MOBILITY RECOMMENDATIONS

LONG TERM VISION FOR MOBILITY IN EAST CENTRAL

In 2016, streets in East Central are bustling with those who walk, bike, and live and visit. Most residents can vote their daily needs without relying on a car. For those who drive, parking is limited, but technology and efficient management have minimized traffic and spill-over issues. A well-connected pedestrian network that includes wide, accessible, and well-maintained sidewalks and street crossings allows pedestrians of all ages and abilities to safely and comfortably move around the area on foot or using an assisted device year-round. East Central's highly visible protected bicycle lanes allow everyone to safely ride throughout the area, including young children, who love to ride to school and explore other neighborhood destinations. During peak hours, there is a steady flow of bicyclists and the numerous bike parking areas along Colfax and within neighborhood destinations are always well-used. Transit in East Central is reliable, frequent, and affordable with high-quality, well-maintained shelters at all stops. Residents and businesses know the high-capacity transit along Colfax Avenue, Colorado Boulevard, and Broadway, which, combined with new and innovative mobility technologies, make it fast and easy to reach destinations throughout East Central.

COMMUNITY FEEDBACK

Since the launch of 2017, the key goals of the 2016 East Central Area Plan have contributed to significant changes throughout the area, and residents and businesses have given a range of opinions on what works well and what needs to be improved. The feedback collected through the Vision Zero Campaign Plan provides an understanding of the challenges faced by the residents and businesses of East Central and how to address them.

MEASURABLE GOALS

The East Central Area Plan will continue to progress on our goals, guided by the feedback received from the residents and businesses. The goals established by the City of Denver in the 2016 Area Plan, including the following, will continue to be regularly evaluated and improved upon through ongoing planning and implementation:

- Safe, accessible, and comfortable mobility hubs
- High comfort bikeways
- Accessible crossings for pedestrians
- Improved sidewalks
- Accessibility
- Travel mode counts
- Safety analysis

Bikeway Opportunities & Concepts

High comfort bikeways are safe and comfortable spaces designated for bicyclists through pavement markings and/or a separated path. Intersections and is important to ensure a safe and comfortable transition for bicyclists and pedestrians. The East Central Area Plan includes a variety of high comfort bikeway concepts to be implemented in various areas of the neighborhood.

Top 6 Mobility Topics

- Pedestrian Safety
- Bike Safety
- Public Transit
- Streets
- Zoning
- Traffic

Source: October 2016 - October 2019 City Crash Data

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3-YEAR AVERAGE FOR KILLED AND SERIOUS INJURIES (KSI) BY NEIGHBORHOOD

Source: 2019 East Central Public Meetings

2040 MODE SHARE TARGETS FOR EAST CENTRAL

Source: 2017 East Central Kick-off Survey

3-YEAR AVERAGE FOR KILLED AND SERIOUS INJURIES (KSI) BY NEIGHBORHOOD

Source: October 2016 - October 2019 City Crash Data

Top 6 Mobility Topics

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Prioritize implementing transit along corridors and recreation centers, schools, parks, hospitals, libraries, commercial neighborhoods directly surrounding the City’s strategic parking goals.

Create bold changes to the mobility system by adopting and adapting policies to shift people’s travel behavior and meet City goals.

Install new sidewalks.

Install new bikeways not previously identified in Denver Moves: Bikes.

Prioritize implementing transit along corridors in East Central.

Implement and upgrade planned Denver Moves: Bikes bikeways.

Install side streets or limit traffic on local streets.

Install safety and accessibility improvements at existing pedestrian and bicycle crossings.

Manage and more efficiently use curbside resources.

Adopt Transportation Demand Management strategies and policies to shift people’s travel behavior and meet City goals.

Study measures to slow traffic along neighborhood streets directly surrounding schools, parks, hospitals, libraries, commercial areas, and recreation centers.

Strength parking management tools that reflect the City’s strategic parking goals.