



CITY OF ENGLEWOOD



MASTER BICYCLE PLAN

December, 2004

*"Every time I see an adult on a bicycle, I no longer
despair for the future of the human race."*

H. G. Wells

FOREWORD

The Master Bicycle Plan is supported by the goals and objectives found in the 2003 Englewood Comprehensive Plan calling for the promotion and enhancement of bicycling throughout the community as an alternative means of transportation. The Master Bicycle Plan serves as an addendum to the Comprehensive Plan, presenting a more refined vision of a community-wide bicycling system to be achieved over the next twenty years. The Master Bicycle Plan defines a set of projects, each of which will be carefully studied, refined, and implemented according to City and departmental priorities. The Master Bicycle Plan is designed as a flexible document in the recognition that slight modifications may be made to elements of the plan through the course of individual project design phases.

INTRODUCTION

The City of Englewood's Public Works and Community Development Departments take great pleasure in presenting the new City of Englewood Bicycle System Master Plan to the Englewood Transportation Advisory Committee (ETAC), the Englewood Planning Commission, the Englewood City Council, and the citizens of Englewood.

The need for a new Bicycle System Master Plan was first made evident through the first phase of the City's Comprehensive Planning process, which included the Englewood Transportation Study. The study led to a number of general conclusions about transportation problems facing the City, and realistic solutions that the City can implement to meet its needs over the next twenty years.

An especially profound conclusion that came out of the Englewood Transportation Study was the need to raise the importance of transportation alternatives to the single occupant automobile, the dominant form of transportation. The City of Englewood faces major barriers to the expansion of roadway capacity, including limited right of way and prohibitive financial costs. The best answer for Englewood is to promote the development of alternative transportation modes. One of these modes is the versatile bicycle.

The promotion of bicycling as an alternative mode of transportation is complementary to the philosophy of *The Three R's: Revitalization, Redevelopment, and Reinvention*, that serves as the foundation for *Roadmap Englewood: 2003 Englewood Comprehensive Plan*. This philosophy rests on the idea of building upon the community's assets in order to overcome community challenges. As an older first-ring suburb, the City of Englewood enjoys the advantages of a highly connective grid street network that is often characterized by relatively broad, quiet, and attractive residential streets that are conducive to bicycling. A bicycle-friendly environment is one of many qualities that the City may use to its advantage in attracting new residents and businesses to revitalize, redevelop, and reinvent the community.

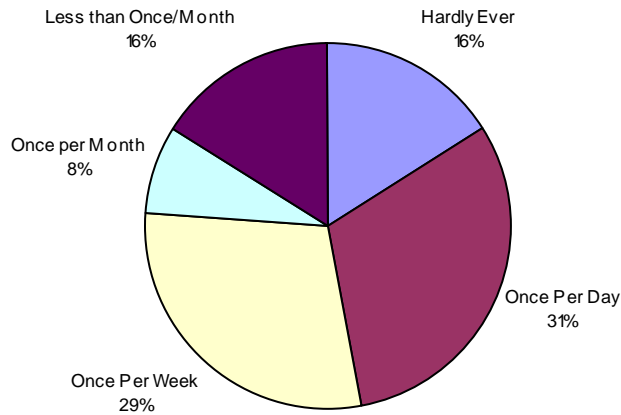


An effort to collect information regarding Englewood citizen desires for transportation improvements in the community was made during the First Phase of the Comprehensive Planning Process within the Englewood Transportation Study series of neighborhood meetings. The following statements represent a summary of the public's desires for bicycle improvements articulated within the context of the neighborhood meetings:

- Enhance the connections to the South Platte River Trail, Big Dry Creek Trail, Little Dry Creek Trail, and connect the Northwest Greenbelt/Harvard Gulch Trail to the South Platte River Trail.
- Provide a connection for the Little Dry Creek Trail from the Englewood Marketplace shopping center to CityCenter Englewood, Englewood Civic Center, and Englewood Light Rail Transit Station, and the South Platte River.
- Extend the Big Dry Creek Trail to the Highline Canal Trail.
- Provide bicycle amenity improvements by providing bicycle parking at destinations, bicycle signing and maps, and bicycle video detection at signals along bike routes.
- Provide pedestrian amenity improvements by providing benches, trash receptacles, newspaper kiosks, lighting and bulb-outs or curb extensions at intersections.

Students from Flood Middle School, Cherrelyn, Charles Hay, Maddox and Clayton Elementary Schools participated in a survey to provide the City input on student preferences and priorities. The survey results indicate that a vast majority of students own bicycles, the average number of bikes per household is 3.6, and the majority of students ride their bicycles at least one time per week. This is a significant portion of the bicycle population that the City is trying to serve. This group indicated a strong desire to see better connections to and from schools as well as parks, trails and city services such as the library and the recreation center.

Englewood Students Estimate Their Bicycle Usage



Public desires for transportation improvements within the Englewood community formed the basis for many of the transportation objectives found in the 2003 Englewood Comprehensive Plan. The transportation element of the 2003 Englewood Comprehensive Plan contains a number of objectives that support the development of a comprehensive bicycle system:

Obj. 1-2 Recognize the limitations of increasing arterial road capacity by emphasizing capacity improvements to pedestrian, bicycle transit modes.

Obj. 1-4 Maximize travel mode choice opportunities both within and between residential, commercial, recreational, and civic areas.

Obj. 1-7 Improve directional signage for automobile traffic, pedestrians, and bicyclists.

Obj. 2-3 Pursue strategies to improve air quality and reduce fossil fuel usage.

Obj. 2-4 Support educational efforts to increase awareness of automobile traffic, pedestrian, and bicyclist safety issues.

Obj. 4-1 Create continuous transit and non-motorized connections between City Center and downtown Englewood, as well as the surrounding residential and business community.

Obj. 4-2 Improve bicycle facilities and infrastructure in strategic locations throughout the city.

Obj. 4-5 Promote Englewood as one community by achieving integration between individual neighborhoods as well as neighboring commercial districts through the design of a full transportation network.

IMPLEMENTING THE BICYCLE PLAN

To make bicycling more efficient, safe, fun and practical, the implementation will include the following:

Bike Route System – Update the on-street bike route system in order to aid citizens in finding the routes that are the most advantageous both locally and regionally.

Bike Lanes – Examine the existing bike lane system and future possibilities.

Bike Trails – Enhance off street, trails to allow users of all types an opportunity to recreate and commute safely without the worries of riding with motorized traffic.

Major Missing Links – Identify major bicycle facility missing links.

Bicycle Amenity Improvements – Identify locations where bicycle amenities are needed. Bicycle amenities include air and water stations, bicycle parking, restrooms, and bicycle video detectors.

The implementation of the above listed bicycle features will greatly enhance bicycling throughout the City of Englewood.

BICYCLE ROUTE

What is a bicycle route?

In some ways a bicycle route is not a true bicycle facility. There are no stripes or other special provisions. In general, a bicycle route simply informs bicyclists how to get from point A to point B or identifies a particularly advantageous corridor. At a minimum a bike route is designated by signage.

The Goal

Create a bike route plan to guide cyclists to local schools, parks, libraries and other amenities within the city and to aid cyclists traveling through and between adjoining cities. The City of Denver has succeeded in developing a city-wide bike route and numbering system that this plan models and is consistent with.



Elements of the Bike Route Plan

Numbered Grid Bicycle Route – Create routes to connect parks, schools, city services and regional destinations using a grid format where each route is assigned a number. The route numbers correlate with Denver’s route numbering system in order to help cyclists find destinations when commuting between Denver and Englewood. The objective is to extend this numbering system throughout the surrounding south-metro suburbs in order to create a comprehensive bicycle route system.

Website – Information about the Master Bike Plan and a map detailing bicycle ways will be posted on the City’s website. Users of the City’s bikeway system will be able to contribute input via the website.

Bicycle Map – A map of the City of Englewood’s bicycle routes and their designated numbers will be developed to aid cyclists in choosing routes according to their own bicycling needs, preferences, experiences and abilities. Involve local businesses by having them sponsor the

development of the maps in return for advertising on the maps. They will be available at City facilities, local bicycle stores, destinations cyclists frequent, Englewood schools and on the City website.

Bike Route Signage – Standard MUTCD existing “Bike Route” (D-11) and new bike route symbol with number (M1-8) signs will be placed along the designated bike routes at approximately every other block. The signs will be used in conjunction with the bicycle map and numbering system to identify selected routes.

In order to provide navigational information, supplemental plaques will be used with the route signs in order to convey the following:

- Destinations along the route
- Distances to desired destinations
- Direction of travel.
- Directional assistance at decision points where several routes come together.

Directional signage will be used to guide cyclists to key locations, for example – parks, schools and other trails. The directional signs will have the same logo so that cyclists will eventually become familiar with the signs and recognize them as informational signs that will guide them to destinations along the bike routes. Information on the signs will include the destination with directional and distance information.



Denver M1-8 numbered bike route sign with directional plaque.

Bike Route – A recommended route to help guide cyclists from point A to point B, designated by signage.

Commuter Route - Routes designated on collector streets, intended for experienced bicyclists who are able to maneuver a bicycle, safely, on higher traffic areas.

Neighborhood Route – A neighborhood route circulates riders off the main route to local amenities, it is not numbered.



Analysis

Analysis began with a review of the existing conditions of the limited bike route system and the determination of the current and future opportunities, strengths and weaknesses of the existing bike routes.

The criteria used in determining the best locations for proposed bike routes are listed below:

Street that have elements that make riding safer such as:

- Traffic signals and crosswalks at major intersections such as Broadway or Highway 285
- Streets that provide width
- Low volume streets
- Streets that span the city to avoid abrupt “dead ends”
- Routes that do not simply dead-end at the city limits but continue into adjoining jurisdictions

Connection to:

- Amenities and facilities within the city
- Existing trails
- Light rail and other transit
- Other bike routes both with in and outside the city

Existing Bike Route System:

The City of Englewood first established a Bike Route and Trail System in 1981. The report looked at a number of factors to develop a basic system spine including adjacent routes and trails, needs of Englewood citizens, good potential trails in Englewood, and safety considerations. The system chosen was focused along a primary north-south axis, and a primary east-west axis.

The north-south axis started on Clarkson Street at Yale Avenue and was designed to connect with the Porter Hospital area of South Denver. The route proceeded along Clarkson to Bates Avenue, followed Bates Avenue to Sherman Street, continued along Sherman Street to Chenango Avenue, followed Chenango Avenue to Lipan Street, continued on Lipan Street one block north to Layton Avenue, followed Layton Avenue to Windermere Street, and proceeded along Windermere Street to the city limit at Belleview Avenue, connecting with an identified route to downtown Littleton. A diversionary spur to the east at Sherman Street and Quincy Avenue connected to the Cherry Hills Village Bicycle Trail.

The east-west axis started at Romans Park at Floyd Avenue and Franklin Street. The route proceeded along Franklin Street to Dartmouth Avenue, and continued along Dartmouth Avenue to the western city limit at Zuni Street. The route was intended to connect with identified routes to Eisenhower Park and the Highline Canal Trail in Southeast Denver, and Lorreto Heights College in Southwest Denver. An alternative spur branched off to the north along Zuni Street from Dartmouth Avenue, reaching the city limit at Evans Avenue, and continuing north into West Denver.

Future local routes were envisioned to branch off one of the two primary axes to connect various Englewood neighborhoods and community facilities. Unfortunately, due to turbulent economic times and subsequent

city restructuring, off-street bicycle route planning went into a dormant stage for the next twenty years.

EXISTING ROUTES

North – South Streets	Segment
Zuni	Evans to Dartmouth
Clarkson	Yale to Bates
Sherman	Bates to Chenango
Lipan	Chenango to Layton
Franklin	Dartmouth to Floyd

East – West Streets	Segment
Dartmouth	Zuni to University
Bates	Sherman to Clarkson
Quincy	Sherman to Clarkson
Layton	Windermere to Lipan
Chenango	Lipan to Sherman

Proposed Routes

The proposed route system provides signing for bicycle routes to major destinations and provides improved east-west connections and connections to adjacent city routes.

PROPOSED ROUTES

North – South Streets	Segment
Sherman, E--9	Yale to Chenango
Elati, E-7	Yale to Kenyon
Windermere, E-5	Kenyon to Prentice
Delaware, E-7	Kenyon to Chenango
Clarkson, E-9a	Yale to Belleview
Franklin, D-11	Amherst to Floyd
Lowell, D-3	Belleview to Bear Creek Trail

PROPOSED ROUTES

East - West Streets	Segment
Bates, E-20	Galapago to Franklin
Floyd , E-24	Huron to University
Kenyon, E-26	Pennsylvania to Windermere
Oxford, E-28	Decatur to Clarkson
Quincy, E-30	Windermere to Clarkson
Chenango, E-34	Sherman to Clarkson
Union/Tufts, E-32	Decatur to Lowell Blvd

NEIGHBORHOOD ROUTES

**Englewood Pkwy	Little Dry Creek – Elati
Huron	Kenyon to Mansfield
Mansfield	Huron to Delaware
Mariposa	Layton to Tufts
Stanford Dr	Stanford to Southwest Greenbelt

** Alternate route to consider is 285 from LDC to Elati

COMMUTER ROUTES

Zuni	Evans to Dartmouth
Dartmouth	Zuni to University
Clarkson	Yale to Belleview
Lowell	Belleview to Chenango, at Tufts

Justification for Proposed Bike Routes

Sherman - E-9

- Connects to existing Denver, D-9, route
- D-9 connects to Cherry Creek trail
- Low volume
- Wide street
- Access to Denver, Malley Center, Cherelynn Elementary, Flood Middle School, Swedish Medical center, Englewood High School and Bates Logan Park

- Connects north end of Englewood to south end

Clarkson - E-9a

- Connects to existing neighborhood route in Denver to Porter Hospital and to Harvard Gulch
- Access to Little Dry Creek Trail, Englewood High School and athletic fields
- Traffic lights at Girard Avenue, Hampden SH 285 and Belleview

Franklin – D-11

- Connects to Denver Route, D-11 that connects to Washington Park and Denver Botanical Gardens
- Terminates at Roman’s Park in Englewood

Elati/Delaware E-7

- Good north south connection
- Access to Bishop Elementary, Miller Field, Southwest Greenbelt, Clayton and Sinclair Elementary Schools
- Connects north to existing Denver neighborhood route that extends to Iliff and access to Park and Ride

Windermere – E-5

- Access to RTD light rail train stations, Cornerstone Park, Belleview Park, Big Dry Creek Trail and South Platte Trail
- Wide street, good commuter route
- Good connections to many West – East Routes
- Connects to existing Littleton route to the south

Bates - E-20

- Good East West Connection
- Access to Bates – Logan Park
- Access to future commercial and high density residential development and Light Rail Station
- Low- Volume

Dartmouth E-22

- Connects to Highline Canal trail just east of Colorado Blvd
- Key route in Denver's bike route system connects to Denver route on the east and west side
- Traditionally, a bicycle commuter route
- Connects to South Platte River

Floyd – E-24

- Spans city
- 10' sidewalk built behind fence, east of Inca, designed to accommodate pedestrian traffic at the time the City Center was developed
- Access to Roman's Park on the East and Englewood Civic Center, Public Library and Light Rail Station on the West side
- Traffic Lights at Cherokee, Broadway, Sherman, Logan and Downing

Kenyon – E-26

- Strong East – West connection
- Access to Floyd Middle School and Herb Hosanna Athletic Field behind Englewood High School
- Wide Street
- Traffic light at Broadway

Oxford – E-28

- Existing bike lane from recreation Center to Acoma on both sides of the street
- Access to Recreation Center
- Wide street

Quincy E-30

- City Limit to City Limit east-west connection
- Access to Jason Park
- Connects to existing bike trail east to Cherry Hills that leads to Highline Canal.
- Connects with D-22 route at Happy Canyon Road.

Chenango – E-34

- Spans city
- Access to Belleview park and Big Dry Creek Trail
- Connects to Sinclair Middle School and All Souls School
- Low Volume

Union/Tufts E-34

- Centennial Park connection
- Connects portion of Englewood west of Federal
- Light and crosswalk at Union and Federal to provide safe Crossing across Federal

BICYCLE LANES

What is a bicycle lane? - Bike lanes are designated lanes on a roadway that are signed, striped and marked for bicycle use.

Existing Conditions

Currently the only bicycle lane that exists in Englewood is on Oxford from approximately Kalamath to Acoma. The lanes are on the north and south sides of the street and are 13 feet wide. The lanes are designed to provide both on-street parking and a lane for bikes.

Analysis

Bicycle Lanes are not a great tool for bicycling in Englewood for the following reasons:

1. "Share the Road" mentality is important. When striped lanes are provided there is a tendency for the bicyclist to feel that they "own" that portion of the road.
2. Road widths in Englewood are not sufficient to provide for parking, striped bicycle lanes and two-way traffic. The minimum street width required is 48 feet flow to flow and the majority of Englewood streets are less than 36 feet flow to flow.

Providing additional bicycle lanes is not recommended for the reasons listed above. If, in the future, it becomes apparent that a bicycle lane could possibly be a good tool in the bicycle system at a specific location, a study will be performed. If the study proves that the system would benefit by installing a bicycle lane(s) then it may be considered.

BICYCLE TRAILS

Regional and local trails serving Englewood primarily have been developed along water and drainage ways. The City of Englewood can contribute to the construction and improvement of a first-rate regional trail system by assisting in the development and improvement of local collector trails that feed into the regional trails system.

Regional trails include:

- South Platte River Trail – A big segment in the Colorado trail system. Basically bisects the entire metropolitan area; follows the South Platte River, originates at Waterton Canyon, where the river leaves the foothills and flows onto the plains and continues north through metropolitan region to Brighton. The trail extends from city limit to city limit along the Platte River alignment, flanks Englewood’s western boundary.
- High Line Canal – Follows a meandering path to the south and east of the City, originating in Highlands Ranch and ending near Buckley Air Force Base in the City of Aurora.
- Bear Creek Trail – Connects to the South Platte River Trail just north of the golf course. Trail extends to the west and continues to Morrison.

Local trails that are predominantly located within Englewood city boundaries include:

- Little Dry Creek – begins at approximately the 3700 block of Clarkson and follows the Little Dry Creek alignment to the City Market Place where that portion of the trail ends. The trail picks up again on the west side of Elati, just north of Floyd and extends to E. South Platte River Drive. The proposed bike route in this plan connects the two trail segments. A trail head exists on W. Platte

River Drive and Dartmouth but it is difficult to bike there from the end of the Little Dry Creek Trail. A critical missing link is a pedestrian bridge over the South Platte River from E. South Platte River Drive to the trail head at Dartmouth and W. South Platte River Drive.

- Big Dry Creek Trail – Begins just south of Belleview at Progress Park and follows Big Dry Creek under Belleview through Belleview Park under Santa Fe to a pedestrian bridge that spans the South Platte River and connects to the South Platte River Trail. Plans for the trail to extend from Progress Park to Lehow Avenue have been completed and the construction of the trail extension began in May 2004.
- Southwest Greenbelt Trail – Originates at Rotolo Park at Huron Street north of Stanford Avenue and follows a drainage path in a southwestern alignment and ends Delaware Street, south of Stanford Avenue.
- Centennial Park - Bike trail that encompasses Centennial Park and connects to South Platte River Trail at two locations
- West Harvard Gulch Trail – Originates in Denver at Federal and follows Harvard Gulch alignment enters Englewood city limit at Zuni and continues to Raritan. The City of Denver and City of Englewood are working together to extend the trail from Raritan to the east to connect with the South Platte River Trail.

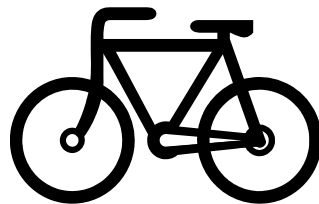
Key Missing Links

The following have been identified as missing links in the City of Englewood's Bicycle trail system.

- Big Dry Creek Trail extension from Lehow Street under Broadway to City Limits
- Connect Northwest Greenbelt/Harvard Gulch Trail to the Platte River Trail
- Bike/Pedestrian Bridge over Platte River at Dartmouth.

- Bike/Pedestrian Bridge over Highway 285, adjacent to the Santa Fe bridge, to connect City Center and light rail station with the south end of Englewood and to provide a safe crossing over US 285 for bicyclists and pedestrians.
- Bridge for bicycles only at the Englewood Golf Course over South Platte River.
- The Little Dry Creek Trail connection to City Center.
- Trail parallel to stairs at Pirates Cove connecting Big Dry Creek trail to Pirates Cove.

A Platte River Open Space Plan has been developed and includes improvements for The South Platte River Trail corridor. The suggested improvements are to provide a dual trail where possible and link redevelopment sites to the trail system.



BICYCLE FACILITY IMPROVEMENTS

Providing the following Bicycle amenities will promote cycling by making cycling more convenient and safe.

Bicycle Amenities

Bicycle Video Detection

A bicycle video detector makes it possible to sense bicycles and allows for signal control. Video bicycle detectors work at traffic actuated signals that use video detection. Bicycles can be detected at a number of locations within the detection camera's field of vision. When needed, a

bicycle symbol may be placed on the pavement indicating the optimum position for a bicyclist to stop to actuate the signal. The video detector recognizes a bicyclist just as it would an automobile. Over time, the City will gradually replace traditional in-ground loop detection devices with video detection devices throughout the City. Signalized intersections along bicycle routes should be considered as a factor in prioritizing signalized intersections for conversion to video detection.

Bicycle Parking, Air and Water Stations

Bicycle Parking

Objectives for providing bicycle parking areas:

- 1) To encourage the use of bicycles for personal transportation as an alternative to motor vehicles.
- 2) To provide for bicycle access to employment, commercial, and other transportation destinations.

As part of the planning process, a survey was done to determine what bicycle amenities are provided in the city. The survey was broken into three categories; city facilities, parks and commercial areas.

- City Facilities – After review of the city facilities it was determined that adequate bicycle parking is provided at city facilities.
- Parks – It was found that the only three parks that provide bicycle racks are Corner Stone Park Belleview Park and Pirates Cove, the new water park. This plan recommends that bicycle racks should be installed at all of the parks that have play areas; which include the following:
 - Jason Park
 - Centennial Park
 - Cushing Park
 - Baker Park
 - Bates-Logan Park
 - Romans Park

Key Commercial Sites - The City's various commercial districts were visually surveyed as to whether the provision of public bicycle parking is warranted. These areas included the following districts:

- Englewood Central Business District and Swedish/Craig Medical Centers
- Broadway Corridor-Gateway District (N. of Eastman to city limits)
- Broadway Corridor-Cherrelyn and Brookridge Districts (S. of US 285 to city limits)
- Logandale Industrial District (area between Oxford LRT Station and CityCenter)

Englewood Central Business District and Swedish/Craig Medical Centers

The Englewood Central Business District includes City Center Englewood, historic downtown Broadway, and various adjoining areas. The Central Business District and the adjacent Swedish/Craig Medical Center District should be considered as the City's top priority for providing public bicycle parking. These areas will attract more business trips than any other part of the City. The relatively wide sidewalks that exist in these areas make the provision of public bicycle parking feasible. The City Center, itself, has adequate bicycle parking with 6 bicycle racks and 2 sets of bicycle lockers.

Broadway Corridor-Gateway District

This section of the Broadway corridor was recently improved and enhanced with a streetscaping plan that provided medians, corner sidewalk bulb outs, park benches, and trash cans. The provision of public parking infrastructure would work well with the wider sidewalks and various improvements.

Broadway Corridor-Cherrelyn and Brookridge Districts

At this time, the nature and character of the Cherrelyn and Brookridge Districts does not lend itself to providing public bicycle parking infrastructure, due to the narrow sidewalks. However, the City has committed itself to raising funds to make streetscaping improvements to

both of these sections of Broadway. An effort should be made to include public bicycle parking as one element of this program.

Logandale Industrial District

The Logandale Industrial District was recently analyzed for redevelopment potential as part of the Englewood Light Rail Transit Station Area Study. At this time, the narrow widths of sidewalks in this district do not lend themselves to the provision of public bicycle parking. However, the study calls for streetscaping enhancements. Public bicycle parking should be included in future streetscaping projects for this area.

The City of Englewood's Unified Development Code states that bicycle parking will be required for all new multi-unit residential or commercial development, including expansions and changes that would result in additional parking being required.

Water Stations and Restrooms

Most of the parks in Englewood and city facilities provide water fountains and restrooms. The exceptions are Duncan, Rotolo, Emerson, Clarkson - Amherst, and Barde Park. The size of the parks and the amount of recreational usage does not warrant water stations or restrooms at these locations.

Air Pump Station

It is recommended that a pilot study to provide an air pump station at the City Center Englewood Light Rail Transit Station be included as part of this plan. Such a study would look at various issues such as project logistics, capital costs, and operational and maintenance costs. The pilot study would continue to monitor these factors, as well as actual use, after an air pump station is installed. If the program is deemed successful, more air pump stations could be installed in the future in various parts of the city.

Pedestrian Light Crossing Timer

Displays a countdown of how long it will take for the signal to change and informs the pedestrian when it is safe to cross.

Currently Englewood has pedestrian crossing timers at the following intersections:

- Broadway & Chenango
- Broadway & Kenyon
- US Hwy. 285 and Inca



The intersection of Santa Fe and Oxford is a major intersection that experiences a high level of pedestrian and bicycle traffic. This plan recommends that a pedestrian crossing timer be installed at this location. Because of the high traffic volume on US Hwy. 285 and also on Broadway, this plan also recommends installing the counters at US Hwy. 285 and at Broadway bike route intersections.



SUMMARY

As part of The Bicycle Master Plan all aspects of bicycle transportation in the City of Englewood were examined and the strengths and weaknesses were discovered. The following is a list of the key action items that are recommended under this plan:

- Sign bike routes with their assigned numbers using MUTCD existing D-11 and new M1-8 numbered route signs.
- Develop route/trail maps to be distributed at key locations.
- Display route/trail information on City website.
- Determine what decision points need arrows and distance information and provide needed signage.
- Design and construct key missing links in the trail system as funding becomes available.
- Provide bicycle racks at parks and commercial areas as funding becomes available.
- Install bicycle video detection where it is warranted
- Perform air pump station pilot study.



CONCLUSION

This bicycle master plan was developed to help establish Englewood as a bicycle friendly community, with an interconnected transportation network that allows for the needs of the commuting cyclists as well as the needs of the casual or recreational cyclist.

This plan will encourage and accommodate bicycle usage and reduce the proportions of trips made by car. To accomplish this, we as a city must strive to increase the number and capacity of bicycle routes, trails and infrastructure, as well as the attractiveness and aesthetics of these connections and improvements.

NOTES

