E Jewell Avenue Bike Lane Project - Frequently Asked Questions:
July 24, 2020

1. From where to where is the E Jewell Bike Lane being implemented?

The E Jewell Bike Lane will be implemented from S Cherry St east to S Oneida St. Parking will be removed from both sides of the street along this extent.

2. Do residents have input on this project and what compromises can be made for resident parking?

Yes – residents provided important feedback that was incorporated in the final design of this project. Several changes to the project design were made based upon feedback provided by the community. These design improvements include intersection daylighting, improved crossings, increasing the safety of intersections, the addition of lighting and mirrors along the I-25 Bridge, providing additional parking where viable, wayfinding and signal timing changes. Concerning the feedback DOTI received about parking - DOTI followed industry best practices for studying utilization along the corridor, which informed the final design. Concerns from the community regarding parking removal were noted, and based on this feedback, DOTI shortened the project extent on the west side to end at S Cherry St (the original western extent was S Bellaire St). This change was made to reduce parking impacts, where parking use was documented to be the highest (west of S Cherry St). For the remainder of the corridor, providing an enhanced bicycle facility, which will improve safety for all roadway users, was prioritized over residential parking. While DOTI understands the change is unwelcome by some residents, the public right of way is under DOTI’s discretion to determine the best use.

3. Can the parking study be updated to include parking utilization during the weekends, summer months and consider that more people are working from home due to COVID?

Industry standards for parking utilization studies guided DOTI’s approach towards the counts taken on E. Jewell. Traditionally, parking studies are taken in the early morning on a weekday, evening on a weekday, and midday during the weekend. These times capture when parking is anticipated to be at its highest use because most people are home during these times. While parking behavior may slightly shift seasonally and because of COVID, it is not anticipated to dramatically shift the utilization that would result in a change of roadway design. Additionally, all but two homes on this portion of E. Jewell have driveways and garages and it is anticipated that residents will use their own properties to store vehicles.

4. Where will visitors of Skyline Acres and Ester’s Pub park when their parking lots are full?

Visitors will park on the adjacent side streets.

5. How will speeds along E Jewell be reduced to provide safety for the bike lanes?

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The striped vehicle lanes and bicycle lanes will effectively narrow the width in which vehicles have to operate. This reduced width is statistically correlated with lower operating speeds. This same principle applies in the inverse, which is why on highways (or roadways with higher permitted vehicle speeds) the lane widths are higher. This project is effectively narrowing a roadway from 20' to 11'.

6. Can speeds be reduced with other traffic calming measures other than bike lanes?

There are several options for reducing speeds along E. Jewell, but each treatment is based on context. E. Jewell, as a collector, does not qualify for some methods of traffic calming including vertical speed deflection (speed humps, chicanes) or traffic diversion. The first tool in DOTI's tool box is narrowing travel lanes. Additional measures can be deployed (speed feedback sign, periodic enforcement) if subsequent studies show that the speeding problem persists. DOTI will continue to monitor speeding on this corridor to ensure the safety of the neighborhood and people using the roadway.

7. Has bicycle traffic been counted along E Jewell and is there enough demand to justify bike lanes?

Yes, bicycle counts have been conducted. Bicycle counts are not requisite for the installation of a bikeway. Studies have consistently shown nationally and locally, that when infrastructure is built, and space on the roadway is designated for people on bikes, it is used. Additionally, cities with the most miles of bikeway facilities, all things equal, exhibit the lowest rates of all mode crash types. Building out a network of bikeways therefore benefits all roadway users, even those who choose not to bicycle.

8. Without parking along E Jewell, how will residents cross safely with few stop signs and crosswalks?

The E. Jewell paving project includes the installation of improved crossing markings at several locations, including Glencoe St, Kearney St and Oneida St. DOTI is also studying adding an all-way stop at Fairfax and Jewell, which if warranted, would enable crosswalks to be marked at this location as well. It is anticipated that residents will cross at the designated crossings when they are able. Residents are advised to follow all traffic laws and rules of the road and do their part to contribute to the safety for everyone.

9. Will the lighting from the pedestrian/bicycle bridge shine into our windows?

DOTI will work to ensure that light is directed where it is needed on the bridge and minimized elsewhere.

10. The top of the hill at the intersection with Bails Place is difficult to cross and has low visibility. How will safety issues be addressed?

Crash and speed data do not indicate a severe roadway hazard exists at this location. However, based on feedback from the E Jewell Virtual Meeting held on July 16, DOTI is studying the intersection to determine if further improvements are appropriate.
11. How will cyclists be protected from vehicles if there is no vertical protection?

People on bikes will benefit from the slower vehicle speeds that result in roadway narrowing. Slower vehicle speeds allow for greater reaction time between a person in a car and a person in a bike. Additionally – dedicated space on the road for people on bikes results in greater predictability and consistency of interaction between bikes and cars. Each of these factors results in a safer environment for people on bikes.

12. How will the city enforce bicycle traffic laws, such as speeding e-bikes and failing to obey stop signs?

The enforcement of traffic laws is handled by the Denver Police Department. People on bikes are responsible for following posted speed limits and traffic laws. If a person violates a traffic law, then they are legally responsible.

13. Will sidewalks be installed where they are missing at the east end of the corridor?

Sidewalk construction is determined by the Denver Moves: Pedestrians and Trails plan. The plan states that gaps along the Vision Zero “High Injury Network”, and other gaps connecting to grocery stores, mass transit, parks, and schools should be prioritized. DOTI ranked all sidewalk gaps through this scoring criteria to identify which gaps should be constructed first. Due to the nature of the E. Jewell sidewalk gaps and what they connect to, this segment is lower on the construction schedule. Until Denver is able to increase its funding resources, it will be a significant amount of time before these sidewalk segments are built.

14. Will narrow sidewalks be widened?

The City does not have funding to widen narrow sidewalks at this time. Private development is required to bring narrow sidewalks up to code when development costs exceed $100,000. The buffered bike lanes will provide a greater off-set from travelling vehicles, having the benefit of increased separation for pedestrians walking on the existing sidewalks.

15. I am concerned about the distance I will have to walk between my vehicle and my residence, particularly at night. How will this be addressed?

Most homes along E Jewell have driveways, which allow individuals to park close to their residence. In addition, the E. Jewell paving project includes the installation of improved crossing markings at several locations, including Glencoe St, Kearney St and Oneida St, with additional crossings being studied at Fairfax St. This will result in shorter distances for many to walk before getting to a designated crossing.

16. What if there is not enough parking available on side streets?

The current parking utilization study conducted along E. Jewell and the adjacent side streets indicates that side street parking has excess capacity, sufficient to accommodate any increased demand brought by the parking removal along E Jewell. A reason that the side streets have excess capacity, is that most homes, like homes along E Jewell, have driveways.
17. Will I have to apply for a temporary parking permit for home services and contractors?

Yes. Permit information can be found here.

18. Will the bike lanes be safe with vehicles backing out of driveways?

It is often easier for a person on a bike to see a vehicle backing out of a driveway, than to detect a vehicle pulling out of a parking lane on a road, or a door opening into a bicyclist (“dooring”). The buffered bike lane results in safer, more predictable interactions between people on bikes and people in cars.

19. Have considerations for parking needs for the redevelopment of the CDOT campus been made?

The CDOT campus site is following parking requirements consistent with current zoning practices. It is anticipated that the site will be able to accommodate the majority of its parking needs. Additionally, providing multimodal connections to a destination reduces the demand for vehicle parking, when people walking or people on bikes are able to safely access the destination.

20. What safety measures will be implemented to make intersections and existing crosswalks safer?

Several improvements include intersection “daylighting” (relocating parking limits to improve site distances for pedestrians and people in cars) the intersection of Glencoe St, Kearney St and Oneida St, with additional crossings being studied at Fairfax St. Changes are also being made to the intersection of E Jewell and Holly St to reduce the crossing distance for pedestrians, and slow turning vehicles. These design modifications are intended to make this intersection safer for all roadway users. Along the entire corridor, the reduced travel lane width will result in reduced vehicle speeds, which in turn improves reaction time for people in cars and improves stop compliance for people in cars.

21. Can there be a shared lane for bicycles and parking?

City and National design best practices provide guidelines on shared lanes. In the case of E. Jewell, the volume of vehicles and speed of vehicles preclude the use a shared lane in this context.

22. Where can I find speed and traffic volume data for E Jewell?

You can find this at the project website, www.bit.ly/BikePaving

23. Where will my visitors park?

Your visitors can park on any adjacent side street where parking is permitted.