Potential Buffer Types
Concrete Curb

Potential Buffer Types
Flex Posts/Striping
Potential Buffer Types
Planter Boxes*

*Planter boxes would require maintenance support from a Business Improvement District, Maintenance District, etc.

Potential Buffer Types
Flex Posts with Bike Rail and Striping
Cherry Creek Trail Connection Options

Potential Connection Option – 1A
Potential Connection Option – 1B

South Broadway and Cherry Creek
Bike Path Connection

Opt. 1B

Eliminated Connection Option – 2A

South Broadway and Cherry Creek
Bike Path Connection

Opt. 2A
Eliminated Connection Option – 2B

South Broadway and Cherry Creek
Bike Path Connection

Opt. 2B

Eliminated Connection Option – 3A

South Broadway and Cherry Creek
Bike Path Connection

Opt. 3A
Eliminated Connection Option – 3B

South Broadway and Cherry Creek
Bike Path Connection

Opt. 3B

Crash Analysis
Crash Analysis

Pedestrians

Pedestrian Crashes
Jan 2014 - Dec 2018

<table>
<thead>
<tr>
<th>Intersection Crashes</th>
<th>Segment Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-3 Crashes</td>
<td>1 Crash</td>
</tr>
<tr>
<td>4-7 Crashes</td>
<td>2 Crashes</td>
</tr>
<tr>
<td>8-10 Crashes</td>
<td>3 Crashes</td>
</tr>
</tbody>
</table>

80 Total Crashes  11 Total Crashes
Crash Analysis

Bicycles

Bicycle Crashes
Jan 2014 - Dec 2018

Intersection Crashes
1-2 Crashes
3-5 Crashes

Segment Crashes
1 Crash
2 Crashes

25 Total Crashes
5 Total Crashes

Map
Overlap

14th Ave
16th Ave
Colfax Ave
Downtown

12th Ave
Capitol Hill
Civic Center

8th Ave
Lincoln Park

6th Ave
E. Speer Blvd.

2nd Ave
Ellsworth Ave

25

85

87

85

85

25
Crash Analysis

Vehicles

All Crashes
Jan 2014 - Dec 2018

Intersection Crashes  | Segment Crashes
---|---
5-20 Crashes  | 0-5 Crashes
21-40 Crashes  | 6-10 Crashes
41-60 Crashes  | 11-20 Crashes
61+ Crashes  | 21-32 Crashes
1235 Total Crashes  | 301 Total Crashes
Economic Case Studies

Economic Impacts of Investments in Multi-Modal Infrastructure

• **Salt Lake City, UT:** Following redesign of 300 South Broadway, including a curb-and-parking protected bikeway and 30% reduction in total parking, sales increased by 8.8% compared to 7% citywide.
  ➢ Business managers surveyed indicated that business was good (79%) and an additional 16% indicated that business was “up” or even “setting records.”

• **Portland, OR:** Customers arriving by bike had highest or second highest monthly expenditures compared to other transportation modes.

• **New York, NY:** Following streetscape improvements in three locations in New York City, which included installation or creation of a dedicated or protected bike lane, these areas experienced an increase in retail sales post-improvement.
  ➢ People on bike and foot spent the most per capita per week at local businesses and visit more often than drivers.

• **Los Angeles, CA:** Higher sales tax revenues on portion of York Boulevard with a road diet and bicycle lanes; no real difference in number of new businesses or business turnover.