

A

Larimer Street

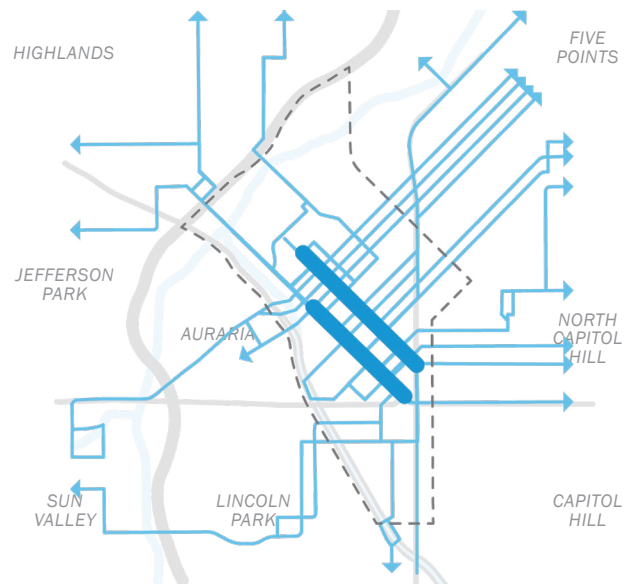
TRANSITWAY & TWO-WAY CONVERSION
Between Speer Boulevard and 26th Street
Includes two-way travel, new transit service, and car-free Larimer Square.

This project envisions Larimer Street as an extension of RTD's FreeRide Network that would provide a transit connection from the Auraria Campus to the RiNo neighborhood. Transit service would be provided in exclusive lanes, while allowing for two-way vehicle travel on the street. Proposed for Larimer Square is the closure of the street between 14th and 16th Street to automobiles, while providing limited commercial loading times. This would enhance the public space and expand transit opportunities.

Project Significance

Larimer Street is bookended by two vibrant retail districts—Larimer Square on the south and an emerging restaurant and entertainment district in RiNo on the north. Further, it is the most direct connection between the Auraria Campus and downtown.

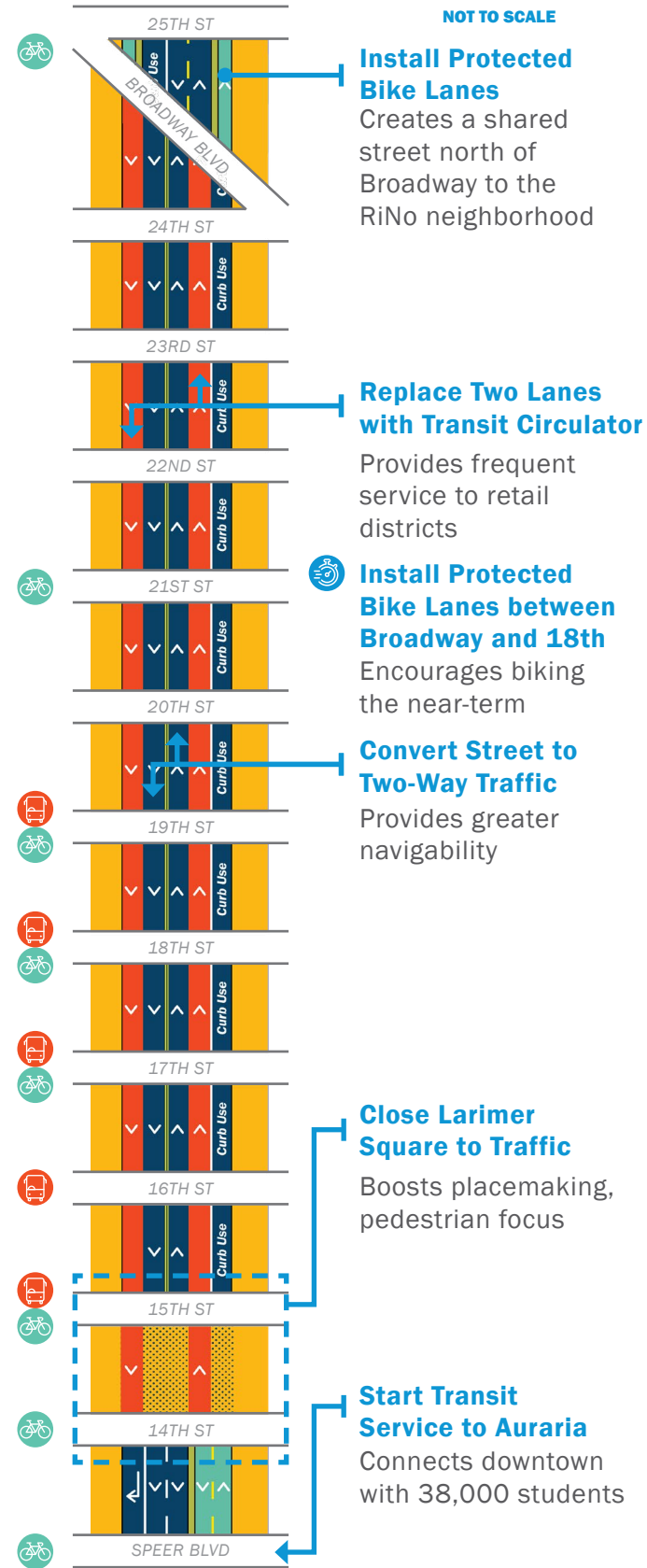
Transit and Bike Connections



Larimer Street Corridor



NOT TO SCALE



Install Protected Bike Lanes
Creates a shared street north of Broadway to the RiNo neighborhood

Replace Two Lanes with Transit Circulator
Provides frequent service to retail districts

Install Protected Bike Lanes between Broadway and 18th
Encourages biking the near-term

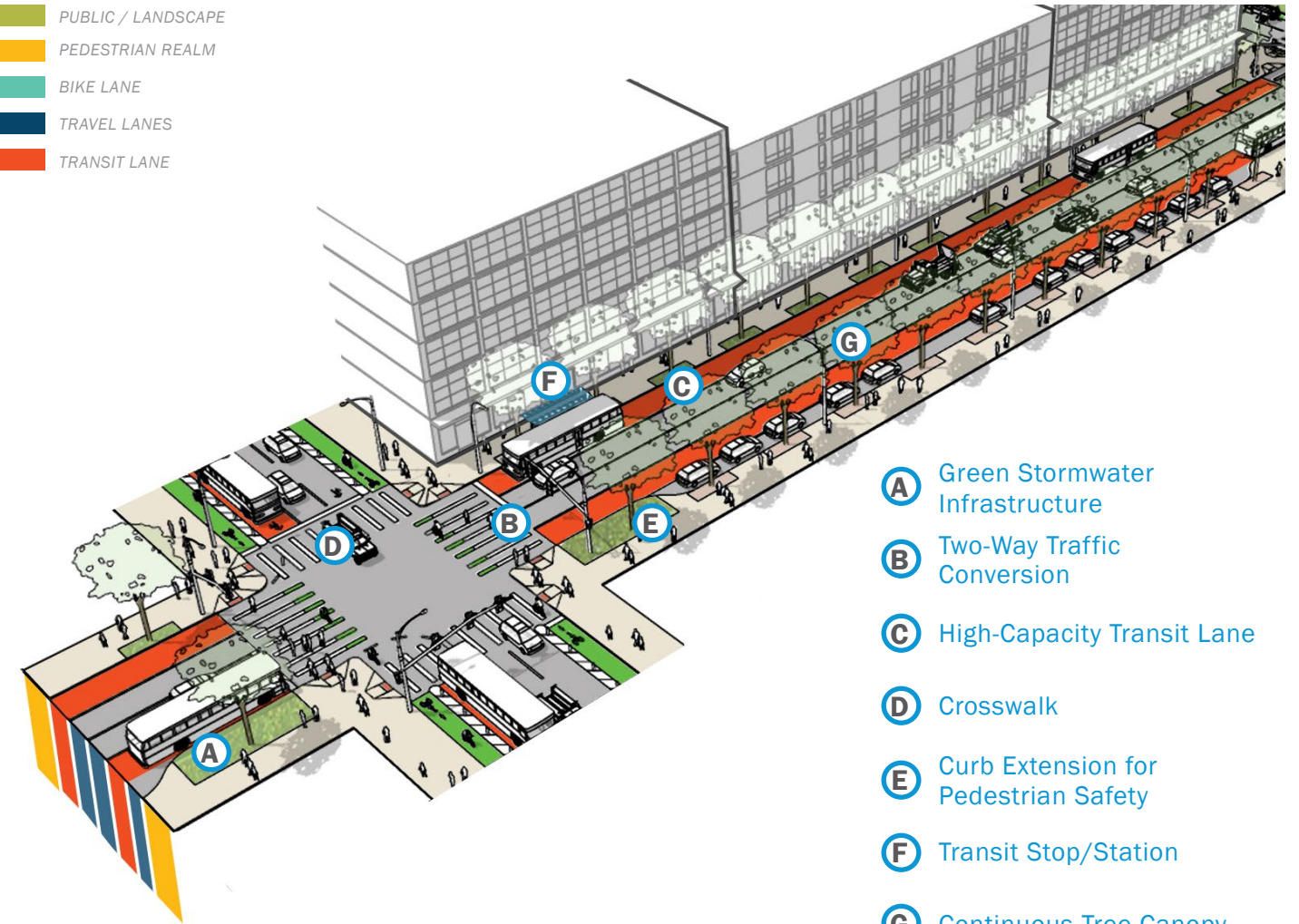
Convert Street to Two-Way Traffic
Provides greater navigability

Close Larimer Square to Traffic
Boosts placemaking, pedestrian focus

Start Transit Service to Auraria
Connects downtown with 38,000 students

Typical Block Layout

- PUBLIC / LANDSCAPE
- PEDESTRIAN REALM
- BIKE LANE
- TRAVEL LANES
- TRANSIT LANE



- A** Green Stormwater Infrastructure
- B** Two-Way Traffic Conversion
- C** High-Capacity Transit Lane
- D** Crosswalk
- E** Curb Extension for Pedestrian Safety
- F** Transit Stop/Station
- G** Continuous Tree Canopy

Why Transit on Larimer?

Denver Moves: Downtown focuses on complete networks, rather than complete streets. This project creates safe bicycle facilities and expands transit service. Protected bike lanes on Blake Street and Market Street and high-capacity transit on Larimer Street have several advantages:

- Larimer serves major activity and retail centers that would benefit from high-frequency transit.
- Blake can be closed to vehicles on certain occasions (while maintaining bike access).
- Keeping transit on one street improves wayfinding and shortens walking distances compared to a couplet.

