

Phase 1 – Spring 2024

Safer Streets with Bikeways

Knox Court Outreach Summary



What We Heard

How we engaged with the public

- Pop-up event along Lakewood Gulch Trail on April 24th
- Emails to Projects team
- Denver Moves: Bikes Update surveys
- Emails to Council office



Lakewood Gulch Trail Pop Up Event

54 Total Responses +
10 DM: Bikes Map Pins

35 Pop-Up Attendees

What We Heard: Major Themes

Safety at Intersections

Speeding / Desire for Traffic Calming

Multimodal Connectivity

Road Maintenance

Dooring / Cars Blocking Bike Lane

What We Heard / What We Are Doing

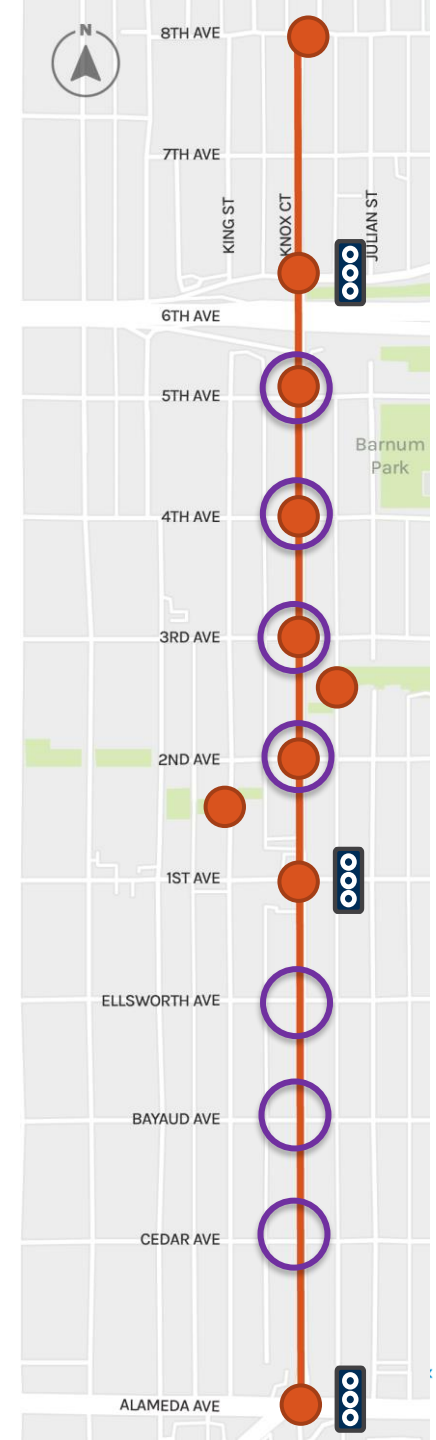
Safety at Intersections

- Challenging crossings between 6th Ave and 1st Ave and hilly areas
- Concern about safety at Weir Gulch crossings
- Offset intersection at 8th Ave difficult to navigate
- Challenging for bicyclists to cross Knox Ct at 2nd Ave
- Concern about crashes at 1st Ave and Knox Ct
- Crossing concerns at Alameda Ave

CHANGES BEING CONSIDERED

- Additional or improved (existing) pedestrian crossings at key locations
- Ped refuge island and additional safety improvements at 2nd Avenue

-  Existing Signal
-  Public Comment
-  Uncontrolled Intersection



What We Heard / What We Are Doing:

Speeding & Desire for Slower Street

- Concerns crossing Knox Ct due to high vehicle speeds
- Desire for traffic calming to slow vehicle speeds
- Speeding concerns at 1st Ave and Knox Ct in particular
- Concern that removal of parking will exacerbate speeding



CHANGES BEING CONSIDERED

- Addition of speed cushions to reduce vehicle travel speeds, with consideration for bus route
- Reducing speed limit along corridor to 25 miles per hour
- Narrowing vehicle travel lanes with consideration for addition of buffer between bike and travel lanes

What We Heard / What We Are Doing

Multimodal Connectivity

- Better connect to the W Line & Lakewood Gulch Trail, as well as 1st Ave to Federal Blvd
- Improve crossings & connection to Weir Gulch
- “Door zone” bike lane is uncomfortable/unsafe
- Trucks & larger vehicles often park in the bike lane, and concern at 5th Ave with auto shop parking vehicles in bike lane/sidewalks
- Transition over 6th Ave is uncomfortable

CHANGES BEING CONSIDERED

- Design could include widening bike lane with a buffer to enhance safety and reduce “dooring” risk. Change would repurpose parking one side of the street
- Traffic calming and speed reduction treatments to achieve slower vehicle speeds
- Safety enhancements at intersections where crashes are more concentrated



What We Heard / What We Are Doing

Road Maintenance

- Maintenance & street sweeping needed, particularly between 3rd Ave and 5th Ave
- Sidewalks are in poor condition
- Concern about potholes in road
- Trash and debris often in bike lane

CHANGES BEING CONSIDERED

- Repaving the road
- Continue to expand capacity for street sweeping on streets with bikeways
- 307 will likely address sidewalk concerns in the future