Go Speer Leetsdale
Open House #2
March 8, 2017
Agenda

- Welcome
- Introductions
- Project Overview
- Recommended Concept
- Tonight’s Information
- How to Comment
INTRODUCTIONS
City and County of Denver Project Managers

- Cindy Patton, Manager of Parking Operations
  Transportation and Mobility, Denver Public Works

- Jane Boand, Senior Planner
  Policy, Planning and Sustainability, Denver Public Works
Study Area

Influence Area to I-25

Influence Area to I-225
Study Process & Schedule

- **SPRING 2016**: Project Kickoff and Existing Conditions Report
- **SUMMER 2016**: Development and Analysis of Corridor Alternatives
- **FALL 2016**: Identification of Recommended Alternatives
- **WINTER 2017**: Final Documentation

PUBLIC INVOLVEMENT
EXISTING CONDITIONS
Key Issues Identified

- Increasing travel demand
- Lack of bike and pedestrian facilities along Leetsdale
- Cherry Creek Trail capacity Broadway to Steele along 1st Avenue
- Slow and unreliable travel time on transit
- Safety issues
- Bicycle and pedestrian crossings and connections
Wide Range of Solutions Considered

Shared Use Paths
Wide Range of Solutions Considered

Two Way Cycle Tracks
Wide Range of Solutions Considered

Queue Jumps at Traffic Signals

Bus Only Lanes
Wide Range of Solutions Considered

Complementary Solutions Retained

- Improved crossings/connections
- Sidewalks
- Bus shelters
- Way finding
- Travel demand management
- Streetscaping
- Signal optimization
- Mobility hubs
Alternatives Evaluation and Screening

- **Stage 1**
  - Purpose and Need fatal flaw analysis

- **Stage 2**
  - Quantitative comparative evaluation

- **Stage 3**
  - Detailed operations analysis to identify Recommended Alternative
Recommended Concept

Existing Speer Boulevard Cross Section

Recommended Speer Boulevard Cross Section: Managed Transit Lanes Concept

Managed Lane (Bus & RT lane)

The Recommended Concept Alternative does not include widening, only repurposing the outermost lane in each direction.

Managed Lane (Bus & RT lane)
Recommended Concept

Existing Leetsdale Drive Cross Section

Available ROW along Leetsdale varies from 73' to 120'.

Recommended Leetsdale Drive Cross Section: Reversible Managed Transit Lane Concept

Cross Section will be wider at intersections to accommodate turn lanes.

*Future design will determine if path or sidewalk operates most efficiently on the north or south side of Leetsdale

*Shared Use Path with Buffer

*Reversible Managed Lane

*Detached Sidewalk with Buffer
# Benefits of the Recommended Concept

<table>
<thead>
<tr>
<th>Mode</th>
<th>Existing</th>
<th>2040 Without Improvements</th>
<th>Recommended Concept Alternative</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicular Person Carrying Capacity</td>
<td>6,100</td>
<td>6,100</td>
<td>5,500</td>
</tr>
<tr>
<td>Transit Person Carrying Capacity</td>
<td>800</td>
<td>800</td>
<td>1,500-2,500</td>
</tr>
<tr>
<td>Bicycle/Pedestrian Carrying Capacity</td>
<td>1,500</td>
<td>1,500</td>
<td>3,000</td>
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<tr>
<td>TOTAL Person Carrying Capacity</td>
<td>8,400</td>
<td>8,400</td>
<td>10,000-11,000</td>
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</table>

*Carrying Capacity estimates are presented by mode at peak hour conditions with normal operations.*
# Benefits of the Recommended Concept

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<tbody>
<tr>
<td><strong>Corridor Long Transit Travel Time</strong></td>
<td>AM(WB): 28 minutes, PM(EB): 42 minutes</td>
<td>AM(WB): 35-40 minutes, PM(EB): 45-50 minutes</td>
<td>AM(WB): 25-30 minutes, PM(EB): 30-35 minutes</td>
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<tr>
<td><strong>Corridor Long Auto Travel Time</strong></td>
<td>AM(WB): 25 minutes, PM(EB): 30 minutes</td>
<td>AM(WB): 25-30 minutes, PM(EB): 35-40 minutes</td>
<td>AM(WB): 35-40 minutes, PM(EB): 35-40 minutes</td>
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## Benefits of the Recommended Concept

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<td><strong>Safety Improvements</strong></td>
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<td>Managed Lane:</td>
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<td></td>
<td></td>
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<td>• Potential for reduction in rear-end crashes</td>
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<td></td>
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<td>• Improves the ability of bicyclists and pedestrians to correctly identify vehicular conflicts</td>
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<td></td>
<td>Reversible Managed Bus Lane:</td>
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<td></td>
<td></td>
<td>• Reduces turning movement conflict</td>
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<td></td>
<td></td>
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<td>• Potential to reduce bike and pedestrian conflicts</td>
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<tr>
<td><strong>Economic Benefits</strong></td>
<td></td>
<td></td>
<td>Bus/Transit Improvements:</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Increase office rents, retail sales, property values</td>
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<td></td>
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<td>• Create temporary jobs</td>
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<tr>
<td></td>
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<td>• Reduce vacancy rates</td>
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<td></td>
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<td>Bike/Ped Improvements:</td>
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Recommended Concept

Cost Estimate (2017 $)

- Reversible Managed Bus Lane: $45 M
- Managed Bus Lanes: $1.2 M
- Mobility Hubs: $4.0 M
- New Ped and Bike Connections: $2.0 M
- Shared Used Path (Leetsdale): $4.5 M
- Other improvements: TBD

Total: $56 M
TONIGHT'S INFORMATION
Information Layout

- Station 1 - Project Background
- Station 2 – Vehicle and Transit
- Station 3 – Bicycle and Pedestrian
- Station 4 – Next Steps
Please Tell Us Your Thoughts

- Chat with a project team member
- Fill out a comment card/survey
- Visit the web site
  www.denvergov.org/gospeerleetsdale
- Send an email
  info@gospeerleetsdale.org