

Mobility 2.3.4 Transformative Streets—2 draft-2 (190910)

East Central Area Plan — Congress Park

Source: East Central Area Plan Draft 2 90910

Date: 190923

See Transformative Streets—1 For Graphics

East Central Area Plan | 2.3 Mobility

M1

POLICY

Create bold changes to the mobility system by repurposing street space along key corridors to prioritize safe walking, biking, rolling and transit.

BACKGROUND

A disproportionately high number of streets identified as part of Denver's High Injury Network (HIN) are located within the East Central area compared to other neighborhood planning areas. When compared to the citywide average, a higher percentage of crashes involving pedestrians and bicycles occur on the HIN in the East Central area. Community members expressed concerns regarding safety and comfort, high-speed one-way arterial couplets, and the need for access to high quality-mobility options. **Every transformative street strategy described below is a priority of the mobility section as they have the greatest potential to improve safety and reduce drive alone rates area-wide.**

Short-term strategies are generally defined as projects that can be implemented within 0-5 years and costs less than \$500,000. Long-term strategies are generally defined as projects that take at least 5 years and costs at least \$500,000. Long-term projects are recommended to occur post planned Colfax BRT implementation, while short-term projects can occur before the BRT.

TRANSFORMATIVE STREET RECOMMENDATIONS

- A** Colfax Avenue between Broadway and Colorado. *Also see Colfax Ave chapter.*
- Interim
 - ┆ Improve intersections and crossings at high crash and high community priority intersections along Colfax through the Vision Zero Program.
 - Short-Term
 - ┆ Conduct next phase of study and design to advance the vision of center-running bus rapid transit (BRT) and a high-quality pedestrian environment from Colfax Corridor Connections 10% design project.
 - ┆ Identify funding opportunities to build full center-running BRT vision for corridor.
 - ┆ Implement locally preferred alternative for Colfax corridor, including center-running bus rapid transit (BRT), improved pedestrian, cyclist, and driver safety at intersections, and a beautified corridor featuring a high-quality pedestrian space and placemaking opportunities.

- C** York and Josephine Street between 6th and 23rd Avenue
- Key Strategies:
 - ┆ Short-Term
 - Provide transit speed and reliability improvements and customer amenities at stops
 - Improve pedestrian safety with reduced crossing distances, new crossings and operational improvements. High priority locations include crossings at 12th, 17th/18th, 21st, and 23rd Avenues
 - Install missing sidewalks between 16th and 17th Avenues near East HS and Carla Madison Rec Center
 - ┆ Long-Term
 - Provide medium-capacity transit service via speed/reliability improvements at key locations, increased frequency and expanded hours of service, customer amenities at stops, and potential bus lanes
 - Study permanent safety improvements along the corridor including, but not limited to, road diets and the feasibility of converting from one-way to two-way as part of an area-wide one-way couplet study

- D** Colorado Boulevard between 6th and 23rd Avenue. *Also see Quality of Life Infrastructure improvements*
- Key Strategies:
 - ┆ Short-Term
 - Provide transit speed and reliability improvements and customer amenities at stops
 - Improve pedestrian safety with reduced crossing distances, new crossings and operational improvements. High priority locations are 17th, Colfax, 13th, 12th, and 9th Avenue crossings.
 - Conduct a corridor study to determine the multimodal vision for the corridor, including pedestrian, bicycle, and transit improvements such as BRT.
 - ┆ Long-Term
 - Implement findings of corridor study
 - Provide high-capacity transit service via speed/reliability, increased frequency and expanded hours of service, flex lanes, and customer amenities at stops
 - Create a greater separation between the sidewalk and the roadway

- F** 6th and 8th Avenue between Broadway and Colorado Boulevard
- Key Strategies:
 - ┆ Short-Term
 - Provide transit speed and reliability improvements at key locations and customer amenities at stops
 - Improve pedestrian space with reduced crossing distances, new crossings, and operational improvements
 - ┆ Long-Term
 - Study permanent safety improvements along the corridor including, but not limited to, road diets and the feasibility of converting from one-way to two-way as part of an area-wide one-way couplet study

- G** 7th Avenue Parkway between Colorado and Williams Street. *Also see Quality of Life Infrastructure improvements*
- Key Strategies:
 - ┆ Short-Term
 - Install a protected bike lane
 - Create a high-quality pedestrian space with reduced crossing distances and operational improvements
 - ┆ Long-Term
 - Study the feasibility of installing a multiuse path within the parkway and limiting access for vehicle cross-traffic at certain intersections

- H** 12th Avenue between Broadway and Colorado Boulevard. *Also see Quality of Life Infrastructure improvements*
- Key Strategies:
 - ┆ Short-Term
 - Provide transit speed and reliability improvements and customer amenities at stops
 - Improved bike and pedestrian crossing and operational improvements at Colorado Boulevard
 - Improve bicycle safety and reduce high crash numbers
 - ┆ Long-Term
 - Conduct corridor study that includes 11th Avenue and 12th Avenue to determine community preference and best placement for transit and bicycle improvements

- I** 13th Avenue between Broadway and Colorado Boulevard
- Key Strategies:
 - ┆ Short-Term
 - Create a high-quality pedestrian space with reduced crossing distances, new crossings, alley crossing safety enhancements, and operational improvements
 - ┆ Long-Term
 - Study permanent safety improvements along the corridor including, but not limited to, road diets and the feasibility of converting from one-way to two-way as part of an area-wide one-way couplet study

- J** 14th Avenue between Broadway and Colorado Boulevard
- Key Strategies:
 - ┆ Short-Term
 - Improve pedestrian space with reduced crossing distances, new crossings, alley crossing safety enhancements, and operational improvements for all users
 - ┆ Long-Term
 - Install a protected bike lane
 - Study permanent safety improvements along the corridor including, but not limited to, the feasibility of converting from one-way to two-way as part of an area-wide one-way couplet study