Go Speer Leetsdale
Update to the INC Transportation Committee

Sept 8, 2016
Agenda

- Project Background
- Public Involvement
- Corridor Conditions
- Vision and Purpose and Need
- Alternatives Evaluation Process
- Overview of Alternatives Development
- Next Steps
PROJECT BACKGROUND
Denver’s Growth

-- 10K-15K new residents a year

-- In 2015, CO added 100K

-- Adds demand on a constrained transportation system

2010 population: 600,025
2014 population: 663,862
2015 population: 680,000 (est)
Challenge & Opportunity

# of person trips is increasing while street network is finite (no capacity to add more lanes or more roads)

2010 population: 600,025
2014 population: 663,862
2015 population: 680,000 (est)

DURING THE WORK DAY, DENVER's POPULATION INCREASES BY 180,000
2014 Population: 663,862
Day Population: 843,104

STREET NETWORK CAN HANDLE GROWTH THROUGH MORE EFFICIENT USE OF SPACE …

Max # of cars on street
Distribution of people in cars
Same # of people on a bus
Same # of people on pedestrian & bicycle friendly street
Mayor’s Charge

“Cars are no longer the only ones using Denver’s roads. We need more sustainable choices to safely and efficiently move you around this great city of ours.” Mayor Hancock, 2015 Inaugural
History of the Effort
Study Area
Study Process & Schedule

(Spring/Summer 2016) → (Fall/Winter 2016/17) → (Spring/Summer 2017)

- Project Kickoff and Existing Conditions Report
- Development and Analysis of Corridor Alternatives
- Identification of Recommended Alternatives
- Final Documentation
Coordination With Other Studies

- Parks & Recreation
  Fun Activities in Beautiful Surroundings
- Transit
  Creating an Easily Traversable City
- Land Use & Transportation
  Neighborhood Character and Quality of Life
- Pedestrians & Trails
  Connecting People and Neighborhoods

Denverright
Your Voice. Our Future.
PUBLIC INVOLVEMENT
Public Involvement Update

- Open House May 24th, 2016
- Stakeholder Working Group
- Technical Working Group
- Transportation Solutions Newsletter
- Community Partnership Program
- Pop-up events
CORRIDOR CONDITIONS
Permits issued for new construction and additions 2010-2016
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Go Speer Leetsdale

CORRIDOR DEMOGRAPHICS

- 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

Households
- 21% Growth
- 2015: 30,000
- 2040: 36,000

Jobs
- 3% Growth
- 2015: 15,000
- 2040: 15,450
Travel Time

Travel Time (minutes) Broadway - Mississippi

Mode
21 Intersections operating at/over capacity during peak hours
9 intersections with moderate or high potential for crash reduction:

- 1st/Gilpin
- 1st/Clayton
- 1st/Milwaukee
- Steele/Ellsworth
- Leetsdale/Cherry
- Leetsdale/Elm
- Leetsdale/Niagara
- Leetsdale (Parker)/Quebec
- Parker/Mississippi

1525 Vehicle Crashes (2012-2014)

30 Crashes involving bicycles

4 WB Speer Blvd & Lincoln St

7 Parker Rd. & Mississippi Ave

19 Other

26 Crashes involving pedestrians

BIKE/PED CRASHES (at corridor intersections 2012-2014)
VISION AND PURPOSE AND NEED
Vision

Speer Leetsdale Corridor is a place where:

- Transportation facilities contribute to “complete communities”
- There is a viable choice to leave automobiles at home
- Technology advances out of the lab and onto the street
- Stakeholders partner to implement the vision
Purpose and Need

**Purpose**

- Accommodate the growing person-trip demand
- Enhance existing transportation options
- Provide additional mobility and access options
- Improve quality of life
- Enhance economic development opportunities
Purpose and Need

- Bicycle Mobility Needs
- Pedestrian Mobility Needs
- Transit Mobility Needs
- Vehicular Mobility Needs
- Livability Needs
- Transportation Access and Equity Needs
ALTERNATIVES EVALUATION PROCESS
Stage 1
Purpose and Need

Stage 2
Comparative Analysis

Stage 3
Corridor-wide Package Analysis

Recommended Alternative
Alternatives Evaluation Process

Stage 1 –

- Mobility
- Safety
- Livability
- Equity
Alternatives Evaluation Process

Stage 2

- Person-carrying capacity
- Travel time
- Safety
- Environmental resource impacts
- Right of way
- Ease of implementation
ALTERNATIVES
DEVELOPMENT
Transit Options

- Local Bus Improvements
- Enhanced Bus
- High Capacity Transit
  - Shared lanes
  - Exclusive lanes
  - Managed lanes
  - Contraflow lanes
- ADA bus stop enhancements
- Mobility hubs
- Circulators/micro transit
- Shared use mobility
VEHICULAR
Vehicular Options

- General purpose lanes
- New connections
- Couplets/circulation modifications
- Intersection enhancements
- Access control
- Managed lanes
- Travel demand management
- Streetscaping
BIKE AND PEDESTRIAN
Bike and Pedestrian Options

- New and improved connections to Cherry Creek Trail
- New and improved crossings
- New high ease of use facilities
- Increased capacity on Cherry Creek Trail
- Wayfinding
What are your ideas?

Tell us what transportation improvements you feel would be most beneficial along the corridor.
Thank you!

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