WHAT IS THE NEIGHBORHOOD TRANSPORTATION MANAGEMENT PROGRAM?

The NTMP is a new program from Public Works that identifies and delivers quick solutions to address your neighborhood’s transportation priorities and challenges.

WHY DID WE START THIS PROGRAM?

It’s no secret that our community is growing and changing. Every year since 2010, an additional 15,000-20,000 people have moved to the City and County of Denver. This growth has put pressure on the City’s transportation system and is changing the way people travel through and between neighborhoods.
THIS PROGRAM IS EXPECTED TO DELIVER PROJECTS THAT:

- Improve comfort and accessibility for people walking and biking
- Help reduce vehicle speeds
- Improve connections to transit
- Improve safety and connectivity within and between neighborhoods

WHAT CAN YOU EXPECT AT THE END OF THIS PROCESS?

- A suite of operational improvements such as pedestrian crossings and stop signs
- 5-15 neighborhood-scale projects installed in 2019
- Long-term future projects identified
WHERE ARE WE TODAY?
THE FOLLOWING PLAN IS A COLLABORATION WITH THE COMMUNITY

CITY AND COUNTY OF DENVER ACTIONS

1. Collect transportation data
2. Neighborhood survey
3. Meet with neighborhood groups and host first public meeting
4. Develop neighborhood priorities and project evaluation criteria
5. Analyze and identify potential projects
6. Evaluate potential projects
7. Develop projects
8. Review Action Plan
9. Public meeting to review projects

COMMUNITY ACTIONS

START ACTION PLAN

IMPLEMENT ACTION PLAN
TELL US YOUR PRIORITIES
DÍGANOS SUS PRIORIDADES

Please place a sticker next to your top three priorities.
Por favor ponga una pegatina al lado de sus tres prioridades más importantes.

1. SPEEDING VEHICLE TRAFFIC
   EXCESO DE VELOCIDAD DEL TRÁFICO

2. IMPROVING PEDESTRIAN CROSSINGS
   MEJORAR LOS CRUCES PEATONALES

3. IMPROVING BICYCLE FACILITIES
   MEJORAR LOS CARRILES DE BICICLETA

4. DRIVING ACROSS OR TURNING AT INTERSECTIONS
   CRUZAR O GIRAR EN LAS INTERSECCIONES MIENTRAS MANEJA

5. LOW VISIBILITY AT INTERSECTIONS
   BAJA VISIBILIDAD EN LAS INTERSECCIONES

6. IMPROVE ON-STREET PARKING AND AVAILABILITY
   MEJORAR EL ESTACIONAMIENTO EN LA CALLE Y LA DISPONIBILIDAD DE ESTACIONAMIENTO

7. WRITE YOUR OWN
   ESCRIBE SU PROPIO
# PROJECT TYPES

## PEDESTRIAN FACILITY TREATMENTS
- Signs and Markings
- Marked Crosswalks
- In-Street Pedestrian Crossing Signs
- Rectangular Rapid Flashing Beacons
- Pedestrian Refuge Island
- Split Crossover Refuge Island
- Reduced Curb Radii
- Curb Extensions/Bulbout
- Raised Crosswalks
- Raised Intersections
- Pedestrian Hybrid Beacon/Signal

## BICYCLE OPERATIONAL TREATMENTS
- Bike Boxes
- Stop Sign Reorientation
- Bicycle Signals
- Bicycle Detection

## MULTIMODAL OPERATIONAL TREATMENTS
- Intersection Daylighting
- No Turn On Red
- Turn Restrictions
- All-Way Stop
- Pedestrian Countdown Signals
- Leading Pedestrian Interval
- Protected Left Turn Phasing
- New Signal

## VOLUME MANAGEMENT TREATMENTS
- Diverters
- Half Closure
- Full Closures

## SPEED MANAGEMENT TREATMENTS
- Driver Feedback Signs
- Traffic Circles Chokers/Neckdowns
- Chicanes

## STREET GRID MANAGEMENT TREATMENTS
- Lane Striping Modification
- Road Diets (Lane Reduction)
- 2-Way Conversion
- Simplified Intersections/Modified Street Grid
Area Management Plans (AMP) are developed to comprehensively address a neighborhoods changing conditions and acknowledge the needs of diverse user groups. Parking challenges should be proactively addressed on a neighborhood scale so that strategies developed address an area’s unique needs.

The AMP process uses an innovative approach by engaging stakeholders in identifying parking management tools that improve the way on-street parking restrictions address existing levels of demand.
INFORMATION

BAKER PROJECTS & PLANS

CONNECT ALAMEDA
DENVER PUBLIC WORKS

The City and County of Denver is working to establish a future vision for the Alameda Underpass. Currently, the project is creating a vision to improve movement for bicycles, pedestrians, transit, and vehicles between Santa Fe Drive and Cherokee Street.

I-25 CENTRAL PEL
COLORADO DEPARTMENT OF TRANSPORTATION

The I-25 Central Planning and Environmental Linkages (PEL) study seeks to address current challenges and plan for the future. The PEL, led by the Colorado Department of Transportation, is currently developing alternatives to address the project Purpose and Need - improve safety, congestion, and travel-time reliability, for the movement of people and goods. Alternatives will also consider access to and from I-25, connectivity across I-25 for all modes, and other goals.

SOUTH BROADWAY & I-25 IMPROVEMENTS PROJECT
DENVER PUBLIC WORKS

Denver Public Works is redesigning the interchange of I-25 and Broadway. The interchange improvements will occur in phases with this phase of the project focusing on the southbound on-ramps (from Broadway to southbound I-25) and the reconstruction of Broadway from Ohio Avenue to Exposition Avenue. Improvements include: coordinated traffic signals, new lane configurations, well-lit pedestrian and bike facilities, and a new configuration of the southbound I-25 ramp.

BROADWAY MULTIMODAL DESIGN
DENVER PUBLIC WORKS

In 2016, after a comprehensive community-driven process, Denver Public Works installed a temporary two-way protected bikeway along South Broadway from Bayaud to Virginia. The project has been a success and with the $12 million Elevate Denver Bond funds the city will now holistically improve safe travel options for everyone who lives, works, plays and commutes along the corridor, from the Cherry Creek Trail to the I-25 Broadway Station. The project will identify a complete package of bicycle, pedestrian, transit and vehicle enhancements with project design completing in Winter 2019.