Fact Sheet for Proposed Bike Lane on West Kentucky Avenue from Sheridan Boulevard to Zuni Street

What You Need to Know

- The Denver Moves: Bicycles Plan recommends West Kentucky Avenue from Sheridan Boulevard to Zuni Street to have a bike lane. Due to traffic volumes and speeds, a buffered bike lane is now necessary.

- Denver Department of Transportation and Infrastructure plans to repave this section of West Kentucky Avenue in 2021 providing an opportunity to install a buffered bike lane.

- We would like feedback regarding the current conditions on Kentucky to inform our design. Implementing bikeways with repaving is cost-effective.

The History of Proposed Bike Lane on West Kentucky Avenue from Sheridan Boulevard to Zuni 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 Kentucky Avenue from Sheridan Boulevard to Zuni 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 Kentucky Avenue from Sheridan Boulevard to Zuni Street as a Bicycle Priority Corridor.

- Early in 2020, Denver Department of Transportation and Infrastructure identifies West Kentucky Avenue from Sheridan Boulevard to Zuni Street to be repaved. Denver staff identifies this as an opportunity to include a buffered bike lane on the corridor once it’s repaved. Traffic volumes and speed along this corridor require a buffered bike lane to meet safety needs.

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 buffered bike lane would require the removal of parking from both sides of the street except for one block of the corridor (Morrison to Raleigh).

2. Residents Concerns. DOTI collected data indicating significant speeding on the corridor. Residents frequently make 311 calls related to speeding on W Kentucky Ave.
3. Low Parking and Wide Travel Lanes. The corridor is lightly parked, making travel lanes appear wide. These are factors that have been linked to higher travel speeds. Adding a striped buffered bike lane will reduce the width of the travel lane which is shown to have traffic calming effects. Striped bike lanes visually narrow travel lanes, helping to reduce travel speeds and increasing safety for all roadway users.

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

1. It will improve safety. Improving the bike facility from a bike lane to a buffered bike lane will provide a low-stress bikeway and will reduce speeding.
2. It fills a gap in the bicycle network. By adding a buffer to the existing bike lane to this section of Kentucky Avenue, it continues to provide a consistent, low-stress, east-west connection to Westwood Park, Morrison and Huston Lake Park.
3. It will provide lower stress intersection crossings at Morrison, Irving, and Federal streets.
4. Adding a buffer to the existing bike lane on Kentucky Avenue provides a quality bike connection by linking neighborhoods and connecting families to school.
5. Additionally, it connects other proposed bikeways on Raleigh, Lowell, and Irving.

**Two Related Safety Projects on Kentucky Avenue**

The first safety project that is related to the buffered bike lane project is the Kentucky Avenue safe routes to school pedestrian improvement project. It will be designing and constructing concrete medians to shorten the crossing distance for pedestrians at specific intersections near Castro Elementary school and Kepner Beacon Middle School. These improvements will create better visibility for pedestrians at these intersections and facilitate slower speeds along Kentucky to increase overall safety.

The second safety project associated with the bike improvement is the Kentucky and Irving Street pocket park safety improvement. This project will include green infrastructure such as curb extensions to improve water quality while shortening crossing distances.