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
3.1 Deliver a multimodal network that encourages more trips by walking, rolling, biking and transit.

3.2 Provide a safe transportation system that serves all users. 3.3 Maximize the public right-of-way to create great places.

3.4 Create an equitable and connected multimodal network that improves access to opportunity and services.

3.5 Ensure the development of a frequent, high-quality, and reliable transit network.

3.6 Build and maintain safe bicycle and pedestrian networks.

3.7 Expand funding options for multimodal infrastructure.

3.8 Strengthen multimodal connections in mixed-use centers and focus growth near transit.

3.9 Advance innovative curb lane management and parking policies.

3.10 Embrace innovations in transportation policy and technologies to improve movement throughout the city.
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
PROJECT UPDATE

PROCESS

• Technical analysis and data collection complete
• Transit visioning workshop
• 300 different project ideas so far!
  • Range of ideas
SCENARIO DEVELOPMENT PROCESS

1. Establishing a Project Foundation
2. Understanding the State of Downtown Mobility
3. Developing a Downtown Mobility Vision
4. Imagining a Range of Scenarios
5. Finding the Preferred Alternatives
6. Testing & Modeling
7. Creating a Visual Framework
8. Charting the Path

- Project Management Plan
- Data Collection & Analysis
- State of the System Report
- Additional Vision Task
- Alternative Development & Screening
- Competing Projects

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
Outreach to Date
COMMUNITY TASKFORCE ORGANIZATIONS

Arapahoe Square Design Advisory Board
Ballpark Collective
Bicycle Colorado
Bicycle Colorado
Bike Denver
Blake 27
City Council (Districts 9 and 10)
CityLive
Clements Historic District Neighborhood Association
Colorado Motor Carriers Association
Colorado Rockies
Cultural Arts Residential Organization
Curtis Park Neighbors
Denver Art Museum
Denver Broncos
Denver Convention Center
Denver Streets Partnership
Downtown Denver BID
Downtown Denver Partnership Mobility Council
Downtown Denver Partnership Public Realm Council
Downtown Denver Partnership Retail Council
Enterprise Hill Homeowners Association
Five Points BID
Five Points Business District
Five Points Historic Association
Golden Triangle Association
Golden Triangle Creative District
Golden Triangle Museum District
Greenway Foundation
Inter-Neighborhood Cooperation (INC)
Larimer Place Condominium Association
LoDo District, Inc.
Lower Downtown Design Review Board
Lower Downtown Historic District
Lower Downtown Neighborhood Association (LoDoNA)
Mayor's Bicycle Advisory Committee
Mayor's Multi-Modal Advisory Committee
Mayor's Pedestrian Advisory Committee
Monarch Mills HOA
Pepsi Center
Rio Norte
Riverfront Park Association
RTD Citizen’s Advisory Committee
The Central Platte Valley - Auraria District RNO
The Points Historical Redevelopment Corp
The River Mile
Union Station Advocates
Union Station North
Vision Zero
Visit Denver
Walk Denver
Windsor Condominium Association
KEY STAKEHOLDER ORGANIZATIONS

1600 Glenarm
11th Avenue Hostel
Acoma
AJAX Lofts
Aloft
AMLI Riverfront Green
Ashley Union Station
Auraria Campus
B-Cycle
Bird
Brookfield Properties
Brown Palace
Cadence at Union Station
Callahan Capital Properties
Capitol Hill United Neighborhoods, Inc.
Car2Go
Chariot
City Lofts
Colfax on the Hill, Inc.
Colorado Coalition for the Homeless
Colorado Restaurant Association
Colorado School of English
Colorado State University - Denver Commons Park West
Community College of Denver Continuum
Courttyard Marriott
Crowne Plaza
Cushman & Wakefield
DaVita
Denver Commission for People with Disabilities
Denver Commission on Aging
Denver Energy Center
Denver Fire Department
Denver Health
Denver Housing Authority
Denver Office of Disability Rights
Denver Police Department
Denver Rescue Mission
Downtown Denver Expeditionary School
Downtown Denver Partnership
Elyria Swansea/Globeville Business Association
Embassy Suites
Emily Griffith Technical College
EMS Services
E-Tuck
FedEx
Focus Property Group
Four Seasons
Four Seasons
Gart Properties
Glass House
Grand Hyatt
Halcyon House Apartments
Hampton Inn & Suites
Hilton Denver City Center
Hilton Garden Inn
History Colorado
Holiday Inn Express
Homewood Suites
Hostel Fish
Hotel Indigo
Hotel Teatro
Hyatt House
Hyatt Regency
Jay's Valet Parking
Jefferson Park United Neighbors
JLL
Jump
Kimpton Hotel Born
Kimpton Hotel Monaco
Kittredge Building
La Alma / Lincoln Park Neighborhood Association
La Alma Neighborhood Association
LAZ Parking
Le Meridien
Lime
LiveWell Colorado
Lyft
Magnolia Hotel
McWHINNEY
Metro Taxi
Metropolitan State University of Denver
Mile High Pedicabs
Museum Residences
NAI Shames Makovsky
NATIV Hotel
Newmark Knight Frank
Opportunity Corridor Coalition of United Residents
Razer
Red Peak
Residence Inn
RiNo Art District
RiNo BID
RPM
S + P Parking
Saint Joseph Hospital
Samaritan House
Sheraton
SkyHouse Denver
Spin
Spire
St. Francis
Stadium Lofts
Star Parking
Staybridge Suites
Sysco
Tavern Group
The Apartments at Denver Place
the ART Hotel
The Art Institute of Colorado
The Confluence

The Crawford Hotel
The Free Ride
The Maven
The Oxford Hotel
The Residences at Civic Center
The Residences at Lawrence Street Center
The Ritz-Carlton
The Ritz-Carlton Residences
The Salvation Army
The Shire of Capitol Hill
The Station at Riverfront Park Apartments
The Westin
Trammel Crow
Uber
UCAN
Unico
University of Colorado at Denver
Unsinkables, Inc.
UPS
Uptown on the Hill
Urban Peak
VIP Parking
Wazee Loft Condos
Weltcon Corridor Property Owners
West Denver United
Writer's Square Lofts
Zagster
ZipCar
SPRING 2019 PUBLIC ENGAGEMENT

• Engaged over 900 people through online community survey

• Engaged 200 people through:
  o Curtis Park Neighborhood
  o Mayor’s Pedestrian Advisory Committee
  o Golden Triangle Neighborhood
  o DDP Public Realm Council
  o DDP Mobility Council
  o Mayor’s Bicycle Advisory Committee
  o INC Transportation Committee
Peer City Review
Denver’s citywide SOV mode share is 10% higher than the closest peer as of 2016, and is the only one to increase since 2000.
DENVER
Mode Split Trends

DENVER Mode Split Trends

Drive Alone  Carpool  Transit  Bicycle  Walk  Other


*Other includes telecommuting
SEATTLE
Mode Split Trends
SEATTLE

Focus on strategic transit investments, easy access to frequent and prioritized bus service and a comprehensive curb space management and on-street parking pricing system.

Vision Zero
- Arterial Speed Limit – 25 MPH | All Other Streets – 20 MPH
- Re-Timed Traffic Signals To Limit Speed To 23-25 MPH

Transit
- RapidRide BRT Service (~60,000 Daily Riders)
  - 10 Minute Frequency, 7 days per week (2/3 Households Within 10 Minute Walk)
  - Off-Board Fare Payment and Speed and Reliability Treatments

Curb Space Management
- Policies Set Prioritizing Curb Use Across Entire City
PORTLAND

Long-term, strategic investment in infrastructure that supports safe and accessible walking and bicycling, along with frequent and prioritized transit.

Walking and Biking
• 188 Miles of Bike Lanes / 77 Miles Of Neighborhood Greenways
• Public Bike Racks
• ADA Curb Ramps

Transit
• Frequent and Prioritized
• 24 Hour Service On Key Lines
• Electrifying Bus Vehicle Fleet
WASHINGTON, D.C.

Mode Split Trends
WASHINGTON D.C.

Comprehensive bicycle planning and bike way investments to ensure a high-quality, low-stress network that connects to destinations that prospective riders are trying to access.

Walking and Biking
- Installing Unsignalized Mid-Block Crossings
- 2,300 Capitol Bikeshare Bikes and 500 Stations

Transit
- Bus Shelter Update Program
- 6 Circulator Routes Since 2005
  - (5 million Trips Per Year, 10min Frequency)

Curb Space Management
- Adding 24-Hour TNC Pick Up/Drop Off ZoneS
MINNEAPOLIS
Mode Split Trends
MINNEAPOLIS
Trends

**RECENT TRENDS**

- Bike share - NiceRide (local nonprofit)
  - Phasing out docked operations by 2021 and implementing dockless only bike share which began in Summer 2018
  - 1,500 dockless bikes added in 2018, and another 1,500 planned in 2019
  - No other dockless bike share companies operating in city
- 2018 trial with 400 e-scooters operated by Lime and Bird – currently reviewing policy

**VISION ZERO**

- Complete Streets Policy (2016)
- Action Plan expected in fall 2019
BOSTON
Mode Split Trends

[Bar chart showing mode split trends in Boston with data for years 2000 to 2016 for Drive Alone, Carpool, Transit, Bicycle, Walk, and Other modes.]
BOSTON
Investments and Trends

BIKE
- 2015 MA Bikeway Design Guide
- 105 miles of bike lanes built in past 10 years
- Plans for 356 miles by 2043

TRANSIT
- 26 miles LRT, 38 miles subway, 8 miles BRT
- $8 billion modernization campaign
- Extending Green Line light rail (4.3 miles)

WALK
- Developed Complete Streets Guidelines beginning in 2010
- Adopted a citywide 25 MPH speed limit
- StreetCaster Program - prioritizes sidewalk replacement and repairs based on equity

RECENT TRENDS
- No scooters today but mayor has proposed an ordinance
- Local tech scene has been an incubator for microtransit (Bridj) and micromobility (Ant Bicycle)
WASHINGTON, D.C.  
Investments and Trends

BIKE
- 69 miles of bike lanes and 56 miles of trails
- 2,600 bike racks
- 4,300 Capital Bikeshare bikes and 500 stations

TRANSIT
- 117 miles heavy rail
- Silver Line extension
- Bus Shelter Update Program

WALK
- Installing HAWK signals and unsignalized mid-block crossings
- Speed limit reduced to 25 MPH city wide
- New sidewalks built with permeable pavement to prevent run-off

RECENT TRENDS
- Uptick in bicycling rates
- Embraces new mobility (early adopter of bikeshare and micromobility)
- Pilot allowed 10,000 scooters
- Adding five 24 hour TNC pick up/drop off zones
Scenarios
01 | BASELINE AND EXISTING PROGRAMMING
02 | PREVIOUS RECOMMENDATIONS
03 | CAMPUS-STYLE TRANSPORTATION
04 | GATEWAY ORIENTED
05 | ENHANCED CURBSIDE
06 | REIMAGINED RIGHT-OF-WAY
07 | GREEN AND HEALTHY
08 | TRAFFIC CALMING
09 | HUBS AND SPOKES
Green And Healthy

Overview

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.

Key Components

- Pedestrian Prioritized Streets and Intersections
- Civic Hubs and Inviting Social Spaces
- Green Stormwater Infrastructure
- Transit Vision: Hubs and Shuttles
- Increase Downtown Tree Canopy

Concept Map

How Well Does This Scenario Achieve The Project’s Goals?

1. Increases Capacity Through Mode Choice
2. Makes Downtown Streets Safe
3. Creates Inviting Open and A Great Downtown
4. A Flexible and Accessible Street Network
5. Accessible and navigable
6. Supports A Thriving Downtown Economy
Questions?