docs.google.com/spreadsheets/d/11H0gArHxo6kMop1I18yMcq7ArbNrwaGBLmIXgq1Gjk/edit#gid=3>

Watch the video created by People for Bikes for examples of existing protected bikeways in the U.S. <http://www.peopleforbikes.org/green-lane-project/pages/protected-bike-lanes-101>