Addressing Challenges & Needs to Downtown Mobility
Vision Zero

Citywide goal to reduce traffic related fatalities to zero by 2030

- *Everyone has the right to safely travel on our streets no matter where they go and what mode of transportation they utilize.*
Accommodate Growing Population

Denver Population

- 600,158 (2010 census)
- 716,494 (est. 2017)
- 894,000 (projection 2040)
Downtown Emerging as a Neighborhood

- Downtown Denver has added 14,000 households since 2000
- Downtown will add another 24,000 households by 2040
- RiNo, the Central Platte Valley and River Mile are all expected to have similar high rates of population growth
Accommodate Growing Employment

- Downtown Denver has added 4.8 million sq. ft. of office space since 2000
- Today downtown hosts approximately 130,000 jobs
- By 2040, over 200,000 people will work downtown in 10 million sq. ft. of new office space
Adapt To a Changing Transportation System

Transportation has changed and is rapidly changing . . .

• Scooters/ E-bikes
• Deliveries/ Freight
• Autonomous Vehicles
• Transportation Network Companies
**TODAY - PEAK HOUR MODE SHARE**

% OF PEOPLE MOVING IN AND OUT OF DOWNTOWN (AM | PM)

<table>
<thead>
<tr>
<th>Mode</th>
<th>AM</th>
<th>PM</th>
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</thead>
<tbody>
<tr>
<td>Driving</td>
<td>53%</td>
<td>54%</td>
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<tr>
<td>Transit</td>
<td>22%</td>
<td>21%</td>
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<tr>
<td>Carpool</td>
<td>11%</td>
<td>11%</td>
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<tr>
<td>Walking</td>
<td>10%</td>
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<tr>
<td>Biking</td>
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<td>2%</td>
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<tr>
<td>Freight</td>
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<td>1%</td>
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**2018 MODE SHARE SURVEY**

DOWNTOWN DENVER PARTNERSHIP COMMUTER SURVEY RESULTS

<table>
<thead>
<tr>
<th>Mode</th>
<th>Percentage</th>
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<tbody>
<tr>
<td>Vanpool</td>
<td>0.1%</td>
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<tr>
<td>Rideshare</td>
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<tr>
<td>Motorbike</td>
<td>1.7%</td>
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<tr>
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<td>2.4%</td>
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<tr>
<td>Carpool</td>
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<tr>
<td>Walk</td>
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</tr>
<tr>
<td>Bike</td>
<td>9.0%</td>
</tr>
<tr>
<td>Drove alone</td>
<td>34.5%</td>
</tr>
<tr>
<td>Transit</td>
<td>39.8%</td>
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CHALLENGES & NEEDS

18TH STREET

- 15' SIDEWALK
- 8' PARKING
- 6' BIKE LANE
- 36' TRAVEL LANES (3)
- 15' SIDEWALK

38% OF ROW 8% OF ROW 54% OF ROW
11% OF TOTAL USERS 2% OF TOTAL USERS 58% OF TOTAL USERS 29% OF TOTAL USERS
Reimagining Downtown Mobility
GOALS

Goal 1: Create additional capacity through mode-shift by providing a variety of attractive travel choices

Goal 2: Make downtown streets safe

Goal 3: Design streets as inviting spaces for people with opportunities to enhance the natural environment

Goal 4: Create a flexible and adaptable street network

Goal 5: Make downtown accessible and easy to navigate for all users

Goal 6: Provide a transportation system that supports a thriving downtown economy
Move More People with Multiple Modes

- More trips are being taken on Downtown Streets
- Finite street-network; increasing congestion
- Must move more people, but can’t provide additional road space. Can instead provide more efficient travel options.
Align Past Plans

Bicycle Plan

• Protected bikeways

2007 Downtown Area Plan

• Two-way of streets
• Expanded transit service

Outdoor Downtown

• More trees
Identify Additional Projects

• Evaluate which projects will have the highest impacts
• Provide complete multimodal networks
• Identify Early Action Items
• Recommend supporting policies
• Develop Implementation Strategy
How Were Projects Identified?

- Public & Stakeholder Input
- Past Plans
- Data Analysis

300+ PROJECTS
Coordination with ongoing planning

• Upper Downtown Plan
• Arts Complex Mobility Study
• 15th / 17th Transit Lanes
• Facility Perimeter Security
• Urban Forest Initiative
What have we accomplished so far?
SCENARIO DEVELOPMENT PROCESS: WHERE WE’RE GOING

1. **ESTABLISHING A PROJECT FOUNDATION**
   - **PROJECT MANAGEMENT PLAN**
     - TASK 1
   - **PUBLIC & STAKEHOLDER OUTREACH PLAN**
     - TASK 2

2. **UNDERSTANDING THE STATE OF DOWNTOWN MOBILITY**
   - **DATA COLLECTION & ANALYSIS**
     - TASK 3
   - **STATE OF THE SYSTEM REPORT**
     - TASK 4

3. **DEVELOPING A DOWNTOWN MOBILITY VISION**
   - **VISION**
     - GOAL
     - OBJECTIVE
   - **PERFORMANCE MEASURES**
     - TASK 5 & 5.2 ADDITIONAL VISION TASK

4. **IMAGINING A RANGE OF SCENARIOS**
   - **NETWORK SCENARIO DEVELOPMENT & SCREENING**
     - PROJECTS / STRATEGIES
     - APPLY TIER 1 SCREENING
     - APPLY TIER 2 SCREENING
     - PREFERRED ALTERNATIVE

5. **FINDING THE PREFERRED ALTERNATIVES**
   - **THEME 1**
   - **THEME 2**
   - **THEME 3**

6. **CREATING A VISUAL FRAMEWORK**

7. **CHARTING THE PATH**
   - **IMPLEMENTATION STRATEGY**
     - NEAR TERM
     - MID-TERM
     - LONG TERM
   - TASK 8

**EARLY IMPLEMENTATION WORK PRODUCTS**
- Potential Projects
  - Retime downtown traffic signal network
  - Create 30% plans for high conflict intersections
  - Develop operations plans for new transit service
  - Design transit stop amenities
  - Complete study of mobility hub benefits and potential locations
ALTERNATIVE A: FUNDED PROJECTS

In 2040, downtown realizes a synthesis of key projects, policies, and regulations recommended by previous planning studies.
ALTERNATIVE B:
COMBINING RECENT PLAN RECOMMENDATIONS

In 2040, downtown realizes a synthesis of key projects, policies, and regulations recommended by previous planning studies.
ALTERNATIVE C: MAXIMIZING PERSON TRIP CAPACITY

In 2040, downtown is organized around high quality and high-capacity transit, high comfort bikeways, and safe, comfortable and accessible streets and intersections for all ages and abilities.
ALTERNATIVE D: GREEN AND HEALTHY

In 2040, downtown is blanketed by a canopy of trees and inviting social spaces. Bike and pedestrian space is organized around large planters and green stormwater infrastructure in the public right-of-way, with high-capacity transit service moving along key connections.

Re-purpose Existing Curbside Uses
In public and off-street, stormwater planters, public art, urban play areas and other green and healthy curbside uses are obstacles providing pint locations for people and nature.

Plant 1,000 New Trees
Growing the urban forest by planting and maintaining 1,000 new trees as a basic amenity and on-site component to achieving a sustainable, green and comfortable environment.

Redesign The 15th Street Bikeway
Reimagining the 15th Street Bikeway to maximize safety and comfort. A key link in the bicycle network, it promotes healthy mobility options.

Convert Latimer, Curtis, 14th, 15th, 17th, 18th and 21st Street From One-Way To Two-Way Operation
Expanding the two-way street network downtown will slow traffic speeds and create a pedestrian friendly environment with opportunities for green and health mobility options.

Create The S280
Prioritizing people, health, culture and nature by weaving together revitalized and repurposed shared public spaces. Serving as the backbone of a new downtown public space network, it creates inviting places for people.

Create Shared Streets
Building off of The S280, shared streets can help further permeate public space downtown with slow traffic speeds and prioritize pedestrian environments.

Re-purpose Alleys
Creating green infrastructure opportunities for people and nature. High-quality, green and healthy stormwater planters, green gardens, and tree plantings can absorb the stormwater network and improve air and water quality and decorates the amount of unpaved surfaces.

Create Green Streets
Creating green infrastructure including streetscape and stormwater planters, green gardens, and tree plantings can absorb the stormwater network and improve air and water quality and decorates the amount of unpaved surfaces.
Evaluation Process Overview

- Criteria and measurements were identified to best evaluate each project goal
- Informs the overall potential impact for each recommendation

Goals

- Goal 1: Creates additional capacity through mode-shift by providing a variety of attractive travel choices
- Goal 2: Make downtown streets safe
- Goal 3: Design streets as inviting spaces for people with opportunities to enhance the natural environment
- Goal 4: Create a flexible and adaptable street network
- Goal 5: Make downtown accessible and easy to navigate for all users
- Goal 6: Provide a transportation system that supports a thriving downtown economy

Criteria

- Goal 1: Peak hour person-trip throughput & conversion to alternate modes
- Goal 2: Crash reduction & high-rush locations addressed
- Goal 3: Enhanced landscaping and person comfort
- Goal 4: Flexibility and adaptability
- Goal 5: Multi-directional modal options & reduce barriers to address communities of concern
- Goal 6: Freight accommodations & connecting destinations
Ex. How to measure Goal #3?
Design streets as inviting spaces for people with opportunities to enhance the natural environment

**Enhanced Landscaping**
- Physical amenities
  - Café/merchant zone width
  - Pedestrian through zone width
  - Furnishings/landscape zone width
  - Step out/curb zone width
  - Amount of trees and understory plantings

**Person Comfort**
- Ease of walking and biking
- Sense of safety and security
- Enhanced sense of place
- Active ground floor use
- Café/merchant zone width
- Pedestrian through zone width
- Furnishings/landscape zone width
- Step out/curb zone width
Evaluation Process Results

1A Peak hour person-trip throughput
1B Conversion to alternate modes
2A Crash reduction
2B High-risk locations addressed
3A Enhanced landscaping
3B Person comfort
4A Flexibility & Adaptability
5A Multi-directional modal options
5B Reduced barriers to address communities of concern
6A Freight accommodations
6B Connecting destinations

Alternative A: Funded Projects (Baseline)
Alternative B: Realizing Recent Plans
Alternative C: Maximizing Person Capacity
Alternative D: Green & Healthy
Key Findings

- Excess street capacity during most times of the day. Significant shifts in ROW dedication from cars to other modes can be made.

- Dedicated bus lanes should be prioritized over rail investments in most cases.

- Two-way street conversions should be pursued wherever possible.

- Streets whose primary purpose is local access should focus on shared space design (i.e. mixing modes).

- Streets whose primary purpose is moving people efficiently should focus on separation of modes via physical infrastructure.
What’s being recommended?

1. Completing the modal systems
2. Quick wins and policies
3. Transformative Projects
Completing the Systems
Transformative Projects
LoHi Connector (15th Street)
Transformative Project - Central to Larimer

This project will complete the 15th Street vision as the key bike corridor through, into, and out of downtown, connecting it to the Lower Highland and Highland neighborhoods. It will also create a greener public realm along this important pedestrian corridor.

Key Features
- Add high comfort bikeway from Larimer to Central Street
- Remove 1 traffic lane per direction
- Reconfigure 15th & Blake intersection

Key Benefits
- Key connections for bikes and pedestrians
- Enhanced streetscape
- Improved safety at 15th & Blake intersection

Issues Addressed
- 14 block faces of "very uncomfortable" sidewalks (0 to 8 feet)
- Among the 10 segments rated "most uncomfortable" for pedestrians in downtown
- "Very asshole" corridor for bicyclists
- 58 bike crashes (2013 to 2017)

DRAFT CONCEPT: Concept may or may not be pursued and design will change.
Proposed Transformative Projects

[Map showing proposed projects]
17th Street Reimagined
Transformative Project - Wynkoop to Broadway

This project will turn 17th Street into a great downtown placemaking and people-moving street. It will convert a portion of the street to two-way operation, add transit lanes, and add high-comfort bikeways. Long term, BRT stations and operations should be considered.

**Key Features**
- Convert to two-way from Blake to Lawrence
- Add high comfort bikeway from Wynkoop to Broadway
- Add transit lane(s) from Blake to Broadway

**Key Benefits**
- Bicycle connectivity and safety benefits
- Bus travel faster and more convenient
- Two-way conversion will make the grid easier to use and reduce the need for detours
- Streetscaping opportunities

**Issues Addressed**
- 23 bike crossings
  - (2003 to 2021)
  - High density corridor with low connectivity
  - Among the 23
    - 12 segments rated
      - "Least Comfortable" for pedestrians in downtown
    - 5 block faces of
      - "Very uncomfortable" sidewalks (0 to 8 feet)

**High Comfort Bikeway**
Add a high comfort bikeway on both sides of the street between Wynkoop and Blake.

**Two-Way Operation**
Convert 17th Street to two-way, add a high comfort bikeway to both sides of the street and an ex-equivalent travel lane.

**Transit Lanes and High Comfort Bikeway**
Bike and transit sharing high comfort bikeway and dual transit lanes that allow for full evening at transit stops.

**Transit Stations and Streetscape Treatments**
In the long-term, high quality transit stations could improve the street's ride and pedestrian experience along 17th in repositioning a transit lane.

DRAFT CONCEPT: Concept may or may not be pursued and design will change.
Proposed
Transformative Projects
Traffic Signal Phasing
Transformative Project - Study Area-Wide

This project will transform the way downtown traffic signals operate. It will simplify signal phases and give more time to most modes and movements. The major components of the project include removing the phase that is pedestrian-only and shortening the length of each signal cycle.

**Key Features**
- Convert from 90 second cycles to 75 second cycles
- Convert from 3 phase signal cycle to 2 phase signal cycle by eliminating the pedestrian-only phase

**Key Benefits**
- Signal consistency makes downtown more navigable for pedestrians

**Issues Addressed**
- Reallocation of an additional 800-5000 seconds per hour to vehicular, bus, LRT and bicycle movements which will help offset fare reductions of other project recommendations
- Makes downtown more navigable for pedestrians due to less delay at intersections.
- Makes pedestrian movements more intuitive: all WALK signal indications would occur at the onset of the circular green signal indication regardless of location within the CBD.
- Allows more signal cycle "slots" for Light Rail to enter/exit the downtown loop.
- Provides the best service for the 16th Street Mall Shuttle by allowing more buses per hour

**Considerations**
- With shorter dwell times at bus stops along the 16th Street Mall Shuttle route and throughout downtown, drivers may feel rushed to get started when the signal turns green or risk waiting another cycle.
- Prior studies indicate at least 13% of signals require a cycle length greater than 75 seconds, primarily for 4-Car LRT clearance: these locations would need to operate
- Having the WALK indication begin with circular green indication may increase pedestrian conflicts with turning vehicles with a longer cycle length
- Requires adjustments to RTD bus and LRT schedules.
- Need to address safety assessment to examine potential vehicle-pedestrian conflicts the changes might introduce or eliminate.
- Leading pedestrian intervals may mitigate vehicle-pedestrian conflict points.
The Downtown Denver Partnership is leading efforts to create The 5280 Trail, a bold, visionary project that will transform how the public right-of-way is used in Downtown Denver. The 5280 will link neighborhoods and connect people by reimagining underutilized streets into the essential Downtown experience uniting urban life with Colorado’s outdoor culture. (DDP)

**Key Features**
- Shared use trails and linear parks on several key downtown corridors including:
  - Wynkoop: a shared street in front of Union Station, “Denver’s Living Room”
  - 21st Street: a pedestrian prioritized corridor along 21st Street which will include flexible Plaza space, urban squares, park-like multilingual streets and garden blocks
  - Acoma Street: new neighborhood center for the Golden Triangle that provides green space and local connections to the existing art and civic institutions

**Key Benefits**
- Intuitive pedestrian and bicycle connections
- Safe and comfortable facilities for commuters and visitors alike
- Additional public space on public ROW that is being underutilized
- Linking downtown to adjacent neighborhoods

**Issues Addressed**
- Neighborhood connectivity
- Connections to civic uses

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**Source:** Downtown Denver Partnership

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**Which of the Project’s Goals Does This Best Achieve?**

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**21ST STREET**

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**ACOMA STREET**

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DRAFT CONCEPT: Concept may or may not be pursued and design will change
Proposed Transformative Projects

Legend:

- Blue Line Extension
- Green Line Extension
- Red Line Extension
- Orange Line Extension
- Purple Line Extension
- Gold Line Extension
- Silver Line Extension
- Pink Line Extension
- White Line Extension
- Aqua Line Extension
- Purple Line Extension
- Gold Line Extension
- Silver Line Extension
- Pink Line Extension
- White Line Extension
- Aqua Line Extension

Map: Proposed Transformative Projects

2019-10-31
Organizing The Curb
Transformative Project - Study Area-Wide

With better management and increased flexibility, curb space use can be optimized for the public good. This project envisions policies and design guidelines that will allow the City to make downtown streets more efficient, navigable, and understandable.

Key Features
- Consistent block layouts to provide parking, loading, bicycling, scooter storage, and bus stops in a predictable way
- Policies that make clear City priorities
- Potential for active outside management

Key Benefits
- Better allocate public space to active and productive uses
- Make delivery and freight operations easier through consistency and flexibility
- Provide for safe and convenient passenger pickup for TNCs

Issues Addressed
- Only 15% of curb space dedicated to active, productive uses (taxi stop, loading, passenger pick-up)
- 43% of curb space dedicated to private auto storage (metered parking)
- 10% of blocks have chronically low metered parking occupancy

Typical street includes:
- 20 parking spaces
- 2 large loading zones
- 2 bike and scooter parking areas
- Flat metrics for off peak loading
- Flex space for:
  - Bus stops, pantries, car share, etc.

Mid block loading considerations
- Safer away from interactions
- Use alleys/driveways for transition

DRAFT CONCEPT: Concept may or may not be pursued and design will change
Proposed Transformative Projects
L-Line Realignment
Transformative Project - South of 20th/Welton

This project entails an extension of the L-Line south or west from the intersection of Welton and Broadway and removing the L from the downtown rail loop. This improves operational flexibility and efficiency for the other lines in the loop and creates new rail connections within the south side of Downtown.

**Key Features**

- Extension of the L-Line into Downtown as either Bus, Streetcar, or Light Rail, running in mixed traffic or in exclusive transit lanes on a different alignment than the LRT loop.
- Alignment options include:
  - Welton St to Colorado Convention Center
  - Broadway/Lincoln to Civic Center Station

Central Rail Extension (CRE) evaluations by RTD, and Welton street plans should inform which transit type is appropriate. Separately, consideration should be given to connecting the W-Line into the downtown core.

**Key Benefits**

- Opens additional Light Rail slots in the downtown loop
- Improves operational reliability of the L-Line and the D, F, and H Lines

**Issues Addressed**

- LRT reliability
- Additional person-moving capacity
- 20th Street & Broadway intersection complexity
- Restrictive LRT capacity in the downtown loop

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DRAFT CONCEPT: Concept may or may not be pursued and design will change.
Proposed Transformative Projects
Welton Green Street
Transformative Project - Colfax to Park Ave.

Welton Street will be transformed into an ultra-urban green street that operates as a two-way street through downtown and Five Points. Bikeways would be included for both directions, and a potential L-Line along Welton through downtown would provide high-capacity transit in mixed traffic.

Key Features
- Convert to two-way from Colfax to Downing
- Add high comfort bikeway from Colfax to Downing
- Potential extend L-Line from 15th to Convention Center, as bus, LRT, or streetcar
- Incorporate green infrastructure and streetscape

Key Benefits
- Green street infrastructure improves water quality
- Bike connectivity would be enhanced
- Popular destinations in the vicinity of the corridor would be enhanced by better pedestrian amenities
- Two-way operations improve navigability
- L-Line realignment would improve LRT operations

Issues Addressed
- Navigability on east side of downtown core
- Bicycle connectivity
- Pedestrian realm in tourist-heavy area of downtown

DRAFT CONCEPT: Concept might or may not be pursued and design will change.
Proposed Transformative Projects

[Map of proposed transformative projects]
The Broadway Grand Boulevard project will transform the way people move between Five Points, Curtis Park, and Uptown into the Downtown Core. The project focuses on streetscaping, intersection, and circulation improvements for all modes and will result in better safety and mobility for all.

**Key Features**
- Protected bike lanes on both sides with landscaping
- Painted 10’ medians
- Eliminate left turns from Broadway everywhere except to 20th St EB, Park Avenue WB, Walnut NB, and Blake SS
- Eliminate auto through movements across Broadway at Lawrence and 24th St.
- 20th/Lincoln/Broadway Reconfiguration

**Key Benefits**
- Key connections for bikes and pedestrians
- Potential creation of additional public space, depending on the alternative implemented
- Simplified and efficient auto operations, particularly north of 20th

**Issues Addressed**
- Key source of congestion
- High-injury bike corridor
- Diverse for communities of concern
- "Very stressful" for bicyclists
- 7 bike crashes (2013 to 2017)

**Which of the Project’s Goals Does This Best Achieve?**

- Goal #1: Safety
- Goal #2: Mobility
- Goal #3: Economic Growth
- Goal #4: Environmental Quality

**20th/Lincoln/Broadway:**
**Quick Bulid Treatments**
- Using paint and posts, reconfigure the Broadway/Bolin and 20th/24th/18th intersections.
- Add multi-purpose signal operations at Broadway/31st.

**20th/Lincoln/Broadway:**
**Longer-term Option A | Close Broadway**
- Further improve safety and operations by closing Broadway to vehicular traffic and reconfiguring the space for pedestrian use.

**20th/Lincoln/Broadway:**
**Longer-term Option B | Close Broadway & West 20th**
- Further improve safety and operations by closing Broadway and West 20th to vehicular traffic and repurposing the space for pedestrian use.
Broadway Grand Boulevard - Central Transformative Project - 9th Ave. to 20th Ave.

This project will transform the way people move from Capitol Hill, Uptown, Golden Triangle into the Downtown core. The project will improve the bike and pedestrian realms and make travel safer for all users.

Key Features
- Add high comfort bikeway from Speak to 20th
- Add Broadway transit lane(s) from 17th to 59th
- Add Lincoln transit lanes from 13th to 18th
- Reconfigure intersections to improve safety for all users

Key Benefits
- Key connections for bikes and pedestrians
- Potential for additional public spaces, depending on the alternative
- Transit connectivity between 13th St. and Civic Center Station
- Simplified and efficient auto operations

Issues Addressed
- High injury network
- Barrier-facing communities of concern
- Low quality public Works
- Complex, unsafe, and inefficient intersection configurations on Broadway/Lincoln

Reconfigure Broadway at 5th/Cleveland
Building off of the Upper Downtown Plan to improve multimodal safety, reduce congestion, create a safety gap for light through the block between 18th Ave. and Cleveland Pl. to improve connectivity and reduce conflicts between modes.

Reconfigure Broadway at 17th/Court
Building off of the Upper Downtown Plan to improve multimodal safety, reduce congestion, create a safety gap for light through the block between 18th Ave. and Cleveland Pl. to improve connectivity and reduce conflicts between modes.

Reconfigure Broadway at 13th/Clinton
Building off of the Upper Downtown Plan to improve multimodal safety, reduce congestion, create a safety gap for light through the block between 18th Ave. and Cleveland Pl. to improve connectivity and reduce conflicts between modes.

DRAFT CONCEPT: Concept may or may not be pursued and design will change.
Wewatta Street Connector
Transformative Project - Speer to Park Ave.

This project will transform Wewatta into a multimodal corridor in one of the most prominent locations in the Union Station neighborhood. Removal of a travel lane in each direction will make room for high comfort bikeways and traffic calming.

**Key Features**
- Add high comfort bikeway from Speer to Park Avenue
- Remove 1 traffic lane per direction
- Reconfigure 17th & Wewatta intersection

**Key Benefits**
- Enhanced multimodal connectivity
- Better pickup/dropoff facilities for transit users
- Reduce unsafe auto speeds
- Respond to rise in interconnection options

**Issues Addressed**
- Pedestrian connectivity at intersections
- Bicycle connectivity
- Chaotic and unorganized transit passenger pick-up and drop-off

DRAFT CONCEPT: Concept may or may not be pursued and design will change.
LoDo Bikeways (Blake and Market)
Transformative Project - 14th to Park Ave.

Blake Street and Market Street are the heart of Lower Downtown and will be transformed into multimodal corridors with high comfort bikeways that better serve the needs of all users. Safety and convenience will be greatly enhanced with this project.

### Key Features
- Add high comfort bikeway from Speer to Broadway
- Remove 1 traffic lane

### Key Benefits
- Provide better connectivity between major bike facilities and destinations
- Reduce unsafe auto speeds
- Respond to need of increased mobility options

### Issues Addressed
- Unsafe biking and decreased mobility options in the area
- Connectivity between Cherry Creek Trail and restaurant and entertainment district
- High-speed, unsafe auto travel inconsistent with vision

DRAFT CONCEPT: Concept may or may not be pursued and design will change
Proposed Transformative Projects

[Map of proposed projects]
The Lift
Transformative Project - Union Station to LoHi

The Lift is a proposed aerial tram or gondola that will transform the way people move between the downtown core and the Highlands and Lower Highlands neighborhoods. It will provide a key non-auto connection between neighborhoods that have rapidly densified.

Key Features
- Detachable cable grip gondola (i.e., fast in the middle, slow in stations).
- One-way person capacity of 3,600 passengers per hour.
- Move at ~13 m/s which would get you from DU to Central Street in around 3 minutes.

Key Benefits
- Provides a non-auto option for those unable or unwilling to walk.
- Can be used by bicyclists as an alternative to inconvenience of ramps/stairs at existing bridges.
- Can be expanded in the future depending on success.

Issues Addressed
- Bottlenecks at 12th Street and 20th Street as the only streets connecting these two dense neighborhoods.
- Distance between Union Station and Lower Highlands greater than typical comfortable walk distance.
- Direct connectivity is difficult, needing in roses, I-25, South Platte River, and rail corridors.

DRAFT CONCEPT: Concept may or may not be pursued and design will change.
Bannock Civic Corridor
Transformative Project - Speer to Colfax

Bannock Street is envisioned as both a festival street and bicycle gateway into downtown and Civic Center from the Cherry Creek Trail. To serve these important functions, the street will be closed to vehicular traffic north of 14th Ave, and high comfort bikeways will be added along the length of the corridor.

Key Features
- Close Bannock to vehicular traffic from 14th Ave to Colfax
- Convert space to park and civic use
- Add high comfort bikeway from Speer to Colfax

Key Benefits
- Provide better connectivity between major bike facilities and destinations
- Reduce unsafe auto speeds
- Respond to rise of micromobility options

Issues Addressed
- Unsafe biking and micromobility options in the area
- Connectivity between Cherry Creek Trail and downtown core
- High-speed, unsafe auto travel inconsistent with vision

DRAFT CONCEPT: Concept may or may not be pursued and design will change.
Proposed Transformative Projects

1. North-South Bike Corridor
2. East-West Bike Corridor
3. Public Transportation Network Expansion
4. Pedestrian Improvement Projects
5. Community Green Spaces Development
6. Waterfront Revitalization
7. Historical Preservation
8. Economic Development Initiatives
9. Affordable Housing Projects
10. Arts and Culture District

Legend:
- Bike Corridor
- Public Transportation
- Pedestrian Improvement
- Community Green Spaces
- Historical Preservation
- Economic Development
- Affordable Housing
- Arts and Culture District

DRAFT
2019-10-31
20th Street Reimagined
Transformative Project - Wazee to Broadway

20th Street will be transformed into a gateway into and out of downtown that is safe, efficient, and comfortable for people walking and driving. The street will be converted to two-way operations to Broadway and significant safety enhancements will be implemented.

Key Features
- Convert to two-way from Arapahoe to Broadway
- Expand pedestrian realm and enhance streetscape
- Reconfigure intersections to improve safety for all users

Key Benefits
- Improved safety
- Improved pedestrian realm
- Better navigability

Issues Addressed
- Safety issues along 20th street, particularly in lower downtown
- East-west connectivity
- Pedestrian comfort

Draft Concept: Concept may or may not be pursued and design will change.
Larimer Reimagined
Transformative Project - Speer to 27th Ave.

This project will transform Larimer Street into a transit connector and place for meeting and interacting with people. Larimer is an opportunity to provide connectivity between major restaurant and entertainment areas of downtown, as well as the Auraria Campus.

Key Features
- Shared street in Larimer Square
- Transit lanes with smaller, frequent shuttles
- High comfort bikeways north of Broadway
- Two-way Conversion

Key Benefits
- Creating a better place for people on Larimer Square
- Connecting Auraria, Larimer Square and the downtown core to burgeoning bike/restaurant and entertainment scene

Issues Addressed
- Placemaking on Larimer Square
- Transit connectivity
- Connecting Auraria

DRAFT CONCEPT: Concept may or may not be pursued and design will change.
MetroRide Extension
Transformative Project - Civic Center Station to Golden Triangle

Extending the MetroRide into the Golden Triangle, as originally planned, would transform how people move into and out of that neighborhood and the civic uses within. The extension would connect popular destinations to hotel and transit uses in the downtown core.

**Key Features**
- Extend north-south along Broadway & Lincoln from Civic Center Station to 12th/Acoma
- Alignment in Golden Triangle TBD
- New station located in Golden Triangle TBD

**Key Benefits**
- Expansion of free, frequent, easy-to-use transit network
- Optimizes Broadway & Lincoln transit lanes
- Connects major destinations
- Reduces difficult weave across Broadway

**Issues Addressed**
- Transit connectivity for Golden Triangle neighborhood
- Low ridership on MetroRide
- Lack of connectivity to major civic destinations

DRAFT CONCEPT: Concept may or may not be pursued and design will change
Quick wins and policies
Quick Wins

1) Transit only lanes on 15th and 17th
2) 15th Street Bikeway Intersection Enhancements
3) Convert Welton to 2-way from 15th to 17th
4) Begin study to realign L Line and complete Central Rail Extension
5) Reconfigure 20th Ave and Lincoln
6) Close Bannock 14th Ave to Colfax
7) Support DDP Urban Tree Canopy Projects
8) Support High Comfort Bikeways
9) Bike/Scooter Corrals
10) Pilot Mobility Hubs
1) Incentives
   • Provide incentives for property owners to increase trees and landscaping in adjacent public ROW
   • Create a parking maximum program with specific provisions based on use and context

2) Enforcement
   • Increase enforcement for appropriate loading zone areas

3) Guidance
   • Develop requirements for pedestrian and bicycles to be prioritized in ROW plans adjacent to construction projects

4) Administrative
   • Create a mandatory TDM Program to encourage non-SOV travel for all existing downtown employers
   • Establish a Downtown Freight Working Group
END