Why Are We Here:

Denver Moves: Bicycles recommends a buffered bike lane on East Dartmouth Avenue from University Boulevard to Colorado Boulevard.

Denver Department of Transportation and Infrastructure (DOTI) plans to repave E Dartmouth Ave this year in Summer 2020. This repaving effort provides an opportunity to install a buffered bike lane on Dartmouth.

Denver wants your input and feedback about the proposal to install a buffered bike lane on Dartmouth between University and Colorado with the Summer 2020 road repaving work effort. We would like to also understand any other safety concerns on the corridor.

How to Provide Feedback

- Sign-in to be added to the mailing list
- Take a Project Fact Sheet and Comment Card
- Visit and provide comments at the board stations (see map)
- Review the corridor maps and voice your ideas and questions
The E Dartmouth Bike Lane has been a project recommendation for nearly a decade.

Denver Moves: Bicycles, the city-wide, community driven, bicycle network master plan is developed.

E Dartmouth Ave from S University Blvd to S Colorado Blvd is recommended to be a buffered bike lane.

Project again recommended in updated Denver Moves: Bicycles to be a bike lane.

Project identified in update to BluePrint Denver (City-wide land-use and transportation plan), as a Bicycle Priority Corridor.

A portion of E Dartmouth Ave is scheduled to be repaved this year. Annually, DOTI investigates how bikeway installations, like E Dartmouth Ave, could be coordinated with the roadway repaving. Implementing bikeways with repaving is cost-effective.

Denver, developed over three years and involving input from thousands of Denverites, established these common values:

To move the needle faster towards achieving these values, Denver created the Mobility Action Plan and the Vision Zero Action Plan:

Denver’s Mobility Action Plan (2017): Denverites want transportation choices that move more people, more efficiently and more safely. This plan established a framework to increase mobility options, improve safety, address climate change, improve public health, and create more accessibility.

Vision Zero Action Plan (2017): We need to make Denver’s streets safe for everyone – no matter where they live in the city, no matter their means and no matter their choice to walk, bike, drive or take transit. This plan established a framework to reduce fatalities and serious injuries on our roadways to zero by 2030.
BIKEWAYS REFLECT CITY-WIDE VALUES

OUR VALUES
The Denveright Plans, the Vision Zero Action Plan and Mobility Action Plan, as well as the passage of the 2017 Elevate Denver Bond and 2019 creation of the Denver Department of Transportation & Infrastructure, reflect decisions Denverites value. These consistent values include:

VISION ZERO
SAFER STREETS
TRANSPORTATION CHOICE
CONGESTION MANAGEMENT
EQUITY
SUSTAINABILITY

WHO ARE WE BUILDING BIKEWAYS FOR?
Some people in the Denver region (about 16%) feel confident riding their bicycle on our streets in Denver today. However, the majority of Denverites (almost 60%) are “interested but concerned” bicyclists. These residents would like to bicycle, but only if it were safer and more convenient to do so.

MAKING OUR VALUES A REALITY
To achieve our multimodal goals, our bikeways must meet the needs of those who are “interested but concerned” about bicycling. We want our bikeways to serve people of ALL ages and abilities who want to bicycle. To get there, the City has made the following goals:

INCREASE COMBINED WALK/BIKE MODE SHARE
2030 GOAL 15%

INCREASE MILES OF BIKEWAY IMPLEMENTED
2019-23 GOAL 125 MILES OVER 5 YEARS

100% of HOUSEHOLDS WITHIN 1/4 MILE OF A HIGH COMFORT BIKEWAY
2030 GOAL 100%

VISIT WWW.DENVERGOV.ORG/DOTI FOR MORE INFO
Denver’s vision is to reduce all traffic related serious injuries and deaths to zero by 2030.

Traffic related deaths have steadily increased in recent years. The Vision Zero Action Plan was adopted in 2017 to reverse this trend.

In the last decade, Denver saw rapid population growth. Over this same period, the increase in traffic related fatalities outpaced population growth. We are committed to reversing this trend.

The City and County of Denver’s goal is to increase the percentage of people walking and bicycling for commuting to 15 percent.

Research suggests that as more people walk and bike, streets get safer. A recent report assessing safety for US cities found that, “high bicycling cities generally show a much lower risk of fatality and severe crashes for all road users.”

Implementing bikeways can help us reach out Vision Zero goals.

Vision Zero affects us all. These maps show where traffic related fatalities and injuries are located in the neighborhoods surrounding the E Dartmouth Ave bike lane project.

We see “hot spots” developing where there have been the most traffic related fatalities and serious bodily injuries since 2013.

HOW STREETS ARE EVALUATED FOR BIKE LAINES

Why is our street being evaluated for a bike lane? Denver Moves: Bicycles used a multi-step process to identify projects, such as the E Dartmouth Ave bike lane:

**IDENTIFYING A PROJECT**

**A** SOLICIT COMMUNITY INPUT
- Where do we travel in our neighborhood?
- What destinations do we want to connect?
- What are our challenges to mobility (i.e. safety, connectivity, etc.)

**B** PERFORM TECHNICAL ANALYSIS
- Connect destinations (where we live, learn, work, play, access transit)
- Link existing bikeways / trails
- Create grid of bikeways (ideally every 1/4 mile)
- Make connections to proposed bikeways
- Integrate lower-stress crossings of busier streets (i.e. traffic signals)
- Assess street character (travel lanes, crashes, parking, speeds)

**C** REFINISH THROUGH COMMUNITY INPUT

**D** FINALIZE PROJECT RECOMMENDATIONS

**E** CHOOSING THE RIGHT BIKEWAY TYPE

Traffic speed and volume data is used to inform the appropriate bicycle facility recommendation.

E Dartmouth Ave
Based on traffic volumes and speed data, E Dartmouth Ave is recommended to be a bike lane (with buffer preferred).

Projects are identified through a mix of public outreach and technical analysis to provide safe, convenient and comfortable connections to the places we want to go.
E DARTMOUTH AVE - OVERVIEW

E Dartmouth Ave connects the places people traveling through the neighborhood want to reach.

ENGLEWOOD

LEGEND

Recommended Facility
- Buffered Bike Lane
- Bike Lane
- Neighborhood Bikeway
- Needs Further Study
- Protected Bike Lane
- Shared Use Sidewalk

Existing Facility
- Bike Lane
- Buffered Bike Lane
- Shared Use Sidewalk
- Trail

PARKING INFORMATION

DOTI conducted a parking analysis and found E Dartmouth Ave to be lightly parked during a typical weekday early morning, late afternoon and Saturday afternoon:

<table>
<thead>
<tr>
<th>TIME COLLECTED</th>
<th>% UNUSED</th>
<th>% USED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weekday Early Morning (5am to 6am)</td>
<td>97%</td>
<td>3%</td>
</tr>
<tr>
<td>Weekday Late Afternoon (4pm to 6pm)</td>
<td>94%</td>
<td>6%</td>
</tr>
<tr>
<td>Saturday Midday Peak (1pm to 3pm)</td>
<td>97%</td>
<td>3%</td>
</tr>
</tbody>
</table>

PROJECT BENEFITS

- Connects Destinations
  - Eisenhower Park, Slavens Elementary School
- Links Bikeways/Trails
  - High Line Canal, Harvard Gulch Trail (with proposed facility build-out), bike routes D-11, D-22, and E-11
- Fills Gap in Network
  - Provides east/west connection (1/2 mile to E Yale Ave bike lane)
- Connects Proposed Bikeways
  - Proposed High Comfort Bikeways at S Franklin St and S St. Paul St
- Lower Stress Crossings
  - Traffic signals at S University Blvd and S Colorado Blvd
- Quality Connection
  - Travels through entire neighborhood; less traffic than E Yale Ave

PROJECT CONSIDERATIONS

- Parking Impacts - Installing a bike lane would require the removal of parking from both sides of the street.
- Elementary School - Residents, parents and school community frequently contact City to discuss options for improving pick-up/drop-off conditions (parking, dangerous driving behavior, etc.)
- Intersection Concerns - Off-set intersection at Colorado and Dartmouth, visibility concerns, and speeds on Colorado make pedestrian and bicycle crossing feel unsafe
- Low Parking Use & Wide Travel Lanes - The corridor is lightly parked (about 10%), making travel lanes appear wide. These are factors that have been linked to higher travel speeds.
- Benefits Beyond Bikes - Striped bike lanes visually narrow travel lanes, helping to reduce travel speeds and increasing safety for all roadway users.