

# 28TH AVENUE (DOWNING STREET TO VINE STREET)

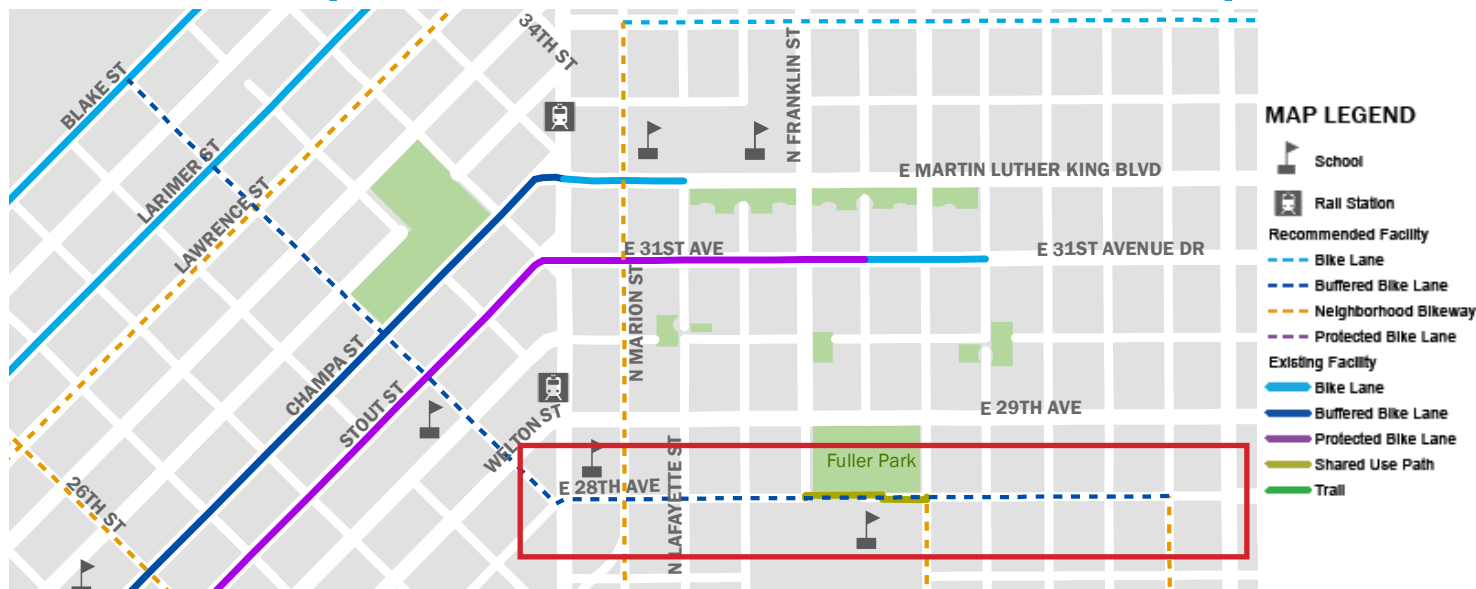


FIGURE 13: 28TH AVENUE CONTEXT MAP

## PROJECT OVERVIEW

Denver Moves: Bikes and Blueprint Denver recommended 28th Avenue from Downing Street to Gaylord Street to be a buffered bike lane. The actual extents of this project were from Downing Street to Vine Street, because the facility on Gaylord Street was relocated to Vine Street, so the 28th Avenue facility was shortened to end at the proposed connection. This corridor connects to the Marion Street, Williams Street, and Vine Street bikeways.

## OUTREACH SUMMARY

The outreach approach for the 28th 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 28th Avenue bikeway. Community members were asked to react to proposed designs and provide feedback. The 28th Avenue design received survey responses from 19 participants. Overall, respondents indicated their top three safety concerns when using 28th Avenue were:

- 1 Safe crossings for pedestrians
- 2 Safe routes to schools
- 3 Protection from vehicular traffic and parked cars

## PROJECT DEVELOPMENT

The original bikeway type, a buffered bike lane, was not maintained through design development. Instead, the final design included a protected bike lane between Downing Street and Franklin Street and a neighborhood bikeway between Franklin Street and Vine Street. The original plan to install buffered bike lanes was upgraded to protected bike lanes where possible due to public feedback during the outreach process. The crossing between Fuller Park and Manual High School was the most notable concern during the design process. Other than the segment adjacent to the high school, this corridor is a low-stress space for bikeways, with low traffic volumes and 85th percentile vehicular speeds of about 25 MPH.

### ANALYSIS COMPLETED:

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

### DELIVERABLES COMPLETED:

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

### 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

### KEY DRAFT DESIGN FEEDBACK:

The draft design for the project was shared with the public for comment in March 2022. The 28th Avenue design received 25 comments from 5 respondents. Major themes from public feedback on the proposed designs included:

- 1 Concerns about removing street parking
- 2 Desire for better protection from parking lane

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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:

- A detour on 29th Avenue between Franklin Street and Williams Street to avoid traversing Manual High School.
- Lane width reductions and removal of one parking lane to accommodate protected bike lanes and buffers.
- Bulbouts and painted center medians to improve crossing comfort and sight distance.
- 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

Manual High School, Denver Language School, Welton Street Commercial Corridor, L-Line Light Rail, Curtis Park, RiNo Commercial Area (Larimer Street)

### CONNECTS EXISTING BIKEWAYS

Blake Street, Larimer Street, Champa Street, Stout Street

### CONNECTS PLANNED BIKEWAYS

Lawrence Street, Marion Street, Gaylord Street

### FILLS GAP IN NETWORK

¼ mile from next nearest existing/planned east-west bikeway

### LOWER STRESS CROSSINGS

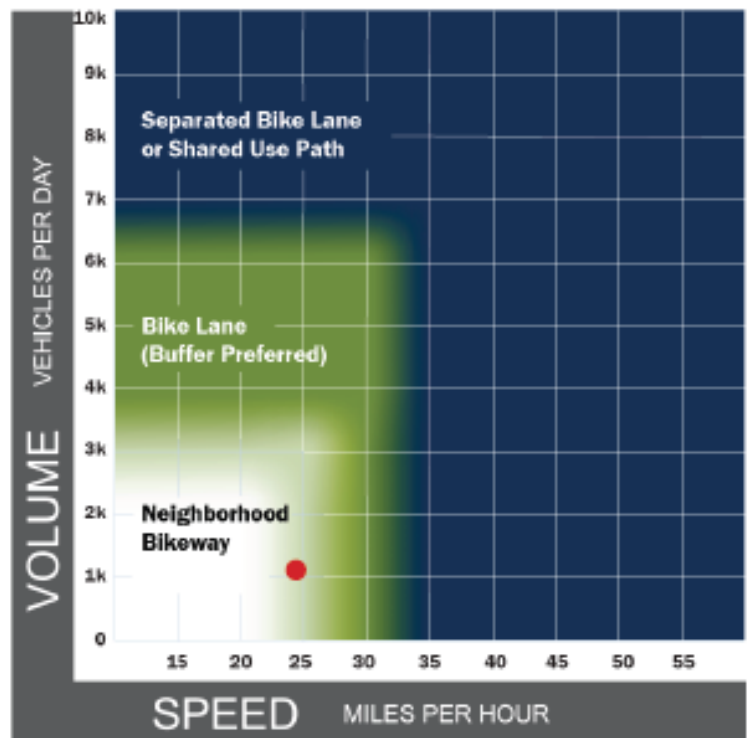
Across frequent arterial street crossings in Curtis Park Neighborhood

### LOW STRESS STREET

Along streets with low traffic volumes

## 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 for 28th Avenue, a bike lane with buffer is recommended (see red dot).



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TABLE 7: PUBLIC FEEDBACK SUMMARY

What We Heard	Incorporated into Project
Concerns with traffic speeds	Traffic calming, including bulbouts and lane width reductions, will reduce traffic speeds
Walking barrier at 28th Avenue and Williams Street	Installed bulbouts to improve crossing safety

- Legend
- Traffic Calming Elements**
- Treatment type
- Traffic Circle
  - Diverter
  - Pedestrian Refuge
  - Speed Cushion
  - Chicane
  - Pinchpoint
  - Curb Extension Only
  - RRFB
  - Bike Box
- Existing Denver Bicycle Facilities**
- Protected Bike Lane
  - Neighborhood Bikeway
  - Bike Lane
  - Buffered Bike Lane
  - Shared Roadway
  - Trail
  - Shared Use Path

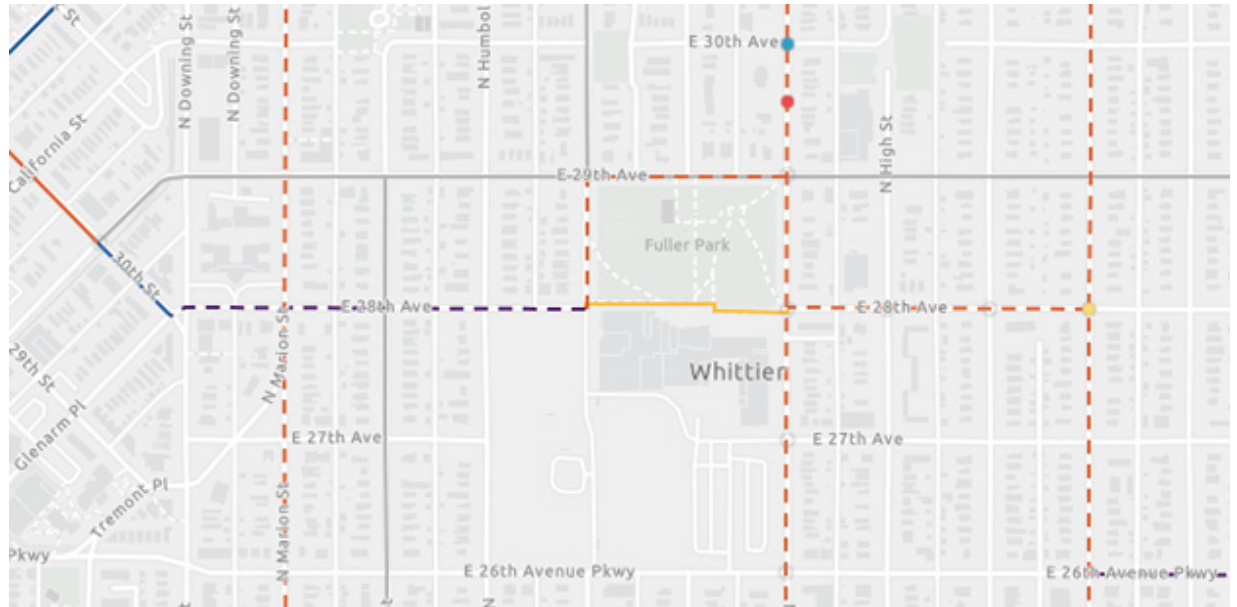


FIGURE 14: 28TH AVENUE TRAFFIC CALMING MAP