Blake & Market Transportation Improvements Project

Project Overview

**23 Blocks (2 miles) of Protected Bike Lanes**
Fills major bike network gap between LoDo and RiNo with defined infrastructure for people riding bikes and scooters to ensure **safe travel for all** (including pedestrians). Adds a safe connection to the Cherry Creek Trail.

**6 Blocks of Bus Lanes**
Improves travel times and reliability for nearly 3,000 daily transit riders across 8 different bus routes, including East Colfax and South Broadway future Bus Rapid Transit.

**3 Blocks of Low-Cost Pedestrian Walkways**
Creates pedestrian walking space at existing sidewalk gaps within quarter mile of Coors Field.
Project Construction:
- Phased construction for most blocks of Blake Street and Market Street is scheduled to begin in late March 2023 and continue through early June 2023 (weather dependent)
- Construction on Market Street between 14th and 19th Streets will begin later, with construction scheduled to begin early Summer

Previous Community Outreach and Planning
Prior planning efforts prioritized Blake and Market for transportation improvements. This project was informed by Denver Moves Everyone 2050's goals of identifying equitable and safe transportation solutions that will make it easier for everyone to get places. Most recently, Denver Moves: Downtown recommended multimodal improvements on these corridors. Denver Moves: Downtown community outreach was completed between 2018 and 2020, and it included a Community Task Force with over 60 local organizations, 155 stakeholder organizations engaged, and 950+ survey respondents.

Project Corridor Changes
To create space for the protected bike and bus lanes, 7 blocks of travel lanes, 15 block faces of on-street parking, and some loading zones will be modified throughout the corridor. The map below shows how these changes, which were approved as part of Denver Moves: Downtown, will occur on each block.
Project Impacts – Parking Removal

On blocks where parking is being removed, Market and Blake Streets will look similar to the bus priority lane and bike lane shown in the photo below at 15th and Curtis Streets.

Parking removal will occur on:
- The right (northwest) side of Blake, 14th to 18th Street and 24th Street to Broadway
- The left (southeast) side of Blake from 18th to 22nd Street
- The right (northeast) side of Market, 14th to 16th Street
- The left (northwest) side of Market, 16th to 17th Street, half of 17th to 18th Street, and 22nd Street to Park Avenue
- The right (northeast) side of Market, 19th to 20th Street and 24th Street to Broadway

**Project Impacts – Floating Parking**

On blocks where the parking will “float” outside the bike lane, Market and Blake Streets will look similar to the photo below at 14th Street and Lawrence Street.

![Floating Parking Image]

**Curbside parking will be converted to floating parking on:**
- The left (southeast) side of Blake, 14th to 18th Street
- The right (northwest) side of Blake, 22nd Street to Park Avenue
- The right (northeast) side of Market, 17th to 19th Street and 22nd Street to Park Avenue

**Project Impacts – Conversion of Head-In Parking to Parallel**

On blocks where head-in parking will be converted to parallel parking to create the temporary pedestrian walkways, Market and Blake streets will look similar to the photo below at 28th Street and Walnut Street.
Head-in parking will be converted to parallel parking on:
- The right (northwest) side of Blake, Park Avenue to 24th Street
- The right (northeast) side of Market, 21st Street to 22nd Street

Frequently Asked Questions

Why will some on-street parking be repurposed as part of this project?
Due to roadway width constraints, portions of on-street parking will be repurposed to make room for the protected bike lane and the bus lane (see the Project Corridor Changes section above for specific changes along each block). On-street parking will be repurposed along 15 block faces, but it will remain in place along 28 block faces. Denver’s Department of Transportation and Infrastructure understand the importance of a vibrant downtown, and national research (Science Daily (2020); Streetsblog (2022); People for Bikes) has shown that the addition of bikeways has positive impacts on sales and employment.

What previous community outreach has been completed?
Denver Moves: Downtown completed community outreach in the study area between 2018 and 2020. A Community Task Force (CTF) and a Key Stakeholder group were established for this work; membership of these groups included a diverse range of interests, including but not limited to: City Council, education, businesses/employers, freight, first responders, healthcare and social services, environmental, hospitality and tourism, recreation, mobility and transportation, registered neighborhood organizations, and urban development. Multiple stakeholder and community meetings were held during this timeframe, along with public meetings, surveys, visioning workshops, and focus groups. Over 60 local organizations, 155 stakeholder organizations engaged, and 950+ survey respondents engaged in the study.
Denver’s Department of Transportation and Infrastructure is also currently meeting with stakeholders along the Blake and Market Street corridors to understand their operational needs and address questions they may have about the project.

**How do I contact the project team?**
For questions or more information, contact us at [denvermoves@denvergov.org](mailto:denvermoves@denvergov.org).