

26TH AVENUE (VINE STREET TO YORK STREET)



FIGURE 11: 26TH AVENUE CONTEXT MAP

OUTREACH SUMMARY

The outreach approach for the 26th Avenue bikeway followed the standard Central CTN process.

DOTI collected community feedback for this corridor through a series of online surveys, interactive input maps and public comments. The online map tool was open from March – May 2020. The draft concept surveys were open from July – August 2020. This feedback helped inform recommendations for improving the way people travel (by bicycle, bus, on foot, and by car) on and around this corridor.

KEY CONCEPT FEEDBACK:

Proposed concept designs for Community Transportation Network projects were shared for community input during May 2021, including designs for the 26th Avenue bikeway. Community members were asked to react to proposed designs and provide feedback. The 26th Avenue design received survey responses from 5 participants. Overall, respondents indicated their top three safety concerns when using 26th Avenue were:

- 1 Protection from vehicular traffic
- 2 High vehicular speeds
- 3 Safe pedestrian crossings

LEGEND

Existing Facility	Recommended Facility	School
Bike Lane	Bike Lane	Rail Station
Buffered Bike Lane	Buffered Bike Lane	
Protected Bike Lane	Neighborhood Bikeway	
Shared Use Path	Protected Bike Lane	
Trail		

PROJECT OVERVIEW

Denver Moves: Bikes and Blueprint Denver recommended 26th Avenue from Gaylord Street to York Street to be a bike lane. The actual extents of this project were from Vine Street to York Street, because the facility on Gaylord Street was relocated to Vine Street, so the 26th Avenue facility was extended to maintain the connection. This corridor connects to City Park and the existing 26th Avenue bike lanes on the east end and the Vine Street neighborhood bikeway on the west end.

PROJECT DEVELOPMENT

The original bikeway type, a bike lane, was upgraded to a protected bike lane through design development. This corridor had higher than desired speeds due to wide travel lanes and underutilized parking lanes. The existing cross section included a 10-foot travel lane in each direction and an 8-foot parking lane on each side of the road. The 85th percentile speed in the study area was 31.3 MPH and there was notable crash history and congestion at the signalized intersection of 26th Avenue and York Street.

ANALYSIS COMPLETED:

- ✓ Crash Analysis
- ✓ Parking Analysis
- ✓ Traffic Counts
- ✓ Cross-Section Options
- ✗ Lane Reduction Analysis
- ✗ Intersection Analysis
- ✓ Speed Reduction Analysis
- ✗ Diversion Analysis

OUTREACH COMPLETED:

- ✓ Network Verification Survey
- ✓ Concept Survey
- ✓ Draft Design Survey
- ✓ Office Hours
- ✓ 5 Network-Wide Public Meetings (2020 to 2022)
- ✓ 6 Network-Wide Stakeholder Meetings (2020 to 2022)
- ✗ One-on-One Stakeholder Engagement
- ✗ Project-Specific Community Meetings

DELIVERABLES COMPLETED:

- ✓ Existing Conditions Analysis
- ✗ Alternatives Analysis
- ✓ Concept Design
- ✗ Opinion of Probable Cost

KEY DRAFT DESIGN FEEDBACK:

The draft design for the project was shared with the public for comment in March 2022. The 26th Avenue design received 5 comments from 2 respondents. Major themes from public feedback on the proposed designs included:

- 1 Desire for more permanent infrastructure
- 2 Support for bike boxes and green conflict markings
- 3 Preference to prevent right turn on red conflicts

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SUMMARY OF FINAL DESIGN

The final design included a mixture of elements to slow driver speeds, improve safety and comfort for pedestrians and people on bikes traveling along the corridor, and facilitate safer crossings. Specific elements include:

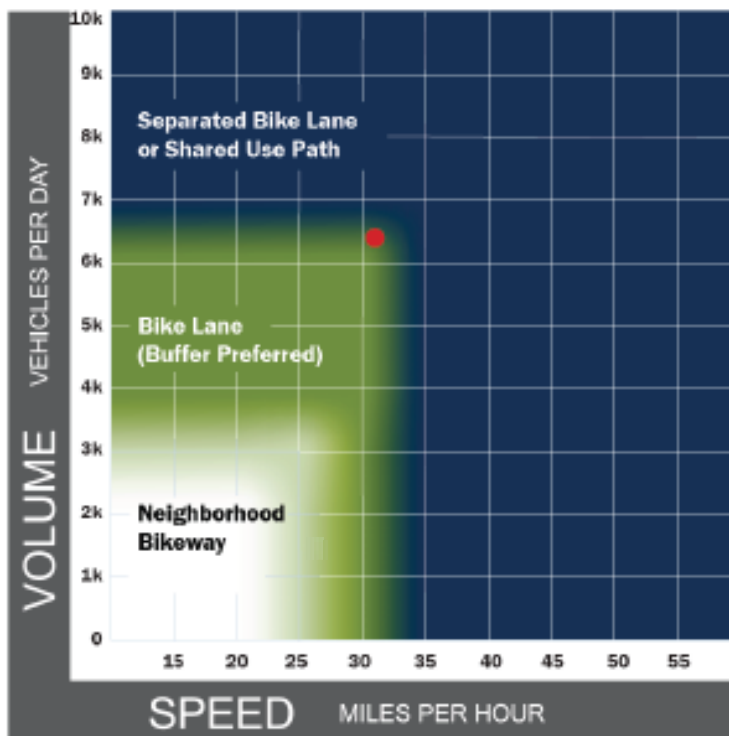
- Lane width reductions to slow driver speeds.
- Removal of a parking lane to accommodate a buffer zone and bike lane in each direction.
- Green conflict markings and two-stage turning boxes for the bike lane crossing at each intersection.
- Regular wayfinding signage to make drivers aware of the bikeway and help bicyclists find their way to nearby neighborhoods and destinations.

PROJECT BENEFITS

- CONNECTS DESTINATIONS**
City Park, Saint Joseph Hospital, places of worship
- LINKS BIKEWAYS/TRAILS**
City Park trail network
- CONNECTS PROPOSED BIKEWAYS**
Connects to proposed bikeways on 21st, 25th, and 28th Avenues
- LOWER STRESS CROSSINGS**
Signal at 26th Avenue and York Street
- QUALITY CONNECTION**
Travels through neighborhoods; less traffic than York Street

BIKEWAY FACILITY SELECTION CHART

The Bikeway Facility Selection Chart is a tool DOTI uses to identify the appropriate bikeway facility on a given street. As traffic speeds and volumes increase, more separation from motor vehicles is necessary to maintain a safe and comfortable bicycling experience. Based on traffic data collected, a bike lane is recommended on 26th Avenue (see red dot).



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TABLE 6: PUBLIC FEEDBACK SUMMARY

What We Heard	Incorporated into Project
Walking barrier at 26th Avenue and York Street	Yield to pedestrians signage
Hard to cross on a bike at 26th Street and Gaylord Street	Installed bike lane and signage, signal upgrade
Concerns with traffic speeds	Installed bike lane buffers, visually narrows travel lanes to reduce speeds

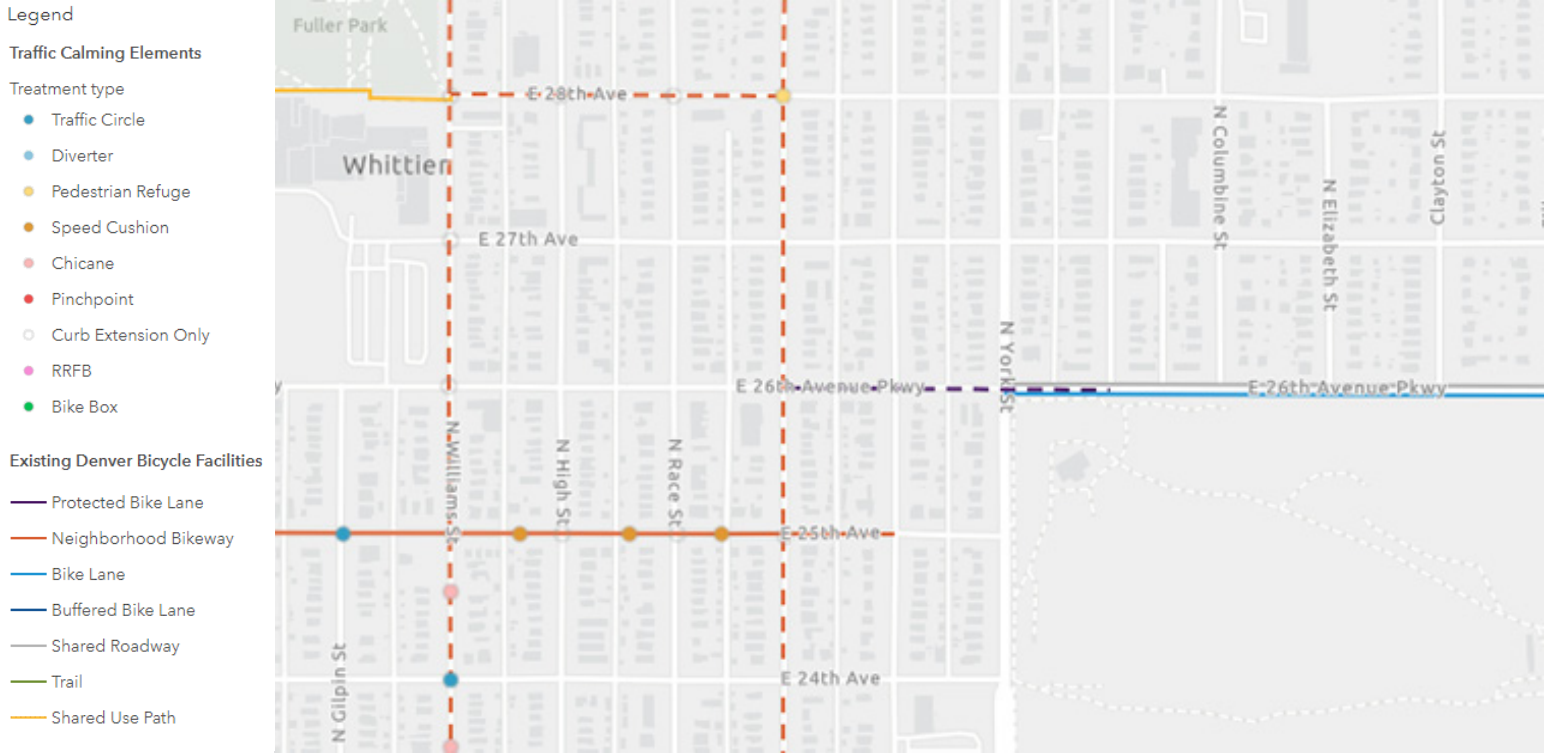


FIGURE 12: 26TH AVENUE TRAFFIC CALMING MAP