

Appendix H Arapahoe County On-Street Project Details



Arapahoe County On-Street Project Details

Bike Lanes

The following section provides considerations and recommendations about the modifications required to implement the proposed bike lanes and buffered bike lanes in unincorporated Arapahoe County.

Holly Street from Yale Avenue to High Line Canal – Proposed Bike Lane

- This facility would provide a low-stress connection into Denver
- The existing 2-lane configuration could be restriped to provide one 12' vehicle lane and one 6' bike lane in either direction
- The LTS score for this portion of Holly Street is currently a 3

Yale Avenue from Holly Street to Kearney Street – Proposed Bike Lane

- This facility is one portion of a longer bike lane proposed along Yale from Syracuse Street to Colorado Boulevard
- This facility would provide safer bicycle access to Holly Hills Elementary from the north
- A planned widening project along Yale Avenue could accommodate bike lanes on either side of the road
- The LTS score for this portion of Yale Avenue is currently a 4

Dahlia Street from Yale Avenue to Vassar Lane – Proposed Bike Lane

- This facility would provide a low-stress connection into Denver, potentially continuing all the way to Colorado Station
- The existing 2-lane configuration could be restriped to provide one 12' vehicle lane and one 6' bike lane in either direction
- The LTS score for this portion of Dahlia Street is currently a 3

Florida Avenue from Dayton Street to Quebec Street – Proposed Bike Lane

- This facility would provide a connection between existing Florida bike lanes and the Cherry Creek Trail
- The existing 5-lane configuration between Dayton and Parker could be restriped to provide two 12' vehicle lanes and one 6' bike lane in each direction, or two 10' vehicle lanes and one 5' bike lane in each direction with a 10' center turn lane
- The existing 2-lane configuration between Quebec Way and Quebec Street could be restriped to provide one 12' vehicle lane and one 6' bike lane in each direction. Restricting parking to one side of Florida Avenue could be considered.



- The existing 2-lane configuration between Parker Road and Quebec Way would require widening to accommodate on-street bike lanes
- The LTS score for this portion of Florida Avenue is currently a 4

Himalaya Street from Quincy Avenue to Reservoir Road – Proposed Bike Lane

- This facility would provide safer bicycle access to Sky Vista Middle School and Aspen Crossing Elementary School
- The existing 5-lane configuration between Dayton and Parker could be restriped to provide two 12' vehicle lanes and one 6' bike lane in each direction, or two 10' vehicle lanes and one 5' bike lane in each direction with a 10' center turn lane

Picadilly Street from Quincy Avenue to Netherland Street – Proposed Buffered Bike Lane

- This facility would provide a connection between existing bike lanes further to the north and south along Picadilly Road
- The volume and speed of this street make a buffered bike lane preferable to a standard bike lane
- The existing 5-lane configuration could be restriped to provide two 12' vehicle lanes and one 6' bike lane in each direction, or two 10' vehicle lanes and one 5' bike lane in each direction with a 10' center turn lane
- The LTS score for this portion of Picadilly Road is currently a 4

Tempe Street/Powers Avenue from Copperleaf Boulevard to Riviera Way – Proposed Bike Lane

- This facility would provide safer bicycle access to Antelope Ridge Elementary School
- The existing 3-lane configuration could be restriped to provide one 12' vehicle lane and one 6' bike lane in either direction, or one 10' vehicle lane and one 5' bike lane in either direction with a 10' center turn lane

Orchard Road from Cherry Creek Drive to Kenton Street – Proposed Bike Lane

- This facility would provide a connection between existing bike lanes on Cherry Creek Drive and Orchard Road
- The existing 2-lane configuration with parking lanes on either side could be restriped to provide one 12' vehicle lane, one 6' bike lane, and one 10' parking lane on either side
- The LTS score for this portion of Orchard Road is currently a 3



Havana Street from Peakview Avenue to Belleview Avenue – Proposed Buffered Bike Lane

- This facility would provide a safer bicycle connection to and from Cherry Creek State Park
- The existing 3-lane configuration with 4' standard bike lanes on either side could be restriped to provide one 12' vehicle lane, one 5' bike lane, and a 2' buffer in either direction with a 10' center turn lane
- The LTS score for the existing Havana bike lanes is a 3

Inverness Drive West – Proposed Bike Lane

- This facility would provide safer bicycle access for commuters to the Inverness business park
- The existing 5-lane configuration could be restriped to provide two 11' vehicle lanes and one 6' bike lane in either direction, or the street could be considered for widening to accommodate bike lanes
- The LTS score for Inverness Drive West is currently a 3

Inverness Drive East – Proposed Bike Lane

- This facility would provide safer bicycle access for commuters to the Inverness business park
- The existing 3-lane configuration could be restriped to provide one 10' vehicle lane and one 5' bike lane in either direction, with a 10' center turn lane
- The LTS score for Inverness Drive East is currently a 3

Lima Street from Inverness Drive East to Easter Avenue – Proposed Bike Lane

- This facility would provide a connection between an existing sidepath further north along Lima and the Inverness business park
- The existing 4-lane configuration with a striped median could be restriped to provide two 12 vehicle lanes and one 6' bike lane in either direction
- The LTS score for this section of Lima Street is currently a 4



Shared Roadways

Shared roadways can vary in how they are marked based on context. Shared lane markings, or sharrows, and bike route signs are two of the features most often used to designate a facility as a shared roadway. Signs should always be provided along bike routes to help with both awareness for all users and wayfinding for cyclists. Sharrows, however, are not always appropriate along shared roadways. Local street bike routes with direct access to residential driveways typically should not be marked with sharrows, as some residents may react negatively to the additional pavement markings in front of their homes. Additionally, sharrows, like other pavement markings, can be expensive to maintain and should only be used where high levels of cycling activity are expected. Shared facilities along collector streets in close proximity to regional trails or other major cycling facilities and/or bicycling destinations such as schools and recreation centers are typical candidates for the use of sharrows in addition to signage. On shared roadways with higher levels of bicycling activity, sharrows help to reinforce the wayfinding and likely presence of bicyclists and to help position bicyclists within the street. The following section provides considerations and recommendations for marking each of the proposed shared roadways in unincorporated Arapahoe County.

Danube Street/Biscay Street/Maplewood Avenue from Smoky Hill Road to Genoa Street

- Signed route with sharrows added between Smoky Hill Road and Orchard Road
- South of Orchard Road, this route runs along local streets with frequent driveway accesses
- North of Orchard Road, this route runs by Rolling Hills Elementary School and a rec center

Waco Street/Caley Avenue/Ouray Street from Arapahoe Road to Buckley Road

- Signed route with sharrows added east of Buckley Road
- West of Buckley Road, this routes along local streets with frequent driveway accesses
- East of Buckley Road, this route runs by Fox Hollow Elementary School and is close to the Piney Creek Trail

Yale Avenue/Wabash Street from Syracuse Way to Iloff Avenue

- Signed route with sharrows
- This route is along a collector and crosses both the Cherry Creek Trail and the High Line Canal Trail

Tower Road from Waco Street to Orchard Road

- Signed route with sharrows
- This route is along a collector and crosses the Piney Creek Trail



Maplewood Avenue/Pinewood Avenue from Lima Way to Boston Circle

- Signed route
- This route runs primarily along local streets
- This route is not connected to any major cycling facilities

Plains Parkway/Lehigh Avenue from Quincy Avenue to Himalaya Street

- Signed route with sharrows
- This route runs along collectors
- This route runs by Dakota Valley Elementary School and connects to the Unnamed Creek/Toll Gate Creek Trail

Genoa Street from Maplewood Avenue to Fair Avenue

- Signed route with sharrows
- This route runs along a collector
- This route runs by Falcon Creek Middle School, connects to bike lanes on Fair Avenue, and is close to the Piney Creek Trail

Holly Place from Yale Avenue to Dartmouth Avenue

- Signed route
- This route runs along a local street with frequent driveway accesses

Kearney Street/Cornell Avenue from Yale Avenue to Monaco Parkway

- Signed route
- This route runs along local streets with frequent driveway accesses

Dahlia Street from Vassar Lane to Iliff Avenue

- Signed route with sharrows
- This route runs along a collector
- This route runs by Denver Academy and provides a connection to proposed Dartmouth bike lanes further south

Berry Avenue from Havana Street to Cherry Creek Drive

- Signed route
- This route runs along a local street with frequent driveway accesses



Main Street from Front Street to Thomas Avenue

- Signed route
- This route runs along a local street with driveway accesses

Thomas Avenue from Main Street to Exmoor Road

- Signed route
- This route runs along a local street with driveway accesses

Wolf Creek Drive/Tomahawk Avenue from 6th Avenue to Arrowhead Street

- Signed route
- This route runs along local streets with driveway accesses

Arrowhead Street from 6th Avenue to County Road 183

- Signed route
- This route runs along a local street with driveway accesses

Prosper Road and Prosper Road M

- Signed routes
- These routes will run along future local streets