

# S KEARNEY ST FROM VIRGINIA AVE TO 5TH AVE AND KRAMERIA ST FROM 5TH AVE TO 12TH AVE

## PROJECT OVERVIEW

Denver Moves: Bicycles recommended the Kearney St/Krameria St corridor to be a neighborhood bikeway, and BluePrint Denver identified Kearney St and Krameria St as bicycle modal priority streets. DOTI designed S Kearney St from Virginia Ave to 5th Ave, and Krameria St from 5th Ave to 12th Ave, as a neighborhood bikeway. This corridor does not fall within the boundaries of the South Central CTN but was one of the CTN-adjacent corridors identified in the Elevate Denver (GO) bond.

FIGURE 68: S KEARNEY ST / KRAMERIA ST CONTEXT MAP



## PROJECT BENEFITS

- CONNECTS DESTINATIONS**  
 West Leadership Academy, DCIT, DCIS, Flores Park, Girls Athletic Leadership School, St. Joseph's Catholic Parish
- LINKS BIKEWAYS/TRAILS**  
 W 13th Avenue
- FILLS GAP IN NETWORK**  
 N/S Connection for La Alma/Lincoln Park Neighborhood
- CONNECTS PROPOSED BIKEWAYS**  
 W 3rd Ave
- LOWER STRESS CROSSINGS**  
 Improved crossing at W 6th and W 8th Ave
- QUALITY CONNECTION**  
 Needed N/S connection through neighborhoods

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## ANALYSIS SUMMARY

Denver Moves: Bicycles and BluePrint Denver recommended a neighborhood bikeway on S Kearney St and Krameria St from Virginia Ave to Smith Rd. This project was initially split into two CTN areas: Virginia Ave to 13th Ave was assigned to South Central, and 13th Ave to Smith Rd was assigned to Central. The cutoff street was eventually adjusted to E 12th Ave to align with the E 12th Ave bikeway extent. Initial analysis along the corridor verified that a neighborhood bikeway is the appropriate facility.

Extensive analysis on the corridor revealed low vehicular volumes but speeds higher than recommended for installation of a neighborhood bikeway. The combination of moderate speeding through the corridor and a wide roadway width created a stressful environment for people walking and bicycling sharing a roadway with vehicles. There was a history of vehicle crashes along the corridor; they were mostly concentrated at 8th Ave and north, with the most occurring at 8th Ave and 11th Ave. There were also pavement issues corridor wide. These conditions were addressed in design to make the corridor safer for all modes of travel.

## OUTREACH SUMMARY

Because the Kearney St/Krameria St bikeway does not fall within the boundaries of the South Central CTN, the project team was tasked with developing a separate stakeholder group and email distribution list for outreach. The team met with stakeholders both one-on-one and in small group meetings and held three outreach events for the public to attend.

DOTI collected community feedback along this corridor through a series of online surveys, interactive input maps and public comments. This feedback helped inform recommendations for improving the way people travel (by bicycle, bus, on foot and by car) on and around this corridor.

### KEY CONCEPT FEEDBACK

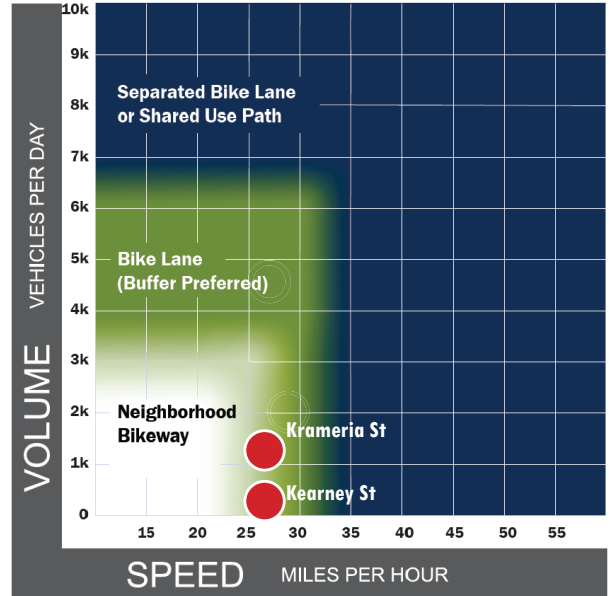
Community members were asked to react to proposed designs and provide feedback. The draft concept survey was open from February-April 2021. A total of 264 people completed the survey for Kearney St/Krameria St; however, the survey covered the extents of the entire bikeway, from Smith Rd to Virginia St. Overall, respondents indicated their top three safety concerns when using S Kearney St/Krameria St were:

- 1 Making it safe and comfortable to ride a bicycle
- 2 Making it safe and comfortable to walk and roll
- 3 Reducing the speed of motor vehicles and making it safe and comfortable to cross intersections

### KEY DRAFT DESIGN FEEDBACK

There was no Konveio design survey conducted for this project. However, the project team shared designs at network-wide meetings for general feedback.

FIGURE 69: S KEARNEY ST / KRAMERIA ST BIKEWAY FACILITY SELECTION CHART



### ANALYSIS COMPLETED:

- ✓ Crash Analysis
- ✓ Parking Analysis
- ✓ Traffic Counts
- ✗ Cross-Section Options
- ✗ Lane Reduction Analysis
- ✗ Parking Removal Analysis
- ✗ Intersection Analysis
- ✗ Speed Reduction Analysis
- ✗ Diversion Analysis

### DELIVERABLES COMPLETED:

- ✓ Existing Conditions Analysis
- ✗ Alternatives Analysis
- ✓ Concept Design
- ✓ Final Design

### OUTREACH COMPLETED:

- ✗ Network Verification Survey
- ✓ Concept Survey
- ✗ Draft Design Survey
- ✓ Office Hours
- ✓ 6 Network-Wide Public Meetings (2020 to 2022)
- ✓ 7 Network-Wide Stakeholder Meetings (2020 to 2022)
- ✓ One-on-One Stakeholder Engagement
- ✓ Project-Specific Community Meetings

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## SUMMARY OF FINAL RECOMMENDATIONS

The final recommendation is a neighborhood bikeway on S Kearney St from Virginia Ave to 5th Ave and Krameria St from 5th Ave to 12th Ave.

The final design includes a mixture of elements to slow driver speeds and improve safety and comfort for pedestrians and people on bikes traveling along the corridor. Specific elements include:

- Rectangular rapid flashing beacons (RRFBs) at E 6th Ave Pkwy, Alameda Ave, and Martin Luther King Blvd to alert drivers to bicyclists and pedestrians crossing.
- Curb extensions and one-block bike lane segment at 5th Ave to improve sightlines and facilitate easier transition for bicyclists shifting onto Krameria St from Kearney St to stay on the neighborhood bikeway.
- Curb extensions along the corridor to shorten crossing distances for people walking and biking and slow vehicle turning movements.
- Bike boxes at 8th Ave and no turn on red signage to allow bicycle queueing and protect movements.
- Neighborhood traffic circles to slow driver speeds.

FIGURE 70: S KEARNEY ST / KRAMERIA ST TRAFFIC CALMING MAP

Traffic Calming Elements	Existing Denver Bicycle Facilities	Recommended Denver Bicycle Facilities
● Traffic Circle	— Protected Bike Lane	- - - Protected Bike Lane
● Diverter	— Neighborhood Bikeway	- - - Neighborhood Bikeway
● Pedestrian Refuge	— Bike Lane	- - - Bike Lane
● Speed Cushion	— Buffered Bike Lane	- - - Buffered Bike Lane
● Chicane	— Shared Roadway	- - - Trail
● Pinchpoint	— Trail	- - - Shared Use Path
○ Curb Extension Only	— Shared Use Path	- - - Needs Further Study
● RRFB		
● Bike Box		

