

East Central Area Plan Navigational Guide

Mobility Recommendations

My office has prepared a condensed version of the East Central Area Plan mobility recommendations. These highlights are meant to serve as your navigational guide through the public feedback and commentary process. The East Central Area Plan is a 20-year plan compiled by the Community Planning and Development department covering 6 neighborhoods centered along Colfax Avenue. The 6 neighborhoods are North Capitol Hill (Uptown), Capitol Hill, City Park West, City Park, Cheesman Park, and Congress Park. The Plan provides data about each neighborhood and policy recommendations for land use, urban design, housing, mobility, parks, and the local economy.

Because the sum of these recommendations runs 270 pages in length, we've prepared some mobility highlights from the recommendations for you to consult. We understand that length can be daunting for constituents, so the guide is not comprehensive. It is designed to provide greater introductory access to the plan for all and to produce a more inclusive feedback process.

How to Use the Guide:

1. Go to <https://colfaxareaplans.konveio.com/east-central-area-plan> on your laptop or smartphone. The link will take you to a digitized version of the full 270-page Area Plan.
2. The ECAP Mobility navigator is 9 pages of written recommendations and 3 maps. The text is in short-sentence and bullet-point format. As you read the data and recommendations, you will notice that each entry is footnoted in parenthesis. This is the page from the East Central Area Plan you can scroll to on your screen. Once you are on the page, click on the recommendation and a comment box will pop up. Leave your name and your thoughts and submit "add comment."
3. Recommendations for bike safety treatments are listed by neighborhood. We recommend you begin with the neighborhood you are most familiar with because you live, work, or visit the neighborhood frequently. You may choose to read the recommendations for your neighborhood in greater depth, or you may choose to comment just on the guide highlights for the neighborhood(s). Your choice, of course.
4. Please submit a general feedback form. This form requests some demographic data and asks you if you generally approve or disapprove of the area plan.

Most importantly, grab some friends and neighbors and learn about plans for your neighborhoods!

Areawide Mobility:

East Central Area Profile:

East Central contains a disproportionately large number of Denver's High Injury Network (HIN) street segments. The High Injury Network was identified in Denver's *Vision Zero* Action Plan as 5% of Denver's total roadways, but the location of 50% of crashes.(ECAP 68, 73) The area's HIN streets account for a higher percentage of crashes with people walking and biking than HIN streets citywide. This highlights a need to increase the number of high comfort bikeways and dedicated transit lanes. Survey responders supported the idea of retrofitting parkways and creating new contemporary parkways.(ECAP 78)

The Killed and Serious Injuries (KSI) average for East Central is 59 people who die or are seriously injured every 3 years.(ECAP 70) Capitol Hill has the highest KSI average of 17. Congress Park has the second highest KSI average of 13.

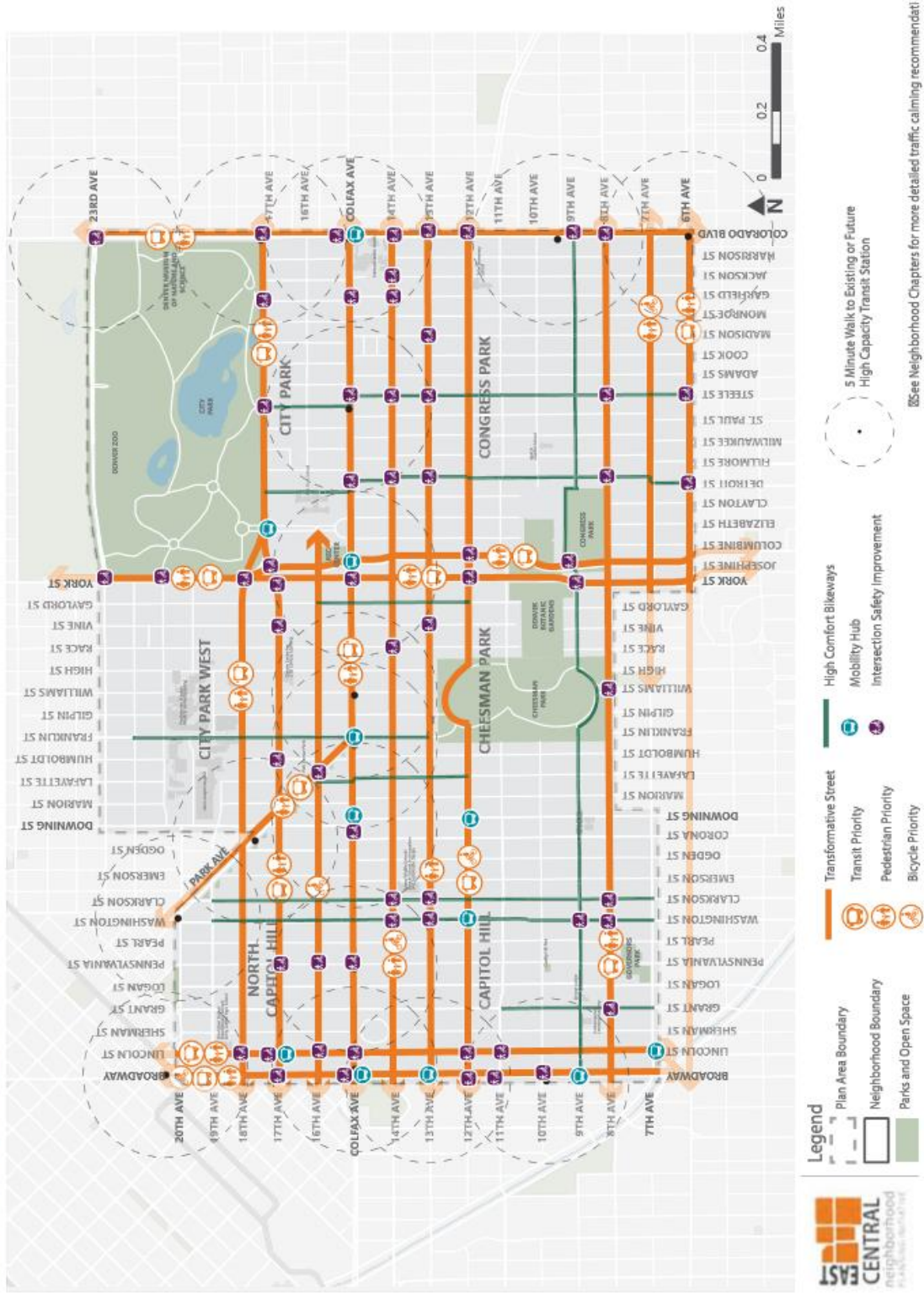
Denver's current road network prioritizes single occupancy vehicles (SOVs). Denver expects 50% of work trips to be made by single occupancy vehicles (SOVs) in 2030 and a representative portion of the road network will remain focused on moving automobiles. Currently, 60% of commuters in East Central drive SOV, 10% below the citywide average of 70%.(ECAP 77)

Most trips in East Central were found to be local, with an average of 37.5% trips beginning in East Central neighborhoods staying in East Central neighborhoods. Other major destinations include downtown, Cherry Creek, and Lincoln Park Baker.(ECAP 73)

- The transit network emphasizes connections to the Central Business District and does not provide as many connections to other key local and regional destinations. Gaps in the network include connections to the southeast rail corridor and the Cherry Creek area. Of the 21 Transit Capital Investment Corridors identified in *Denver Moves*, 11 lie within the East Central area and present an opportunity for significant transit improvements.(ECAP 106)

At times, it may be necessary to decrease the on-street-parking supply to accommodate multimodal improvements or to expand the sidewalk. Community members overall expressed a preference to preserve street parking compared to driving lanes when making necessary safety improvements.(ECAP 78)

MOBILITY OPPORTUNITIES



See Neighborhood Chapters for more detailed traffic calming recommendations

Recommendations for Bike Safety Improvements:

- **5280 Loop:** The East Central Area contains part of an exciting project called the 5280 currently being planned by the Downtown Denver Partnership Business Improvement District (BID)/ Transportation Management Association (TMA) with coordination from other public and private entities. The 5280 will link neighborhoods and connect people along a 5.280 mile urban trail that weaves through communities and key landmarks. The Loop will facilitate unique character zones for each neighborhood by showcasing local culture, iconic features, architecture and history with elements of a linear park providing community gathering and green spaces.(ECAP 89)
- East Central currently has eight miles of bike lanes with plans to add over eight miles of additional separated bikeways and over three miles of protected bikeways. Current north-south bike routes are limited and should be expanded especially when streets have segments without signals greater than ¼ mile.(ECAP 90)
- Add Neighborhood Bikeways. A Neighborhood Bikeway is not a designated lane. It is a low-volume, low-speed, and shared street use. Design treatments include signage, pavement markings, speed and/or volume reduction features, and intersection safety improvements.(ECAP 92)
- Add Buffered Bike Lanes. A Buffered Bike Lane is a traditional bike lane separated by painted buffer from vehicle traffic lanes and/or parking. Intersections are designed for safety.(ECAP 92)

Significant Individual Street Recommendations, North Capitol Hill (Uptown):

- **Park Avenue:** Historic Parkway that links the Colfax corridor and surrounding neighborhoods to Downtown. It is auto-centric with minimal dedicated pedestrian environment or usable park space. It could be updated with Contemporary Parkway elements. (1) Study opportunities to improve pedestrian environment and park experience from Colfax to 20th. (2) Strengthen the pedestrian environment at the intersection of Park and Colfax. (3) Consider the future implementation of a dedicated pedestrian plaza. (4) Link the existing triangle parks through a more significant tree-lined pedestrian facility. Study feasibility of closing turn lanes and re-appropriating the space for pedestrians.(ECAP 126)
- **Sherman Street:** (1) Upgrade shared roadway to Neighborhood Bikeway between Colfax and 20th. (2) Consider more intense zoning and modifications to the City Park View Plane in exchange for significant community benefits such as a significant percentage of affordable units, implementation of the 5280 Trail, improved streetscape and ground floor activation, high quality design, and creation of 100 year buildings.(ECAP 93)

- **Lincoln Street:** Create a high-quality pedestrian and bike space with reduced crossing distances and operational improvements, such as longer pedestrian signal crossing times. Priority intersections include: 11th, 12th, Colfax, 16th, 17th, and 18th Aves.(ECAP 83)
- **Washington and Clarkson Streets:** Upgrade planned Buffered Bike Lanes between 7th and 20th to Protected Bike Lanes. Install new crossings.(ECAP 93)
- **Grant Street:** Extend proposed Protected Bike Lane from 20th to 11th several blocks further south to 7th. Ensure the project ties into the Cherry Creek Trail and Broadway multimodal project improvements.(ECAP 93)
- **16th Avenue:** Upgrade from Buffered Bike Lanes to a Neighborhood Bikeway or Protected Bike Lane between Broadway and City Park Esplanade. Study the feasibility of significantly limiting vehicular access in the long-term and transforming street into a Contemporary Parkway from Downtown east beyond Colorado. Connection east of Colorado is along 17th.(ECAP 128)
- **17th Avenue:** Improve pedestrian and bike safety and comfort with reduced crossing distance, new crossings and operational improvements. Priority intersections include: Broadway, Lincoln, Pennsylvania, Humboldt, York, Josephine, Steel, and Colorado.(ECAP 88)

Significant Individual Street Recommendations, Capitol Hill:

- **Broadway and Lincoln Streets:** Enhance the current configuration by introducing new streetscapes, “parklet” spaces, enhancements and mobility improvements that create a unified Grand Boulevard. Continue to direct growth along the corridor while adding mobility improvements. Create a high-quality pedestrian and bike space by reducing crossing distances and operational improvements, such as longer pedestrian signal crossing times. Study permanent safety improvements along the corridor including road diets and the feasibility of converting from one-way to two-way as part of citywide study. Priority intersections include: 10th, 11th, 12th, Colfax, 16th, 17th, and 18th. (ECAP 181)
- **Sherman Street:** Advance the vision for the 5280 Trail by working with the Downtown Denver Partnership and property owners along Sherman and 12th. Upgrade to Neighborhood Bikeway between 9th and Colfax to complete this leg of the 5280 Trail.(ECAP 184)
- **Washington and Clarkson Streets:** Upgrade planned conventional bike lanes between 7th and 20th to Protected Bike Lanes. Install new crossings.(ECAP 93)

- **Grant Street:** Extend proposed protected bike lane, currently planned from 20th to 11th several blocks further south to 7th. Ensure the project ties into Cherry Creek Trail and Broadway multimodal project improvements.(ECAP 184)
- **7th Avenue:** Install Neighborhood Bikeway between Broadway and Williams to connect to Protected Bike Lane of 7th Avenue Parkway between Williams and Colorado.(ECAP 93)
- **8th Avenue:** Provide transit speed and reliability improvements at key locations and rider amenities at stops. Improve north-south intersection pedestrian and bike safety and comfort with reduced crossing distances. Priority intersections include: Grant, Washington, Clarkson, and (in Congress Park) Detroit, Steele, Colorado.(ECAP 86)
- **9th Avenue:** Study the feasibility of adding a High Comfort Bikeway between Broadway and Colorado.(ECAP 95)
- **12th Avenue:** Conduct feasibility studies on New Bikeways not previously identified – 11th and 12th High Comfort Bikeway. Improve landscaping, water quality, transit, and biking with Contemporary Parkway elements.(ECAP 177)
- **13th Avenue:** Improve north-south intersection pedestrian and bike safety and comfort with reduced crossing distances, new crossings, alley crossing safety enhancements, and geometric and operational improvements. Priority intersections include: Washington, Clarkson, (in Cheesman Park) Vine, (in Congress Park) Detroit, Steele, Madison, and Colorado.(ECAP 87) Provide places to sit and eat outside at business nodes. Prioritize building edges and memorable buildings. Slow down vehicular traffic. Widen sidewalks and reduce driveways.(ECAP 180)
- **14th Avenue:** Improve north-south intersection pedestrian and bike safety and comfort with reduced crossing distances, new crossings, alley crossing safety enhancements, and geometric and operational improvements for all users. Priority locations include Clarkson and Washington, (in Congress Park) Detroit, Steele, Garfield, and Colorado. Study feasibility of adding a Protected Bike Lane between Broadway and Colorado Blvd.(ECAP 95)

Significant Individual Street Recommendations, City Park West:

- **Franklin Street:** Upgrade from Shared Roadway to High Comfort Bikeway between 12th and 23rd. (ECAP 199)
- **16th Avenue:** Upgrade from Buffered Bike Lanes to a Neighborhood Bikeway or Protected Bike Lane between Broadway and City Park Esplanade. Study the feasibility of

significantly limiting vehicular access in the long-term and transforming street into a Contemporary Parkway from Downtown east beyond Colorado. Connection east of Colorado is along 17th.(ECAP 128)

- **17th Avenue:** Improve safety and strengthen transit. Make crossing Park Avenue safer for bikes and pedestrians while enhancing small triangle parks.(ECAP 191)
- **22nd Avenue:** Transform into a Contemporary Parkway.(ECAP 191)
- **23rd Avenue:** Upgrade from bike lane and sharrows to a High Comfort Bikeway such as Buffered or Protected Bike Lane, and focus on transition to 22nd Bike Lane.(ECAP 199)

Significant Individual Street Recommendations, City Park:

- **Steele Street:** Reroute planned St. Paul Neighborhood Bikeway to Steele, due to location of signal at Colfax. Extend Steele St. Neighborhood Bikeway between 6th and 17th.(ECAP 93)
- **Garfield Street:** Install planned Garfield Neighborhood Bikeway connecting City Park to Cherry Creek Trail.(ECAP 211)
- **Detroit Street:** Study the feasibility of adding a neighborhood bikeway between 6th and 17th. (ECAP 211)
- **16th Avenue:** Upgrade from Buffered Bike Lanes to a Neighborhood Bikeway or Protected Bike Lane between Broadway and City Park Esplanade. Study the feasibility of significantly limiting vehicular access in the long-term and transforming street into a Contemporary Parkway from Downtown east beyond Colorado. Connection east of Colorado is along 17th.(ECAP 128)
- **17th Avenue:** Improve safety and strengthen transit. Make crossing Park Avenue safer for bikes and pedestrians while enhancing small triangle parks.(ECAP 191)
- **23rd Avenue:** Upgrade from bike lane and sharrows to a High Comfort Bikeway such as Buffered or Protected Bike Lane, and focus on transition to 22nd Bike Lane.(ECAP 199)

Significant Individual Street Recommendations Cheesman Park:

- **Franklin:** High Comfort Bikeway between 12th and 23rd due to connection between 16th Ave. Cheesman Park, and the medical campus to the north.(ECAP 225)

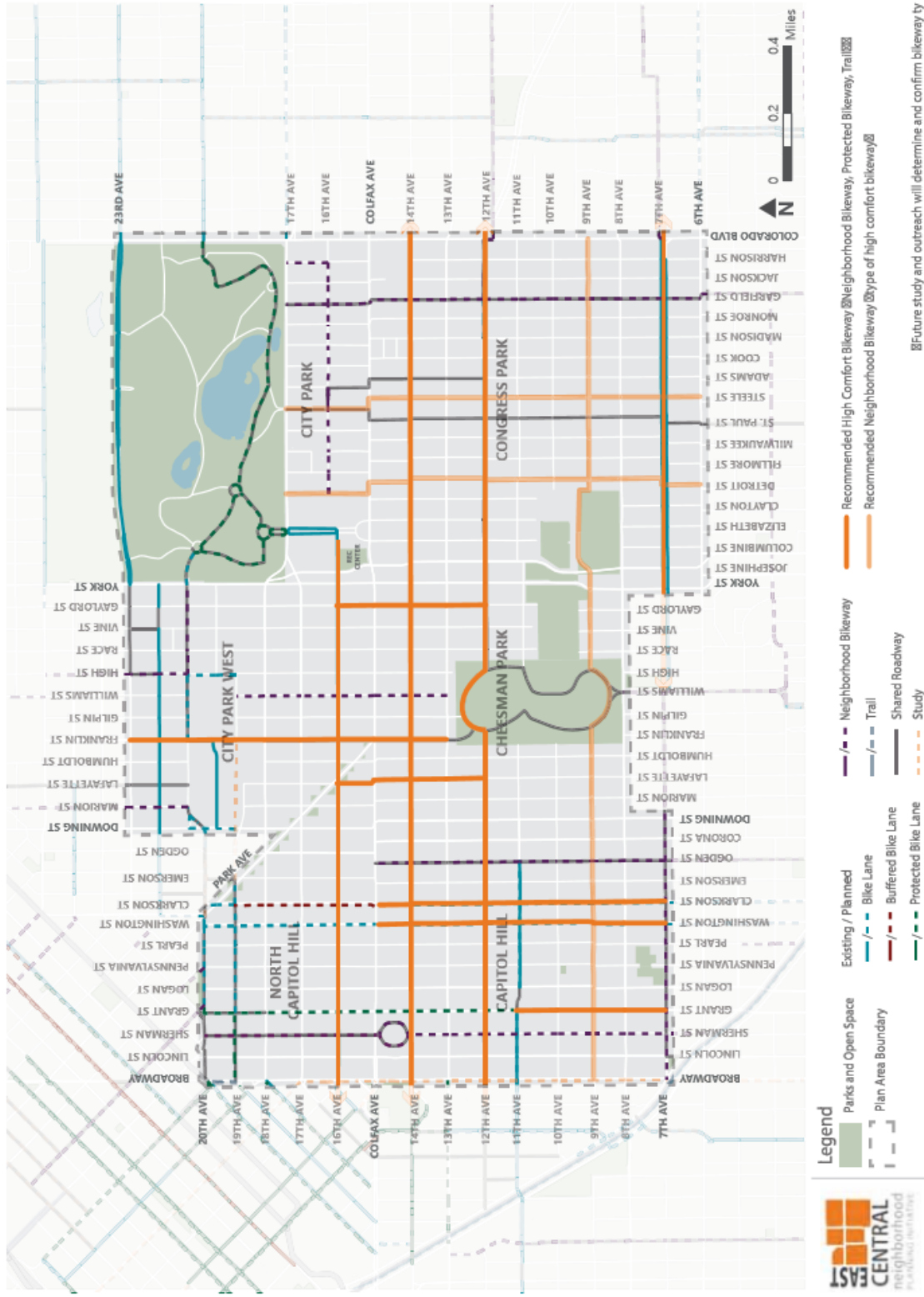
- **Lafayette and Gaylord Streets:** Study feasibility of adding High Comfort Bikeways between 12th and 16th.(ECAP 225)
- **York Street:** Improve pedestrian and bike safety and comfort with reduced crossing distances, new crossings and operational improvements. Priority locations include: 23rd, 21st, 18th, 17th, 12th, and 9th Aves.(ECAP 84)
- **7th Avenue:** Install Neighborhood Bikeway between Broadway and Williams St.(ECAP 93)
Upgrade from a Buffered Bike Lane to a Protected Bike Lane 7th Avenue Parkway between Williams St. and Colorado Blvd.(ECAP 93)
- **9th Avenue:** Study feasibility of adding High Comfort Bikeway between Broadway and Colorado.(ECAP 95)
- **12th Avenue:** Conduct a corridor study to determine the best placement for bicycle and transit improvements, as well as on 11th. Traffic operational improvements at Colorado, Josephine, York, Lincoln, and Broadway. Improve bicycle safety and reduce high crash numbers. Consider contemporary parkway elements to serve multiple community functions.(ECAP 86, 225)
- **14th Avenue:** Study feasibility of adding a Protected Bike Lane between Broadway and Colorado Blvd. Between High St. and Colorado Blvd improve pedestrian crossing safety from alleys and bike crossings at intersections.(ECAP 226)

Significant Individual Street Recommendations Congress Park:

- **Colorado Boulevard:** Provide transit speed and reliability improvements and rider amenities at stops. Improve pedestrian and bike safety with reduced crossing, new crossings, and operational improvements, including creating a greater separation between the sidewalk and roadway. Priority locations include 8th, 9th, 12th, 13th, 14th, Colfax, 17th, Montview Blvd, and 23rd Aves.(ECAP 82)
- **Steele Street:** Reroute planned St. Paul Neighborhood Bikeway to Steele, due to location of signal at Colfax. Extend Steele St. Neighborhood Bikeway between 6th and 17th.(ECAP 93)
- **Josephine Street:** Provide transit speed and reliability improvements and rider amenities at stops. Install missing sidewalks between 16th and 17th near Carla Madison Recreation Center.(ECAP 83)

- **Detroit Street:** Study the feasibility of adding a Neighborhood Bikeway between 6th and 17th. Study should consider parallel route opportunities, such as Fillmore, to leverage existing infrastructure and topography.(ECAP 95)
- **6th Avenue:** Improve pedestrian and bike safety and comfort with reduced crossing distances, new crossings, and operational improvements. Priority locations include: Detroit and Steele Streets.(ECAP 85)
- **7th Avenue:** Upgrade to Parking Protected Bike Lane 7th Avenue Parkway between Williams and Colorado. Study the feasibility of installing a multiuse path within the parkway and limiting access for vehicle cross-traffic at certain intersections. Study the feasibility of permanent safety improvements including, but not limited to, road diets and traffic calming.(ECAP 85)
- **8th Avenue:** Provide transit speed and reliability improvements at key locations and rider amenities at stops. Improve pedestrian and bike safety and comfort with reduced crossing distances. Priority locations include: (in Capitol Hill) Grant, Washington, Clarkson, (in Congress Park) Detroit, Steele, Colorado.(ECAP 86)
- **9th Avenue:** Study the feasibility of adding a High Comfort Bikeway between Broadway and Colorado.(ECAP 95)
- **12th Avenue:** Improve bike and pedestrian crossing and operational improvements at Colorado, Josephine, York, Lincoln, and Broadway. Improve bicycle safety and reduce high crash numbers. Consider contemporary parkway elements to serve multiple community functions. Traffic speeding down 12th is the biggest issue with the 12th and Elizabeth-Clayton business node, scoring a less pedestrian friendly range due to difficult intersection crossings. Overall, node scores 7/10. The parking lot at the corner of 12th and Madison could use a facelift of landscaping and screening.(ECAP 86)
- **13th Avenue:** Improve pedestrian and bike safety and comfort with reduced crossing distances, new crossings, alley crossing safety enhancements, and geometric and operational improvements for all users. Priority locations include: (in Capitol Hill) Washington, Clarkson, (in Cheesman Park) Vine, (in Congress Park) Detroit, Steele, Madison, Colorado.(ECAP 87)
- **14th Avenue:** Study feasibility of adding a Protected Bike Lane between Broadway and Colorado Blvd. Improve pedestrian and bike safety and comfort with reduced crossing distances, new crossings, alley crossing safety enhancements, and geometric and operational improvements for all users. Priority locations include Colorado, Garfield, Steele, Detroit, (in Capitol Hill) Clarkson, and Washington.(ECAP 95)

BIKE NETWORK: EXISTING, PLANNED, AND OPPORTUNITIES



Future study and outreach will determine and confirm bikeway ty

Walking and Rolling in East Central Today:

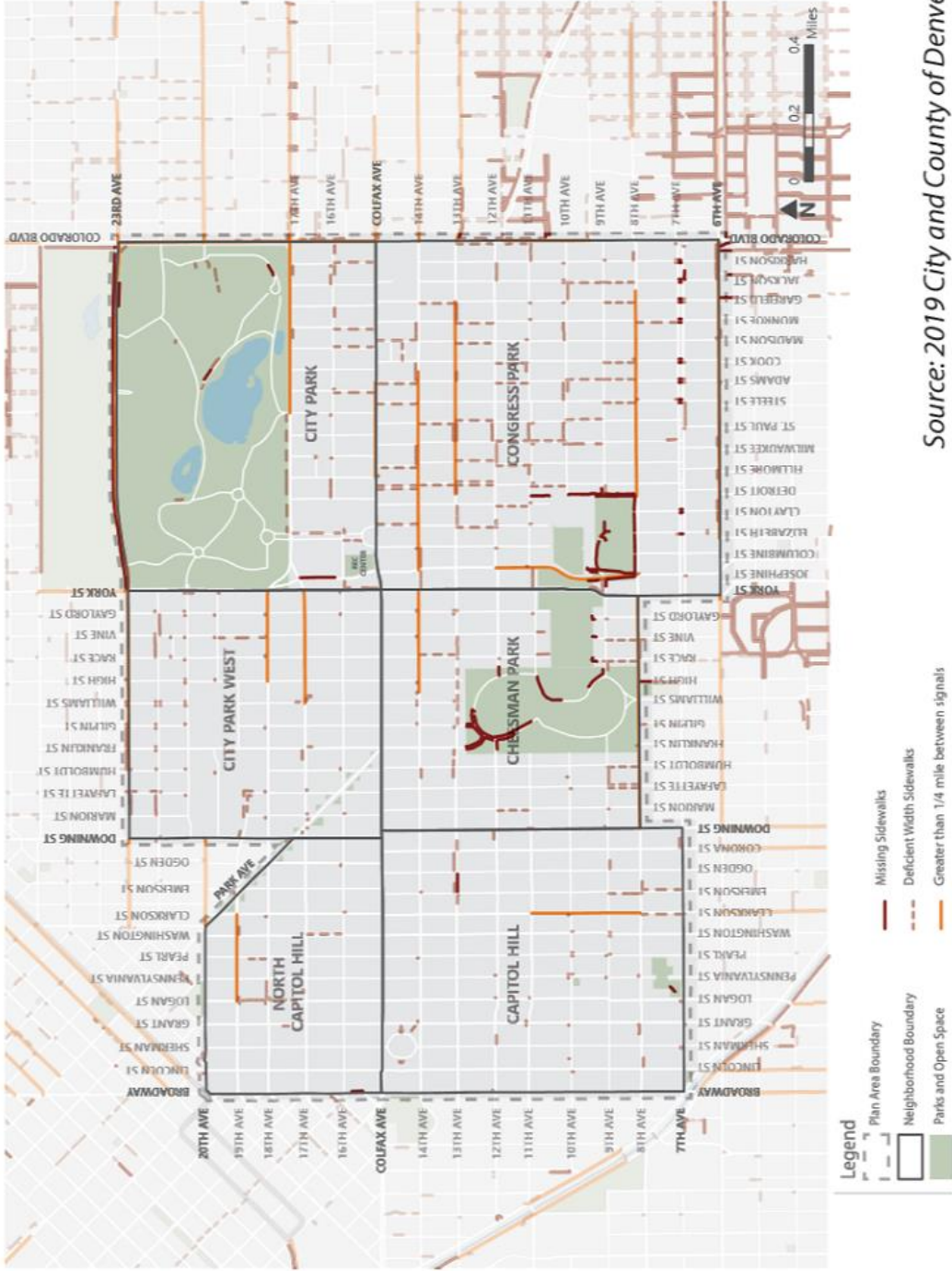
Denver requires sidewalks to be a minimum of 4 feet as required by American Disabilities Act accessibility standards, though the City strives to meet even higher standards. Denver's Transportation Standards and Details for Engineering Division requires a 5-foot sidewalk and 8-foot tree lawn on local and collector streets, and an 8-foot sidewalk and 12-foot tree lawn or amenity zone on arterial streets; infill arterials which are typically more constrained require at least 8-foot sidewalk and 8-foot tree lawn or amenity zone.(ECAP 97)

The sidewalk network in the East Central Area is nearly complete. Sidewalks are missing on fewer than 2% of streets in City Park and Congress Park and all of the other neighborhoods have complete sidewalk networks. 85% of sidewalks are detached across the East Central Area neighborhoods. However, not all sidewalks in the East Central Area meet Denver's standards or best practices. Narrow sidewalks, or sidewalks less than 4 feet wide, range from 3% in North Capitol Hill and Capitol Hill to 12% in Congress Park. (ECAP 98)

People walking and biking were involved in only 8% of crashes in East Central but people walking disproportionately represent 31% of all injury crashes. A higher than average number of pedestrian and bicycle related crashes occur on streets that are part of the High Injury Network. The East Central Area has a higher proportion of HIN streets, there are 19 sections of streets that have segments where the distance between signals is greater than a quarter mile, thus encouraging unsafe crossings.(ECAP 98)

- Install new sidewalks where they are missing in City Park and Congress Park.(ECAP 102)

EXISTING PEDESTRIAN CHALLENGES



Source: 2019 City and County of Denver data

Traffic Calming Recommendations:

Denver's community amenities are frequented by vulnerable populations, such as children or people with disabilities. Conversely, the East Central Area has many one-way couplets, which are favored by travelers who are passing through the neighborhoods. In the East Central Area, 8th, 13th, and 14th are streets where high-speed traffic is a community concern.(ECAP 109)

- A zone-based approach to neighborhood traffic calming along local residential streets can add safety measures in select areas to alert drivers to sensitive land uses (such as parks, schools, and hospitals). Neighborhood slow zones could reduce cut-through traffic, reduce traffic speeds, and improve safety in neighborhoods. Priority zones are determined based on the local street network but in general are bounded by arterials and/or collector streets.(ECAP 113)
- Pilot converting on-street parking spaces in key locations to alternative curbside uses such as public parklets, bicycle and micromobility parking, shared parking, and mobility hub/transit stop infrastructure.(ECAP 117)
- Improve on-street parking strategies. Explore additional opportunities for paid parking and time-limited parking. Explore increasing paid parking rates in high-demand areas.(ECAP 117)
- Encourage shared parking arrangements and provide guidance to businesses and residents.(ECAP 117)

Transportation Demand Management (TDM) is the practice of applying various strategies, programs and policies to shift the how, when, and where of people's travel behavior to use the transportation network more efficiently. The desired outcome of TDM is improved quality of life, reduced traffic congestion, vehicle emissions, and fuel consumption. Denver is developing a TDM Program.(ECAP 118)

- Require new development strategies in coordination with Denver's TDM Plan guidance such as parking maximums, shared car services and allocated parking, private bike share programs, secure bike parking, car/bike share memberships for tenants, transit passes for tenants, ride hailing/taxi drop off parking or pull out, deliveries scheduled during non-rush hours, and potential on/offsite mobility infrastructure improvements.(ECAP 120)
- Work with TMAs, employers, residences, RNOs, and BIDs to provide reduced or free RTD fares for residents and employees.(ECAP 120)