DOWNTOWN FUNDED PROJECTS (ELEVATE DENVER GO BOND PROGRAM)

1. 16th Street Mall Plan Implementation
2. Broadway Corridor Multi-Modal Improvements
3. Colfax Corridor Improvements
4. Colfax Transit Implementation - Bus Rapid Transit
5. Connecting Auraria
6. Denver Art Museum - Renovation and Transportation Improvements
7. Denver Center for the Performing Arts Buell and Bonfils Theatre Improvements
8. Central Library Renovation
9. Civic Center - Greek Theater Improvements
10. Downtown Park Acquisition & Existing Park Improvements
11. Skyline Park
12. 18th/19th Free Metro Ride Improvements + Bike Improvements (2019)
13. Five Points NTMP and Small improvements
14. 20th/Chestnut SB right turn by RTD as part of Union Station
15. Pedestrian Signal @ Wewatta and Cherry Creek Trail (East side at grade)
16. Design of 21st Festival Street (21st Street from Coors Field to Benedict Fountain Park)
17. Downtown Bike Projects
18. Welton Two-way conversion
19. Project upgrading 96 signal cabinets to larger P-cabinets Downtown
• Many Downtown streets carry 5,000+ pedestrians per day

• The network of walkways and crosswalks is almost fully built-out in Downtown, with a few exceptions

• Pedestrian-involved crashes have occurred on almost 70% of Downtown streets

• Boundary streets and certain core streets have experienced the most crashes
  ○ Market and 20th St
  ○ Blake and 20th St
  ○ Larimer and 20th St
  ○ Colfax and N Broadway
  ○ E 13th and N Broadway
  ○ Park Ave and Lawrence
  ○ N Speer and Wewatta
  ○ Market and 19th St
  ○ E 14th and N Broadway
  ○ 20th St and Park
ACCESS TO HIGH EASE-OF-USE BIKEWAYS

- Regional bikeways like the Cherry Creek Trail connect people biking to surrounding neighborhoods
- New bicycle infrastructure has not been completed evenly across Downtown, leaving gaps in connectivity

The Bicycle Network Analysis shows how accessible different destination types are to cyclists riding on low-stress bike facilities.
• Over 20 miles of on- and off-street bicycle facilities exist in Downtown

• Almost 10 miles (50%) of Downtown bikeways are protected bicycle lanes or shared use sidewalks

• Planned facilities will help connect cyclists to Golden Triangle and the provide safer travel opportunities on 18th and 19th Streets
• During weekdays, the morning congestion peak is at 8:15 AM
• Typical bottlenecks are denoted on the map and cause congestion along key roadways that provide entry into Downtown. These congested areas include:
  ○ 22nd Street/Park Avenue & Broadway
  ○ 20th Street & Lawrence Street
  ○ 20th Street & Broadway
  ○ Speer Boulevard & Market Street
  ○ Colfax Avenue & Speer Boulevard
  ○ Lincoln Street & Colfax Avenue

Footnote: Congestion is measured as the percent free flow speed; measured as the ratio between the mean speed and the free flow speed. Data provided by INRIX.
VEHICULAR CONGESTION IN THE PM PEAK

- During weekdays, the afternoon congestion peak is at 5:30 PM.
- A higher number of typical bottlenecks occur during the evening commute. Typical bottlenecks are denoted on the map and cause congestion along key roadways that provide egress out of Downtown. These congested areas include:
  - I-25 & Park Avenue
  - I-25 & 20th Street
  - 22nd Street/Park Avenue & Broadway
  - 22nd Street & Champa Street
  - 20th Street & Broadway
  - Broadway/Lincoln Street & Colfax Avenue
  - 15th Street & Champa Street
  - Colfax Avenue & Speer Boulevard & Santa Fe Drive/Kalamath Street
  - Speer Boulevard & Market Street
  - 15th Street & Blake Street
  - I-25 & Colfax Avenue
  - Speer Boulevard
  - Lincoln Street & Colfax Avenue

Legend:
- <50%
- 50%
- 60%
- 70%
- 80%
- >90%

Bottlenecks

Footnote: Congestion is measured as the percent free flow speed; measured as the ratio between the mean speed and the free flow speed. Data provided by INRIX.