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)

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.
$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.

2017 General Obligations Bond
Passed by voters in November 2017

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

Zero traffic-related deaths and serious injuries by 2030