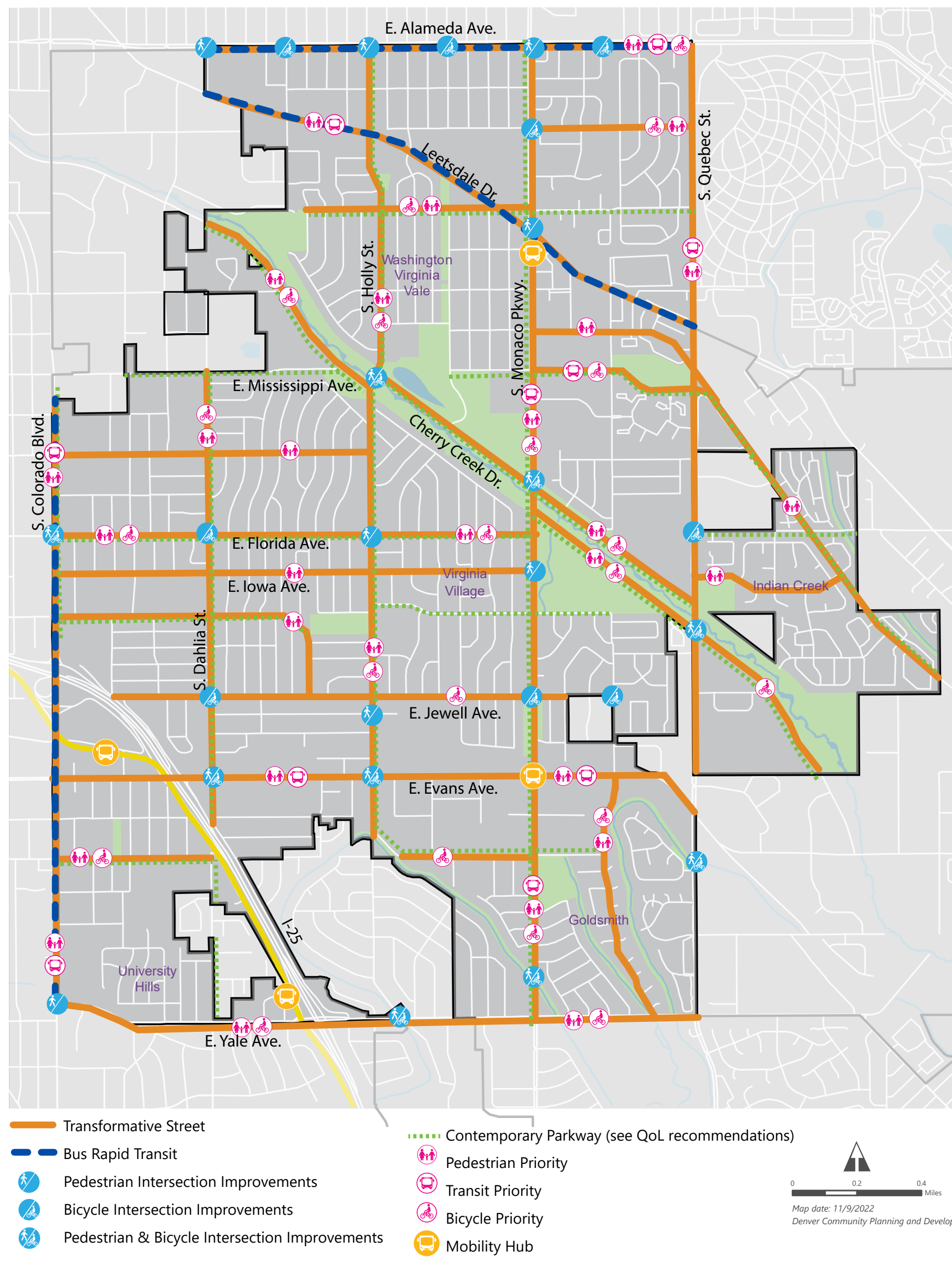


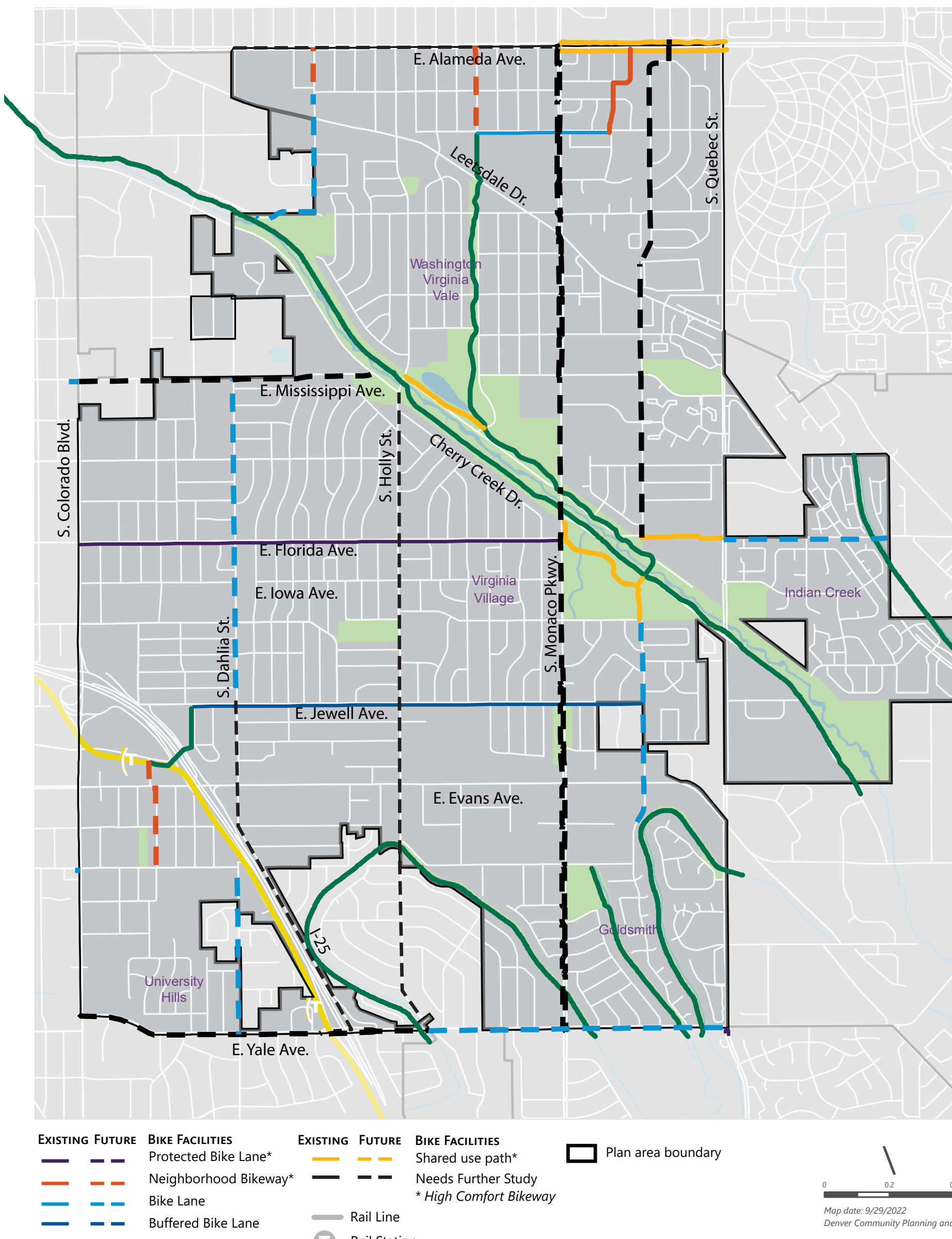
Mobility

NEAR SOUTHEAST PLAN Draft Recommendations

MOBILITY OPPORTUNITIES MAP



EXISTING AND PROPOSED BIKE NETWORK MAP



- M-14** Enhance pedestrian safety where there are unsafe crossings and missing, narrow or inadequate sidewalks in Near Southeast
- M-15** Implement and upgrade planned Denver Moves: Bikes and install new bikeways not previously identified in Denver Moves: Bikes
- M-16** Improve safety for bicyclists along corridors and at inadequate street crossings where there are existing safety concerns
- M-17** Prioritize implementing transit along corridors in Near Southeast
- M-18** Install rider and safety, accessibility amenities at transit stops and better connect transportation modes via mobility hubs
- M-19** Adopt Transportation Demand Management Strategies and policies to shift peoples travel behavior and meet City goals
- M-20** Study measures to slow traffic along neighborhood streets directly surrounding schools, parks, commercial areas, and those areas identified on the Mobility Opportunities map
- M-21** Develop a citywide freight plan
- M-22** Encourage and incentivize the use of emerging alternative mobility options in Near Southeast

GENERAL COMMENTS

MOBILITY CONCEPTS

Transformative Streets
Streets that improve safety, comfort and promote walking, riding, biking, and transit.

- Improved transit frequency, capacity, and enhanced stops.
- Safe, accessible, and comfortable walking and rolling environment.
- Improved facilities and safety enhancements for people biking or riding.

Pedestrian Priority Streets
Safe, comfortable, and accessible walking environments. Where possible, stormwater management infrastructure, climate appropriate vegetation, art, signage, wayfinding, and lighting should be considered and incorporated to enhance the user experience, encourage walking, rolling, biking, and the use of transit.

Intersection Safety Improvements
Safety improvements at intersections to create a safe, comfortable, and accessible crossing for pedestrians and bicyclists.

Bicycle Priority Streets
Streets designed to provide increased separation from traffic for people riding bikes with intersections that reduce conflict between bicycles and vehicles.

Mobility Hubs
Corridors with enhanced amenities that allow for seamless transition between modes. Mobility hubs can vary in scale and amenities depending on context. Local mobility hubs have basic transit stop amenities related to one or two modes, while regional mobility hubs may have more amenities related to multiple mobility networks and systems.

Bus Rapid Transit / Transit Priority Streets
Streets designed to improve transit frequency, transit capacity, and provide enhanced amenities at stops. Pedestrian and bicycle connections to and from transit stations are also included.

HIGH COMFORT BIKEWAY CONCEPTS

Neighborhood bikeway
Low-volume, low-speed streets modified to enhance bicycle safety and comfort and act as shared streets. Design treatments include signage, pavement markings, speed and/or volume reduction features, and crossing improvements. (Photo: Shared Neighborhood Bikeway, NACTO.org)

Trail/shared use path
Completely separated from roadway and typically shared with pedestrians.

Protected bikeway
An exclusive bike facility with a path physically separated from motor traffic and distinct from the sidewalk. Intersections are designed for safety and facilitate left turns for bicyclists. (Photo: Protected Bike Lane, Source: www.kimley-horn.com)

Bike lane
Exclusive space for bicycles noted by pavement markings and signage (without buffers or barriers to separate from traffic).

Buffered bike lane
Traditional bike lane separated by painted buffer from vehicle traffic lanes and/or parking. Intersections are designed for safety.

Do you agree with the Mobility recommendations?

STRONGLY DISAGREE	DISAGREE	NEUTRAL	AGREE	STRONGLY AGREE

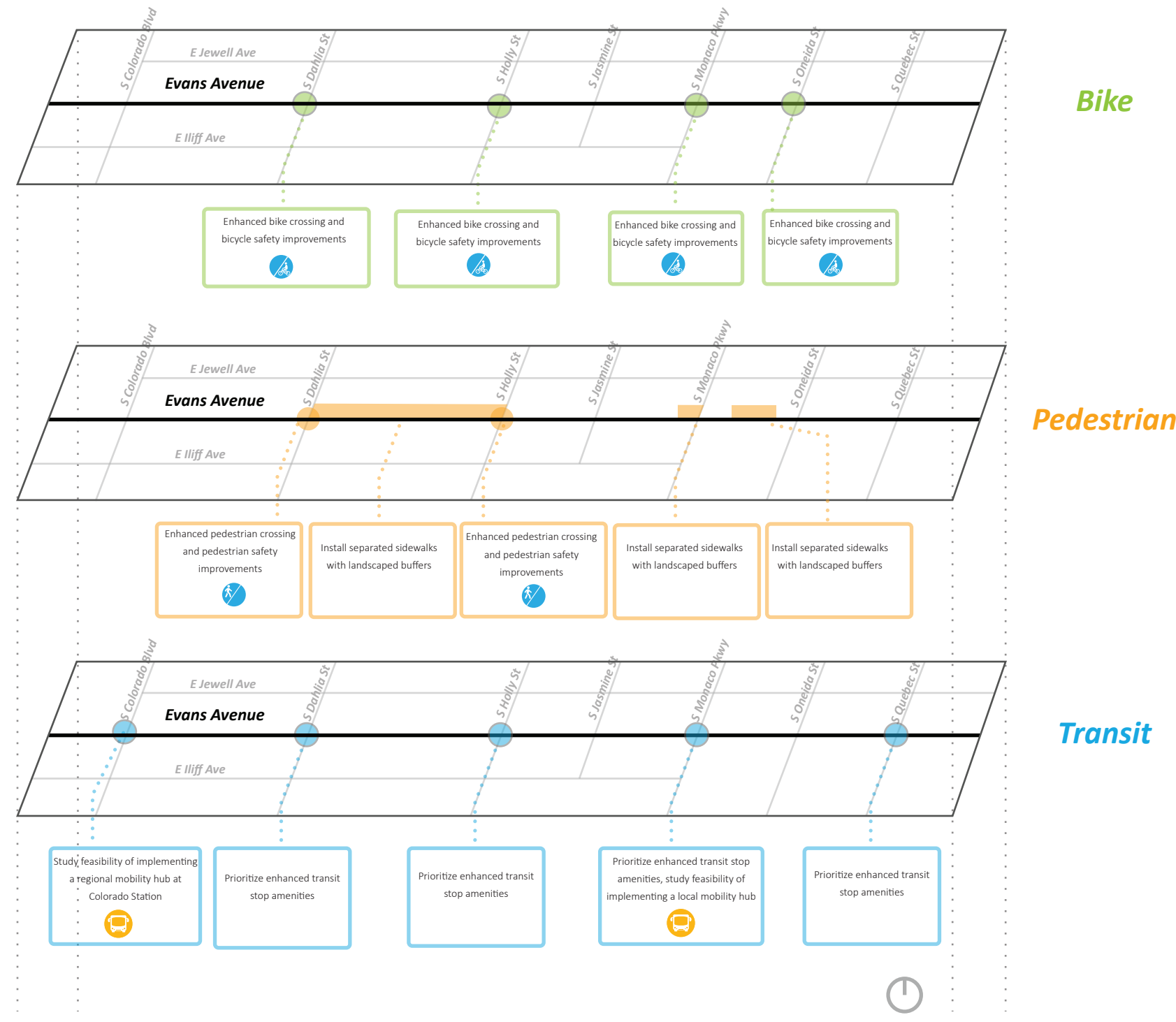
You can review the full policies and additional details in the draft plan on the website or by using the QR code below:

www.denvergov.org/nearsoutheastplan



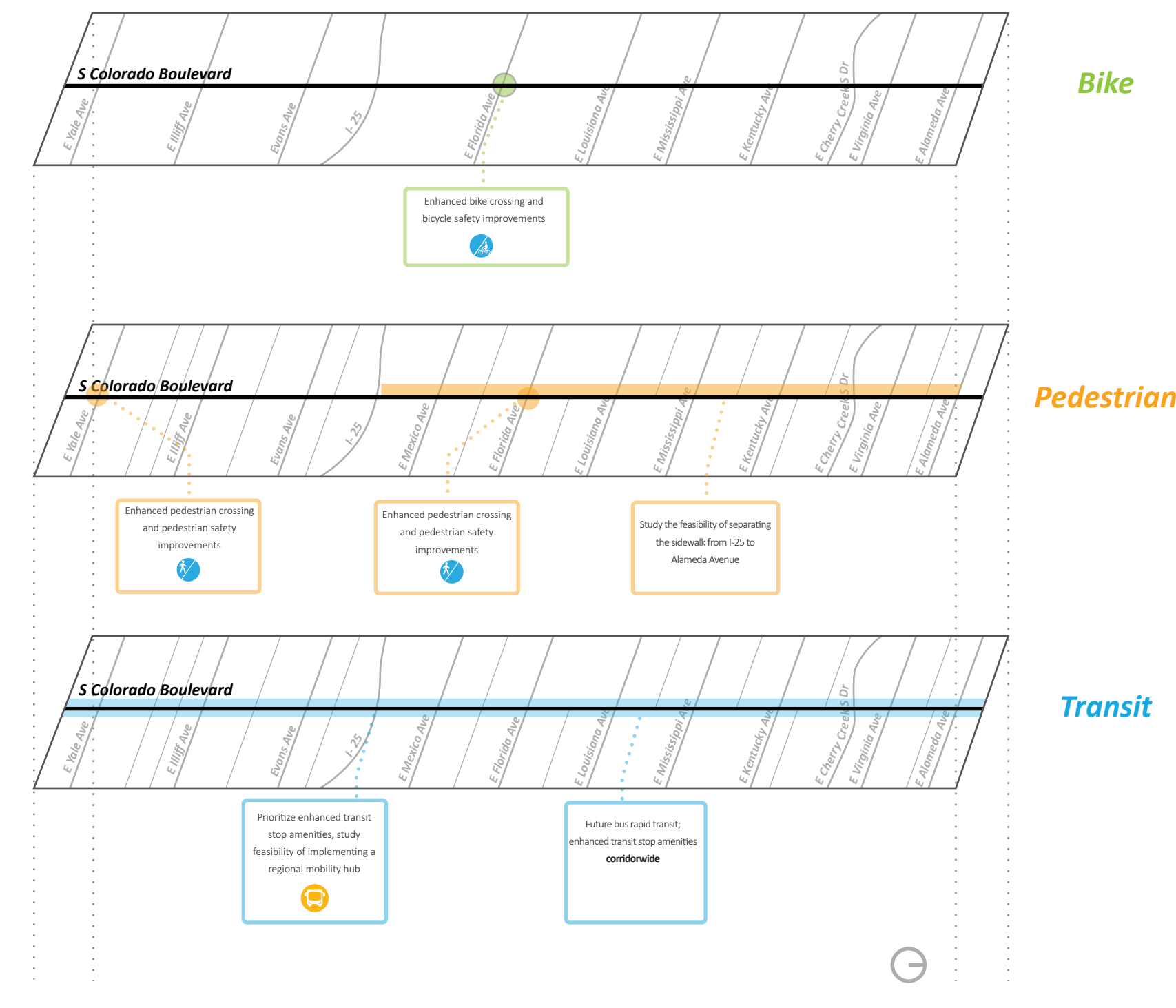
M-01

Improve the Evans Avenue Corridor



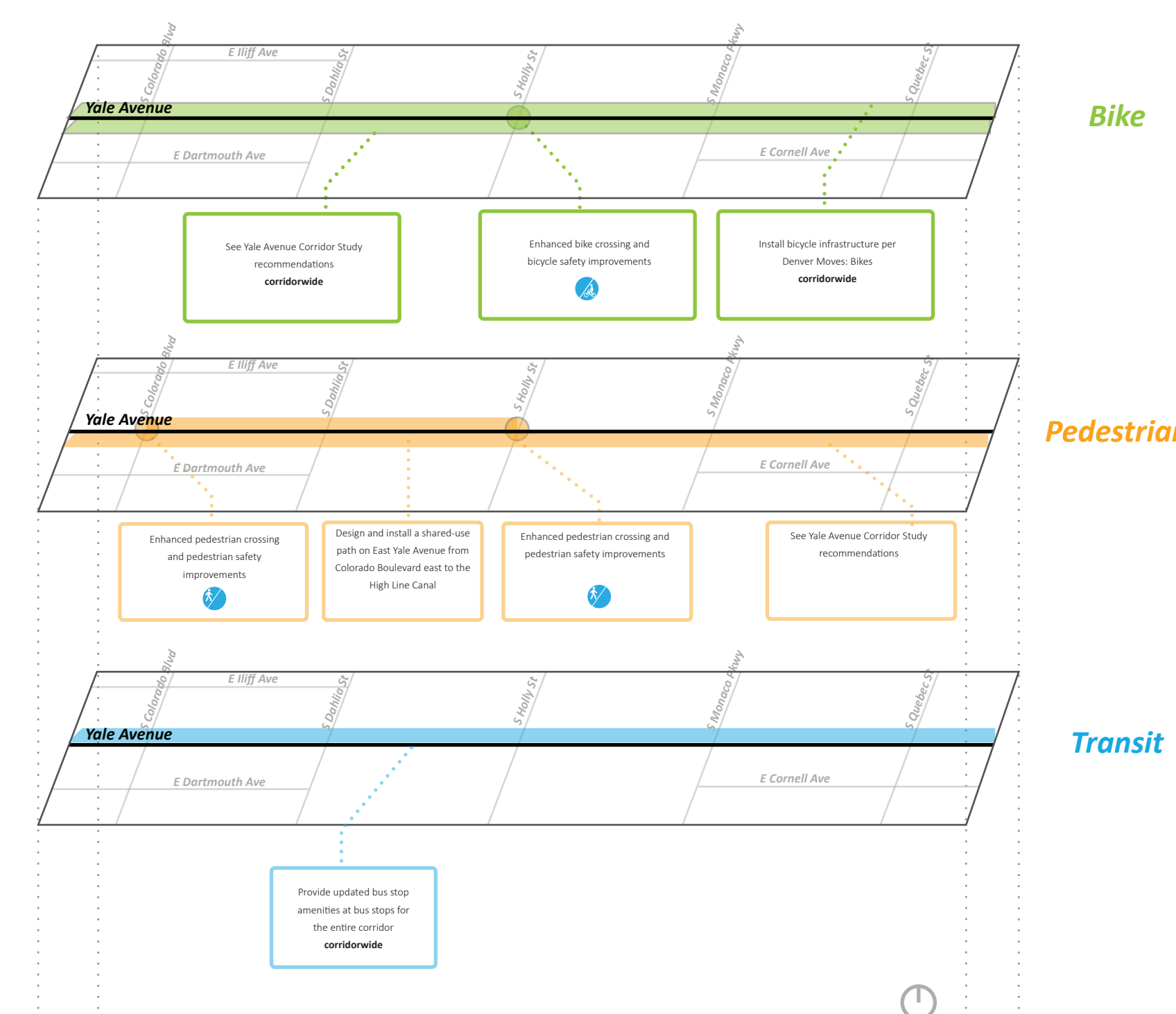
M-02

Improve the Colorado Boulevard Corridor



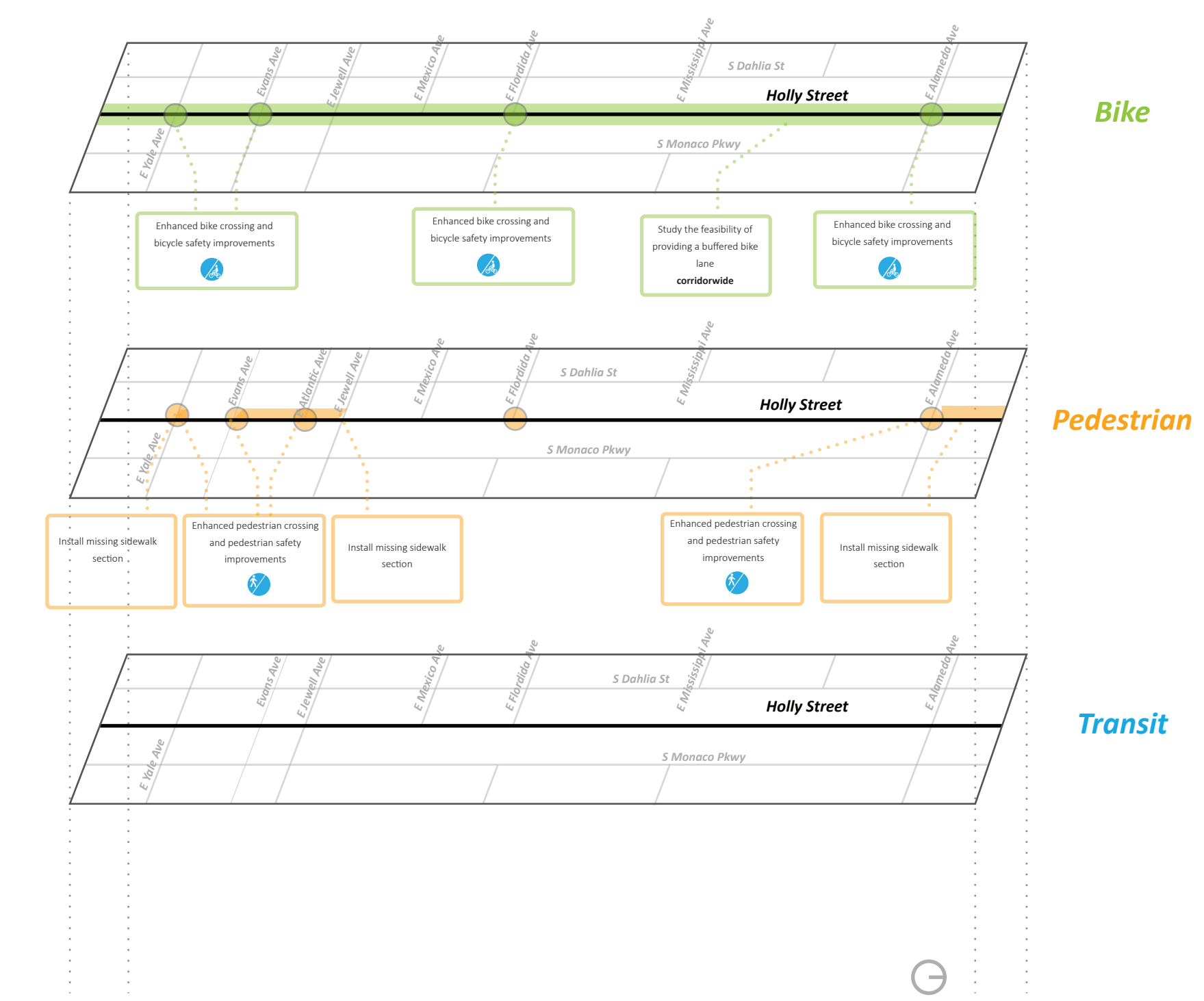
M-05

Improve the Yale Avenue Corridor



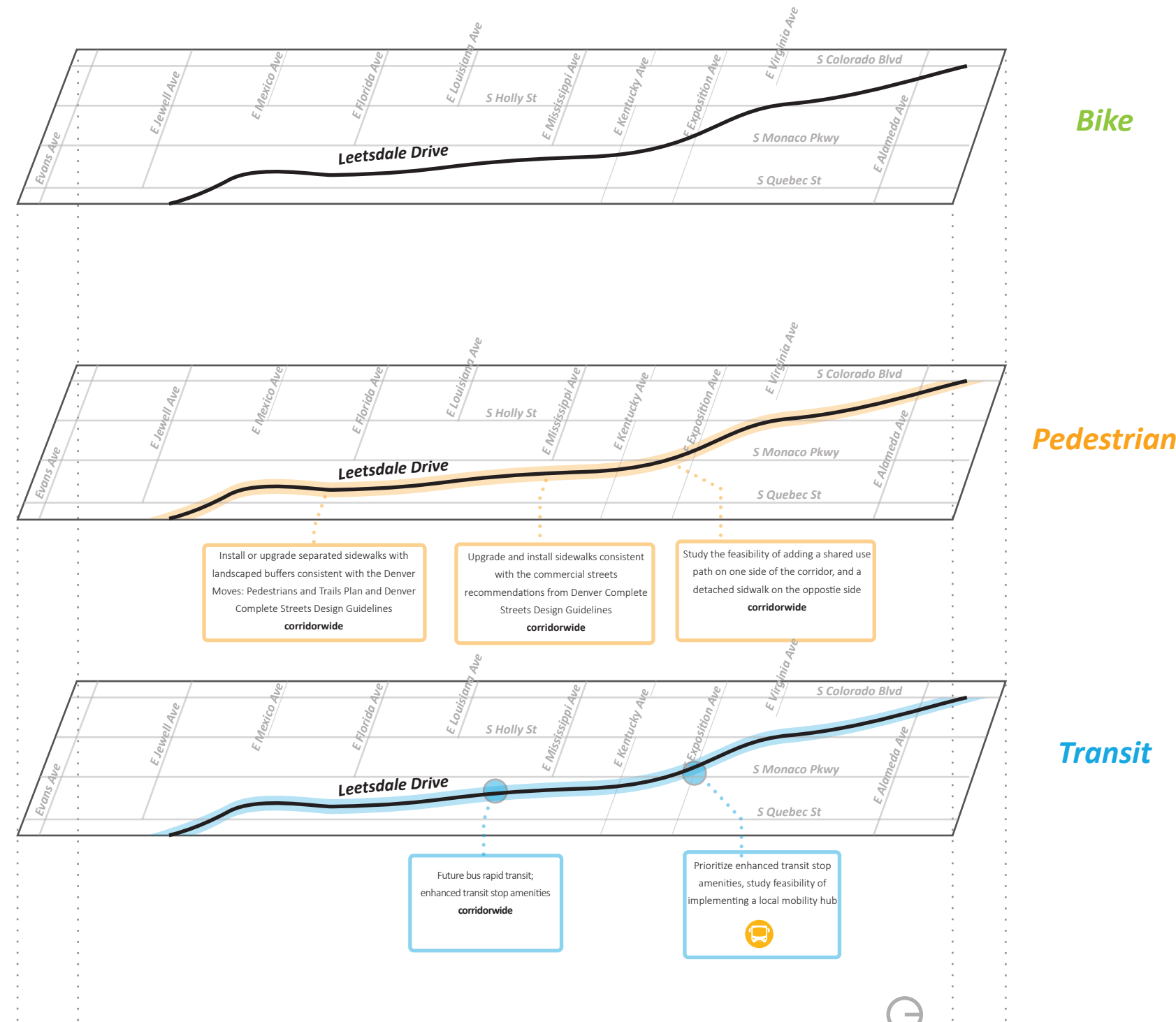
M-06

Improve the Holly Street Corridor



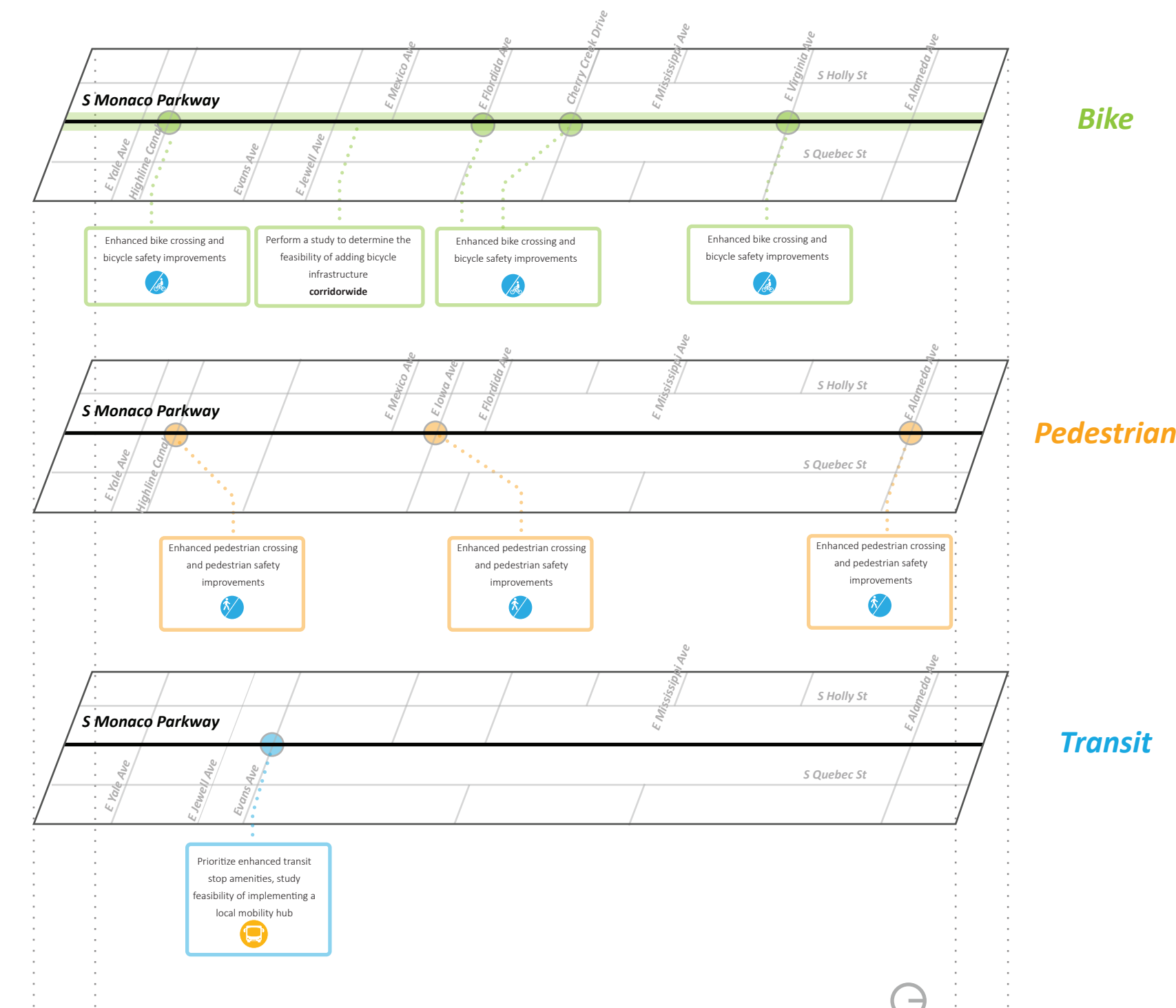
M-03

Improve the Leetsdale Drive Corridor



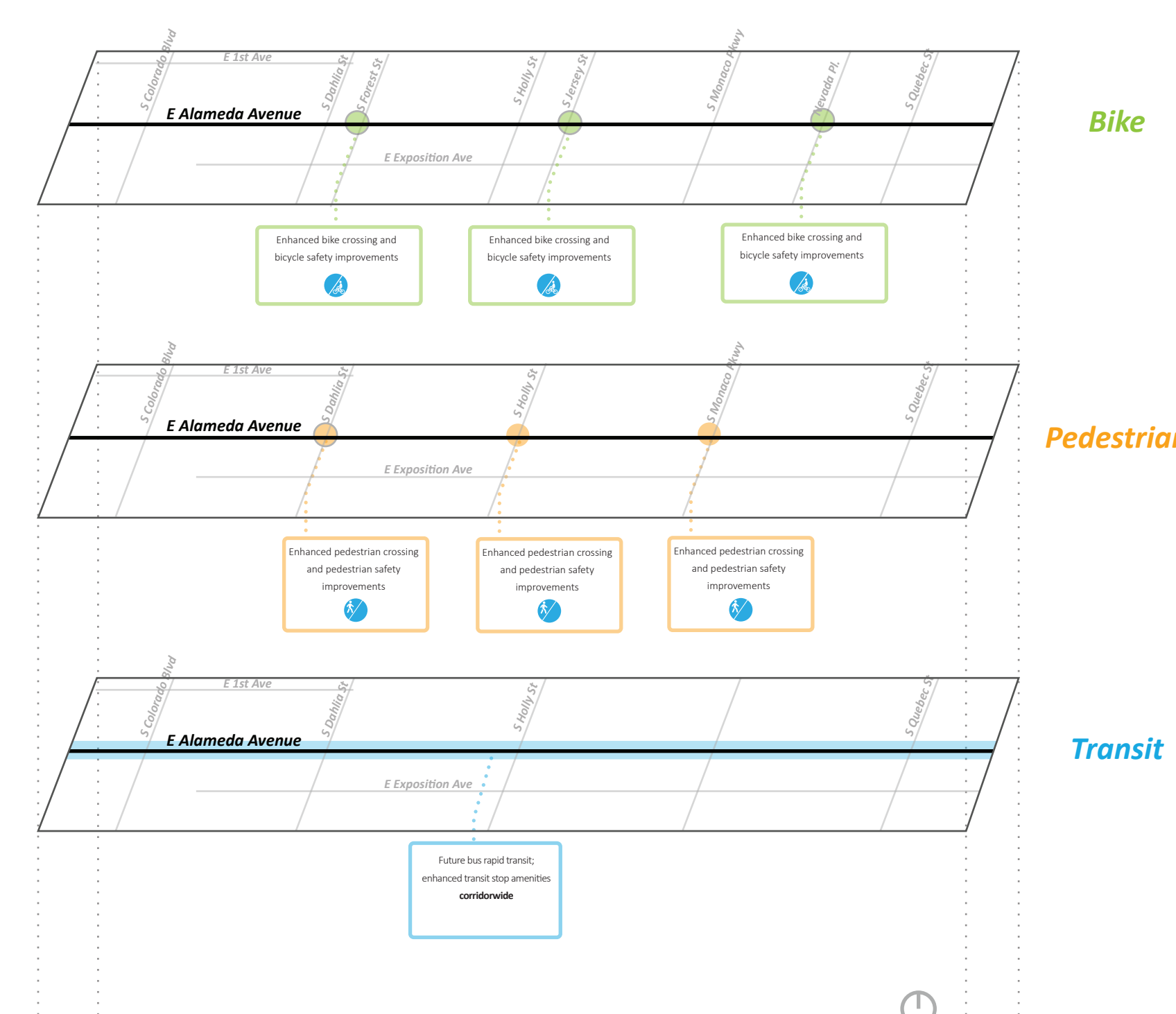
M-04

Improve the Monaco Parkway Corridor



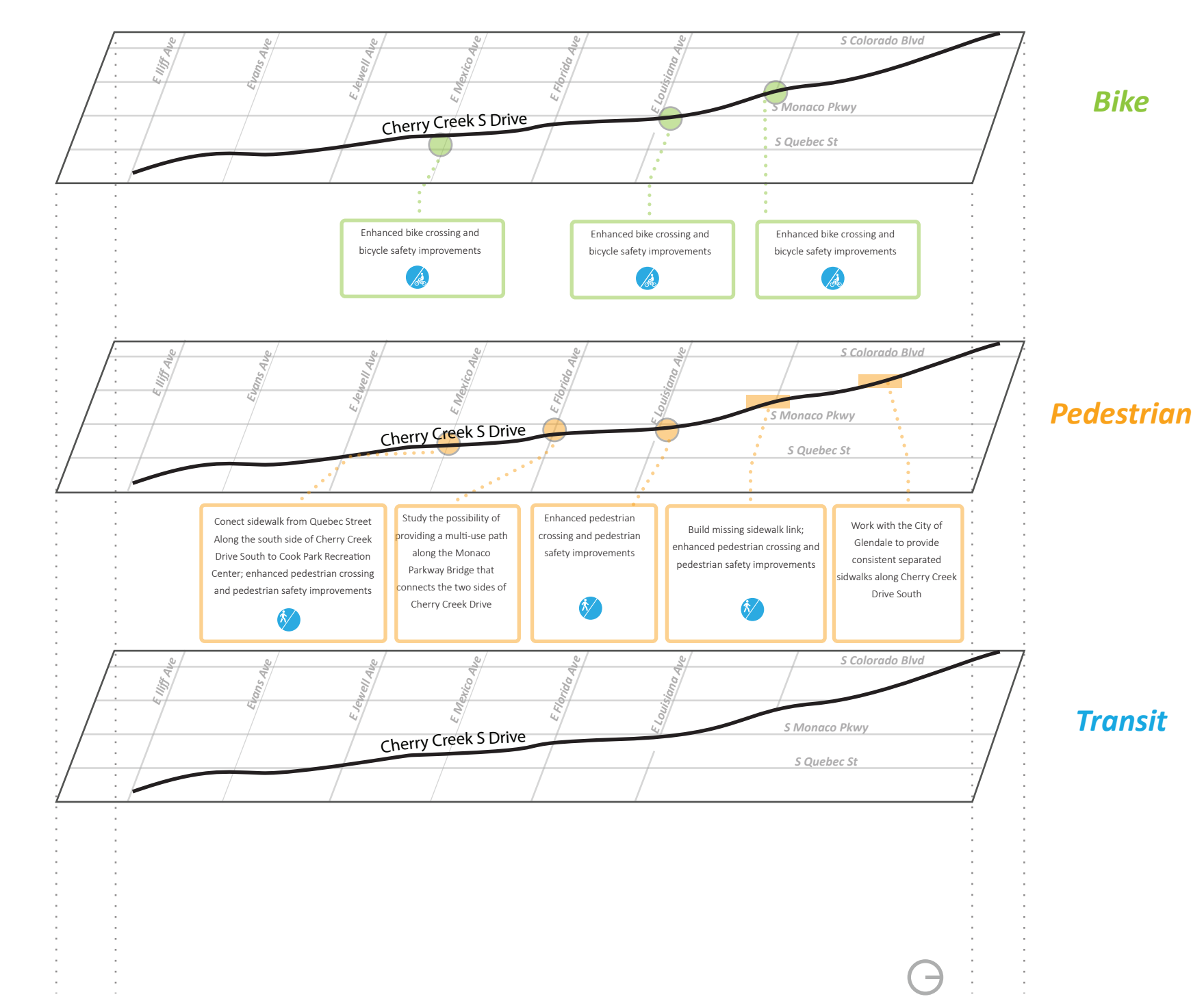
M-07

Improve the Alameda Avenue Corridor



M-08

Improve the Cherry Creek Drive Corridor



M-09

Improve the Quebec Street Corridor

M-10

Improve the Dahlia Street Corridor

M-11

Improve the Jewell Avenue Corridor

M-12

Improve the Florida Avenue Corridor

Do you agree with the Mobility recommendations?

STRONGLY DISAGREE

DISAGREE

NEUTRAL

AGREE

STRONGLY AGREE

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