Fact Sheet for Proposed Bike Lane on West Jewell Avenue from South Federal Boulevard to South Lipan Street

What You Need to Know

- Both the Denver Moves: Bicycles Plan and the Blue Print Denver Plan recommends West Jewell Avenue from South Federal Boulevard to South Lipan Street to have a bike lane.

- Denver Department of Transportation and Infrastructure plans to repave this section of West Jewell Avenue this summer in 2020.

- We would like feedback regarding coordinating the bike lane installation with the road repaving project. Implementing bikeways with repaving is cost-effective.

The History of Proposed Bike Lane on West Jewell Avenue from South Federal Boulevard to South Lipan Street

- In 2011, the bike lane was a recommended project in the Denver Moves: Bicycles Plan, which is a City-wide, community developed, bicycle master plan.

- In 2015, the Denver Moves: Bicycles Plan was updated and the bike lane on West Jewell Avenue from South Federal Boulevard to south Lipan Street was again recommended to be installed.

- In 2018, the Blue Print Denver Plan, which is a City-wide land-use and transportation plan, identified West Jewell Avenue from South Federal Boulevard to South Lipan Street as a Bicycle Priority Corridor.

- Early in 2020, Denver Department of Transportation and Infrastructure identifies west Jewell avenue from South Federal Boulevard to South Lipan Street to be repaved. Denver staff identifies this as an opportunity to include a bike lane on the corridor once it’s repaved.

Three Factors That Denver Considered to Recommend Including the Bike Lane on West Jewell Avenue from South Federal Boulevard to South Lipan Street

1. Parking Impacts. Installing a bike lane would require the removal of parking from both sides of the street.

   Denver analyzed parking on the corridor. West Jewell Avenue from South Federal Boulevard to South Lipan Street corridor is minimally parked, only about 6% is used. Due to the low parking use, the travel lanes appear wide.
2. **Turning Lane Impacts.** Installing a bike lane would require the removal of the right turn lane west bound at South Federal Boulevard.

   Denver analyzed the turn lane usage. Based on our traffic study, the right turn lane is lowly utilized. The number of vehicles turning doesn’t even meet the threshold to warrant a turn lane.

3. **Wide Travel Lanes and Speeds.** Wide travel lanes are linked to higher travel speeds. The travel lanes on West Jewell Avenue are wide.

   Adding a bike lane will reduce the width of the travel lane to which has traffic calming effects. Striped bike lanes visually narrow travel lanes, helping to reduce travel speeds and increasing safety for all roadway users.

**Four Main Benefits of Adding a Bike Lane to West Jewell Avenue from South Federal Boulevard to South Lipan Street**

1. It fills a gap in the bicycle network. By adding a bike lane to this section of Jewell Avenue, a bicyclist can connect to the South Platte River Trail, ride north a half mile to connect to the Florida Avenue bike lane.

2. It connects people riding bikes to more destinations that include Ruby Hill Bike Park, Schmitt Elementary School, Commercial businesses, and the South Platte River Trail.

3. Adding a bike lane on West Jewell Avenue provides a quality bike connection through this neighborhood. It has less traffic than West Evans Avenue.

4. Additionally, it connects other proposed bikeways on South Zuni Street.

**Project Schedule to Install a Bike Lane on West Jewell Avenue from South Federal Boulevard to South Lipan Street**

- In the winter of 2020, Denver staff researched the feasibility of implementing bike lane.
- In early Spring of 2020, Denver staff developed a conceptual layout of proposed bike lane project.
- In late Spring of 2020, Denver staff will complete a design for bike lane.
- If prior steps advance Denver will implement a bike lane with roadway repaving in the summer and or fall of 2020.