

FAQ: Kearney/Krameria Neighborhood Bikeway

Southern Extent: E Virginia Avenue to E 13th Avenue

Project Background

What are neighborhood bikeways?

Neighborhood bikeways are streets with low motorized traffic volumes and speeds that are designed to prioritize people walking and biking. Infrastructure is installed to help increase the visibility of people walking and biking as well as discourage speeding and restrict traffic volumes.

Are neighborhood bikeways part of a larger City project?

The Department of Transportation and Infrastructure (DOTI) is leading plans to improve mobility in neighborhoods across Denver through the Community Transportation Network Program, Backbone Connection Projects (like the Kearney/Krameria Neighborhood Bikeway), the Elevate Denver Bond Program and the Bike Paving Program. The goal of these programs is to ensure Denver's bikeways meet the needs of people of all ages and abilities and increase the confidence, safety, and convenience of traveling on a bicycle. These programs will install a combined 125 miles of new bikeways between 2019 and 2023 with more mileage planned for future years. Learn more [here](#).

How was Kearney Street selected as a neighborhood bikeway?

Kearney Street was identified as a neighborhood bikeway from the Denver Moves: Bicycles Plan which was developed through community input in 2011 and updated again in 2015. Section of the bike route alignment was also reaffirmed during the East Area neighborhood planning process.

What is the cost of this project?

A total construction cost estimate will be available once corridor designs are finalized. This project is funded through the Elevate Denver Bond (passed by Denver voters in 2017) for project design and installation.

What is the timeline for the Kearney/Krameria Bikeway?

After completing an extensive community outreach process, the Kearney/Krameria Bikeway is currently in the design and engineering phase through the end of 2022 with construction anticipated to take place in the 2025 timeframe.

What was previously proposed in the 60% designs and how will that be changing?

The 60% designs included pinch points located mid-block throughout the corridor, along with paint and post bulb-outs at intersections, shared lane markings, and crosswalks and stop bars at intersections (where applicable). (The 60% designs are still available to view [here](#)).

Based on community input, DOTI is currently developing an updated concept for the Kearney/Krameria Neighborhood Bikeway. This new concept will integrate community feedback while also adhering to DOTI's engineering standards and improving corridor safety by slowing vehicles at intersections and creating better visibility at intersections.

Key components of the new design will include:

- Elimination of mid-block pinch points and chicanes throughout the whole corridor. After installation, DOTI will monitor speeds to inform if additional traffic calming measures are required.
- Reduced use of vertical bollards at intersections by substituting low-profile lane separators (approximately 4 inches tall by 2.5 feet long). This approach increases the spacing between bollards, which reduces the overall number of bollards used at intersections along the corridor. For the bollards that are still required, DOTI is also evaluating alternative bollard options with different aesthetics and increased durability.

How will this design be evaluated for safety post-installation?

DOTI consistently evaluates the effectiveness of traffic calming elements implemented in the public right of way. For example, when neighborhood traffic circles were first installed in 2020, DOTI evaluated their effectiveness and made design modifications to future installations to improve their performance. This process is replicated for other new traffic calming elements in the public right of way. Going forward, as the portfolio of traffic calming measures increases to improve street safety, DOTI is increasing efforts to study, evaluate, and refine treatments implemented. On this corridor specifically, DOTI will monitor vehicle speeds to inform if additional traffic calming measures are required.

When can I see the updated design proposal?

Updated designs are being completed, but this is a time-consuming process, especially for such a long bikeway corridor. DOTI will share the updated design, which will include full details of the proposed changes, with the community once completed this fall. We will provide an additional update with more exact timing once we have a clear estimate on design completion.

Why are bollards used in neighborhood bikeway designs? How will they be maintained?

At the network-wide level, bollards allow for Denver to rapidly build out the City's bike network by using more affordable, temporary materials. Bollards improve safety at intersections by maximizing visibility for all roadway users, slowing vehicles as they navigate the intersection, and reducing crossing distances for pedestrians. In addition, for snow maintenance, bollards also increase visibility for plows and ensure that they do not run over low-profile lane separators. As Denver's bike network grows, the overall bike facility maintenance budget increases with the network size to allow for maintenance of additional facilities.

What are the benefits of the Kearney/Krameria Bikeway project?

The Kearney/Krameria Bikeway project:

- *Connects key destinations* – More than nine bikeway miles of new connections (from Virginia Avenue to Smith Road) to commercial centers, schools, places of worship, Crestmoor Park, grocery stores, and industrial areas.
- *Provides connection to other proposed bikeways along the network* – Smith Road, 35th Avenue, Martin Luther King Jr Boulevard, 17th Avenue Parkway, 12th Avenue, Severn Place, 3rd Avenue, and Cedar Avenue.
- *Creates more comfortable crossings* – Crossing improvements at major roadways such as Martin Luther King Jr Boulevard, 17th Avenue, Colfax Avenue, 6th Avenue Parkway, and Alameda Avenue.
- *Improves safety for all transportation modes* – Slowing down vehicle speeds and creating improved crossings for people biking and people walking at intersections.

I've seen different bikeway designs in other Denver neighborhoods. How was the proposed neighborhood bikeway design decided upon?

DOTI has a single bikeway design manual for the whole City but makes design decisions based on the data and existing conditions for each individual corridor. Design treatments selected for one corridor are not necessarily appropriate for another based on unique factors such as the right-of-way width, roadway volumes, roadway speeds, and other key elements.

Will the proposed bikeway increase safety at the many busy intersections on the corridor (6th Avenue, 8th Avenue, Colfax Avenue, 17th Avenue, etc.)?

The intent of a neighborhood bikeway is to improve safety at intersections for all travel modes. Crossing improvements will be evaluated at busy intersections along the corridor based on safety, speed, and volume data and from community input. These may include things like removing obstacles that impact line-of-sight, traffic circles to slow through traffic, corner treatments to slow turning movements, vertical elements, and signal timing changes.

Will the bikeway cross Leetsdale Drive to connect with the Cherry Creek bike path?

Yes, the neighborhood bikeway will connect to the shared use path south of Virginia Ave, which crosses Leetsdale Drive and connects to the Cherry Creek bike path.

Will the proposed bikeway impact student drop-off/pick-up and bus access at schools on the corridor?

The neighborhood bikeway is not anticipated to have impacts on student drop-off/pick-ups or bus access at schools. This is because the bikeway will be a shared condition and not a dedicated space. DOTI is coordinating with schools to create safer crossings as a result of the project and properly mark any conflict zones between bicyclists and buses.

How will the proposed bikeway impact street parking along the corridor?

A neighborhood bikeway will retain the existing on-street parking along the corridor. This is because with a neighborhood bikeway the whole street is designed to be shared by people biking and driving. Drivers are queued into the shared nature of the street by intersection treatments, traffic calming features, and on-pavement signage.

Is the City considering making Kearney Street one-way?

The City is not considering making Kearney Street a one-way street.

Is the City planning to add sidewalks in Crestmoor?

This project will not include sidewalks, but it is intended to make the entire street feel safer for pedestrians and bicyclists by improving sight distances at intersections, slowing vehicle turning movements, and shortening intersection crossing distances.

With local roadway speeds being reduced from 25mph to 20mph, how will speed limit signage be updated?

DOTI is currently reviewing bids from qualified firms to change the speed limit signage on local roadways from 25mph to 20mph. This process will also examine where new 'gateway' speed limit signs should be installed. Gateway speed limit signs notify roadway users of reduced speeds at the entrances to local roadways like Kearney or Krameria Streets and are typically installed at the intersection of an arterial/collector roadway and a local roadway. For example, Krameria Street (a local roadway) north or south of 6th Ave Parkway (an arterial) would be a potential location for a gateway speed limit sign. DOTI will provide an update on project timing once available.

Community Engagement Process

What community engagement was completed throughout the planning process?

Since Q1 2021, four virtual community meetings/briefings have been held, and two public surveys have been conducted along the corridor. Ahead of each virtual public meeting, door-to-door flyering of all homes along the corridor was completed in March 2021, May 2021, and May 2022. In addition, DOTI has hosted office hours with community members and conducted frequent email correspondence with community members.

I commented on the 60% designs earlier this summer. Are comments still available to view online?

The 60% design that was originally shared in May and all comments are still available publicly [here](#).

Project Data Collection

Is the heavy use of Kearney Street around Crestmoor Park being considered? What data was gathered related to usage and multimodal traffic near Crestmoor Park?

Currently, pedestrians, bicyclists, and vehicles share the street next to Crestmoor Park. DOTI is aware that the street is heavily used by multiple modes, especially during spring/summer events at the park, and is evaluating designs that would make the street safer for everyone that is sharing the street today.

The project team collected additional data on usage during the dates and times of peak usage of the park—Saturdays, May 22 from 7 a.m. to 6 p.m. and May 29 from 10:30 a.m. to 2:30 p.m. with the following results:

- Approximately 1,100 vehicles per day traveled on Kearney Street along Crestmoor Park. This volume is within DOTI's acceptable range for neighborhood bikeways (less than 2,000 vehicles per day).
- The 85th percentile traffic speed directly along the park was 23.6 mph. This speed is above DOTI's acceptable threshold for neighborhood bikeways (20 mph).

- Between 10:30 a.m. and 2:30 p.m. the average parking turnover rate was 2.7 vehicles per space, which is moderate.
- Three hundred and twenty-one (321) pedestrians walked and 68 bicyclists rode on Kearney Street along Crestmoor Park.
- Additionally, between 2015 and 2019, only two vehicle crashes and zero bicycle and pedestrian crashes occurred on Kearney Street adjacent to Crestmoor Park.

This data wasn't gathered during peak soccer at Crestmoor Park, so how does DOTI take even busier days at the park into account?

The data reflects that this area is heavily parked, and DOTI understands that it would be even more heavily parked during weekends earlier in the spring when youth sports leagues like the Colorado Rapids Youth Soccer Club are happening.

Why were vehicle volumes and speeds not gathered along my particular block of the corridor?

DOTI doesn't typically gather vehicle speed data, volume data, and/or turning movements at every intersection along a corridor due to project cost considerations. Instead, DOTI focuses on all major intersections along with some minor intersections or roadway segments along the corridor.

The average daily traffic (ADT) count was much higher than the number of residents who live along my portion of the corridor. How is that possible?

Traffic counts include not only vehicles of corridor residents, but also vehicles that are traveling through the corridor, going to Crestmoor Park, delivering packages, or completing any number of other trip types along the corridor.

Were alternative bikeway routes considered that avoid Crestmoor Park?

The original Kearney Street alignment was compared to three other alternatives (Jersey Street, Jasmine Street and Locust Street). Of the alignment options compared, Kearney (the original alignment) is the most direct and provides better access to Crestmoor Park and the Garland Greenbelt Trail to the south. Providing the most direct route feasible is a key component of Denver's bikeway design standards.

Findings from the alternative route evaluation are below:

- The Locust Street alternative (through the park) would require a very difficult crossing of Alameda due to its proximity to the signal one block east. It would also require bicyclists to ride through the parking lot on the east side of the park and likely expensive improvements to the path through the park itself.
- Jasmine Street's crossing of Alameda would possibly require reconstruction of the median; the two cut-throughs that currently exist are narrow and not ADA-compliant.
- Jersey Street's crossing of Alameda would be similar to Kearney, but it would be a more indirect route.

Contact the Project Team

Who should I contact if I have questions about the neighborhood bikeway program?

Please email bikes@denvergov.org or visit bit.ly/denvermovesbackbones for more information.