Denver Moves: Downtown
June 10, 2020
Final Public Meeting
Welcome

La capacidad de transmisión en español están disponibles haciendo clic en el menú y siguiendo las indicaciones.
Tonight’s Presenters...

Angela Woolcott  
GBSM

Riley LaMie  
DOTI

Hannah Rimar  
GBSM

Jason Longsdorf  
HDR

Paige Colton  
DOTI

Keith Borsheim  
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Project Overview
PROJECT OVERVIEW

• Re-envision the downtown transportation system
• Advance multimodal improvements
• Develop near-term and long-term projects
• Develop or test early action projects
What is Denver Moves: Downtown about?

1- Aligning mobility-related recommendations from past plans in Downtown area
What is Denver Moves: Downtown about?

2- Addressing trends affecting transportation system . . .

- Ride-hailing services
- Deliveries
- Smart technologies
What is Denver Moves: Downtown about?

3- Recommending projects, policies, and operational improvements to meet future transportation demand.

By 2040: 25,000 additional peak hour trips downtown.
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
Process & Timeline
Project Timeline

1. Data Collection & Existing Conditions
2. Technical Analysis & Evaluation
3. Outreach & Refinement
4. Implementation Strategy

WINTER  |  SPRING  |  SUMMER  |  FALL  |  WINTER  |  SPRING
2019    |         |          |        |          | 2020

PROCESS
Outreach
Prior Public Involvement

Task Force & Stakeholder Group Meetings
• Transportation Groups
• RNOs
• Downtown Residents
• Social Services
• Freight
• Education
• Hospitality/ Tourism

Equity Focus Group
• Homeless Services
• Disability Community
• At-Risk Youth
• Environmental Justice
• Union Representation
• Small Business
• Aging Population

Small Group Briefings
• Curtis Park
• Golden Triangle
• INC Transportation Committee
• MPAC
• TNCs

Broad Community
• Website
• Survey: 900 Participants
• Bike to Work Day
• Streets for People Summit
How To Provide Feedback

Project Website

DenverMovesDowntown.org

More detail on proposed projects and modal networks can be found here!
How To Post a Question
Q&A
What’s being recommended?

1. Complete modal networks
2. Signature Projects
3. Quick wins and policies
Pedestrian Investments

Key Facts

» 196 blocks of improved pedestrian space

» 15 intersections identified for safety improvements

» 23 blocks identified for new trees

» 54 blocks identified for stormwater capturing infrastructure
**Bicycle Investments**

**Key Facts**

- 30 miles of new bike lanes (citywide goal of 125 new miles)
- 8 new or improved connections to the Regional Bike Network
- 70% of streets with high comfort bikeways for users of all ages and abilities
Transit Investments

Key Facts

» 4 miles of new bus lanes

» 5 miles of new Downtown Transit Circulator Network to better connect existing and planned activity nodes including RiNo and The River Mile

» 15th and 17th bus lanes already implemented - up to 20% reduction in average bus travel times
Auto/Freight Investments

**Key Facts**

» 4.5 miles of 2-way conversions, easing navigation and efficient movement

» 7 intersections with traffic operations improvements

» More than double the number of existing loading zone spaces, from 550 to 1,250
MODAL NETWORKS

- Repurpose Underutilized Roadway Space
- Transit Stops and Stations
- High Comfort Bikeway Vertical Separation
- Streetscape

Public Realm Investments

- Interim Plaza (Vacated Street)
- Permanent Plaza (Vacated Street)
- Interim Shared Street
- Raised Bike Lanes, Landscaping + Stormwater, Capturing Infrastructure
- Rubber Curb
- Planters
- Concrete
- Wayfinding Signage
- Bike Corrals
- Pedestrian Lighting
- Off-Board Fare Collection
- High Quality Shelters
- Train-like bus stop stations
MODAL NETWORKS

18th/19th Transit and Bike Lanes

16th Street Mall Reconstruction

Supporting Downtown Initiatives

Vision Zero: Intersection Reconfigurations

Colfax Bus Rapid Transit
Signature Projects
Signature Projects

A. Larimer Street Transitway & Two-Way Conversion
B. Bannock Street Bikeway
C. 15th Street Bicycle Connection
D. Broadway North Grand Boulevard
E. Broadway Central Grand Boulevard
F. MetroRide Extension
G. Wewatta Street & 16th Street Multimodal Improvements
H. Central 15th & 17th Streets Multimodal Improvements
I. Central Platte Valley Gondola
J. Lower Downtown Bikeways
K. Curb Space Organization
L. Pedestrian Signal Phasing
**Larimer Street Transitway & Two-Way Conversion**

**Overview**

Two-way travel, a car-free Larimer square, and new transit service between the Auraria Campus and River North (RiNO) is proposed on Larimer Street.

**Transit & Bike Connections**

- Green Stormwater Infrastructure
- Two-Way Traffic Conversion
- High Capacity Transit Lane
- Crosswalk
- Curb Extension for Pedestrian Safety
- Transit Stop/Station
- Continuous Tree Canopy
Bannock Street Bikeway

Overview
A high-comfort bikeway in the heart of the Golden Triangle neighborhood would provide connections to Downtown between Speer Boulevard and Colfax Avenue.

Transit & Bike Connections
15th Street Bicycle Connection

Overview

Streetscaping and a high-comfort bikeway would extend the existing 15th street bikeway beyond downtown to the Highland Neighborhood between Larimer Street to Central Street.

Transit & Bike Connections

Typical Block Layout

- Sidewalks buffered by PBLs and Medians
- High Comfort Protected Bike Lane
- High Comfort Bicycle Crossing
- Crosswalk
- Continuous Tree Canopy
**Overview**

Streetscaping, dedicated transit lanes, a high-comfort bikeway, intersection safety improvements and operational modifications would create a Grand Boulevard on Broadway between 19th Avenue and Market Street.
**Broadway Central Grand Boulevard**

**Overview**

Streetscaping, dedicated transit lanes, a high-comfort bikeway, intersection safety improvements and operational modifications would create a Grand Boulevard on Broadway between 8th Avenue and 18th Street.

**Transit & Bike Connections**
MetroRide Extension

Overview
Extending the existing MetroRide service from Civic Center Station to the Golden Triangle would provide frequent transit service in the rapidly densifying neighborhood.
Wewatta and 16th Streets Multimodal Improvements

Overview

Wewatta Street between Speer Boulevard and Park Avenue West would be transformed into a multimodal corridor with a high-comfort bikeway and future transit service. The section of 16th street between Wynkoop and Chestnut would be enhanced to compliment the investments on 16th street mall.

Transit & Bike Connections
Central 15th & 17th Streets Multimodal Improvements

**Overview**

Multimodal improvements including dedicated space for transit and high-comfort bikeways are being designed and constructed on 15th street between Cleveland Place and Larimer Street between Broadway and Wynkoop Street.

Transit & Bike Connections

Typical Cross-Section
Central Platte Valley Gondola

### Overview

An aerial tram or gondola between Union Station and Highland neighborhood is proposed to overcome physical barriers between two rapidly expanding areas.

### Transit & Bike Connections

[Map showing potential routes for the gondola and bike connections.]
Lower Downtown Bikeways

Overview
High-comfort bikeways would be added in Lower Downtown on Blake and Market Streets between Speer Boulevard and Broadway.
Curb Space Organization

Overview

A predictable and consistent curbside management strategy would increase space for uses such as deliveries, ride-share drops off, and general loading throughout Downtown Denver.

Area-Wide Allocation of Curb Space

Existing Curb Use

Proposed Curb Use

- No Parking/Other
- Metered Parking
- Bus Stops
- Loading
- Flex/Parklet
- Bike Parking

Proposed Typical Curb Use

- Bike Parking
- Metered Parking
- Flex/Parklet
- Loading Zone
- Parklet/Flex
- Ridehall Pickup/Dropoff
Pedestrian Signal Phasing

Overview

Improve pedestrian and safety mobility by modifying pedestrian signal phases throughout Downtown Denver.

Pedestrian Allocation Of Signal Cycle

- **Existing**
  - Typical 1-Way/1-Way Intersection:
    - 67 SEC MAX WAIT
    - WALK
    - FLASHING
  - Typical 1-Way/2-Way Intersection:
    - 69 SEC MAX WAIT
    - WALK
    - FLASHING

- **Proposed**
  - WALK
  - WAIT 45 SEC MAX WAIT
  - FLASHING
Provide Input and Complete the Survey

Provide Input on the signature projects!  www.DenverMovesDowntown.org
Early Action Projects & Next Steps
Early Action Projects

Map Legend

1. Reconfigured Intersections
2. High Comfort Bikeways/Intersections
3. Free Downtown Transit Network Expansion
4. Transit Speed and Reliability
5. Pedestrian Signal Phasing (NOT SHOWN)
6. Curb Space Organization (NOT SHOWN)
7. New Trees (Urban Forest Initiative Round 1)
15th & 17th Investments

Key Facts

Transit Improvements
Striped and signed bus only lane on:
» 15th St. between Court and Larimer
» 17th St. between Blake and Broadway
» Up to 20% reduction in average bus travel times

Bike Improvements
» Installed enhanced protection on 15th St. for bike lanes
» Installed safer, high visibility crosswalks on 15th and 17th St.
Next Steps

Materials will be posted online
• Collecting Feedback on Signature Projects

Implementation Strategy
• Prioritization
• Funding Recommendations

Final Report
• Will contain all recommendations
• Released on website during the summer
How To Provide Feedback

DenverMovesDowntown.org

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END