LOWRY MOBILITY STUDY

WALK  BIKE  RIDE  DRIVE
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PREPARED FOR: LOWRY REDEVELOPMENT AUTHORITY | JANUARY 2016

PREPARED BY: DESIGNWORKSHOP
PURPOSE

What is a Mobility Study?

Twenty years ago, the Lowry Reuse Plan set out to create a multi-modal transportation network to connect Lowry residents and businesses within the community and to surrounding destinations. As Lowry prepares for the next 20 years, this study re-examines the existing network and makes recommendations to accommodate future growth.

What are the Goals?

- Provide an inventory, analysis and recommendations related to all forms of mobility within Lowry.
- Align transportation improvements in Lowry with Denver Moves, the City of Denver’s multi-modal access plan.
- Ensure all residents are aware of the mobility options that enable access to key destinations and services within Lowry and the surrounding metro area.
- Increase safety and security of residents by highlighting dedicated mobility routes through Lowry.
- Identify gaps in the existing transportation network.
- Contribute to enhancing the attractiveness and quality of the Lowry neighborhood for the benefits of residents, visitors and the local economy.
- Identify gaps in the existing transportation network.
- Technical information related to action items or next steps to close the gaps within the mobility systems at Lowry.

What Information is Included?

The Lowry Mobility Study is divided into six chapters. The first four chapters, Walk, Bike, Transit and Drive, examine the existing mobility conditions for the entire 1,800-acre Lowry community through an online transportation index called WalkScore, regional connections, and local infrastructure and facilities. Existing conditions are assessed and recommendations for potential system enhancement are offered for each mode of transportation. These recommendations may or may not be implemented in the future through a combination of resources and funding. The fifth chapter presents the planned integration of Boulevard One into Lowry’s existing mobility system. The sixth chapter includes an Appendix with additional technical and supporting information.
HOW TO USE THIS DOCUMENT

The Mobility Study is comprised of six chapters organized under the following topics:

1. WALK LOWRY

WALK LOWRY provides guidance and metrics on the existing conditions, opportunities, and routes for pedestrians within and around Lowry. The section also discusses potential improvements to the pedestrian network and associated facilities.

2. BIKE LOWRY

BIKE LOWRY describes the existing routes and travel times to local and regional destinations via bicycle in and around Lowry. Missing linkages and opportunities for facility enhancement are indicated in the recommendations page of this section.

3. RIDE LOWRY

RIDE LOWRY describes all of the existing and recommended transit routes to various destinations within and around Lowry. The section also recommends a number of bus stop improvements and opportunities for potential bus routes linkages.

4. DRIVE LOWRY

DRIVE LOWRY reviews existing posted speed limits, signalized intersections and an overview of existing and potential electric car charging stations.

5. BOULEVARD ONE

The planning and design processes for the Boulevard One project have carefully integrated multi-modal transportation to serve all new users. This section highlights the planned facilities, include high quality pedestrian zones, a multi-use trail, bike racks and areas for potential car charging, B-Cycle, and bike repair stations.

6. APPENDIX

The APPENDIX to the Lowry Mobility Plan provides summaries and memos on a number of transportation-related topics such as RTD’s Ecopass, mobility options for the elderly, and B-Cycle station acquisition.

Lowry’s Tailwind Park in the East neighborhood
With over 60 miles of paved sidewalks and almost eight miles of community trails, the Lowry neighborhood supports a well-connected network of options for pedestrians. Pedestrians can easily walk to destinations like the Lowry Town Center or one of the 20+ parks in the community.

The quality of pedestrian experiences can significantly impact the environment and economics of communities. Lowry offers pedestrians tree-lined sidewalks in good condition that are buffered from adjacent travel lanes by planting and landscapes. The community also offers a number of paved trails through parks for strolling, jogging and passage.
What is Walk Score?
Walk Score measures the “walkability” of any address using a patented system and creates a numerical value on a scale of 0-100. For each address, Walk Score analyzes hundreds of walking routes to nearby amenities. These include places for dining and drinking, grocery shopping, retail shopping, errands, parks, schools and culture and entertainment sites. Points are awarded based on the distance to amenities in each category. Amenities within a 5 minute walk (.25 miles) are given maximum points.

Walk Score also measures pedestrian friendliness by analyzing population density and road metrics such as block length and intersection density. Data sources include Google, Education.com, Open Street Map, the U.S. Census, Localeze, and places added by the Walk Score user community.

For more information about Walk Score visit: https://www.walkscore.com/

90-100 Walker’s Paradise
Daily Errands do not require a car

70-89 Very Walkable
Most errands can be accomplished on foot

50-69 Somewhat Walkable
Some errands can be accomplished on foot

25-49 Car-Dependent
Most errands require a car

0-25 Car-Dependent
Almost all errands require a car

Analysis
The Walk Score results in the eleven neighborhoods tested, shows us that those neighborhoods closest to Lowry Town Center possess the highest levels of walkability in the area. While neighborhoods further from the commercial hub of the community have lower scores, the connectivity to these areas does exist but may require longer walking times farther from the Town Center. As Boulevard One develops, the Walk Score of this area and surrounding neighborhoods will increase.
Crescent Park
Kelly Road
Reservoir
Lowry Park
Roslyn Park
City of Ulanbaatar Park
Wings Over the Rockies Hangar 2
Big Bear Ice Arena
Tailwind Park
Lowry Dog Park
Common Ground Golf Course
Lowry Sport Complex Park
Jackie Robinson Fields Park
Bayaud Park
Grocery Store
Sunset Park
QUEBEC STREET
MONACO PARKWAY
DAYTON STREET
HAVANA STREET
EAST 11TH AVENUE
EAST 6TH AVENUE
EAST ALAMEDA AVENUE
EAST 1ST AVENUE
BAYAUD AVENUE
QUEBEC STREET
EAST 1ST AVENUE
DATA SOURCE: Denver Open Data Catalog, Google Earth
Access Date: October 1, 2015

Data Source: Denver Open Data Catalog, Google Earth
Access Date: October 1, 2015

ROUTES + DESTINATIONS

MAP KEY

Existing Facilities

Sidewalk
Sidewalks are paved, at least five feet in width and accommodate pedestrians

Multi-Use Path
Multi-Use paths are off-road, paved, at least ten feet in width and accommodate both pedestrians and bicyclists

Trail
Trails are unpaved paths and are intended primarily for pedestrians

OVER 60 MILES OF PAVED SIDEWALKS
13.9 MILES OF MULTI-USE PATHS
2.6 MILES OF TRAILS
Lowry pedestrians are well-connected to surrounding parks and retail destinations. Most walks take under 30 minutes at a leisurely pace.

- 37 minutes to CRANMER PARK
- 28 minutes to HILTOP RETAIL
- 19 minutes to CRESTMOOR PARK
- 30 minutes to HIGH LINE CANAL TRAIL
- 45 minutes to WESTERLY CREEK TRAIL

*Approximate times are from Lowry Town Center
RECOMMENDED IMPROVEMENTS

Continue to Connect

While the existing connectivity and quality of pedestrian environment supports a great pedestrian network in the developed areas of Lowry, it will be important to continue to build complete streets and quality walkways as the rest of Lowry builds out.

Future sidewalks in Lowry should reflect the aesthetic and material quality expressed throughout Lowry. Additionally, the design of future sidewalks will meet the Lowry Design Guidelines and the City of Denver MuniCode and include:

- A continuous sidewalk on both sides of the street
- Sidewalk widths should be a minimum of five feet and be free of barriers
- Planted buffer zone between sidewalks and moving vehicles.
- Shade through the provision of trees and planting.
Lowry has a strong internal network of bicycle facilities and is well-connected to regional destinations in both Denver and Aurora. A variety of on-street and off-street facilities provide safe options for different user-types seeking commuter routes to downtown or pleasure rides through Lowry’s open space. Bike parking locations are focused in the Town Center and at the Lowry Sports Complex but could expand for a larger presence in local parks and at schools or campus sites.

Recommendations for building a stronger bike network in Lowry include the addition of a north-south route that intersects with Lowry Town Center and filling in some east-west gaps to provide stronger connections among existing routes.

Additionally, this plan includes recommendations for enhanced signage that will allow cyclists to better identify bike-friendly roads and multi-use trails. While the two on-road bike lanes in Lowry have pavement marking and in some cases, signage, the other existing routes are not identified as open for use to bicyclists. For more information on signage and wayfinding for bicycle mobility, or to learn about the City of Denver’s current efforts surrounding this topic, refer to Appendix B1 and B2.
What is Bike Score?

Bike Score measures whether a location is good for biking on a scale from 0 - 100 based on four equally weighted components:

1. Bike lanes
   The bike lane scores are based on shapefile data provided by city governments. Bike lane infrastructure currently includes all on and off street bike lanes/paths but does not include infrastructure such as bike parking, bike sharing, etc.

2. Hills
   To calculate the “hilliness” of an area, the program looks at the steepest grade within a 200 meter radius of the origin. A grade of 2%-10% is given a score of 0 - 100.

3. Destinations and road connectivity
   To measure destinations and road connectivity, the program measures the network distances to a diverse set of amenities and calculates connectivity metrics such as average block length and intersection density.

4. Bike commuting mode share
   Mode share measures the percentage of travelers in an area who are bicyclists to incorporate the importance of social relationships in travel.

90-100 Biker’s Paradise
   Daily Errands can be accomplished on a bike

70-89 Very Bikeable
   Biking is convenient for most trips

50-69 Bikeable
   Some bike infrastructure

0-49 Somewhat Bikeable
   Minimal bike infrastructure

Analysis

With a variety of bike lanes, bike-friendly roads, and multi-use paths within Lowry, the area is considered very bikeable. Most trips within the neighborhood will take an average bike rider under 10 minutes. Destinations outside of Lowry are also relatively quick trips.
EXISTING ROUTES + DESTINATIONS

Crescent Park
Kelly Road Reservoir
Lowry Park
City of Ulanbaatar Park Tailwind Park
Lowry Dog Park
Common Ground Golf Course
Lowry Sport Complex Park
Jackie Robinson Fields Park
Bayaud Park
Sunset Park
Quebec Street
Monaco Parkway
Dayton Street
East 11th Avenue
East 1st Avenue
East Alameda Avenue
East Alameda Avenue
Bayside Park
Sunset Park
Bayside Park
Reading Gardens
Kelly Road Reservoir
Crescent Park
To Cherry Creek North and Mall
To Downtown
To Central Park Station
To Downtown
To Cherry Creek North and Mall

MAP KEY
- Bike Lane
  Bicycle-dedicated, on-road lanes separated from moving traffic with striping.
- Bike-Friendly Road
  On-road facilities that provide adequate space for bicyclists but share space with moving traffic or parked vehicles. May or may not include pavement markings.
- Multi-Use Path
  Off-road, paved paths that are at least ten feet wide and accommodate both pedestrians and bicyclists. May or may not include signage or pavement markings.
- Denver Bike Route
  Routes identified by Denver Moves as a designated biking facility.
- Bike Parking Location
  Bike racks are located here.
- Bike Repair
  Includes bike repairs stations and bike shops.

9.5 TOTAL MILES OF BIKE TRAVEL
7.5 MILES
1.5 MILES
1 MILE
.5 MILE

30 BIKE PARKING LOCATIONS ACCOMMODATING 300 BIKES

Data Source: Denver Open Data Catalog, Google Earth
Access Date: October 1, 2015
Lowry is well connected to the many local and regional bicycle routes and trails in the Denver Metro region. Commuters and recreational riders will find access to most nearby destinations and trail connections take less than 30 minutes to reach by bike.

*Approximate times are from Lowry Town Center
RECOMMENDED IMPROVEMENTS

MAP KEY
Existing Facilities
- Bike Lane
- Bike-Friendly Road
- Multi-Use Path
- Denver Bike Route
- Bike Parking Location

Planned Facilities*
- Bike Lane
- Bike-Friendly Road
- Multi-Use Path
- Bike Boulevard
- Needs Further Study

Recommended Facilities
- Bike Lane
  Add striping for dedicated lane
- Bike-Friendly Road
  Add signage or pavement marking to indicate shared travel lane
- Multi-Use Path
  Add signage or pavement marking to indicate bicycles are allowed on path
- Bike Parking Location
  Add bike rack or bike corral
- B-Cycle Location
  Add B-Cycle station

* Planned facilities include all routes identified for future implementation by the 2011 Denver Moves plan. The exception to this is Boulevard One and First Avenue which are currently under development. Refer to Appendix B2 for more information about Denver Moves. Refer to Chapter 5 for more information about Boulevard One.
Lowry is connected to the greater Denver metropolitan region by seven bus routes that run throughout the neighborhood. Bus riders have access to over 80 bus stops in Lowry. Seven of these stops are highly amenitized, with bus shelters and seating, providing comfort and accessibility to potential riders. Three of these stops participate in the Art-In-Transit program, providing both shelter and public art to the Lowry community. Currently, there are over 1,000 passengers that board RTD buses per day. The highest ridership is currently along East 11th Avenue, Lowry Boulevard, and Havana Street.

As Lowry ridership demands grow, it will be important to assess the needs of potential riders and continue to enhance the rider experience. The inclusion of shelters, lighting, seating, and signage can improve the experience for bus travelers and enhance bus stops within the community.
**What is Transit Score?**

Transit Score is a patented measure of how well a location is served by public transit on a score of 0-100.

The Transit Score algorithm calculates a score for a specific point by summing the relative “usefulness” of nearby routes. The program defines usefulness as the distance to the nearest stop on the route, the frequency of the route, and type of route.

<table>
<thead>
<tr>
<th>Transit Score Range</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>90-100</td>
<td>Rider’s Paradise</td>
</tr>
<tr>
<td>70-89</td>
<td>Excellent Transit</td>
</tr>
<tr>
<td>50-69</td>
<td>Good Transit</td>
</tr>
<tr>
<td>25-49</td>
<td>Some Transit</td>
</tr>
<tr>
<td>0-24</td>
<td>Minimal Transit</td>
</tr>
</tbody>
</table>

**Analysis**

Lowry provides accessible and frequent bus stops throughout the community. Trips within Lowry using RTD’s bus system are easy to navigate have relatively short travel times. Some of the low transit scores seen in Lowry neighborhoods are a reflection of longer travel times to regional destinations.

The transit infrastructure in Lowry is poised to accommodate greater ridership and more frequency as the area prepares for projected growth.
EXISTING ROUTES DESTINATIONS AND AMENITIES

**Map Key**
- **Route 10**
  - West to Colfax + Federal
  - East to Buckley Air Force Base
- **Route 6**
  - West to W 106th Ave
  - East to Centrepoint
- **Route 73**
  - South to Fiddlers Green
  - North to Central Park Station
- **Route 3L**
  - West to Civic Center Station
  - East to Ohio Dr - Alameda Pkwy
- **Route 105**
  - North to Central Park Station
  - South to DTC Transfer Center
- **Route 65**
  - North to Central Park Station
  - South to Village Center Station
- **Route 3**
  - West to Federal Center Station
  - East to Centrepoint

- **Bus Stop**
- **Bus Stop with Shelter**
- **Bus Stop with Art Shelter**

7 BUS ROUTES IN LOWRY ACCESSIBLE BY OVER 80 STOPS

Data Source: Denver Open Data Catalog, Google Earth, Google Maps
Access Date: October 1, 2015
Bus routes in Lowry provide connections to a variety of regional workforce destinations such as Downtown Denver, Denver Tech Center, Cherry Creek North, and Anschutz Medical Campus. There are also linkages to three commuter transit stations: Central Park Station, 2nd Avenue Station, and the Aurora Metro Station. Most destinations in the region can currently be accessed by public transportation in under an hour.
RECOMMENDATIONS

1. Accessibility
In order to support a robust transit system, it is important that all bus stops are easy to find and easy for all users with all ranges of ability to access. Important elements that support accessibility and should be present at all bus stops include:

• An accurate and up-to-date bus stop sign
• A clear, unobstructed, paved boarding area that is eight feet wide (perpendicular to the curb) by five feet deep (parallel to the curb) and compliant with ADA Accessibility Guidelines (ADAAG)
• Connection to a paved sidewalk
• Adequate Lighting either from street lights, lights from adjacent businesses or shelter lighting

2. Comfort
Rider comfort also plays an important role in the success of bus transit. Bus stops that support more than 50 boardings per day (including transfers) should include the following in addition to those elements listed above:

• A shelter with interior seating
• A trash receptacle (particularly at locations close to retail)
• A system map
• Pedestrian-scaled lighting or shelter lighting for stops with night-time service

3. Special Features
There are a number of additional bus stop enhancements that can improve rider experience and contribute to the aesthetics of local streetscapes. These may include:

• Art-In-Transit: RTD’s Art-In-Transit program strives to enhance the design, aesthetic quality and user friendliness of transit projects through the installation of artwork. For more information visit: http://www.rtd-denver.com/artnTransit.shtml
• Next bus real time travel information through interactive signage

4. Increase Frequency
As the area grows, advocate for increased frequency for routes most in demand for users.
The street network in Lowry creates the conduit for all forms of mobility and connects to the city’s grid pattern around Lowry. The automobile use will continue to be a major piece of the mobility system. All major roads within Lowry have been constructed with the exception of those within Boulevard One, the Lowry campus and a portion of Lowry Vista.

The posted speed limits and signalized intersections highlight how fast people should expect to get around and where there are safe pedestrian crossings. Future locations for electric car charging stations are primarily in and around the Town Center and Boulevard One.
Lowry drivers are well connected to regional destinations, with easy access to I-25, I-225, I-70 and I-270. Most regional destinations are within a 20 minute drive from Lowry Town Center. Lowry is within six miles of three light rail stations, providing transport to Downtown Denver, Anschutz Medical Center, Denver International Airport and southern office parks like the Denver Tech Center.
The majority of Lowry’s streets are posted at 25mph.
The Boulevard One neighborhood was carefully planned to include multi-modal transportation options for the community. Boulevard One connects Lowry neighborhoods and open space systems as a primary east-west arterial with multi-use trails. The extension of Lowry Boulevard through the site creates opportunities within the plan for mixed-use retail and services while also connecting pedestrians and bicyclists to new recreation opportunities within the site to Crestmoor Park and throughout Lowry.

Boulevard One is envisioned to be a place where multiple generations of Denver residents can live, work, socialize and play in a walkable and diverse environment. The Community Park and overall landscape system will be the public heart to the community linking surrounding neighborhoods and the mixed use center.
MAP KEY

Transportation Facilities

- **Sidewalk**
- **Bike Lane**
- **Multi-Use Path**
- **Bike Rack Location**
- **Bike Repair Station**
- **Possible B-Cycle Station or Corral**
- **Possible Electric Car Charging**
- **Bus Stop**
- **Signalized Crossing**

*As Boulevard One develops, the local retail and parks in this area will increase the WalkScore of this and surrounding neighborhoods.
The planning and design of Boulevard One includes safe and sustainable infrastructure to support a multi-modal community in and around Lowry. Some of the important features include:

**Multi-Use Path**

Boulevard One extends the multi-use path along Lowry Boulevard west, connecting Quebec Street to Monaco Parkway and Crestmoor Park. Multi-use paths not only encourage exercise and provide safe passage for both pedestrians and bicyclists, but they have also been shown to increase property values. Proximity to multi-use trails is a top requested amenity for home buyers, according to the National Association of Realtors.

**Bike Parking**

Studies have found that increasing bicycle parking in urban areas not only supports bicycle transportation but can also result in an increase in commercial activity. Boulevard One includes 10 bike parking locations in the neighborhood.

**Crosswalks and Bulbouts**

Shorter crosswalk distances correspond with an increase in pedestrian safety by minimizing conflicts between pedestrians and cars at intersections. The intersections on Lowry Boulevard include curb bulbouts to decrease this distance and increase safety.

**Electric Vehicle Charging Stations**

The plan for Boulevard One includes two potential sites for electric vehicle (EV) charging stations. In addition to reinforcing eco-friendly travel, installing EV charging stations can attract people with low emissions vehicles to live and shop in Boulevard One.
The Appendix is organized under the topics of WALK, BIKE, RIDE, AND DRIVE. It includes additional information for action items or background information for specific topics. All of this information is current as of December, 2015 and is subject to change without control by Lowry Redevelopment Authority or Design Workshop.
A1. DENVER MOVES UPDATE

In 2016, the City of Denver will revisit the Denver Moves plan as it continues to explore the enhancement of the City’s bicycle network and multi-use connections. A new plan will be developed in collaboration with Denver Public Works, Denver Parks and Recreation and the community.

As the process of this plan moves forward, the City will study pedestrian crossings and amenities throughout the city. Pedestrian improvements in Lowry should proceed from the recommendations laid out in the Denver Moves update.

For more information on the status of Denver Moves, visit:


Sidewalk at Crescent Park in Lowry

Bike Parking on the south side of Crescent Park in Lowry
The plan also identifies Syracuse Street north of Crescent Park as in need of “further study.” This is also listed as a Phase 3 priority project.

The plan also identifies Syracuse Street north of Crescent Park as in need of “further study.” This is also listed as a Phase 3 priority project.

At the date of this writing, these facilities have not yet been implemented. Currently, East 6th Avenue includes a lane on the north and south sides of the avenue for parallel parking. This lane is considered “bike-friendly” for travel; however, no signage exists within Lowry to indicate this option. Second Avenue has no bike facilities or signage indicating a potential route. Syracuse Street does not include any bike facilities or signage.

In 2016, the City of Denver will revisit the Denver Moves plan as it continues to explore the enhancement of the City’s bicycle network and multi-use connections. A new plan will be developed in collaboration with Denver Public Works, Denver Parks and Recreation and the community.

The recommended linkages presented in this plan will be shared with Denver Public Works for the Denver Moves update to finish out the Lowry bicycle network.
B2. BIKEWAY SIGNAGE + WAYFINDING

Bicycles are allowed on any street in Denver, but signed routes indicate that certain streets or trails have been identified as preferable for bike travel. The reasons City of Denver Public Works department designates a bicycle route include:

- Continuity between bicycle lanes, trails or other bicycle facilities
- Marking a common route for bicyclists through a high demand corridor
- Directing cyclists to low volume roads or those with a paved shoulder
- Directing cyclists to particular destinations

Denver Public Works (DPW) has been considering changing the current route/number bike signage in Denver to destination/direction/ distance signage. In 2014, DPW installed the first bicycle dedicated signage indicating distance, direction and destinations along the D10 bike route. This is an east-west route that extends from Lakewood to Aurora. The route runs just north of Lowry, along E 12th Avenue and intersects with the D18 route along Uinta Way and the D21 route, which runs north-south on Yosemite Street. As Denver continues to pursue the enhancement of city bikeways, signage and wayfinding along bicycle-friendly routes in Lowry will be an important part of the growing network.

Bikeway signage and wayfinding encompasses any treatment or piece of infrastructure whose primary purpose is either to indicate the presence of a bicycle facility or to distinguish that facility for bicyclists, motorists and pedestrians. Bicycle signage includes wayfinding, confirmation signs, turn signs, decision signs and pavement markings.

WAYFINDING

Wayfinding signage is an important element to the transportation network in Lowry. Signage will familiarize bike facility users with the existing network, help bicyclists identify the best routes to destinations and visually indicate to motorists that they are driving along a bike-friendly route.

A bicycle wayfinding system should consist of comprehensive signing and/or pavement markings that guide bicyclists to their destinations along preferred routes.

Signs should be placed at decision points along bike routes:
- At the intersection of two or more bicycle routes
- At key locations leading to and along bicycle routes

CONFIRMATION

Confirmation signs indicate to bicyclists that they are on a designated bikeway. They also make motorists aware of the route. Best practices indicate that this type of signage should be placed every ¼ to ½ mile on off-street facilities and every 2 to 3 blocks along on-street facilities. Pavement markings can also act as a confirmation that a bicyclist is on a preferred route. Confirmation signage should also be located soon after turns in the route to confirm destination(s).

TURN

Turn signage indicates where a bikeway turns from one street to another street. This sign should include the destination and arrows and be placed on the near-side of intersections where bike routes turn. Pavement markings can also indicate the need to turn to the bicyclist.

DECISION

Decision signs mark the junction of two or more bikeways. These inform bicyclists of the designated bike route to access key destinations and should be placed at the near-side of intersections in advance of a junction with another route.

DESTINATIONS

Within Lowry, there are a number of important destinations that should be included in a signage program:
- Lowry Sports Complex
- Lowry Town Center
- Lowry Great Lawn
- Boulevard One Mixed-Use Center

As routes leave Denver, signage should indicate preferred routes to the following area destinations:
- Cherry Creek North Shopping District
- Downtown Denver
- Denver Zoo + Museum of Nature and Science
- Denver Botanic Gardens
- High Line Canal Trail
- Cherry Creek Trail
- Sand Creek Trail

HOW TO ACQUIRE ADDITIONAL BIKE PARKING IN LOWRY?

In 2016, Denver Public Works will be engaging the public on a new Denver Moves plan. This process will include community engagement and discussions surrounding the future of Denver’s bikeway signage.

B3. BIKE PARKING PROGRAM

Bicycle parking is an important element to the overall transportation system in Denver and in Lowry. Bicycle parking near employment, retail and other destinations ensures options for the bicyclist who choose this non-motorized mode of transportation. The City and County of Denver regulates the type and position of bike racks on public property to ensure the highest usability and safety. There are no bicycle parking standards if installed on private property.

Current City and County of Denver Bicycle Parking Rules and Regulations

http://www.denvergov.org/content/dam/denvergov/Portals/708/documents/Rules%20%26%20Regs_signed_0615.pdf

HOW TO ACQUIRE ADDITIONAL SIGNAGE IN LOWRY?

In 2016, Denver Public Works will be engaging the public on a new Denver Moves plan. This process will include community engagement and discussions surrounding the future of Denver’s bikeway signage.

Public Works accepts applications for bike parking at any time, however they do offer a City funding program early in the calendar year. Businesses can apply for bike parking at any time to procure and install on their own.

The Bike Parking Program creates a streamlined process to apply for bike parking in the Public Right-of-Way, provides new options for both on-the-sidewalk inverted u-racks and in-the-parking lane bike corrals, and updates design standards for both bike parking types. The Program will also provide city funding for those applications that meet the highest demand for bike parking as part of Denver’s transportation system.

Application and Agreement details

http://www.denvergov.org/content/dam/denvergov/Portals/708/documents/Bike%20Parking%20Application%205.28.15.pdf
B-Cycle is Denver’s bike sharing system that allows locals and visitors to check a bike out at designated stations throughout the city. There are currently 86 stations and 700 bikes that can be checked out anytime between 5 a.m. and midnight year-round in the City of Denver. The B-Cycle is primarily intended for short commutes that take 30 minutes or less.

ADDING B-CYCLE STATIONS IN LOWRY

The B-Cycle program has seen great success in Denver, with most riders and stations located within four miles of downtown. These riders use B-Cycle for short, one-way trips. Since the average trip for B-Cycle riders is typically less than 30 minutes, Lowry should consider adding at least two B-Cycle stations within the community so that riders can check in and check out a B-Cycle within the 30 minute window, while still traveling to destinations within the community. Recommendation locations include Boulevard One, Lowry Town Center and Great Lawn Park.

HOW DOES IT WORK?

• Find a B-Cycle station on the website or a phone app: https://denver.bcycle.com/
• Pay at the kiosk for daily access or online for monthly or yearly access

2015 B-CYCLE RATES:
• 24-hour access pass for $9
• 30 day auto renewing access pass for $15
• 365 day access pass for $135
• Subsidized access pass for $10

Bikes must be checked into a station every 30 minutes to avoid a $5 dollar over-time fee.

BENEFITS FOR RIDERS:
• Get more exercise
• Fun and less stressful than driving
• Reduces cost for parking
• Helps transit users arrive at their final destination
• Reduces cost for car maintenance and gas

HOW DO YOU ACQUIRE A B-CYCLE STATION?
• Depending on the station size, the number of bikes needed, site prep, and installation costs, getting a station costs between $50,000-60,000.
• It takes 3-8 months to get a station installed.
• When funding is in place, the exact location of the B-Cycle station will be assessed and a sponsorship agreement will be executed.
• The minimum space requirement for a station is 43” x 6” or 31” x 18”
• The station and liabilities fall on Denver B-Cycle and the station will be added to the B-Cycle insurance policy.
• B-Cycle works with the City of Denver to acquire/pay for the permits to get the station installed if it’s located in the public right of way.

ARE THE B-CYCLE STATIONS MAINTAINED?

Stations are maintained by B-Cycle and technicians regularly visit the station to ensure there are enough bikes. Trash and snow removal near and around the station is the owner’s responsibility.

WHAT ARE THE PROS AND CONS OF GETTING A B-CYCLE STATION?
• The funder’s logo will be placed on the station and associated bikes for a two year period. After the two year period, B-Cycle will search for a cash sponsor for the station. First right of refusal will be given to the funder.
• Revenue from the B-Cycle station goes back into the business and is not shared with the building or property owner.
• If the station is under performing, B-Cycle can relocate the station.

CONTACT INFORMATION:
Mail: Denver B-Cycle
2737 Larimer St Suite A
Denver, CO 80205
Email: info@denverbicycle.org
Phone: 303-825-3325
APPENDIX C. RIDE LOWRY

C.1 WHAT’S THE BEST WAY TO FIND TRANSIT OPTIONS?

ONLINE

There are a number of online sources to help you find the fastest and easiest transit options near you.

DRCOG My Way to Go

The Way to Go website offers recommendations for all modes of transportation, helping commuters reach their destinations. Enter your starting point and destination for a full list of transportation recommendations.

The RTD website

The RTD website is a great place to explore your transit options. The site includes schedules, services, information for riders, transit fare and passes options. It also has a link to the RTD Trip Planner.

RTD Trip Planner

Simply enter your current address and destination and the timing of your trip and click “Plan Your Trip.” The Trip Planner will generate a number of transit options with estimated travel times.

Google Maps

Google Maps is also a great resource for getting around town. Enter your address and destination and Google will provide a variety of options for transit, driving, biking, or walking.

MOBILE APPS

Transit Tracker – Denver (RTD) by Raging Coder

The Transit Tracker app helps you find the nearest bus or light rail stations with scheduled stops and allows you to view upcoming departures. The app also includes a trip planner to navigate the RTD transit network.

Google Maps by Google, Inc.

The google maps app is similar to the online version of Google Maps, providing information about desired destinations and trip planning for all modes of transportation.

CONTACT RTD

If you’re having trouble with online sources or apps, you can contact RTD Customer Care at: 303-299-6000

WaytoGo.com: Web version

RTD Trip Planner: Web version

RTD Trip Planner: Mobile

Transportist App

Google Maps App

Transit Tracker App
C2. RTD SPECIAL SERVICES

ACCESS-A-RIDE
WHAT IS ACCESS-A-RIDE?
Access-a-Ride is a local bus service in the Denver metro area for people with disabilities who cannot access the fixed-route bus and light rail system.

To travel on Access-a-Ride you must meet one of the following criteria:
1. Be unable to get to and from a bus stop or on and off a lift-equipped bus by yourself
2. Have a cognitive disability that prohibits your understanding of how to complete a bus trip

All Access-a-Ride users must qualify for certification under the guidelines established by the Americans with Disabilities Act of 1990.

HOW DO I GET STARTED?
To travel on Access-a-Ride you must fill out an application request form. This can be completed online or over the phone.

Online application: http://www.rtd-denver.com/ADAcustomerRequestForm.shtml
Phone number: (303) 299-2960

Once you’ve been approved, you will receive your Access-a-Ride card. To reserve a ride, you can book a reservation online or over the phone, at least one day and up to 3 days in advance.

Online reservation: http://www.rtd-Denver.com/accessARide.shtml
Phone reservation: (303) 299-2960

HOW MUCH DOES IT COST?
One-way fares on Access-a-Ride are as follows:
- Local: $4.70
- Regional: $8.50
- Airport: $17.50
- Local 5-Ride ticket book: $21.25

Access-a-Ride fares can be paid in cash, with exact change or with 10-Ride tickets at time of boarding. An aide who accompanies a disabled passenger rides free. Passengers with Access-a-Ride IDs ride free on all other RTD fixed-route bus and light rail services.

NEED MORE INFORMATION?
Call Access-a-Ride: (303) 299-2960

SENIOR RIDE
WHAT IS SENIOR RIDE?
SeniorRide is a transit service for the senior citizen community that offers trips to groups of ten or more people to a variety of pre-selected cultural, educational and entertainment venues and events. RTD distributes a seasonal newsletter and calendar which lists all of the SeniorRide events.

HOW DO I BOOK A SENIOR RIDE?
To book a SeniorRide, make reservations with RTD by phone or through email.

SeniorRide phone number: (303) 299-6803 or (303) 299-6567
SeniorRide email address: senior.ride@rtd-denver.com

After you book your reservation, be sure to call for a final confirmation at least three weeks before the event. SeniorRide will provide information on pickup times approximately one week before the event.

HOW MUCH DOES IT COST?
A round-trip local fare is $2.60 for passengers 65+ and $5.20 for all other passengers. A regional round-trip is $4.50 for passengers 65+ and $9.00 for all other passengers.

BRONCOSRIDE
GOING TO A BRONCOS GAME?
BroncosRide, a direct bus service to Sports Authority Field, is available at the Park-n-Ride at Alameda and Havana! Skip the traffic and parking fees, and get to the game in no time on RTD’s BroncosRide bus service.

SCHEDULES
Buses depart for Sports Authority Field from stops around the metro area up to 2.5 hours before kickoff on weekend games. Be sure to check the online schedules to find out the pick-up times and schedule for BroncosRide: http://www.rtd-denver.com/BroncosRide.shtml

HOW MUCH DOES IT COST?
A regular round-trip ticket on BroncosRide costs $5.20 or $9.00 depending on location.

SKYRIDE
SkyRide is an RTD bus service that operates every day of the year, transporting travelers to and from Denver International Airport. Buses depart from SkyRide bus stops and many Park-n-Rides in the metropolitan area.

HOW MUCH DOES IT COST?
A one-way trip on the SkyRide bus is $9.00. Travelers can pay cash on SkyRide or purchase tickets at a light rail ticket vending machine. Other ticket purchase options include buying round-trip SkyRide ticket books ahead of time. Each ticket book contains two SkyRide tickets at a discounted price ($4.50) and can be purchased online, at RTD sales outlets, or by phone.

RTD monthly passes can also be used as credit toward a SkyRide fare. RTD regional monthly passes are valid for full SkyRide fare.

To purchase a SkyRide round-trip ticket book over the phone call: (303) 299-6464 or visit: http://store.rtdpasses.com/
C. RTD PASS OPTIONS FOR EMPLOYERS

RTD transit passes can be used for both bus and light rail transit.

ECOPASS

Ecopass is an annual employer-sponsored transit pass providing employees unlimited rides on bus and light rails. Employees are issued a photo ID EcoPass smart card to reduce commuting and parking costs.

Benefits to Employers:

- Tax Deductible
- Reduces payroll taxes via pre-tax benefits
- Tool for recruitment and retention
- Enhances morale and productivity of staff

There are three options for EcoPass Funding:

1. Employer-paid: The employer pays the entire cost of each employee EcoPass. RTD will annually verify the number of employees in your company. The company must pay for enough EcoPasses for each employee.

2. Employee-paid: Employees can use pre-tax dollars to purchase an EcoPass, reducing both taxable income and payroll taxes.

3. Employer/Employee Cost Sharing: The costs are split between the employer and employee.

HOW MUCH DOES IT COST?

Rates per year are based on the number of employees and your business location. To get started, contact an RTD EcoPass Sales Representative by phone: 303-299-2132

FLEXPASS

FlexPass is an annual pass program that can be customized to meet the needs of the employers and employees. Employees can choose their own service level, vary passes from month-to-month, and enter or leave the program at any time. The pass is tax deductible to the employer and provided tax-free to employees.

HOW DOES FLEXPASS WORK?

RTD will work with your company to select and price the plan that fits you best. After selecting a program, the employer must sign a 12-month agreement with RTD. The employer or employees will then order monthly passes on the FlexPass website. The amount and type of passes ordered can vary from month to month.

HOW MUCH DOES IT COST?

FlexPass program vary from company to company but the Employer and Employees are eligible for three different discounts:

1. 10% Match Discount
2. RTD will match employer subsidies of up to 10% off the face value of each monthly pass purchased.
3. 2.5% Discount
4. If the employer agrees to offer the pass to its employees on a pre-tax basis, RTD will discount 5% off the face value of each pass. The employer can elect to pass this discount on to its employees.
5. 3.5% Quantity Discount

If an employer purchases an average of 200 or more passes a month, RTD will discount 5% off the face value of each pass. The employer can elect to pass this discount on to its employees.

To contact an RTD FlexPass Sales representative call: 303-299-2132

TRANSIT VOUCHERS

HOW DOES IT WORK?

Employers can purchase transit vouchers from RTD-approved partner companies:

- Commuter Check: http://commuterbenefits.com/
- TranBen: http://www.tranben.com/
- Transit Center: http://transitcenter.org/
- WageWorks: https://www.wageworks.com/employers/benefits/commuter

Vouchers will arrive within two weeks and employees can redeem them at any RTD sales outlet. For more information about Transit Vouchers, contact RTD at: 303-299-2132

RTD Sales Outlets Near You:

- Safeway at 6220 E 14th Avenue (2 ½ miles from Lowry Town Center)
- King Soopers – 1355 Krameria St (2 ½ miles from Lowry Town Center)

To contact an RTD EcoPass Sales Representative by phone: 303-299-2132

RTD Fare Zones

RTD 2016 Fare Rates

Local | Regional | Airport

| $2.60 | $4.50 | $9.00
| $5.20 | $9.00 | $14.50

Day Pass

| $26.00 | $45.00 | $90.00
| $55.00 | $90.00 | $180.00

Monthly Pass

| $23.50 | $40.50 | $81.00
| $1.80 | $3.60 | $7.20

APPENDIX D. DRIVE LOWRY

D1. PLANNED IMPROVEMENTS
Quebec Street Improvements

The City of Denver’s 2013 Quebec Alternatives Analysis (QAA) recommends phased implementation of the Context-Sensitive 4-Lane alternative (formerly known as “Reconfigure Quebec: 4-Lane”), which optimizes intersections through the addition of turn and through-lanes, but also increases corridor capacity by connecting the intersections with two lanes in each direction. This alternative stays within the existing right of way as much as possible but does change the location of the curb. It differs from the previously considered “Widen Quebec” alternative because it does not include all the same features such as the center landscaped median.

The QAA recommends prioritization of the 13th Avenue to 26th Avenue segment as the first phase for implementation. This phase includes the study area’s three most congested intersections (Montview, 17th and Colfax) and can be expected to provide significant mobility benefits in the corridor. Further implementation of the Context-Sensitive 4-Lane, as well as the complementary bicycle and pedestrian facilities on Syracuse Street, will move forward as funding is identified and procured.

For more information on the status of funding and timing of improvements, please review the July 2014 public meeting materials located on the right hand side of the project website.


STUDY AREA
The primary technical focus was along the Quebec Corridor between 26th Avenue and 6th Avenue, the study had a larger public outreach area between I-70 and 6th Avenue, extending to Monaco Street on the west and Central Park Boulevard/Yosemite Street on the east.

STUDY SCHEDULE

<table>
<thead>
<tr>
<th>Study Kick-Off</th>
<th>Spring/Summer 2013</th>
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<tbody>
<tr>
<td>• Study launch</td>
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<td>• Criteria development</td>
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<td>• Identification of alternatives</td>
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<tr>
<th>Preliminary Screening</th>
<th>Summer/Fall 2013</th>
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<tbody>
<tr>
<td>• Preliminary screening</td>
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<tr>
<td>• Optimization of alternatives</td>
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</table>

<table>
<thead>
<tr>
<th>Final Screening and Recommendations</th>
<th>Winter 2013/2014</th>
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<tr>
<td>• Conceptual engineering</td>
<td></td>
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<tr>
<td>• Identification of preferred alternative(s)</td>
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<tr>
<td>• Environmental review and documentation</td>
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D2. CARPOOLING + VANPOOLING

WHAT IS CARPOOLING?
Carpooling and/or Vanpooling is the sharing of car journeys so that more than one person travels in a car. This can reduce the cost and stress of driving for daily commutes or events. In Denver, the Denver Regional Council of Governments (DRCOG) provides a “matching” service for those interested in carpooling through their WaytoGo website.

Another online resource for finding carpools is Carpool World. Carpool World is a free online carpool matching site. You can enter your trip origin and destination and find ride-share matches anywhere on Earth.

CARPOOL TIPS:
1. Find your potential matches on MyWaytoGo and contact them about a carpool.
2. Meet up with your new contact to make sure it’s a good fit for a carpool member.
3. Get each other’s contact information and establish a chain of communication.
4. Schedule driver days/weeks/months and stick to it.
5. Make sure you have a backup plan in case of emergencies, vacations, illness, etc.
6. If driving time isn’t split, figure out the costs and set up a payment schedule.
7. Set some ground rules about radio stations, eating and drinking in cars, and smoking to avoid future problems.

WHAT IS SCHOOLPOOL?
The WaytoGo website also offers a secure system to connect families in your neighborhood that want to share in the responsibilities of getting children to school and back via carpooling, walking, biking or riding RTD or the school bus together. Lowry schools that currently participate in the program include Bishop Machebeuf High School, Stanley British Primary School and International School of Denver.

For more information, you can email or call Way to Go.
Email: waytogo@drcog.org
Phone: 303-458-766

D3. CAR SHARING

WHAT IS CAR SHARING?
Car Sharing is a type of car rental designed to be convenient for people who want to rent cars for short periods of time and only pay for their usage. There are currently a number of Car Share programs in Denver. Programs typically require a membership. Once you become a member, you will have access to the program’s fleet of cars. Online and mobile services allow you to locate and access available vehicles.

HOW MUCH DOES CAR SHARING COST?
Your cost depends on how long you have a car and the miles driven. Costs vary from service to service but prices range from around $0.40 per minute with maximum rates at around $15.00 per hour or $85.00 per day.

WHICH PROGRAM SHOULD I USE?
Currently, none of the Denver car share programs maintain the Lowry neighborhood as a service area, with a stock of vehicles in the area at all times. However, there are a number of services that allow you to take cars from within the main service area (focus is generally downtown Denver and immediately surrounding neighborhoods) to Lowry.

EGOCARSHARE
eGoCarShare is a local 501(c)(3) nonprofit carsharing organization serving the Denver-Boulder metro area. The program allows for 24/7 access to a number of vehicle types including smart cars, sedans, and trucks. Some vehicles are seasonally mounted with ski or bike racks.

For more information, visit the website: egocarshare

CAR2GO
Car2Go is the largest carsharing company in the world, with services across North American and European cities. This service offers exclusively Smart vehicles.

For more information, visit the website: Car2Go

ZIPCAR
Zipcar is a subsidiary of Avis Budget Group. The Zipcar service allows members to reserve a car by mobile app, online or by phone immediately or up to one year in advance. Each vehicle has a home location: a reserved parking space located on a street, driveway or neighborhood parking lot in the member’s area, to which it must be returned at the end of the reservation. Zipcar offers more than 50 makes and models of vehicles.

For more information, visit the website: Zipcar
We believe that when environment, economics, art and community are combined in harmony with the dictates of the land and needs of society, magical places result — sustainable places of timeless beauty, significant value and enduring quality, places that lift the spirit.

Design Workshop is dedicated to creating Legacy projects: for our clients, for society and for the well-being of our planet.
The Lowry Mobility Study presents a variety of short and long-term recommendations for enhancing Lowry’s mobility network. The Lowry Redevelopment Authority will sunset when Boulevard One is complete by 2020, with most staff phasing out before then. For this reason, the LRA has prioritized the following short-term actions that can be implemented in coordination with Boulevard One improvements. The Lowry Mobility Study will be shared with the community, City of Denver and Regional Transportation District to guide longer-term actions.

### Walk Lowry

<table>
<thead>
<tr>
<th>NEXT STEP</th>
<th>ACTION ITEMS</th>
<th>ESTIMATED COSTS</th>
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</thead>
<tbody>
<tr>
<td>A. Follow up with the Lowry Pedestrian and Bike Safety Committee to learn more about resident safety concerns for pedestrians.</td>
<td>A1. Contact the Lowry Pedestrian and Bike Safety Committee to share this document in support of their programs.</td>
<td>+ Staff time</td>
</tr>
<tr>
<td>B. Install three wayfinding signs to identify existing connections to nearby regional trails, including the High Line Canal Trail and Westerley Creek Trail.</td>
<td>B1. Contact Denver Parks and Recreation to acquire signage for regional parks and trails. Phone: (720) 913-1311 Email: <a href="mailto:parksandrecreation@denver.gov">parksandrecreation@denver.gov</a></td>
<td>+ Estimate $300 to $700 per sign should LRA purchase materials and install signage. Total: $900 - $2,100</td>
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**ESTIMATED WALK TOTAL**: $900 - $2,100

### Bike Lowry

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<tr>
<th>NEXT STEP</th>
<th>ACTION ITEM</th>
<th>ESTIMATED COSTS</th>
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<tbody>
<tr>
<td>A. Install confirmation signage identifying all existing multi-use paths in Lowry. This signage will help Lowry residents and visitors recognize path accessibility for both pedestrians and bicyclists. This type of signage may include a posted sign, pavement markings, or both.</td>
<td>A1. LRA to contact Denver Public Works by phone at (720) 865-3150. An Area Engineer will need to create a work order to sign paths along East Alameda Avenue (D14), Lowry Boulevard (D21), the path along Uinta Way at the Kelly Road Reservoir (D19) and the path on the north side of Bayaud Park.</td>
<td>+ $0 for City to purchase and install materials</td>
</tr>
</tbody>
</table>
| B. Coordinate with City and County of Denver to include bike program expansion as recommended on page 17 of the Lowry Mobility Study in the next iteration of Denver Moves, the City’s guiding document for the creation of a city-wide bikeway network. The City will be re-examining the Denver Moves program beginning in 2016. | B1. LRA staff to have a conversation with Denver Public Works regarding projects identified for improvement in the 2011 version of Denver Moves. These include:  
  - Bike Lane on East 6th Avenue  
  - Bike Boulevard on E 2nd Avenue  
  - Study of Syracuse Street  
  B2. LRA staff to contact Council District 5 Councilman Mary Beth Susman for representation in the Denver Moves planning process. Phone: (720) 337-5555 Email: marybeth.susman@denvergov.org  
  B3. Participate in future Denver Moves meetings to advocate for bicycle program implementation in Lowry. | + Staff time for coordination with Denver Moves city staff |

Pavement markings or signage are both acceptable and meet the goals of confirmation signage:  
+ $1,800 - $3,600 for shared path symbol pavement markings  
+ $5,000 - $10,000 for signage  

+ Staff time for coordination with Denver Moves city staff  
+ Staff time for coordination with Denver Moves city staff  
+ Staff time for coordination with Denver Moves city staff

**ESTIMATED WALK TOTAL**: $900 - $2,100
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<th>NEXT STEP</th>
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<tr>
<td>C. Expand bike parking in Lowry by installing new bike racks at recommended locations on page 17 of the Lowry Mobility Study.</td>
<td>C1. Should the LRA install additional bike parking in the public right-of-way, review and confirm the bike rack and corral standard design, found here:</td>
<td>• Bike racks at the 13 recommended locations: $750 to $4,000.</td>
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<td><a href="http://www.denvergov.org/content/dam/denvergov/Portals/708/documents/B1-Inverted-U_04-20-2015-B1_FINAL.pdf">http://www.denvergov.org/content/dam/denvergov/Portals/708/documents/B1-Inverted-U_04-20-2015-B1_FINAL.pdf</a></td>
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<td>C2. Work with adjacent property owner to complete a Bicycle Parking Application, found here:</td>
<td>• There is no cost to the property owner for a Bicycle Parking Application.</td>
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<td><a href="http://www.denvergov.org/content/dam/denvergov/Portals/708/documents/Bike%20Parking%20Application%205.28.15.pdf">http://www.denvergov.org/content/dam/denvergov/Portals/708/documents/Bike%20Parking%20Application%205.28.15.pdf</a></td>
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<td>This application should include a site plan and photograph of the proposed location.</td>
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<td>C3. Send completed Bicycle Parking Application via email to: <a href="mailto:bikeparking@denvergov.org">bikeparking@denvergov.org</a></td>
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<td>C4. Denver Bike Parking staff will respond to verify receipt and timeline of potential bike parking installation.</td>
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<td>C5. Should a property owner be interested in the purchase and installation of a bike parking facility outside of the public right-of-way, there is a wide variety of manufacturers for rack design and purchasing.</td>
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<td><strong>ESTIMATED BIKE TOTAL</strong> $7,500 - $17,600</td>
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* Costs are estimated through local product knowledge and informed by Costs for Pedestrian and Bicyclist Infrastructure Improvements (2013). Refer to: http://www.pedbikeinfo.org/cms/downloads/Countermeasure%20Costs_Report_Nov2013.pdf
<table>
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<tr>
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</table>
| A. Communicate to RTD that there are deficiencies in bus shelter amenities at local stops whose ridership currently exceeds 50 riders per day. This includes two stops on East 11th Avenue between Quebec Street and Yosemite Street as well as one stop at Lowry Boulevard and Alton Way. Refer to page 23. | A1. Review Denver Public Works Transit Amenity Program (TAP): [http://www.denvergov.org/sirepub/cache/2/5dpbmgqzchnbh245cvs3wpr6/2026830113201601440624.PDF](http://www.denvergov.org/sirepub/cache/2/5dpbmgqzchnbh245cvs3wpr6/2026830113201601440624.PDF) for information about transit amenities in the public right-of-way.  
A2. Contact RTD - Phone: (303) 299-2004 | • LRA staff time for coordination |
| B. Anticipated development at Boulevard One will provide more ridership opportunities in and around Lowry Boulevard and Quebec Street. LRA may enhance existing bus shelter and/or amenities at the bus stops at the northeast and southwest corners of Lowry Boulevard and Quebec Street. | B1. May work with RTD Art-in-Transit Program for enhanced amenities: [http://www.rtd-denver.com/artinTransit.shtml](http://www.rtd-denver.com/artinTransit.shtml)  
B3. Receive approval through permit review process with Denver Public Works | • Basic bus shelter: $15,000  
• Art-in-Transit shelter: $40,000 - $100,000  
• Permit Cost for bus shelter in the right-of-way: $300 per permit (2016-2017 costs) for a one-year permit; $1,700 for a five-year permit |
| B. Share information about ECOPASS program with Boulevard One multi-family and mixed use developers. | B1. Distribute ECOPASS program information to Boulevard One developers | • LRA Staff time for employer contact and material distribution |

**ESTIMATED RIDE TOTAL**  
$15,300 - $101,700
### DRIVE LOWRY

<table>
<thead>
<tr>
<th>NEXT STEP</th>
<th>ACTION ITEM</th>
<th>ESTIMATED COSTS</th>
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</table>
| A. Work with the City of Denver to conduct a traffic signal warrant study to evaluate the need for traffic signals at the following intersections:  
  • NEW: E Cedar Place and S Quebec Street  
  • MODIFIED: S Quebec Street and E 2nd Ave  
  • MODIFIED: S Quebec Street and E 1st Ave | A1. Work with the City of Denver to contract traffic engineer or engineering firm to conduct traffic signal warrant study. Contact Traffic Engineering Main Office: (720) 865-3150. | • $10,000 per intersection. Total cost is $30,000 |
| B. Should study determine the need for a traffic signal, the City and County of Denver is responsible for installation, operations and maintenance of traffic signals. | | • The cost of one traffic/pedestrian signal ranges from $250,000 to $300,000 depending on signal requirements. City and County of Denver would be responsible for these costs.  
  • $1,000 for each crosswalk; $4000 per intersection  
  • $5,000 per corner for curb realignment and ramp installation; $20,000 per intersection |

**ESTIMATED DRIVE TOTAL**  
$10,000 - $30,000

### BUILD LOWRY

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<th>NEXT STEP</th>
<th>ACTION ITEM</th>
<th>ESTIMATED COSTS</th>
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</thead>
<tbody>
<tr>
<td>A. Provide direction for future development in Lowry to support the mobility goals of the Lowry Mobility Study.</td>
<td>A1. Share the Lowry Mobility Study with Boulevard One developers and the Lowry and Boulevard One Design Review Committees to assist them in the evaluation of mobility plans for new multifamily and mixed-use developments at Lowry</td>
<td>• Staff time for distribution, presentation and coordination</td>
</tr>
</tbody>
</table>

**ESTIMATED BUILD TOTAL**  
**STAFF TIME**
We believe that when environment, economics, art and community are combined in harmony with the dictates of the land and needs of society, magical places result — sustainable places of timeless beauty, significant value and enduring quality, places that lift the spirit.

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