

7th Ave Bikeway Community Meeting

Question

1	Thanks, Nick, and everyone for the work you are doing to make Denver safer for everyone! I know the process is difficult and imperfect, but we are celebrating the progress!
2	Has there been any concerns with the bike lanes other than it being an eye soar? Is this really the only concern? If so, safety should matter more to them than looks. I have been so enthused with the changes, and although many might be against roundabouts with this change. But you cannot deny the reduction of fatalities by 80% whenever a roundabout takes the place of a 4-way stop.
3	Thank you for the Neighborhood Bikeway! We really needed something in this area of Denver. Any idea if we can get the signals timed as a "Green Wave" like on 16th?
4	Hello, how quickly will the buildout of the traffic circles be completed? We have been waiting for the outlines to be filled in for months now.
5	I'm curious what is being done to enforce the current changes as they have been implemented. As a pedestrian and biker who is frequently at the intersection, I have nearly been hit multiple times by drivers ignoring the DO NOT ENTER/1 Way Signs at 7th and Williams. Additionally, across the 7th ave bikeway, I witness cars using the bike lanes to park in, use as turning lanes, ignore stop signs. This is behavior I see almost every day. As a pedestrian, I will not cross a cross street along 7th ave from Colorado to Williams if there is a car. I will stop and walk away because I do not feel safe at any time. In 3 years, I have only witnessed Denver Police a handful of times but I see them almost every day stationed at the Whole Foods in Cherry Creek
6	My sense has been that most people like the reducing in bad driver habits and people cutting through when 6th/8th are congested -- by the current aesthetic is pretty terrible. Is there a timeline and draft of what it will ultimately look like? And do neighbors get any input into whether there is a rain garden, bike corral, grass, etc in the final design?
7	Hi. I don't have a question, but I can't join this meeting for very long and just wanted to express my full support for the improvements that have been made along 7th Ave. I live on 7th just a few blocks west of where all the bollards were installed by Little Cheesman. I run/walk/bike along 7th every day and I have felt so much safer since the improvements went in. Please don't prioritize aesthetics over safety.
8	Are the white posts temporary, and if so- what is the permanent solution?
9	Which round—abouts, specifically, have seen an 80% reduction in deaths?
10	Please provide an overview of the goals of the changes, the interim changes and further changes

11	I notice that where traffic crosses the 7th Avenue Neighborhood Bikeway at Downing and at Corona, the cross-traffic moves really fast. Is there any conversation about calming the traffic at those intersections and/or slowing the speed limit down to 25 MPH?
12	Can we clarify our verbiage? It is a Neighborhood Bikeway. There are sections with bikelanes East of Williams & West of Pennsylvania.
13	There were six public meetings held about this bikeway. The 7th Ave RNO participated in the planning of this project. If we want prettier infrastructure, we need to put more money in the city's budget toward making streets safer.
14	Will DOTI make sacrifices to safety on projects like this based on community feedback?
15	How do street sweepers and snow plows negotiate the bollards and roundabouts? What about emergency equipment, i.e. fire trucks?
16	7th and Williams intersection; few are using the right turn lane correctly. Usually bikes go on inside, here on outside of pickets, poor signage, not working
17	I question your crash data. I have lived near the intersection of 7th & Williams for close to fifty years and rarely hear of an accident for either motorists or bicyclists. West of Williams on 7th is relatively quiet.
18	The 7th and Williams intersection is very confusing and seems to increase danger to all forms of transportation. Comments?
19	At 7th and Downing the posts turn into the sidewalk prohibiting bikes using the space between sidewalk and posts. The bike I saw was on the outside of the posts now much closer to the car at the red light. How is this design helpful?
20	What is the time process and timeline for studies regarding the traffic calming measures? Is there a plan to replace the temporary measures with more aesthetically pleasing permanent elements?
21	What was the cost of this project?
22	The 7th & Williams intersection seems dangerous to me. When driving E. on 7th towards Williams, if a biker makes a right hand turn onto 7th and misses the very narrow lane on the right (going west), the biker and driver are in the same lane. I came close to hitting a biker in this circumstance.
23	Please differentiate a roundabouts vs. traffic circles because they are not the same.
24	With the traffic circles, how are they planned? It's not going to be like the ones they used to have along 16th Ave in Uptown, right? Those just seemed that they created less space in the road in general at those intersections, especially for someone on a bike.
25	1) Safety: the statistics which were published show that a significant majority of the accidents were at the end of 7th Avenue towards Grant and Broadway, which are inherently busier intersections. Not at the Williams end. But all the bike lanes/roundabouts are towards the Williams end. Why? 2) We have not had explained to us how the current placement of bollards at intersections are "safer" for bikes. There is NOT a dedicated bike lane: the bollards force bikes back into the stream of car traffic. How is this safer?
26	I'm curious about previous installations of ballards in other neighborhoods as to how they have held up over the test of time and one large area of concern in the winter time, how will snow removal be done? Can ballards be removed for easier removal?
27	What studies have you performed to backup your claim that there is a safety issue that exists, and further that supports DOTI's contention that the steps you are taking will resolve these safety issues?

28	There was no community involvement at least with our 7th Ave Neighborhood. We received in our mailboxes two letters regarding removing the 2 hour permits for the 600 block of Lafayette St. NOTHING from DOTI that any of us have seen regarding such a HUGE change in our community. WHY?
29	apologies for the autocorrects, I'm on my phone
30	How do we provide audio input? Or do we need to type comments?
31	I understand you are not the police department, but are there plans to enforce the safety measures that have been put in place?
32	The main issue at 7th and Williams is NOT aesthetics. A bad intersection was made worse. As someone who has a chance to see what is happening there on a daily basis, the safety of this intersection has been compromised. Nighttime is a concern and distraction created by the numerous ballards is a true issue. In addition, when we have snow, there are concerns about what will happen there. A list of issues has been shared with city planning.
33	My biddest concern with these designated bicycle lanes is that, not only are unsightly, but not used. I live on Cheesman park and work in the golden triangle and see more bicycles on 13th and 14th and colfax than using any designated lanes. Enforce cyclists to use the new lanes
34	ON the narrower streets, roundabouts seem really cramped and less safe.
35	Was CHUN the 7th Ave Historic District involved with any of this?
36	Will there be an vertical diverter installed at Pennsylvania and 7th? The sign and striping is not doing the job of diverting through car traffic/
37	Plese explain how the copious and large number of signage and bollards up and down 7th work to increase safety when we are distracted by all the visual clutter?
38	Nick, how do we connect directly with you? What is your contact information?
39	3) And how does preventing westbound access on 7th Avenue at Williams make anything safer? Cars simply go through the intersection, or go around the block on side streets to regain access to 7th Avenue—which is awful for the side streets as traffic there increases.
40	Disregard. It's been answered.
41	How are the sizes of the traffic circles determine? I heard 15 feet in diamer used for this facility. How was that decided & not bigger?
42	I love the new traffic patterns and the reduction in traffic! Is there a timeline to remove the white cones and replace with raised planters or something that more pleasing to look at?
43	I live on the corner of 7th and Williams and have for 5 years. There have been a number of close calls through the years. It is absolutely a confusing intersection. With the previous iteration, I had no seen any actual. Since the changes, I have witnessed 2 significant bicycle accidents, one of whom required a trip to the hospital. Additionally numerous head on near misses requiring cyclists to swerve through the pylons . Could a roundabout at this intersection be a safer alternative?
44	Ditto to the large number of drivers not following the rules (honestly myself included, which seems counter and actually worse off with the installation as is.
45	how many parking spaces will be eliminated
46	Will DOTI or DPD be in charge of implementing new possible camera enforcement according to Senate Bill 23-200?
47	How does squeezing bicycles and vehicles into narrower spaces increase safety? Is there evidence that we can see that proves the effectiveness of this method?

48	Has the City been monitoring the traffic #'s west bound on 7th from Williams since the one-way was established? I live off 7th and I can say the traffic is significantly reduced now. My question is why do we need roundabouts for essentially a one-way street now?
49	If enforcement cannot be achieved due to staffing issues, shouldn't the City consider more built environment changes to maintain safety for all users?
50	Residents have raised numerous concerns with the roundabouts, particularly safety concerns and that they do not comply with the Denver Design Guidelines. Are you going to respond to these concerns? In particular, traffic calming features are only required if there are more than 1500 vehicles on a road per day. We understand the traffic levels are below this amount on the section between Williams and Downing.
51	Has there been any talk around ways to no longer have parents picking up their kids being in the bike lane to wait that puts cyclists in unnecessary danger? This is the "good" shepherd catholic church. Perhaps making it a protected lane there?
52	Has DOTI / city planners tried to drive around the painted roundabouts on 7th? I have tried to do so from many directions and actually find I have to reverse my car in the middle of the street to not hit a curb or the proposed roundabout. I am shocked and surprised that the size that is painted there will work for anything besides bicycles. Which is fine except for people who need to access their homes.
53	Why does 7th ave have to be completely closed at Williams? It takes out a thoroughfare for that elevates 8th avenue traffic.
54	With regard to the Commercial Streets closure at Sherman, can we make it an effective vehicular diverter again like it was originally? Drivers are confused at the one-way lane and it is dangerous for bikers/scooters to head west into oncoming cars.
55	Agree, intersection at Williams and 7th seems to have become more dangerous given the confusing signage and lane striping. I have almost been hit by bicycles more than once while on foot walking my dog. Are you examining a redesign?
56	As a driver, I find these white poles extremely distracting and the corner of 7th and Williams totally confusing.
57	While I understand the goal of the changes, I think that this is a one fits all solution for a stretch of road, rather than recognizing the difference in character between the western end of 7th and the highly residential area on the eastern section of non-parkway 7th.
58	Do you agree that if traffic is below these levels no further traffic calming is required?
59	As a 53yo woman who almost exclusively gets around by eBike, I am happy to see these much-needed street safety improvements. Helping people to feel safe using non-car modes of travel benefits everyone even those who choose to drive. More traffic calming, Protected Bike Lanes and Neighborhood Bikeways with car diverters!
60	7th and Williams intersection is less safe not more safe. There are many issues already: Cars going west on 7th and turning right on Williams cut across the new designated bike lane to make the right turn and there have been several incidents already with this already
61	The intersection of Williams and 7th Ave is now very confusing to bikes and cars alike. The dozens and dozens of white posts in the intersection creates confusion. What alternatives do we have in lieu of this safety hazard?
62	Why wasn't the 7th Avenue Historic neighborhood notified of any of the structural changes that have been implemented over the last few months. My wife and I have owned our house for 27 years and received NO notices over the last few years of the changes that are now being implemented?

63	As a follow up to the Denver Police traffic enforcement issues, what can we do to make the bike lanes safer by installing traffic slowing devices or barriers that prevent improper use of bike lanes?
64	7th and Williams Intersection
65	When I read the criteria used to validate the installation of roundabouts, it appears that, over a five year period, there were two non injury incidents with cyclists without injury. How does that support the need for roundabouts in the Williams to Downing run of 7th avenue?
66	can you volunteer as a bike lane parking enforcer?
67	Thank you! This camera enforcement is also supportive of the Black Live Matters Movement because it removes the need for an armed officer to enforce traffic. Much appreciated that you all are working on this!
68	You said safety was the main driver for this project. How many bicycle accidents, injuries or fatalities have we had on this parkway? We've heard 2 in 5 years.
69	The intersection of Williams and 7th Ave is now very confusing to bikes and cars alike. The dozens and dozens of white posts in the intersection creates confusion. What alternatives do we have in lieu of this safety hazard?
70	I am part of your targeted protected class--a pedestrian and a senior citizen who crosses 7th Avenue at Ogden or Emerson on a daily basis on foot. The traffic on the stretch of 7th Avenue in this area is relatively light and benign. I never feel at risk when I cross on foot. This seems like a solution in search of a problem.
71	As a regular bike rider, I appreciate the safety efforts across the city. However, the design around Little Cheesman is actually more dangerous. Aesthetics aside, it is just too busy now, creating more confusion. Can you reconsider the design and scale back the # of bollards that draw eyes in too many different directions?
72	Yes, it would be nice if a bollard could create an opening that is comfortably wide enough for bikes to enter bike lanes, but not wide enough for cars to enter.
73	I am wondering why we have to have SO many Signs and So many bollards. They are a huge eye soar. I literally have a swamp with mosiquiros in between my curb and the 10 bollards that wrap my house. Complete with algae. Are you going to send someone to clean it up since the street sweepers cannot get to?
74	This street was considered as a PBL but SANA vetoed that idea several years ago in favor of a neighborhood bikeway.
75	I also note that DOTI's documents indicate that the number of bicycle and pedestrian incidents in the western 7th avenue corridor is very small with the largest number of incidents west of Washington.
76	It is not just simply an esthetics issue. It's a question of what would be appropriate for busy parts of town, is appropriate here. Is there really a crashes and fatality issue here in this part of 7th? And if yes, there should be solution that is consistent with the historic element of this neighborhood. We have to get permission for a simple change to our windows, being in a historic neighborhood. So yes, whatever changes are implemented should be consistent with the neighborhood.
77	Any thought of doing what they do in New York that allows citizens to take a picture of a vehicle obstructing the bike lane, submit it to authorities, and then get a small percentage of the ticket revenue?

78	Is there a plan to clean the areas that are now restricted? There is no way a street sweeper or snow plow to get to these spots. We have already had one month of street cleaning and this area which is large has already accumulated debris.
79	We already struggle with street parking and snow removal. In addition to looking terrible in an otherwise beautiful historic neighborhood, this project makes both of those issues more difficult.
80	Thanks for the meeting. People are confused by the DO NOT ENTER sign at 7th and Williams and it looks temporary - like a construction zone. When will the signage change? Will it get flashing lights or some other enhancements that make it look more real? Can the signage look better and be effective?
81	Just sent a question from someone else to be added: Here's my question: Any thought of doing what they do in New York that allows citizens to take a picture of a vehicle obstructing the bike lane, submit it to authorities, and then get a small percentage of the ticket revenue?
82	Aesthetics are not the problem. The problem is that in virtually ALL instances, the white bollards constrict traffic and obstruct sightlines. Likewise, the roundabouts constrict traffic flow. What we NEED is "breathing space" and room to maneuver.
83	The white posts are excessive and have ruined the beautiful Williams Parkway. Can at the very least they be reduced?
84	I have stood and filmed the various types of traffic that uses the intersection of 7th & Williams. It is mass confusion by all users of the intersection. Cars turn from the wrong lanes, cars run the DO NOT ENTER sign, bikes don't use the designated bike lanes that lead into a storm sewer drainage. It is a problem that was created by the 88 bollards and signage and is begging for a serious accident due to the lack of clear signage and mass confusion.
85	Why are you including us in the Broadway zone since the statistics show they have many more accidents than our Williams to Downing Zone.
86	Hello, a question about traffic circles. Will these allow for emergency vehicles, fire engines and ambulances to safely negotiate? I've seen the traffic circles near 26th-29th and Champa/arapahoe/ etc and they seem to be quite large and wouldn't accommodate a fire engine for example. Thank you.
87	If one of the pylons directly blocks our sidewalk and access to the street (which it does) can we ask DOTI to move it?
88	How much is being spent on this project?
89	Where are these questions coming from? We as residents of 7th Ave have heard nothing about what you are talking about. Please talk about the number of accidents that have occurred on 7th between Williams and Downing. There have been two accidents recorded over a 5 year period based on your data.
90	7th and Williams Intersection - bikers don't follow the green colored path. Are bikers supposed to stop at stop signs at 7th and Williams? They don't and that's a safety issue that this project doesn't/hasn't been improved.
91	We have had no traffic deaths in our part of 7th.

92	Are there plans for daylighting around intersections? I'm more familiar with the Garfield neighborhood bikeway, but in my experience with bikeways in general, cars park right up against intersections and hide bicyclists creating potentially dangerous conflict between bicyclists and drivers.
93	Apologies for maybe asking a question that others must clearly know, but I live at 7th and High. Understandably, the poles were erected to create more safety for the biking, but as the previous person mentioned, these poles have created more danger at the corner of 7th and Williams as it is extremely confusing to folks not familiar with it and alarming with the sheer number of posts just thrown up. It also has been communicated its temporary. You certainly can understand the aesthetic complaint considering the obligations owners in the neighborhood must abide and question of why the more aesthetic solution wasn't just done to begin with?
94	Why does a bike lane on the northwest corner of Williams and 7th go into a storm drain?
95	Is the accident data that is driving this project available to the public?
96	Studies of intersections in the United States converted from traffic signals or stop signs to roundabouts have found reductions in injury crashes of 72-80 percent and reductions in all crashes of 35-47 percent (Retting et al., 2001; Eisenman et al., 2004; Rodegerdts et al., 2007).
97	Why are we not seeing these questions that you are reading on the comments section on the screen?
98	Studies of intersections in the United States converted from traffic signals or stop signs to roundabouts have found reductions in injury crashes of 72-80 percent and reductions in all crashes of 35-47 percent https://www.iihs.org/topics/roundabouts
99	As a car-free resident of Denver, I would like to know what kinds of changes to enforcement that we can see regarding unsafe driving regarding these new traffic calming installations, red light violations, and speeding. I see drivers persistently ignore "no turn on red" at intersections and run over flex posts.
100	There is a stoplight there at Downing & 7th, how much safer could it get? Don't go unless green.
101	The National Association of City Transportation Officials' Urban Bikeway Design Guide explains the following concerns that the City of Portland has with traffic circles: "It should be noted that the City of Portland has found such circles to be less effective than frequently spaced speed humps, and many people on bicycles complain that motorists overtake them when approaching the circles, creating a hazardous condition." How do you respond to this concern?
102	More a comment for the record for a Councilwoman Sawyer: If residents' bikes have been stolen, or they have the threat of being stolen when they commute... then this project won't be used by cyclists. FIX CRIME!!! 2500 stolen bikes this year
103	I think there has to be a better way to do a bike lane on 7th Ave. The white poles are a travesty to an historic neighborhood. There are many cities who have done a much more attractive job. I have never felt unsafe there-traffic wise.
104	For people who live in the immediate area (NOT people running through or biking through the neighborhood), this is a nightmare!! There must be a better way!
105	How do we contact Nick?
106	Are the questions that Amanda is asking prescribed?

107	Vehicle operators need education on the plans, what the bike lane actually does for traffic, what things like turn boxes do are they allowed to park (previous question) and more.
108	cars traveling through our neighborhood on 7th between Colorado and Williams continually ignore stop signs, drive on the designated bike lane and parking lane including pass cars on the right of cars driving in the car lane. people turn onto West 7th from Colorado often speeding especially on school days during the school year in the morning.
109	What will the permanent structures consist of after the plastic posts..?
110	Also: when can Denver residents expect that City Council will be holding LIVE meetings again post-COVID? Seems like you could hold live meetings AND have a broadcast/zoom link for those unable to attend in person.
111	How does a roundabout help to separate user groups? It appears to force them into tighter spaces.
112	Why did you choose 7th Avenue? What is the accident data between Williams and Grant between cars and pedestrians/bikes? There are numerous stop signs and traffic lights to slow traffic already?
113	Amanda and Nick maybe you need to look at the study our residents paid for which shows we have a low amount of traffic.
114	Did DOTI make up all of these questions?
115	Is there a plan to monitor the effectiveness of the roundabouts, 4 way stops and the Williams and 7th configuration?
116	Who gets to ride in a bike lane such as e-bikes, scooters, and other types of transportation with motors? Why is aesthetics not of concern when 7th Avenue is a historic district?
117	Have you predetermined the questions to this meeting and scripted the answers so you only show favorable talk and don't let the citizens talk or ask questions?
118	Is 7th Avenue going to become a one way?
119	Beautifying it could be a great community project!
120	SANA voted 200 to 1 against this even though all of this.
121	There are several of us sending comments and we cannot see each other's and they are not being read.
122	Since 311 was brought up, are you all aware that the new Online Services Hub is broken? https://www.denvergov.org/Online-Services-Hub It's been about 2 months now, where once a ticket is submitted, nothing from the ticket is viewable.
123	Will the present infrastructure accommodate snow plows?
124	wouldn't stop signs accomplish the same thing as roundabouts in the streets like Gilpin, Humboldt, etc.? And not hinder street sweeping, fire, and delivery vehicles?
125	I live on the corner of 7th and Marion. A roundabout has been proposed at our corner (one block east of the traffic light at 7th & Downing). There are frequent car accidents at that traffic light. Stop signs on each corner along 7th Ave between Williams & Downing seems much safer than roundabouts.
126	What are some best practices for traffic calming and bike lane infrastructure that is effective and less obtrusive than the white posts? Is there an investment that can be made in a better infrastructure plan that has the same outcomes of bike safety, slower speeds and less traffic deaths/injuries?

127	Is there a regulation as to the distance between the "temporary" white poles? There was a neighbor who witnessed and spoke to the gentleman installing the white poles. Evidently, he indicated that he was putting them closer together than was required as he got paid for each one installed. This sounds like a waste of money and time that may have added substantially to the sea of white poles we now have.
128	Note: the comment that "7th Avenue RNO participated in the planning of this project" is inaccurate and misleading. SANA participated in the "outreach" about ECAP, and was opposed to any of these protected bike lane modifications. SANA was never, and still has not been, contacted by DOTI with regard to any of these modifications.
129	I would also like to have the data presented where there was an 80% reduction in deaths due to roundabouts. If the roundabouts are so safe, why are (2) tattered red flags posted on each Yield Sign at 7th and Ash?
130	Please address the funding. How much are you currently spending and how much do you anticipate to spend? How does this conflict with how much you would like to spend?
131	Please talk about the safety issues up and down 7th from Williams to Downing specifically about the number of issues from Williams to Downing.
132	As a parent with small children in strollers, I'd love to always have them on the sidewalks. However, the sidewalk quality along 7th Ave is varied with a number of places where it is difficult to maneuver a stroller due to bumps and broken concrete. This forces our stroller out into the street. In an effort to get pedestrians out of the bikelanes and streets, any effort to improve the sidewalks along this area?
133	I drove from Speer to Hampden on Logan on Monday and there was one bikeway sign. We have one going each direction on each block. That is a fast high traffic street. Why is that street not loaded with ugly signs and visuals?
134	https://www.denvergov.org/Government/Agencies-Departments-Offices/Agencies-Departments-Offices-Directory/Department-of-Transportation-and-Infrastructure/Programs-Services/Bicycles/Networks#section-4
135	Would more use of green bike lane paint in areas where there might be confusion help make "who goes where" more obvious?
136	This meeting is not representative of the 7th Avenue Residents whatsoever. Amanda you are supposed to represent us.
137	How much does one Ballard cost?
138	Why is it that I submit a question and they continue to be pushed down the queue when they did not appear in the queue prior to the submission of my question. Is this a Let's promote Doti session?
139	follow-up question: 7th Avenue doesn't get plowed regularly. Are you saying this will actually happen now?
140	Does he know there were 2 accidents with no injury in 5 years?
141	Has anyone from this project team ridden on 7th in the last month?
142	During the school year, Good Shepherd School parents routinely use the bike lane for drop-off/pick up. This is a dangerous situation for everyone. Is there a plan to protect the bike lane in this area and/or provide enforcement?

143	The arterial and collector streets that run through downtown Denver are the worst. Colfax, Logan, Grant, 8th Avenue, Speer, 14th Avenue to name a few are a nightmare for pedestrians and bicyclists. 63% of accidents involving fatalities or injuries to bicyclists and pedestrians occur along arterials or intersections with them. Are speed reduction structural measure contemplated for arterials and collectors?
144	The vehicle diverter on Pennsylvannia is a small concrete wedge on the plans and is not consistent with the treatment on Williams. What prevents drivers from just dodging around this design and ignoring it completely?
145	Trash and debris already building up in the white post areas and the importance of the white posts from a safety perspective is not evident.
146	Are 7th Ave crash data publicly available?
147	The bollards block street sweepers access to storm drains. What is the solution for keeping these drains open?
148	The won't be able to because there's a swamp there.
149	Will posts be installed on the curves of the bulb-outs? The lack of these leads to drivers still making turns at high speeds
150	the police data includes a very wide area that does not break down data for our area. If you could provide specifics, thank you.
151	Under what authority is DOTI making these changes without first getting specific neighborhood input?
152	I am an avid cyclist and ride 7th avenue nearly every day as part of my commmute. I also worked in the cycling industry for nearly a decade so am super familiar with safety issues for cyclists. I can unequivocally say that this bike lane infrastructure and the bollards are the least practical and confusing infrstructure I could imagine. In fact, I feel super confused by the new bollards and feel less safe, particularly at 7th and Williams (sounds like this is understood). Were there any actual avid cyclists who helped make decisions around what and where to install? Seems totally haphazard vs. practical/useful all along 7th.
153	What is the ACTUAL data for 7th Ave West of Williams, I would like to also see the data DOTI based their decisions on. And also whether or not Emergency Vehicles like Fire Trucks will access homes on 7th Avenue with the planned roundabouts.
154	Please emphasize that crashes and deaths don't account for all of the near misses and scary situations that people walking, biking and rolling experience on a daily basis and which don't get captured in any dataset. 7th west of Williams may seem quiet but even one car passing a bicyclist too fast or too close makes a street unsafe to those outside of vehicles. Don't make us die before we can feel safe.
155	If I can ask a second question: What kinds of plans are there for making E 1st Ave more friendly to pedestrians and bicyclists like traffic calming or road diets along the Denver Country Club?
156	Other than the 7th & Williams matter, and the other measures you plan to take going West, what is DOTI's specific proposal for the 7th Avenue Parkway from Williams to Colorado Blvd. We understand that the "protected bikelanes" are now back in the City's plans, despite the fact that they would undoubtedly exacerbate existing safety issues and create new safety issues.
157	I live near 7th on Marion and am concerned about directional signage I see installed on roundabouts in other neighborhoods. Does DOTI intend to install similar signs on the proposed 7th St roundabouts? Which btw I do not think are necessary.
158	Surely you know the cost of a single Ballard off the top of your head?

159	Have any traffic circles been installed and then removed over the past several years and why?
160	People constantly move the barricade to the curb, cutting off access for people on bikes. This needs to be secured in place, if only temporarily.
161	If one were to review the data presented in the 2015-2020 study, it was very clear the action for issues with cyclists and cars rests with the section west of Wastington to Lincoln.
162	Where are these roundabouts going on 7th? Every other street, like where the stop signs are?
163	Please make complete safe bike networks — don't get pressured into excluding some blocks because not enough people have died there yet.
164	Why was a traffic circle not an option for 7th and Williams. I live on the West side 600 Block of Williams and now have to now use Olivers parking lot to cross 6th to access my garage.
165	I understand that Denver's own Design Guidelines for the Bikeway states that roundabouts are only appropriate where the street in question has over 1500 cars per 24-hour period. How do you reconcile the proposed roundabouts on 7th and Humboldt/Gilpin/Marion, when a recent, third-party traffic study concluded that there are 1060 vehicles per 24-hour period on this part of the street?
166	What was wrong with the stop signs going down 7th from Williams?
167	Injury and death shouldn't be a prerequisite for building safe, multimodal infrastructure.
168	Where can we find the data that bollards are safer for bikers?
169	How many east-west bike lane streets are currently in place and how many will there be when the city's plan is completed?
170	Has DOTI taken into consideration the City of Portland's recent removal of roundabouts on its bikeways given the Portland cyclists' complaints that roundabouts were MORE dangerous, as they caused vehicles to race cyclists to the roundabouts. Portland's installation of speed humps to keep cyclists safe should be examined by DOTI. Probably more cost-effective as well, I would imagine.
171	It is very hard to ride a bike on the inside of the bollards as there are so many so close together and there isn't enough space to get in there, thus forcing the bike on the outside of the bollards closer to the cars. Additionally, the bollards are flexible, so what protection are they offering to a pedestrian or cyclist? Finally, can the bikeways have the green paint to alert drivers to not just drive in the bikeways? Thank you
172	Why are bollards safer- do they prevent accidents or less serious injuries to the biker?
173	It would be reasonable to expect that at this meeting, crash/fatality data, specific to sections of 7th Ave which is the topic today, would be shared so we can understand the rationale. And as another person noted, 7th Ave has different levels of traffic activity depending on area. It does not make sense to apply data all the way west of 7th to the entire 7th Ave, especially between Williams and Downing
174	I understand the roundabouts on 7th (particular, on Gilpin/Humboldt/Marion) will keep two-way stop signs. Roundabouts in every other city in the world require all traffic to merge, instead of only some to merge, and others to stop. How does DOTI plan to teach Denver drivers about how to navigate roundabouts with two-way stops?
175	Did you consider a bike lane without bollards?

176	Please stop calling these bendable plastic posts bollards. Real bollards have underground elements that can stop cars, and even yachts, even at high speeds. Bollards hurt cars while these plastic posts get hurt by cars as drivers easily drive over them into the bike lanes. We need hardened infrastructure that hurts cars that are driven unsafely - like most every other country in the world has.
177	IMO, the lack of communication is partly the responsibility of the Registered Neighborhood Organizations. They receive information, but then don't relay/share the information to constituents.
178	Can we please receive a list of all the questions that were asked by attendees at this webinar that were not answered during the webinar?
179	Do you know that the cyclists do not follow the rules, pretty much across the board.
180	What seperation? They share a lane.
181	Will you be enforcing biker to use the lanes? I see them all the time riding in the street for the cars
182	What criteria does Doti use to determine a need for a round-about? Does it have to do with actual average daily traffic on a street? If yes, what is that number?
183	Nick- will you provide those studies?
184	Can you speak to what hardened improvements will be made as part of the bike plan down 7th? Exanples: will curbs be updated and sidewalks down the full parkway? Consistent landscaping and tree installs down the parkway, etc?
185	Are bikers being educated or aware of how these ballards are supposed to work?
186	Baloney... there is NO separation on 7th ave... The bikes are in the middle of the road !! Stop by and LOOK
187	Nick, you are awsome! Thank you!
188	We are happy to have more bicycles, but pinching off Williams did it's job. We have less traffic and more bicycles, SO why all of these ugly installations?
189	Nick, you kept saying the safety benefits of this project is creating separation and protection but a neighborhood bikeway does not do that. Why did we not get protected bike lanes like 16th ave if that is the argument?
190	For 9 crashes, no deaths, no children hurt, it is a waste of money and an unecessary change.
191	1. The 7th & Williams intersection is now a one-way bridge. Car traffic continues to go west. Even a car driver going east has a very tight sharing with westbound cyclists. 2. With traffic diverted to 8th & 6th, those are taking the additional traffic of local traffic on 7th. WHY has 8th Avenue been downsized a lane? Thank you.
192	7th Avenue is NOT Broadway. The traffic volume is not the same. The same type of separation is not necessary in a residential area.
193	It absolutely eliminates parking
194	It does eliminate parking!!
195	this is correct, it did not eliminate any parking
196	This project has eliminated significant parking.
197	I agree with the separation concept of the bollards but worry once more that 7th and Williams is bringing the cyclists and vehicles much closer rather than further from each other this increasing the likelihood of collisions
198	Really. It has 100% eliminated parking. The ballards are blocking the half of the road

199	As a cyclist, the 7th Ave Bikeway is the only way I feel comfortable going east to west from my neighborhood (East Colfax) and the recent changes have been a great improvement
200	The project has eliminated actual parking spots.
201	where are the questions?
202	eliminated approximately 10 to 12 at 7th and Williams
203	it did NOT, the bike lane was moved over, and separated the bike lane more, and made it easier to not park in the bike lane. Previously people overlapped the bike lane all the time
204	Please provide Nick's email address for further questions.
205	So what are you doing for the intersections of 7th and Grant and 7th and Broadway since they are the most dangerous?
206	Parking on 7th between Lincoln and Sherman lost like 4 spaces of parking, at most.
207	Instead of roundabouts, would you pls consider adding stop signs on the intersections along 7th Ave bw Williams & Downing?
208	What is more important? To protect human beings or to store our cars? I always find parking with my bicycle.
209	Forgive this if already answered- wouldn't more street painting , directing the bike lanes be more affective than billiards? Like the green paint on the Garfield bikeway?
210	How may residents purchased the parking spots in front of their home, then had it taken away?
211	I live, ride, run and walk dog along the 7th bikeway, including 7th & Williams. A huge segent of bikeway users are commuters and long distance cyclists. Is DOTI making an effort to get feedback from these cyclists, most of whom will not be participaing in a forum like this and at this time?
212	Is DOTI aware that over 200 residents have signed a petition to not install the roundabouts and address the number of bollards?
213	Parking has been eliminated. I do not see any increase in biking. Also biking safety can be addressed in any number of ways and in any number of locations.
214	Those parking spots are rarely ever filled. Multi-modal safety trumps 4 parking spots throughout the route. This is part of Denver Vision Zero and multiple citywide and neighborhood-wide plans and community engagement efforts support this neighborhood bikeway - is that not true?
215	Many of the "daylighting" spaces eliminated to improve intersection visibility, were never legal parking spaces to begin with.
216	The South Central Community Network PProject Overview for 7th Ave indicates 2 non-injury accidents involving cycclists between 2015 and 2019. How many accidents trigger the installation of traffic circles?
217	On my side of the block and there is only parking on my side, we have lost 3-4 spots and I know they have lost the same on the side streets. Also they took away the back in parking near Penn. and made it parrallel.
218	How finalized is the configuration of the western section? The semi-permanent outdoor eating areas between Grant and Sherman mean that the westbound bike lane ceases to exist for a single block and it seems to force cyclists into opposing traffic. Makes connecting to Cherry Creek very dicey

219	Happy that something is finally being done about traffic on 7th but this design seems poorly thought out. You speak of separation... how is this separation? If anything, cars are being forced to cross the bike lane at 7th and Williams, and will be forced to drive into both the bike lane and the pedestrian crossing at the roundabouts.
220	What a callous remark, whoever thinks this is a waste of time and money.
221	To be clear, for the portion of 7th Avenue between Downing and Williams, there were only two (2) bicycle crashes in five years – not nine. (All other bicycle incidents were between N. Sherman and N. Washington – a very different and more congested section of 7th Avenue.) Neither of these two incidents was reported as involving a serious injury (and may have not involved any injury at all).
222	Maybe sharing an image of 7th and Williams would be helpful so that people can understand what a horrendous eye sore this is. Are you willing to do that? And so that people can anticipate what is coming soon to an intersection near them.
223	please answer the stop sign question, as it seems like a much better traffic calmer without disruption of roundabouts.
224	Just co-signing that 7th and Grant is really scary
225	As someone who would have had kids with me when I got run down by a truck driver on 7th, I really appreciate the blood lust of that person questioning the rationale.
226	Please ask this (put out previously) This is critical regarding the roundabouts: Has DOT / city planners tried to drive around the painted roundabouts on 7th? I have tried to do so from many directions and actually find I have to reverse my car in the middle of the street to not hit a curb or the proposed roundabout. I am shocked and surprised that the size that is painted there will work for anything besides bicycles. Which is fine except for people who need to access their homes.
227	7th and Broadway connects to the Broadway two way bike lane under construction right now and that connects to multi-modal hubs at the light rail stations! It also connects to the Cherry Creek trail!
228	How are the bike lanes plowed in the winter with the new barriers? Will the barriers be removed by the plows so bikers don't have to bike on snow and ice that accumulates over time if not plowed?
229	Was this counted in those 125 miles? Seems a bit preemptive to count it in those miles when it's not yet complete..
230	I (just now) counted six parking spaces that have been eliminated only on my corner. On my daily walks I have counted a significant number of other parking spaces lost.
231	It looks like you can't go eastbound on 7th at Penn which (I think) is new from this change. Currently, the signage isn't very clear, and it's just double lines. Will there be more clear signage, maybe a painted arrow, or will people just learn to adapt?
232	You (Nick) said you didn't know the crash data at 7th and Williams. I'm surprised you didn't have that at your fingertips for the meeting today. The data I looked at didn't show ANY..... yet you moved ahead anyway. Why??
233	Some of these people do not live on 7th or in the neighborhood.
234	Are these bulb-outs and traffic circles eligible for murals with the CALC micro-grant program?
235	Why was 7th Aenue chosen for bike lanes when there are already other routes through Cheesman, and the Cherry Creek bike path? 7th Avenue is very narrow.

236	In Governor's park, what is the plan for the streets outside the restaurants between Grant and Sherman on 7th Ave? There used to be outdoor seating and it was so nice, but now parking has been put back and there's an awkward bike lane. Will that portion of 7th ever go back to a low traffic street?
237	Why didn't DOTI consider speed bumps vs roundabouts?
238	Will you please ask DOTI what standard are they using to determine whether traffic calming is even necessary? Denver's Guidelines specify that "traffic calming" only "should be considered" when there are at least "1,500 cars per day."
239	Roundabouts or (Neighborhood Traffic Calming Circles) help to slow traffic on the Neighborhood Bikeway as well as the cross street, which is fantastic.
240	What data would make the Clty decide that a bike lane should be removed
241	That was a specious response to the use of 4-way stop signs opposed to roundabouts. Rediculous!
242	Do bicyclists have any responsiblty for paying attention to their safety regarding stop lights, stops, lanes, etc.?
243	7th at Broadway is also an access point for Cherry Creek Trail. it's a much bigger project for the bikeway than a diverter or roundabout. While we're here, can we get an update on when the proposed changes for that intersection will be ready for use?
244	There's green paint at 7th and Williams.
245	Are bikers supposed to stop at stop signs? What is the effectiveness of this plan if bikers are going down the middle of the street as opposed to on the designated path.
246	Can you talk about the difference between bike lanes and neighborhood bike ways?
247	You haven't answered my question yet you keep stating this was all Data driven. Why can't you share the data of the amount of traffic travels 7th ave westbound from Williams.
248	why not green paint instead of posts?
249	What percentage of the questions asked by attendees are being answered?
250	Two accidents, between Williams and Downing, that is? 2 in 4 to 5 years.
251	What about the access to the ramps to Cherry Creek trail along Speer? Crossing Speer is nightmare.
252	I would urge DOTI to look more granularly at the specific changes they are advocating and whether they are truly applicable to the particular circumstances of the street/neighborhood. One size fits all is easy but really not appropriate where the streets and neighborhoods have very different characters and very different risk profiles.
253	What happens to all the questions that are answered through the Q & A page that aren't answered?
254	I was driving on Bayaud this afternoon and the traffic circle there pushes bikes and cars into a smaller space than if there was no circle
255	This would also be a Cherry Creek Trail connection for me to work! Thanks for speaking to these networks!
256	asked
257	You haven't taken any questions on the responsibility of bikers, bikers not following designated paths, accountability of bikers, and the impact on the success of this plan.
258	Can we potentially get a diverter added for Eastbound traffic perhaps at Grant or maybe Pennsylvania? There isn't anything reducing traffic volume nor anything at Pennsylvania once the bike lane ends leading straight to a climb. Not sure if removing parking on the North side would be an option to creating a climbing lane for bike on the South side.

259	We already have stop signs on 7th ave east of Williams and no one stops! Neither bikes or cars. Is DOTI planning on closing some cross streets on 7th Ave east of Williams to Colorado? When will roundabouts be installed
260	How do you measure "success" of the roundabouts? If there were two accidents -- with no injuries -- in the past five years at Humboldt and 7th, do you have to wait another five years to ascertain whether the roundabouts increased or decreased safety?
261	Part if the implementation of roundabouts is the stop signs are removed and replaced by yield signs. This has been implemented in the Highlands and elsewhere with disastrous results. How is eliminating stop signs helping make streets safer in any way?
262	Speed bumps or little depressions at intersections seems to make more sense in so many ways than the roundabouts.
263	Why are we unable to see the questions of the other attendees?
264	Compared to other residential bikeways, specifically Ash St., Garfield St. and Logan St., 7th Ave. has an excess amount of signage. Why so many distracting and confusing signs installed and distracting users of the bikeway?
265	The speed "pillows" on E 25th Avenue bikeway are really nice
266	I have to get back to work, but I want to say thank you to Councilwoman Sawyer and staff, the staffmember from Councilman Hinds's office, and Nick Williams from DOTI for taking the time to answer these questions. Much appreciated!
267	here is the link to fatality crash reduction by 90% in the united states: https://www.researchgate.net/publication/12043350_Crash_and_injury_reduction_following_installation_of_roundabouts_in_the_United_States
268	Cyclists may treat stop signs as yield signs and stop lights as stop signs! Simple.
269	If we are sharing the road all streets should be open to both. Don't close 7th to vehicles WB. Same with Franklin going north to Colfax. This is a major route for the Cheesman Park neighborhood to safely cross Colfax at a stoplight and access the hospitals.
270	Website for Colorado Safety Stop https://www.codot.gov/safety/traffic-safety-pulse/2022/may/all-about-the-colorado-safety-stop
271	My question has not been answered from 2:45 Any thought of doing what they do in New York that allows citizens to take a picture of a vehicle obstructing the bike lane, submit it to authorities, and then get a small percentage of the ticket revenue?
272	The Safety Stop also allows people on bikes to treat Stop Signs as Yields.
273	It's the Colorado Safety Stop and it's also safer for us to cross when it's safe rather than having to cross with the vehicles and all the scary traffic. We can also roll through stop signs.
274	Where can people find this data about crashes, safety etc etc...that you talk about. Please post to the group when you publish the video
275	Source on some safety stats: https://www.codot.gov/safety/traffic-safety-pulse/2022/may/all-about-the-colorado-safety-stop
276	The bollards are so FAR out into 7th avenue you can't make a turn WITHOUT crossing into opposing lanes...
277	For aesthetics, would residents be able to pay for or "sponsor" planters to replace some of the bollards?

278	How can we see proposed changes and provide input on changes to the 7th and Williams intersection?
279	Will the installation be temporarily stopped to consider other traffic deuction options as stated by the willingness of the DOYI rep's agreement option?
280	Nick is a great spokesman for DOTI. Thank you for his thoughtful and thorough aswers.
281	https://drive.google.com/drive/folders/1kQSiCmRb7to9ozrJLSqfJyitgP0_GeP
282	Creating enlarged medians and bulbouts at 7th & Williams will mean regrading and resloping the street for stormwater. These are hugely expensive and we've been told that District 5 (at least, Cherry Creek) is unlikely to get funding. How can we feel any confidence that those will happen when even median curbs have not been repaired in 15 years.
283	Was ther a roundabout on 11thh or 12th by Cheesman that has aready been removed and if so, why?
284	Is it DOTI's position that none of the studies or other data that was used will be made available without a formal CORA request?
285	They don't own the streets in front of their homes. Don't let them water this down!!!
286	Why is DOTI saying that the roundabouts are important to safety? Again, what standard is it using?
287	Please cite how successful Marion Parkway's installation of the Alexis Bounds Memorial Bike Lane has improved safety for bikers, drivers, joggers, and all users.
288	So despite over 200 residents signing a petition, you will not consider that? But then you are also saying that you are listening to residents. We never had a chance to input into this.
289	Please be sure to ask the bicyclists and pedestrians who pass by, not just these rich property owners. Don't force us to find these meetings - get out on 7th and ask us, observe us, and ride and walk with us.
290	Other than the 7th & Williams matter, and the other measures you plan to take going West, what is DOTI's specific proposal for the 7th Avenue Parkway from Williams to Colorado Blvd. We understand that the "protected bikelanes" may now back in the City's plans for the parkway between York and Colorado, despite the fact that they would undoubtedly exacerbate existing safety issues and create new safety issues.
291	Nick, you keep using "General data collection" in response to SPECIFIC questions... Unacceptable.
292	Has DOTI driven or risen through this new system? Williams and 7th is troublesome. Concerned about the addition of the roundabouts.
293	Given a reduction in traffic volume down 7th from Williams to Downing St, what is the threshold for considering alternative traffic calming measures other than the traffic circles?
294	YES 7th and ASH has been SO much better with the stop signs being removed and it just being a roundabout
295	Just curious that there has has been no injuries or deaths for cyclists in the Williams to Downing corridor, how can DOTI justify reduction of injuries where there have been none?????
296	Can you please provide DOTI a copy of the comments and questions raised during this meeting?
297	Some of us might not be residents, but we use the bike lane frequently and are concerned for our safety.
298	What makes you all think that we need you to keep us safe?
299	The word used most is ROUNDABOUT. Opposed!

300	Thank you for your time today everyone, I do appreciate the engagement. I do not believe I am actually in your district, but would love to be included in your newsletter, please add if possible.
301	Thank you, Nick and Councilwoman Sawyer!
302	Too many skipped topics.