

Inverness Drive West Bike Path

PROJECT SUMMARY

Connecting
Southwest Denver
Communities



ARAPAHOE COUNTY
COLORADO'S FIRST

Project Facts

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OBJECTIVES

- Support a regional trail system
 - This is one of the first pieces to a larger puzzle that will, overtime, become a regional bikeway that supports north-south connections from the City of Lone Tree to Denver.
- Enhance safety
 - Develop a safe and efficient option for all modes of transportation.
- Build a “Complete Street”
 - What’s that? A street that is considered convenient and comfortable for all transportation users, regardless of their chosen mode of travel.



TIMING

- Why now?
 - This is the best time to implement a bike path in this corridor because it is the first of several projects that will complete a larger vision to make north-south regional connections.
- When will it be complete?
 - Design for the bike path will be complete in 2021.
 - Construction is expected to begin in 2022.



CONNECTIONS

- Rome wasn’t built in a day...
 - This is the first of many projects that, overtime, will create a regional trail traversing the east side of I-25 from Denver to Lone Tree.
- Proximity to the Dry Creek Light Rail station makes this an ideal location for business commuters.

Upcoming projects



- Trail connections from this path north to Cherry Creek State Park and south through Douglas County.
- Reconfiguration of the intersection at Inverness Drive West and County Line Road will ease traffic congestion and support efficiency through the corridor.
- Improvements at I-25 and Dry Creek to ease congestion and increase efficiency of traffic flow.



DESIGN

- Minimally invasive to existing trees.
- Reduction of a lane (“lane diet”) is minimally invasive to traffic flow because the center of the corridor experiences less traffic than what occurs at the north and south ends.
- Roundabouts are a safe/effective alternative to a traditional left-turn movement during peak traffic.
- The posted speed limit is 25, however the average speed recorded is 37.
 - Roundabouts are proven and effective methods to slow drivers down and increase safety for all users.



BENEFITS

- Data shows that 16,000 bicyclists use this corridor annually.
- With these improvements, more cyclists will be comfortable using the corridor.
- Once more connections are made, usage will increase exponentially.
 - For another cliché moment, “if you build it, they will come.” It’s the Denver Metro region. We love to be outside; we love to recreate and we’re getting more comfortable and creative in how we commute to work each year. Therefore, the infrastructure to do this safely is much needed.



COMMUNITY FEEDBACK

- Community feedback is critical to this process that began in 2012 and is a culmination of years of public input about the need and desire for facilities like this.
- Input has shaped the decisions for how the design will work for all users of the corridor.



SAFETY & TRAFFIC

- Are roundabouts safe for bicyclists?
 - Yes, roundabouts with bike lanes work all around the country
 - If it still sounds a little bit intimidating, the good news is that less-experienced cyclists can conveniently bypass the roundabout and enter on to the side path
- Vehicle – Cyclists conflict
 - The design of this project uniquely provides safe and efficient options for all users.
 - The addition of bike lanes will NOT increase congestion.
 - The combination of bike lanes and side path for an efficient corridor for both bikes and vehicles.
- Congestion
 - Detailed analysis of the corridor models that the reduction of lanes will not create congestion
 - The design will support a high level of service and efficient traffic flow
 - Existing congestion at both the north and south ends of the corridor is being addressed by current or upcoming projects. *Noted above in the Connections section.*
- Analysis
 - Because of COVID-19, traffic analysis for the project was completed by using previous data
 - The use of previous data is reliable and often used to forecast and accurately reflect future volumes
- Large Vehicles
 - Large vehicles like trucks and buses will be able to navigate roundabouts by using the apron in the center of the roundabout.

\$ FUNDING

- Federal & Regional
 - Federal funding was awarded through the Transportation Improvement Program (TIP) which is administered by the Denver Regional Council of Governments (DRCOG).
 - Federally funded projects must meet deadlines for design and construction.
- Local
 - Arapahoe County, Inverness Metropolitan District and Southeast Public Improvement Metropolitan District also provided funding.