

IMPROVEMENT OPTIONS BY TYPE
Public Input to Date
November 21, 2005

As part of the Strategic Transportation Plan process the project team has worked with the Advisory Committee and members of the community to brainstorm possible improvements in several different categories. The list below includes ideas provided by the Advisory Committee, public, and project team.

Improvement Category	Suggested Improvement
PEDESTRIAN	Add railings or bollards Add mid-block pedestrian crossings Create pedestrian priority districts Change street textures in pedestrian zones Improve street character (trees, lighting, etc.) Raised pedestrian crossings Bump outs at intersections Wider sidewalks in pedestrian districts Medians/pedestrian refuges Quieter pavement Wider sidewalks at key locations Increase pedestrian crossing times in pedestrian districts Provide buffer areas next to sidewalks along arterials Educate the public to be courteous to pedestrians Build state highways to City standards Provide pedestrian access to and from new development "Don't block the box" education and enforcement Provide pedestrian overpasses Prohibit turns on red at intersections with pedestrians Increase signing for turn restrictions Increase red light running enforcement Provide more exclusive pedestrian phases at signals Narrow arterials to accommodate pedestrian crossings Provide count down pedestrian signals Complete gaps in sidewalk system Pedestrian access to LRT stations Maintain sidewalks Observe American with Disabilities Act (ADA) rules and regulations Fund Pedestrian Master Plan through other street projects Require new development to build sidewalks and pedestrian connections Provide better access and pedestrian improvements around strip malls Preserve historic flagstone walks and curbs

Improvement Category	Suggested Improvement
NEIGHBORHOOD TRAFFIC MANAGEMENT	<ul style="list-style-type: none"> Construct roundabouts Add landscaped medians Change street widths Traffic calming Enforce speed limits Consider existing neighborhood plans Install drainage dips at intersections to reduce speed Recognize local destinations (e.g. schools, parks) Convert one-way couplets to two-way streets in neighborhoods
LAND USE	<ul style="list-style-type: none"> Consider higher densities Encourage mixed use development Consider new recommendations to Blueprint Denver Context-sensitive development Support economic development Manage conflicting transportation goals Improve pedestrian experience through “Main Street” zoning Provide required bike parking Underground transit Pedestrian-oriented development – mixed use with retail on ground floor Provide transit in developing areas Change zoning to reduce vehicle travel Aesthetically pleasing urban design
TRAFFIC CAPACITY	<ul style="list-style-type: none"> Convert streets to one-way couplets Eliminate parking lanes Add new travel lanes Change traffic signal cycles High Occupancy Vehicle (HOV) lanes on arterial streets Create flexible lanes by time of day Continue to consider cars
FREIGHT ACCESS	<ul style="list-style-type: none"> Add signs around loading zones Maintain and strengthen pavement Provide direct freight connections to freeways Identify and enforce freight loading zones Publicize and enforce freight routes
TRANSIT ENHANCEMENTS	<ul style="list-style-type: none"> Increase transit service frequency Add bus pull-outs Implement fixed guideway (rail or exclusive bus lane) service Personal transit service Circulator buses Trolley Improve quality of transit experience (cleaner buses, better shelters, smooth ride, etc.) Car share program Consider new types of buses Coordinate with neighboring cities on enhancements Additional bus routes

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BICYCLE	Provide bicycle parking Provide off-street bike trails Designate on-street bike lanes Designate on-street bike routes Bike parking stations around region City bike program (bike-sharing) Consider decentralized bike parking Bicycle ambassador program Provide bike access to public transportation Build “missing links” from Bicycle Master Plan Provide bike parking at park ‘n Rides Provide bike stations at key locations Provide bike actuated traffic signals Provide wider sidewalks on bridges Provide underpasses for bikes at arterials Accommodate differences between users (commuter, recreational)
TRANSPORTATION DEMAND MANAGEMENT	Develop incentives for carpooling Develop Transportation Management Organizations (TMO's) Develop tax incentives to support living near transit Raise cost of Single Occupant Vehicle (SOV) travel; lower for transit Walking to encourage health (improve experience; more public education) Reward non-driving Marketing of new programs
CONGESTION MANAGEMENT	Prohibit left turns Add new signal or additional Add acceleration/deceleration lanes *Include auto access improvements within this category* Grade separate/ underground roads Encourage Colorado Department of Transportation (CDOT) to coordinate with neighborhood visions Consider length of right-turn lanes
PARKING MANAGEMENT	Create parking district Encourage mixed-use development Develop shared parking with adjacent uses Parking enforcement Create on-street parking Structure parking at transit stations Shaded parking Enforce code requirements for number of cars per house

