

Proposed Kavanaugh Bike Lanes

The City proposes to install bike lanes on Kavanaugh (Figs. 1-2). Parking would be restricted to one side of the street from Markham to Rose and from Spruce to Van Buren, however, staff analysis of the demand for on-street parking shows that the remaining parking spaces are adequate to fulfill the current demand (Figs. 3-4). This street reconfiguration would have the following benefits:

Traffic Calming: Narrowing traffic lanes calms traffic and increases safety for all road users and homeowners (i.e. occupying front lawns) along the street.

Increased Property Values: When choosing where to live, many in the young, creative class seek transportation choice and livability.¹ Bike lanes, especially in Hillcrest's close proximity to the Arkansas River Trail, have the potential to increase property values in Hillcrest, especially on Kavanaugh.²

Community Cohesiveness: Giving Hillcrest residents the opportunity to safely and conveniently walk and bike within the neighborhood create opportunities for face-to-face interactions and chance meetings that promote community.

Reduce Hillcrest Business District Parking Demand: When Hillcrest residents can safely bike to the business district for errands, they will more often choose their bike over their car for health, to get fresh air, or because they know they'll be able to find parking once they get to Hillcrest's core.

Increase Retail Sales: Bike lanes increase retail sales. While this has been shown for many communities, one need look no farther than SoMa to see the transformational potential of bike lanes to a district.

Pedestrian Safety: Bike lanes would slow vehicular speeds and narrow crosswalks (Fig. 1)

Driver Convenience: Creating a separate space on the roadway for cyclists means that the travel lane is clearer and safer for motorists, especially when speed differentials are high when going uphill.

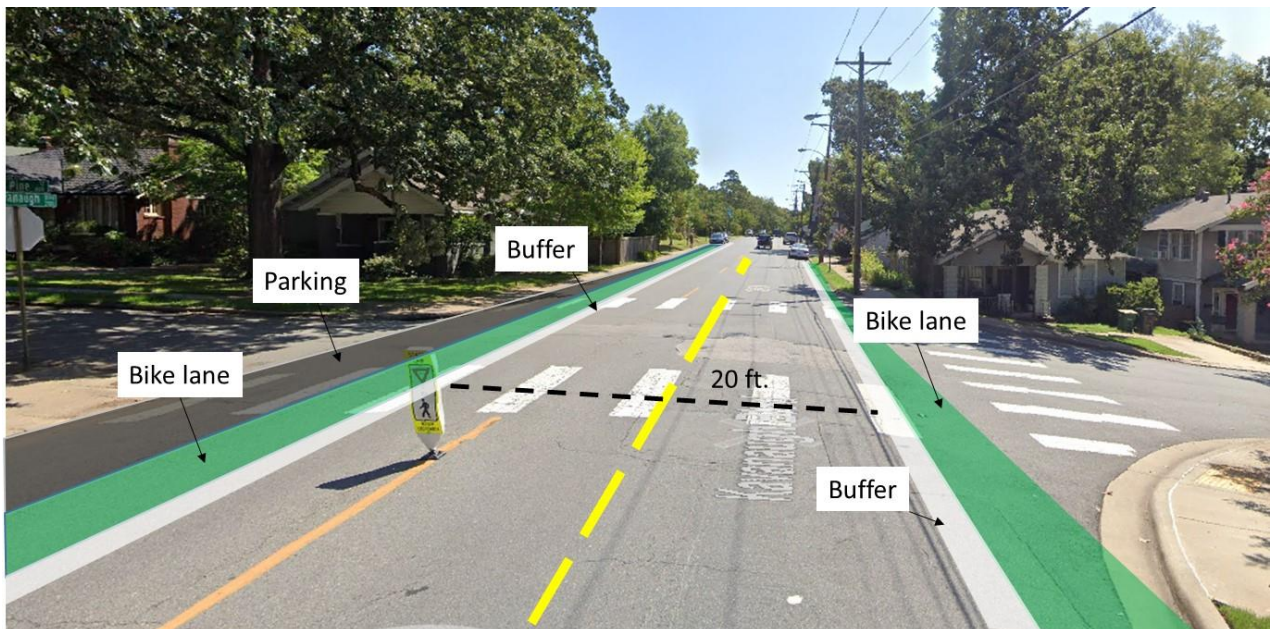


Figure 1. Typical proposed cross section of Kavanaugh.

¹ <https://www.theatlantic.com/national/archive/2011/06/americas-top-cities-for-bike-commuting-happier-too/240265/>

² <https://atlanta.curbed.com/2013/8/8/10210634/bike-lanes-property-values-is-there-a-correlation>

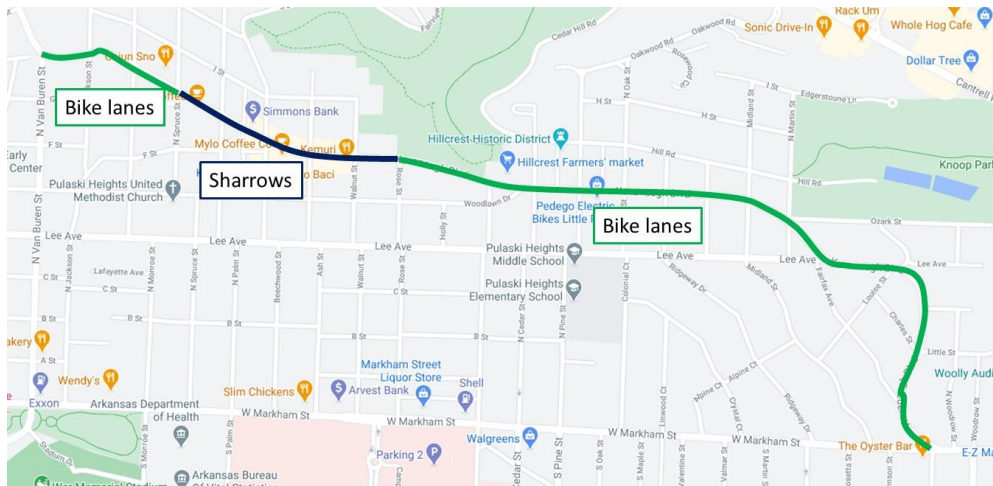


Figure 2. The proposal would create bike lanes on Kavanaugh from Markham to Rose and from Spruce to Van Buren. Sharrows would be retained throughout the business district, between Rose and Spruce.

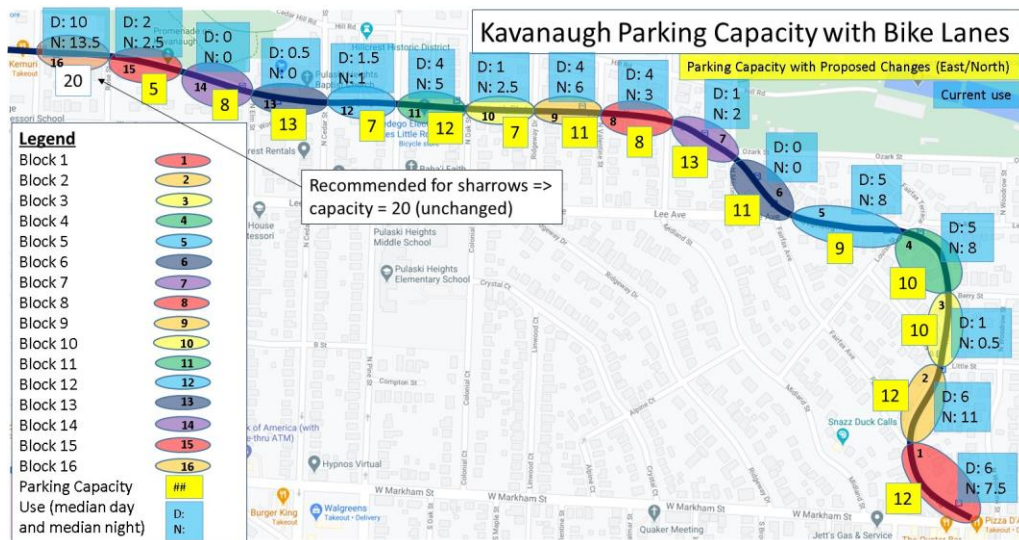


Figure 3. This is a block by block analysis of the parking capacity with the proposed reconfiguration (yellow and white boxes) and the current parking use. Average parking use never exceeds new proposed capacity.

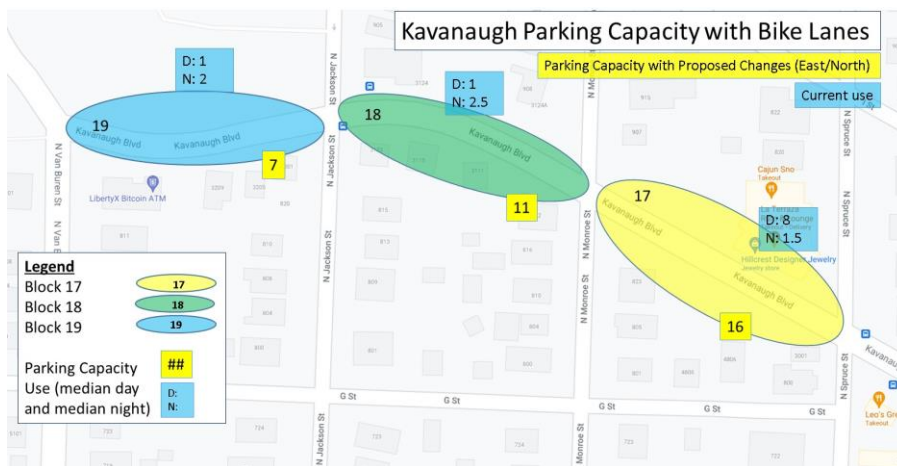


Figure 4. This is a block by block analysis of the parking capacity with the proposed reconfiguration (yellow and white boxes) and the current parking use. Average parking use never exceeds new proposed capacity.