



# Did you know?

**SPEER/LEETSDALE CORRIDOR FACTS**

**69,800**

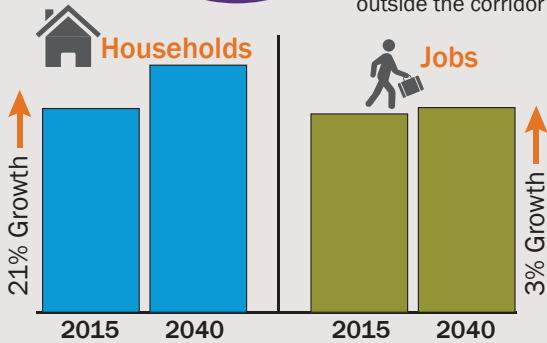
Live outside the corridor & work within 3/4 mile of the corridor

**5,600**

Live and work within 3/4 mile of the corridor

**35,800**

Live within 3/4 mile of the corridor & work outside the corridor



The Speer/Leetsdale travel corridor is one of Denver's most diverse, busiest and fastest growing. Thousands of people move through the corridor daily by vehicle, transit, walking and bicycling.

The **Go Speer Leetsdale** Mobility Study is proactively identifying options to improve travel and connectivity for all current and future travel modes in the corridor.

*We need your help to shape the future of this important corridor.*

## Get involved!

Visit:

[www.denvergov.org/GoSpeerLeetsdale](http://www.denvergov.org/GoSpeerLeetsdale)

Or email:

[info@GoSpeerLeetsdale.org](mailto:info@GoSpeerLeetsdale.org)



### Speer/Leetsdale Corridor Study Area



### You can:

- Learn more about the study.
- Submit your valuable feedback!





# PURPOSE AND NEED

## PURPOSE:

The purpose of the Go Speer Leetsdale project is to implement improvements along the Speer/Leetsdale corridor that equitably and cost-effectively accommodate the corridor's current and growing person-trip demand. Go Speer Leetsdale will work to attain the corridor vision by enhancing existing transportation options and providing additional mobility and access options for all individuals using the corridor while improving quality of life and enhancing economic development opportunities.



## Bicycle Mobility Needs

- Address inadequate and disconnected bicycle facilities.
- Improve ease of use for bicyclists.
- Address locations with demonstrated bicycle safety concerns.



## Pedestrian Mobility Needs

- Address inadequate and disconnected pedestrian facilities.
- Improve ease of use for pedestrians.
- Address locations with demonstrated pedestrian safety concerns.



## Transit Mobility Needs

- Accommodate increasing person-trip demand resulting from population and employment growth.
- Address unreliable transit travel times and delay that result from vehicular congestion.
- Accommodate increasing trips while still providing improved corridor-long commutes.
- Address substandard accessibility and rider comfort at transit stops and stations.



## Vehicular Mobility Needs

- Reduce congestion resulting from increasing person-trip demand related to population and employment growth.
- Improve operations at intersections and corridor locations with higher than expected crash frequency and severity.



## Livability Needs

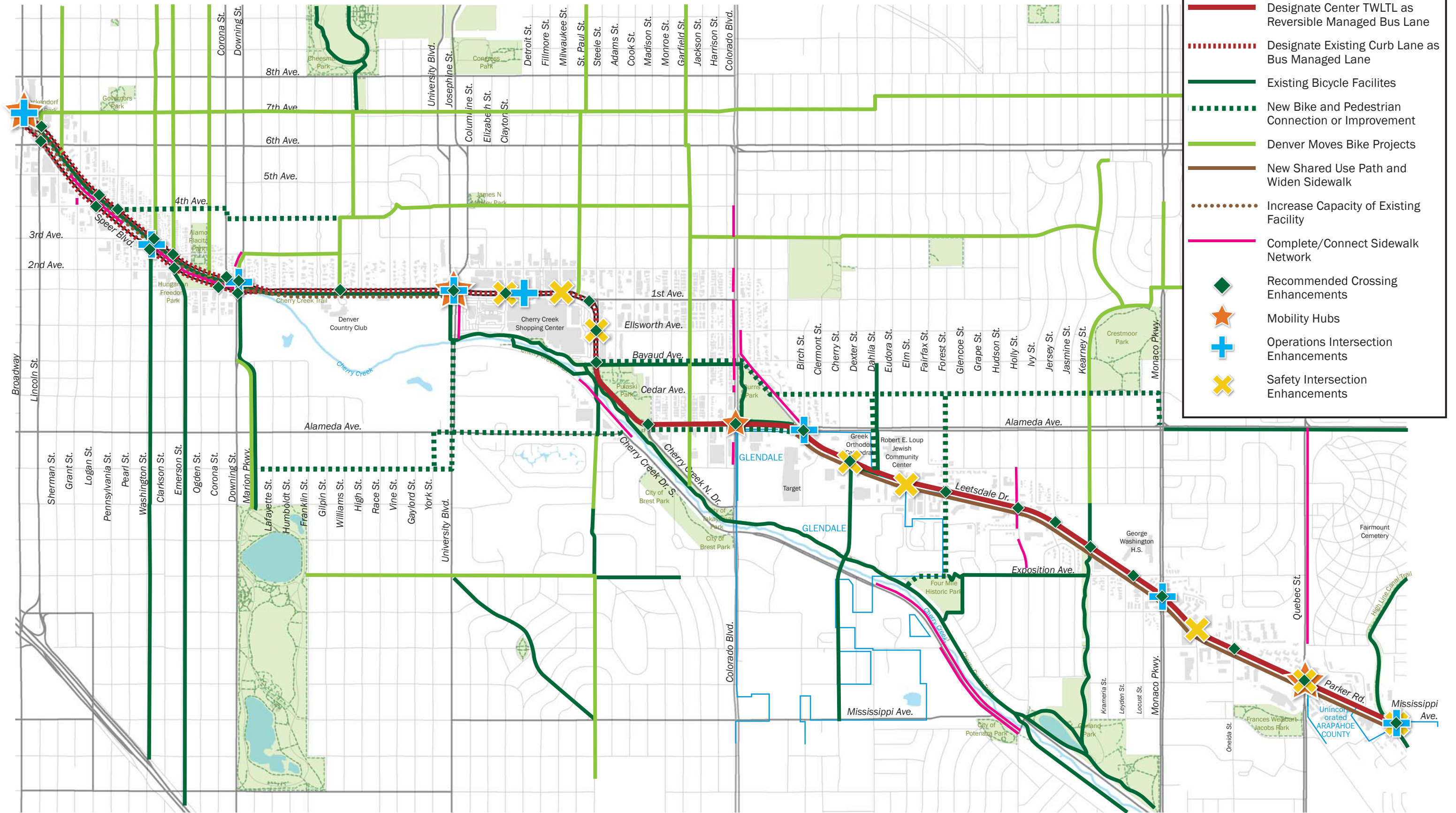
- Provide transportation solutions that support livability concepts for everyday life by a range of transportation modes.



## Transportation Access and Equity Needs

- Identify convenient and cost-effective mobility options for all users of the corridor.

# Recommended Concept Alternative











**Legend**

- Designate Center TWLTL as Reversible Managed Bus Lane
- Designate Existing Curb Lane as Bus Managed Lane
- Existing Bicycle Facilities
- New Bike and Pedestrian Connection or Improvement
- Denver Moves Bike Projects
- New Shared Use Path and Widen Sidewalk
- Increase Capacity of Existing Facility
- Complete/Connect Sidewalk Network
- Recommended Crossing Enhancements
- Mobility Hubs
- Operations Intersection Enhancements
- Safety Intersection Enhancements



## Benefits Summary

	Existing	2040 Without Improvements	Recommended Concept Alternative
 Vehicular Person Carrying Capacity*	6,100	6,100	5,500
 Transit Person Carrying Capacity*	800	800	1,500-2,500
 Bicycle/Pedestrian Carrying Capacity*	1,500	1,500	3,000
 TOTAL Person Carrying Capacity*	8,400	8,400	10,000-11,000
 Corridor Long Transit Travel Time	AM(WB): 28 minutes PM(EB): 42 minutes	AM(WB): 35-40 minutes PM(EB): 45-50 minutes	AM(WB): 25-30 minutes PM(EB): 30-35 minutes
 Corridor Long Auto Travel Time	AM(WB): 25 minutes PM(EB): 30 minutes	AM(WB): 25-30 minutes PM(EB): 35-40 minutes	AM(WB): 35-40 minutes PM(EB): 35-40 minutes
 Safety Improvements			<p><b>Managed Lane:</b></p> <ul style="list-style-type: none"> <li>• Potential for reduction in rear-end crashes</li> <li>• Improves the ability of bicyclists and pedestrians to correctly identify vehicular conflicts</li> </ul> <p><b>Reversible Managed Bus Lane:</b></p> <ul style="list-style-type: none"> <li>• Reduces turning movement conflict</li> <li>• Potential to reduce bike and pedestrian conflicts</li> </ul>
 Economic Benefits			<p><b>Bus/Transit Improvements</b></p> <ul style="list-style-type: none"> <li>• Increase office rents, retail sales, property values</li> <li>• Create temporary jobs</li> <li>• Reduce vacancy rates</li> </ul> <p><b>Bike/Ped Improvements</b></p> <ul style="list-style-type: none"> <li>• Increase retail sales</li> <li>• Create temporary jobs</li> </ul>

\* Carrying Capacity estimates are presented by mode at peak hour conditions with normal operations