WELCOME

WHY ARE WE HERE:

DENVER MOVES: BICYCLES RECOMMENDS W JEWELL AVE FROM S FEDERAL BLVD TO S LIPAN ST TO BE A BIKE LANE.

DENVER DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE (DOTI) PLANS TO REPAVE A PORTION OF W JEWELL AVE THIS YEAR, PROVIDING AN OPPORTUNITY TO INSTALL THE BIKE LANE.

WE WOULD LIKE FEEDBACK REGARDING INSTALLING THE BIKE LANE WITH THE ROAD REPAVING.

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 W Jewell Bike Lane has been a project recommendation for nearly a decade.

- **2011**: DenverMoves: Bicycles, the city-wide, community-driven bicycle network master plan is developed. W Jewell Ave from S Federal Blvd to S Lipan St is recommended to be a bike lane.
- **2015**: Project again recommended in updated Denver Moves: Bicycles to be a bike lane.
- **2018**: Project identified in updated BluePrint Denver (City-wide land-use and transportation plan) as a Bicycle Priority Corridor.
- **2020**: A portion of W Jewell Ave is scheduled to be repaved this year. Annually, DOTI investigates how bikeway installations, like W Jewell Ave, could be coordinated with the roadway repaving. Implementing bikeways with repaving is cost-effective.

**MOVING THE NEEDLE**

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

- **MOVING THE NEEDLE**
  - 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.

Denver’s Mobility Action Plan (2017):

- Denverites created the Mobility Action Plan 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.
  - Address climate change.
  - Improve public health.
  - Create more accessibility.


- A plan to reduce fatalities and serious injuries on our roadways to zero by 2030.
BIKEWAYS REFLECT CITY-WIDE VALUES

OUR VALUES

The Denveright Plans, the Vizion 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:

- 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
  - 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 our 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 Jewell Ave bike lane project.

We see “hot spots” developing where there have been the most traffic-related fatalities since 2013.

We see other “hot spots” where there have been the most serious injuries.
HOW STREETS ARE EVALUATED FOR BIKE LANES

Why is our street being evaluated for a bike lane? Denver Moves: Bicycles used a multi-step process to identify projects, such as the W Jewell 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. REFINE THROUGH COMMUNITY INPUT
D. FINALIZE PROJECT RECOMMENDATIONS

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.

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

Based on traffic volumes and speed data, W Jewell Ave is recommended to be a bike lane (with buffer preferred).
W Jewell Ave connects the places people traveling through the neighborhood want to reach.

### PARKING INFORMATION

DOTI conducted parking analysis and found E Jewell Ave to be lightly parked during a typical weekday early morning, mid-morning, and evening:

<table>
<thead>
<tr>
<th>TIME COLLECTED</th>
<th>% UNUSED</th>
<th>% USED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Early Morning (5am to 6am)*</td>
<td>94%</td>
<td>6%</td>
</tr>
<tr>
<td>Noon (12pm to 1pm)**</td>
<td>97%</td>
<td>3%</td>
</tr>
<tr>
<td>Evening (6pm to 7pm)**</td>
<td>95%</td>
<td>5%</td>
</tr>
</tbody>
</table>

*Data was collected on February 6, 2020. **Data was collected on November 13, 2019. ***Data was collected on February 11, 2020

### PROJECT BENEFITS

- **CONNECTS DESTINATIONS**
  - Ruby Hill Bike Park, Schmitt Elementary School, Commercial

- **FILLS GAP IN NETWORK**
  - 1/2 mile to W Florida Ave Bike Lane

- **CONNECTS PROPOSED BIKEWAYS**
  - W Jewell Ave Extension, S Zuni St (Future Paving Project)

- **QUALITY CONNECTION**
  - Travels through neighborhood; less traffic than W Evans Ave

### PROJECT CONSIDERATIONS

- **PARKING IMPACTS** - Installing a bike lane would require the removal of parking from both sides of the street.
- **LOW PARKING USE** - The corridor is lightly parked (about 6%); Due to the low parking use, the travel lanes appear wide.
- **TURN LANE IMPACTS** - Installing a bike lane would require the removal of the right turn lane west bound at S Federal Blvd.
- **LOW TURN LANE USE** - Based on our traffic study, the right turn lane is lowly utilized at peak hour (about 33% of warranted amount).
- **WIDE TRAVEL LANES AND SPEEDS** - Wide travel lanes are 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.