



TRANSPORTATION AND MOBILITY Projects specific to Lucky District 7



PEDESTRIAN IMPROVEMENTS

The city, in conjunction with CDOT, will begin making enhancements at intersections on Federal between Virginia and Jewell, adjusting signal timing to activate the pedestrian signal every cycle. Following those improvements, at some of these intersections the city will add new pedestrian countdown indicators (where there currently are none). Below are the specific changes to each intersection. (LPI = Leading Pedestrian Interval, 4 seconds, Ped Recall = pedestrian signal comes up every time)

- ① Virginia: Ped Recall, new countdown signal, LPI
- Exposition: Ped Recall, new countdown signal, LPI
- Kentucky: Ped Recall, new countdown signal, LPI
- Mississippi: Ped Recall, new countdown signal
- Louisiana: Ped Recall, new countdown signal, LPI
- Arkansas: Ped Recall, LPI
- Florida: Ped Recall
- Iowa/Mexico mid-block: Ped Recall
- Colorado: Ped Recall, LPI
- ⑩ Jewell: Ped Recall, LPI



MULTIMODAL IMPROVEMENTS

- ⑪ \$7 million in the 2017 GO Bond will fund a new grade-separated and ADA compliant sidewalk/multi-use path and improvements for the deteriorating concrete walls of the Alameda underpass. \$250,000 is also in the 2018 Budget to plan for eventual full reconstruction of the underpass.
- ⑫ \$12 million in the 2017 GO Bond will fund multi-modal improvements along Broadway from 6th Ave to I-25. It includes design and construction of a two-way protected bike lane, traffic signal and curb ramp reconstruction, transitway and bus stop enhancements, on-street parking and loading zones, and ways to incorporate rideshare operators.
- ⑬ Reconstruction of Iowa underpass will remove the stairs to create a bikeable and ADA accessible grade-separated path underneath the rail tracks. This also includes improved crossings at Santa Fe and an additional 10 feet of sidewalk along Santa Fe from Jewell to Florida. Design will be done in 2018 and construction is set to begin in 2019.
- ⑭ \$13 million in the 2017 GO Bond will fund a bike/pedestrian bridge to provide a critical connection across Santa Fe and the rail lines at Jewell.

ROADWAYS IDENTIFIED AS HIGH INJURY NETWORKS

The High Injury Network (HIN), represents the corridors in Denver with the highest number of fatal and injury crashes. Collectively, the HIN accounts for 5% of streets in Denver, but 50% of traffic deaths. Focusing on this small area could go a long way in getting to zero. Alameda, Mississippi, Evans, Broadway and Federal have been identified as High Injury Networks.



TRANSPORTATION AND MOBILITY



2017 General Obligations Bond Passed by voters in November 2017

\$415 million for Transportation and Mobility

- **\$47.7 million** for sidewalk construction focusing on areas of high need (i.e. areas without sidewalks, near transit and community centers).
- **\$18 million** for citywide bike infrastructure as laid out in Denver Moves.
- **\$32+ million** for multi-modal improvements in Lucky District 7.

27% for Transportation and Mobility



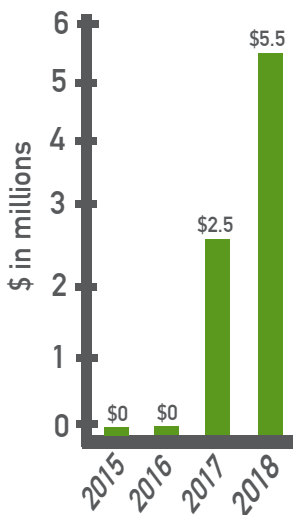
Better Denver Bond

44% for Transportation and Mobility



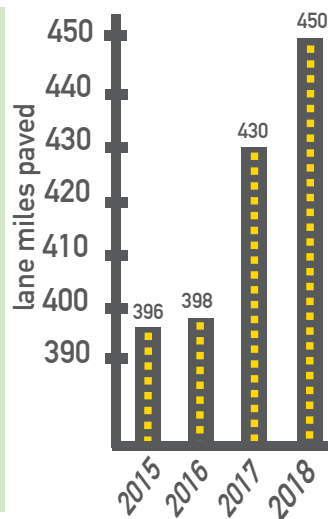
GO Bond

Sidewalk Funding



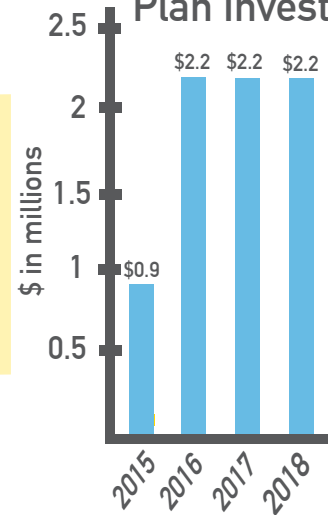
\$4 million set aside in the 2018 budget to create a sidewalk repair assistance program for lower-income homeowners and a revolving-loan fund available to most homeowners to spread out repair costs.

Street and Alley Paving



\$90.4 million invested in paving streets and alleys from 2015-2018

Denver Moves Bike Plan Investment



57+ miles of bikeways (bike lanes and shared roadways) created from 2015 - 2018



Introduction of Rectangular Rapid Flash Beacons in Denver.

RRFB can enhance safety by reducing crashes between vehicles and pedestrians at unsignalized intersections and mid-block pedestrian crossings by increasing driver awareness of potential pedestrian conflicts.



6,000+ new ADA ramps installed throughout the City. The City's goal is to complete construction of ADA ramps at all corners in Denver where they currently do not exist by the end of 2018.



- Vision Zero Goal:**
- Adopted the Vision Zero Action Plan and best practices
 - Mobilized the Vision Zero Rapid Response Team
 - Identified the High Injury Network and Communities of Concern
- traffic-related deaths and serious injuries by 2030