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 Enhancements
- Recommended Crossing Enhancements
- Mobility Hubs
- Operations Intersection Enhancements
- Safety Intersection Enhancements
Typical Cross Sections

Existing Speer Boulevard

Recommended Speer Boulevard: Managed Transit Lanes Concept

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

Existing Leetsdale Drive

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

Recommended Leetsdale Drive: Reversible Managed Transit Lane Concept

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

Detached Sidewalk (future design will determine if sidewalk operates most efficiently on the north or south side of Leetsdale)

Westbound Median Bus Station

Eastbound Median Bus Station

Shared Use Path (future design will determine if path operates most efficiently on the north or south side of Leetsdale)

Reversible Managed reflects “red” pavement treatment for illustrative purposes only.

Legend

- Reversible Managed Bus Lane
- Modified Existing Median

Removes WB RT deceleration lane

Removes one WB LT lane; projected volumes indicate a dual LT is not required

Maintains dual LT lanes

This cross section could continue to accommodate a narrower median

Modified left-thru-right turn lane to accommodate the high NB LT volume

Reversible Managed Bus Lane Concept - Colorado Ave. to Alameda Ave.
Complementary Travel Options

Mobility Hubs

Mobility hubs are locations where different modes of transportation connect to improve overall mobility and promote ease of transfers. Mobility hubs can include connections to transit, shared-use mobility such as Uber and Lyft, bike and car share, bike parking, car and van pooling, and pedestrian travel ways. Amenities could include transportation information, shelters, benches, bathrooms, ticketing, and parking.

Virtual Mobility Hubs

Virtual mobility hubs are typically on-demand transportation options available to users who have access to smartphones. Virtual mobility hubs can provide a single virtual location where transit providers and private companies (carshare, bikeshare, etc.) can provide real-time match-making between mobility supply and demand. Virtual mobility hubs mean that any location within and outside city limits can become a mobility hub.

Travel Demand Management

Transportation demand management is the application of strategies and policies to reduce or redistribute travel demand. Strategies include parking management and pricing to dissuade the use of the private automobile, transit incentives to make transit more cost effective for riders, encouraging or providing employers with incentives to offer their employees the option of telecommuting or promoting carshare or carpool programs to reduce commuter vehicle miles traveled.

Microtransit

Microtransit is typically comprised of privately owned and operated transit vehicles that supplement the public transit system. Often these companies provide on-demand transportation services that can complement public transit services. Microtransit providers, such as Bridj, Chariot, Shuddle and others, have high levels of route flexibility that can complete “first-mile/last-mile” connections to public transit and provide additional service on select corridors or between popular destinations.