

# 1 Alternative 1 – Reconfigure the Corridor

## ALTERNATIVE 1 RECONFIGURE THE ROADWAY

### Segment A (47th to 40th Aves) & Segment C (18th to Colfax Aves)

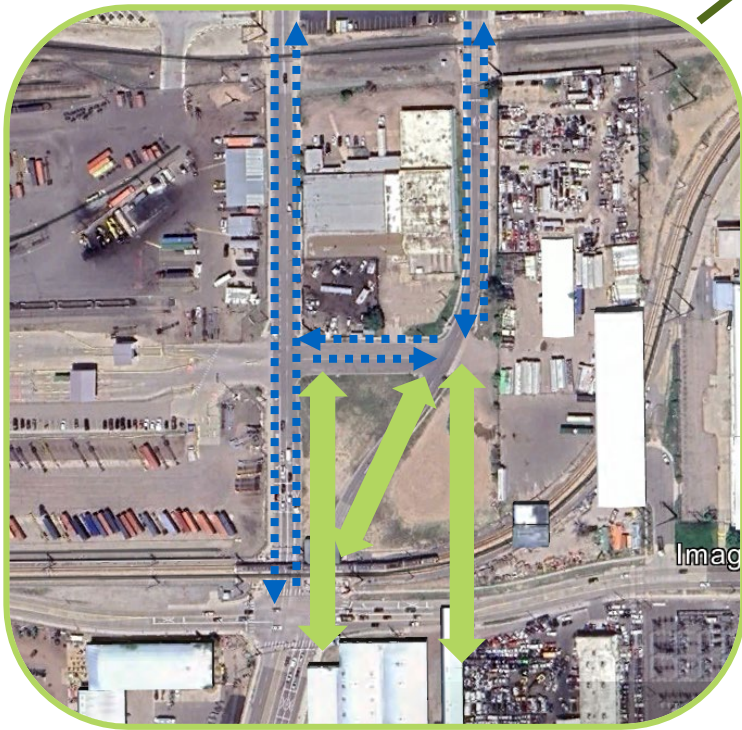
Convert the two one-way streets to two  
bi-directional street.

### Segment B (40th to 18th Aves)


Convert 4-lane arterial to a 3-lane (1 north,  
1 turn lane, and 1 south) arterial.

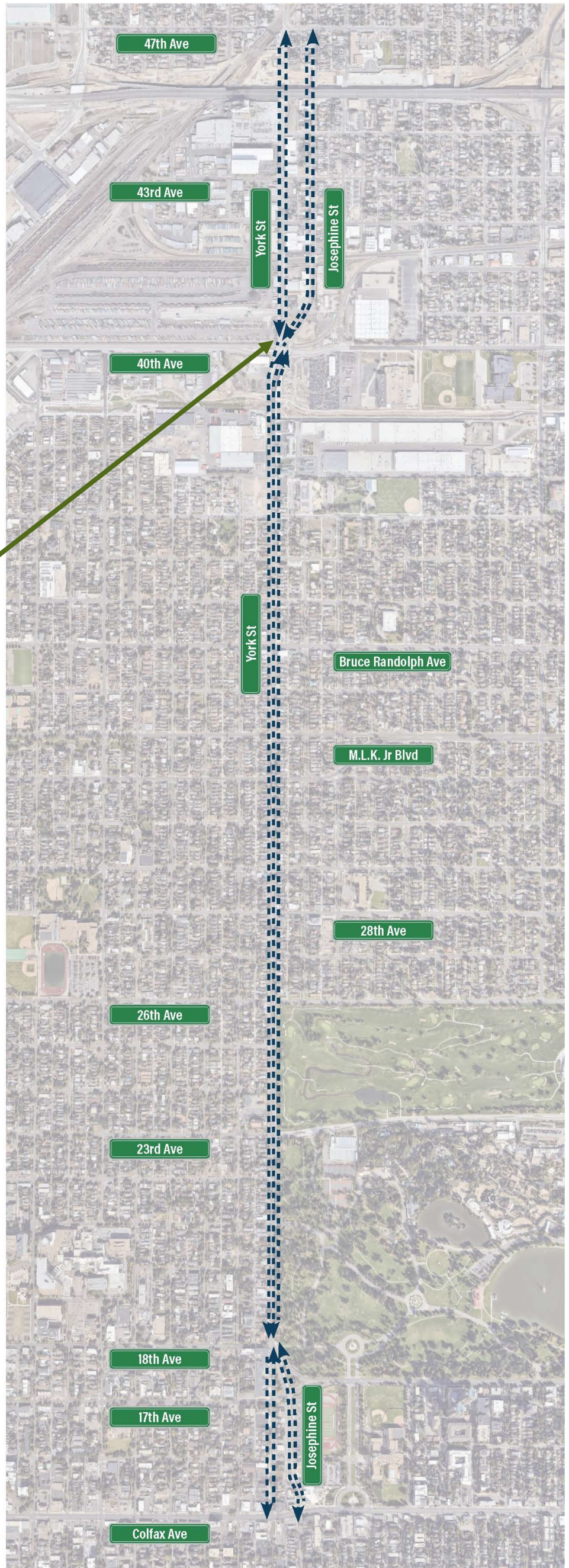
Bi-Directional Street 

3 Lane Street 



 2-way vehicle  
movements

 Consider reprioritizing  
space for pedestrian use  
only/grade separation



## ALTERNATIVE 2 DEDICATED SPACE FOR TRANSIT

### Segment A and C

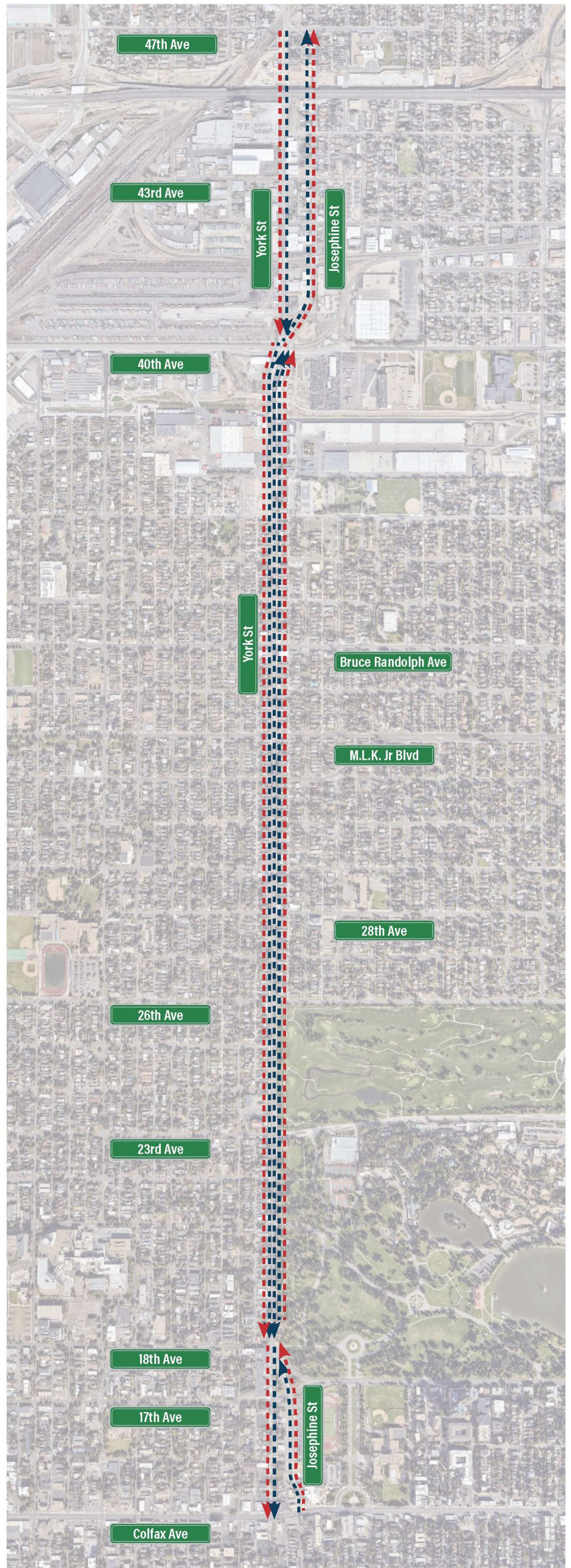
Keep one-way direction and shift vehicle lane to transit lane.

### Segment B

Widen the roadway from 4 to 5 lanes to accommodate 3 lanes of vehicle traffic (1 northbound lane, 1 turn lane, and 1 southbound lane) and add 1 transit lane in each direction.

**Dedicated Space for Transit**   
(keep one-way)

**5 Lane Street with Transit** 



# 3 Alternative 3 - Dedicated Space for Biking\*

*\*This Alternative would need to be verified by Denver Moves Bikes Update*

## ALTERNATIVE 3 DEDICATED SPACE FOR BIKING

### Segment A and C

Reconfigure the segments to Alternative A (bi-directional) and add bike lanes on each side (above or below the curb). Will need to change the right of way use of the pedestrian amenity zone by 1 to 3 feet. Assumes bikes would use Josephine as the bike facility.

### Segment B

Reconfigure the roadway to Alternative A (4 lanes to 3 lanes) and change the right of way use of the pedestrian amenity zone by 1 to 3 feet to accommodate a protected bike facility/shared use path (above curb).

### Bi-Directional Street with bike facility



### 3 Lane Street with bike facility

