



BELLEVUE CORRIDOR

MULTIMODAL TRANSPORTATION PLAN

2019

APPENDIX



PREPARED BY

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Bellevue Corridor Multimodal Transportation Plan

Previous Plan Review Summary

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City and County of Denver

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April 8, 2019

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Introduction

The Belleview Corridor Multimodal Plan is intended to identify and evaluate the needs, feasibility, and priorities for multi-modal transportation improvements within Denver’s north Belleview corridor area. External multimodal connections will also be evaluated, including those for the RTD light rail and bus routes, regional bicycle and pedestrian facilities, and other significant multimodal connections.

The purpose of this document is to identify all previously completed plans related to the study area. Plans reviewed include local studies as well as major City plans such as Blueprint Denver. The first section of this document includes plans adopted by the City and County of Denver and the second section includes planning efforts completed by other organizations. Each plan includes a summary of the purpose of the plan as well as the plan’s recommendations. Each plan’s recommendations can provide guidance for future recommendations as well as context for the types of conflicts and issues that arise in the study area. Additionally, it is an important step to identify any outstanding recommendations that should be revisited during the planning process.

City and County of Denver Plans

1. Denver Comprehensive Plan 2040 Draft #2 (2019)

The Comprehensive Plan 2040 creates a vision and goals to tie together the City's plans and policies. The vision elements in the plan include:

- Equitable, affordable and inclusive
- Economically diverse and vibrant
- Environmentally resilient
- Connected, safe and accessible places
- Healthy and active
- Strong and authentic neighborhoods

For the purpose of this review, the goals from the "Connected, safe and accessible places" are summarized below.

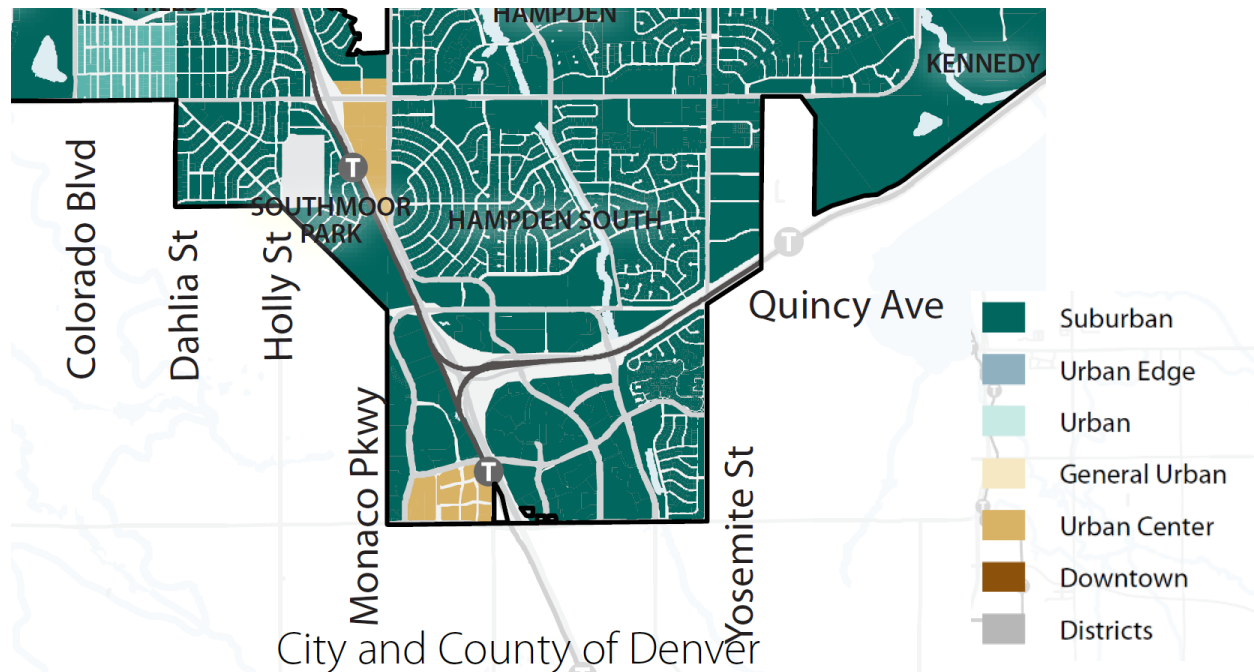
1. Deliver a multimodal network that encourages more trips by walking, rolling, biking, and transit.
2. Provide a safe transportation system that serves all users.
3. Maximize the public right-of-way to create great places.
4. Create an equitable and connected multimodal network that improves access to opportunity and services.
5. Ensure the development of a frequent, high-quality and reliable transit network.
6. Build and maintain safe bicycle and pedestrian networks.
7. Expand funding options for multimodal infrastructure.
8. Strengthen multimodal connections in mixed-use centers and focus growth near transit.
9. Advance innovative curb lane management and parking policies.
10. Embrace innovations in transportation policy and technologies to improve movement throughout the city.

2. Blueprint Denver Draft #2 (2019)

Blueprint Denver provides the foundation for citywide policies and recommendations related to land use, transportation, design and growth. This plan supplements the Comprehensive Plan 2040 vision elements and guides where new jobs and homes should go, how our transportation system will improve, how to strengthen our neighborhoods and where and how we invest in our communities with new infrastructure and amenities.

For the purpose of this review, the Complete Neighborhoods and Networks section and how those concepts are applied to the Belleview Corridor Multimodal Transportation Plan study area is summarized. The study area west of I-25 is considered an Urban Center, and the study area east of I-25 is considered Suburban (Figure 1).

Figure 1: Future Neighborhood Contexts (2040)



Urban Center

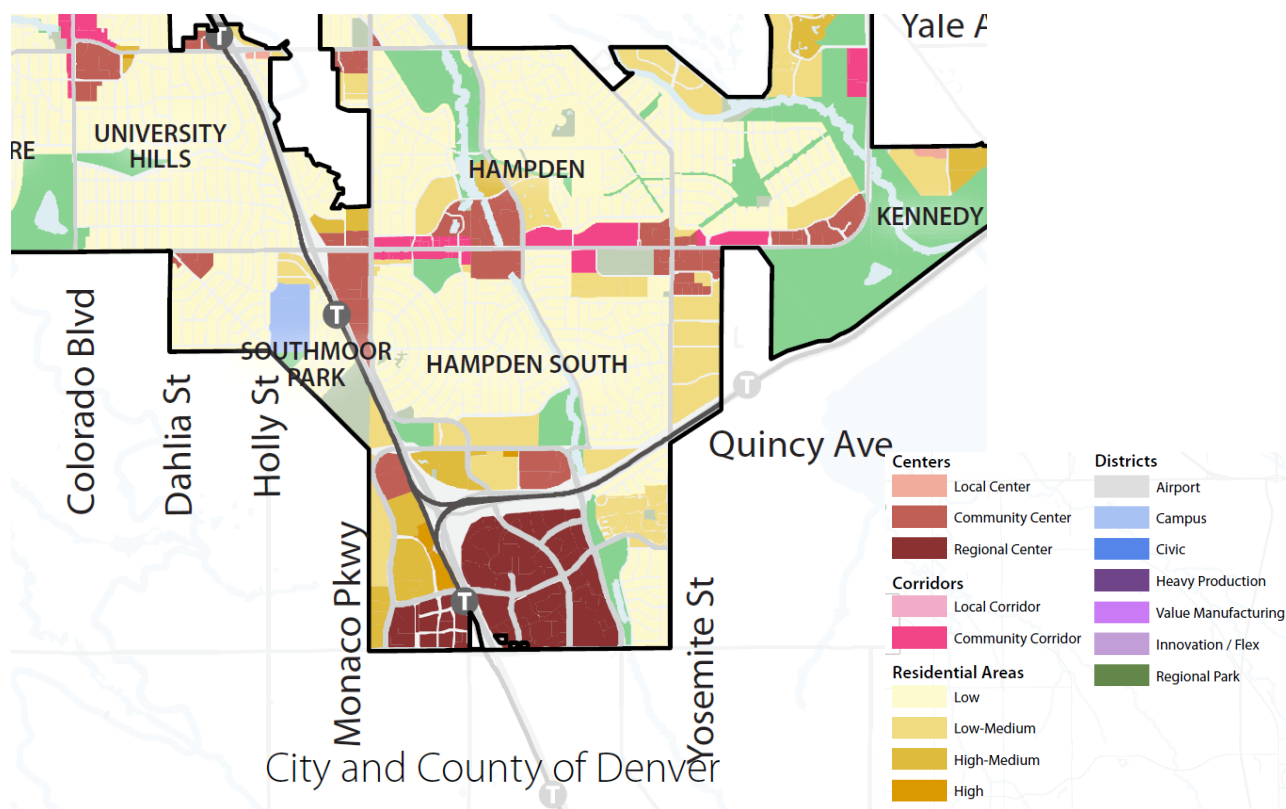
- Land use and built form: A high mix of uses throughout the area, with multi-unit residential typically in multi-story, mixed-use building forms. Block patterns are generally regular with consistent alley access. Larger scale buildings close to the street.
- Mobility: High levels of pedestrian and bicycle use and good access to high-capacity transit with minimal reliance on cars.
- Quality-of-life infrastructure: Smaller public parks and privately owned, publicly accessible outdoor spaces and plazas. Trees are within planters and expanded streetscape planting areas.

Suburban

- Land use and built form: Range of uses from single-unit and multi-unit residential to commercial corridors and centers. Block patterns are generally irregular with curvilinear streets. Alleys are not commonly found. Buildings are typically set back from the street and range in scale.
- Mobility: Walkable and bikeable with access to transit but still mostly reliant on cars.
- Quality-of-life infrastructure: Parks of various sizes, natural areas, open spaces, schools, civic and social spaces. A range of recreational amenities. Trees are found on private property but also on street.

Blueprint Denver then categorizes the city by “Future Places.” The Belleview Corridor Multimodal Transportation Plan study area is considered a Regional Center (Figure 2).

Figure 2: Future Places (2040)

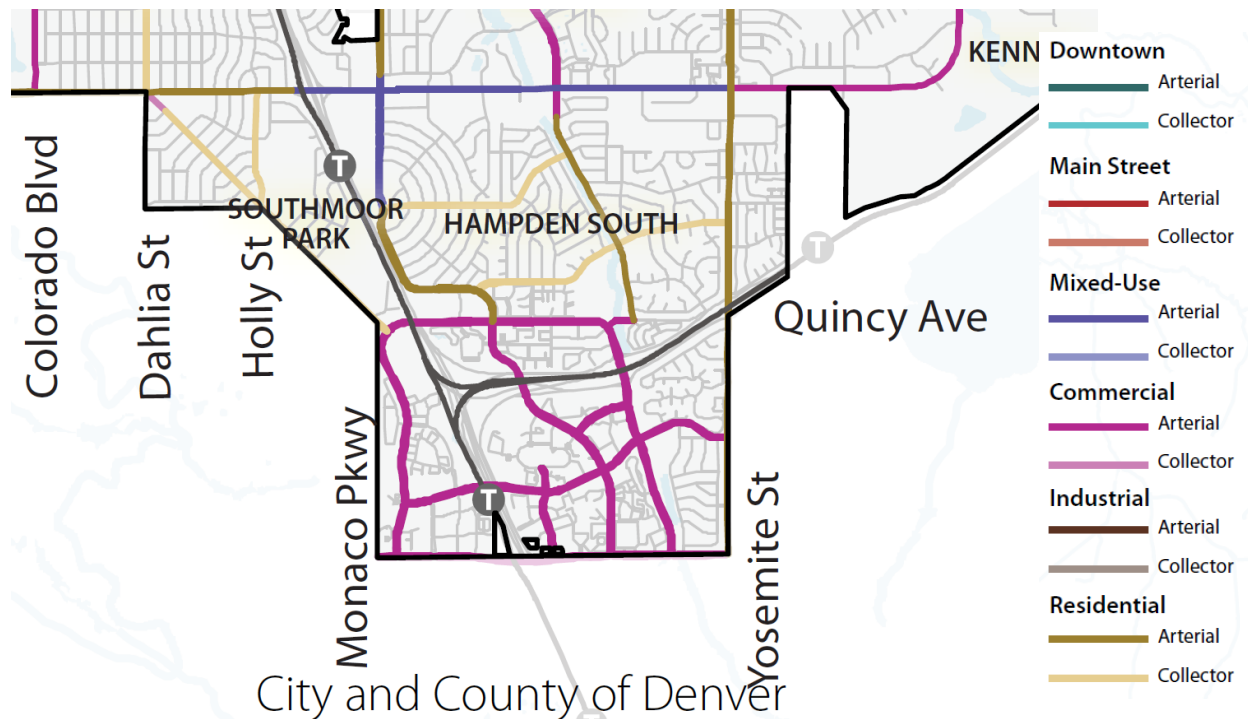


Regional Center

- Land use and built form: Provides a dynamic environment of residential, dining, entertainment and shopping, while incorporating a diverse set of employment options. Larger-scale mixed-use buildings are common. Structures respond in form and mass to the streets and public spaces around them.
- Mobility: Multimodal areas well served by high-capacity transit. Pedestrian and bicycle movement to, from and within these centers is essential.
- Quality-of-life infrastructure: Open spaces are often integrated into the streetscape. Plazas in various locations are common. Trees, plants and green infrastructure provide moments of relief from the more intense activity.

Blueprint Denver categorizes future street type designations including arterials and collectors by land use intensity. The Bellevue Corridor Multimodal Transportation Plan study area consists of local streets and Commercial Arterial streets (Figure 3).

Figure 3: Future Street Types (2040)



Commercial Street Type

- Land use and built form: Commercial streets typically contain commercial uses including shopping centers, auto services and offices. Buildings are often set back with onsite parking.
- Mobility: Commercial streets have more frequent driveways to provide auto access to properties, but still provide adequate sidewalk space for people to walk or roll.
- Quality-of-life infrastructure: Consistent street trees within lawns or planted areas. These areas may include water quality features, and provide a buffer between people walking or rolling and traffic.

Blueprint Denver also identifies future modal priority streets. None of the streets in the Belleview Corridor Multimodal Transportation Plan study area have been identified for pedestrian enhanced areas, however, a complete sidewalk network is identified for all streets. Future bicycle priority streets include S Monaco St, S Ulster St, DTC Blvd, and a small section of E Union Ave between DTC Blvd and S Wabash St (Figure 4). A section of DTC Blvd between I-225 and E Union Ave is the only identified future transit priority street within the study area (Figure 5).

Figure 4: Future Bicycle Priority Streets (High and medium ease of use facilities)

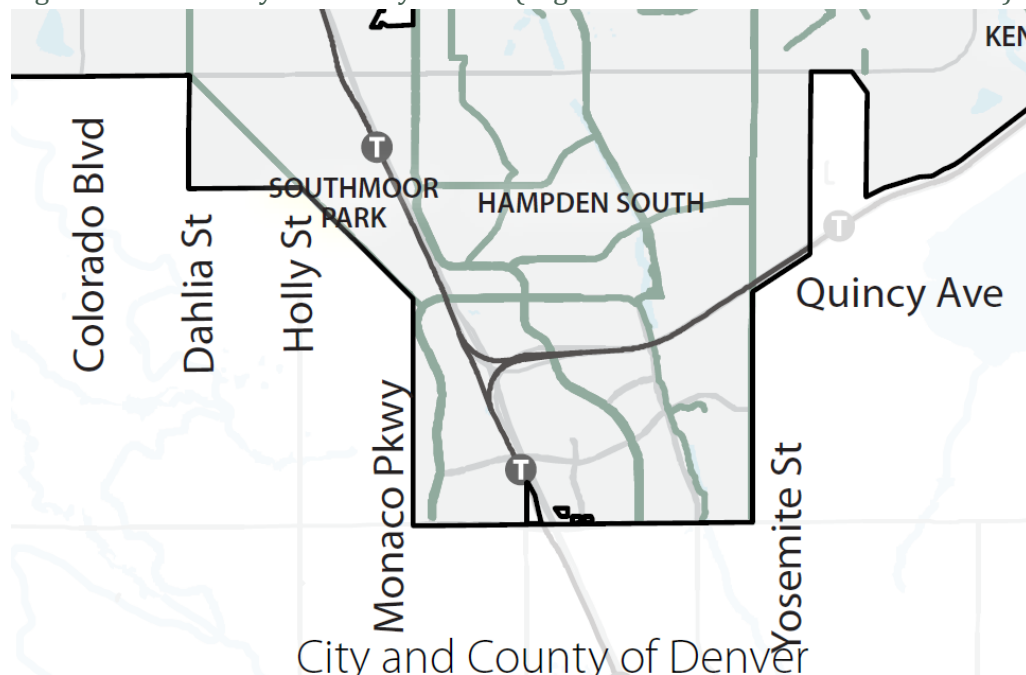
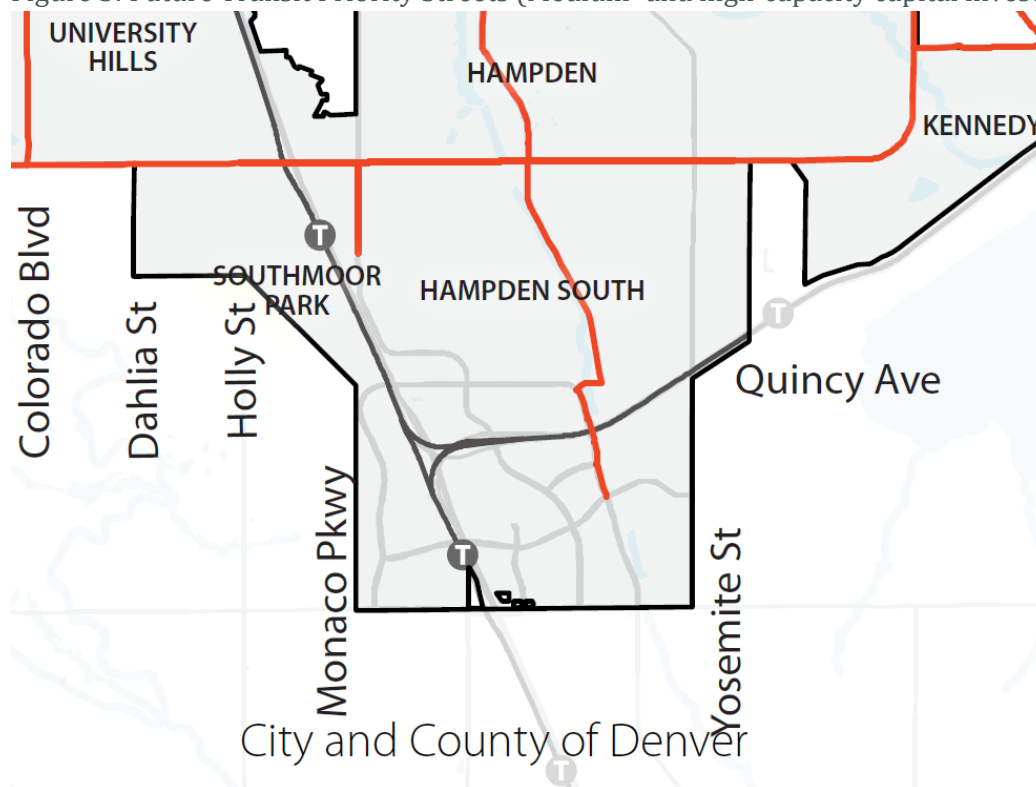


Figure 5: Future Transit Priority Streets (Medium- and high-capacity capital investment corridors)



3. Denver Moves: Pedestrians & Trails Draft (2018)

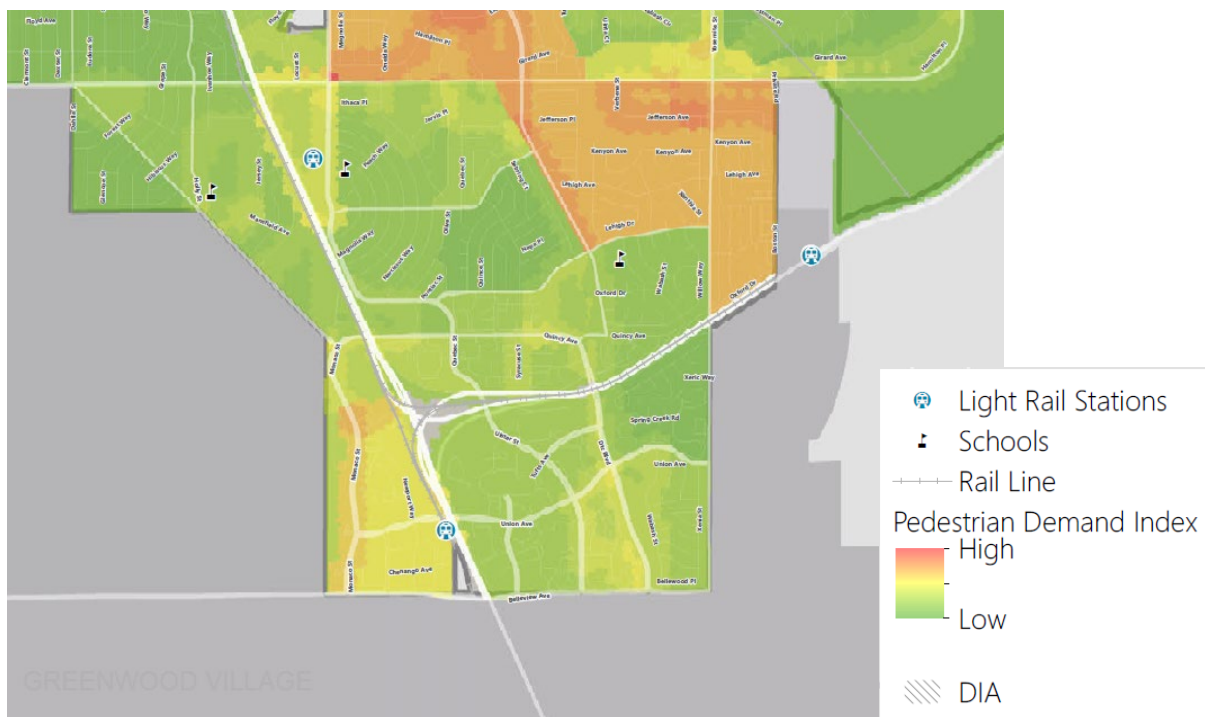
Denver Moves: Pedestrians & Trails is a long-term, financially unconstrained plan for achieving a vision for walking and trails in Denver.

The Pedestrian Vision

The pedestrian environment will be well-connected with a complete set of sidewalks and crossings that access key destinations including transit stops and stations, parks and grocery stores. These facilities will be accessible to all users by complying with Americans with Disabilities Act (ADA) guidelines. Walking will be a safe mode of transportation and activity for all ages. The pedestrian environment will not only create a comfortable walking experience, but serve as a beautiful, clean and well-lit space that promotes healthy living.

The plan performed a pedestrian demand index which uses estimates of the latent demand for walking based on data variables known to contribute to high levels of walking: population density, employment density and population/employment diversity. The Belleview Corridor Multimodal Transportation Plan study area consists of moderate pedestrian demand on the west side of I-25 and low pedestrian demand on the east side of I-225 (Figure 6).

Figure 6: Pedestrian Demand Index



The plan identified all missing sidewalks and sidewalks that are too narrow and prioritized by tiers. Most sidewalks in the study area are identified as a Tier 4 or Tier 6 priority, with the exception of S Olive St and Layton Ave near the Belleview light rail station which is a Tier 3 priority (Figure 7). A section of Newport St and Layton Ave near Belleview station as well as Union Ave between Niagara St and Newport St are identified as “too narrow” (Figure 8).

- Tier 3 projects: remaining high-frequency transit access projects.
- Tier 4 projects: remaining transit access projects (bus stops and stations not on the high-frequency bus network).
- Tier 6 projects: all remaining projects.

Figure 7: Missing Sidewalk Prioritization Tiers

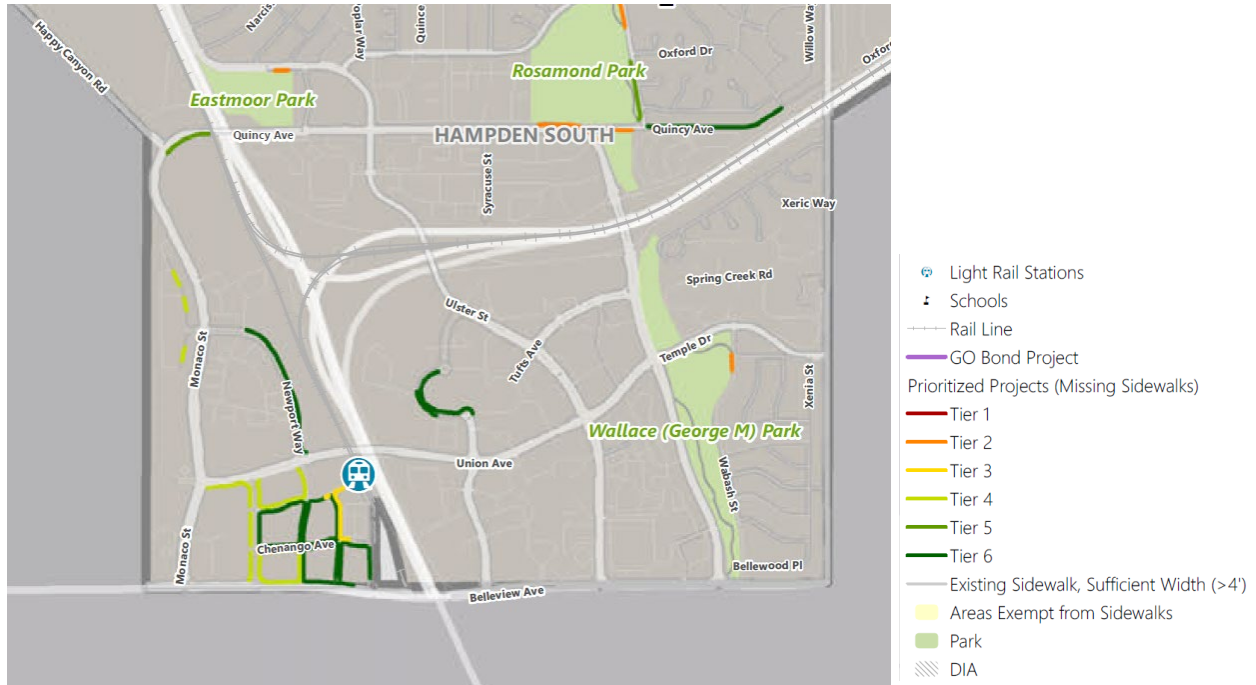
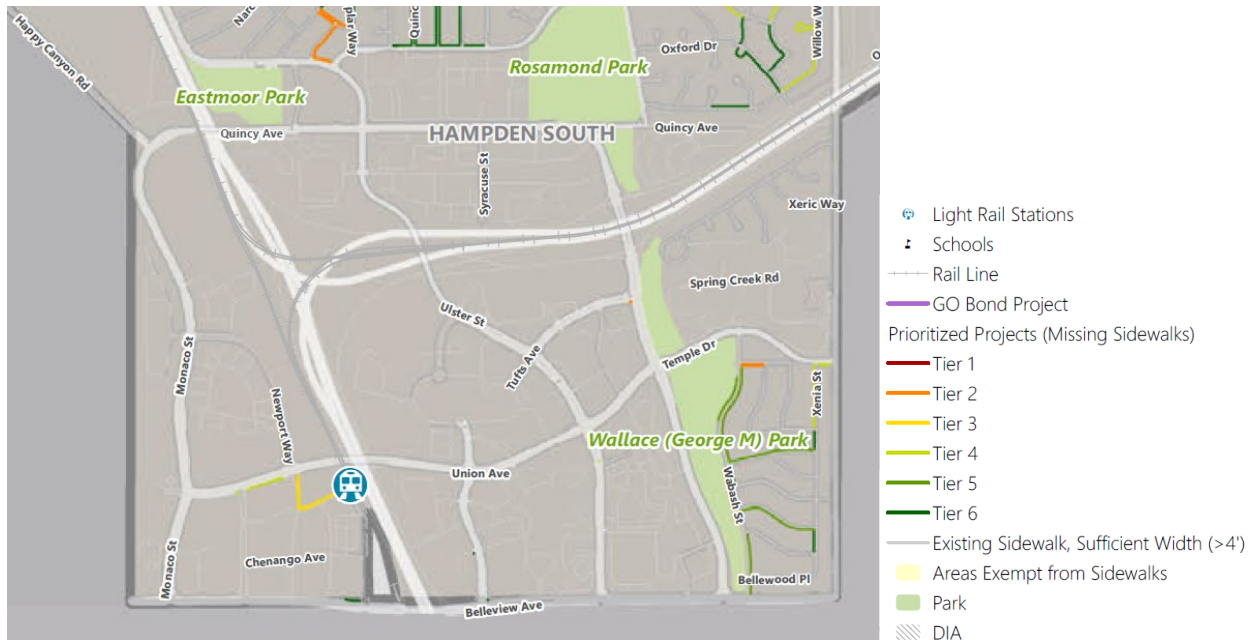


Figure 8: Sidewalks That Are Too Narrow Prioritization Tiers



Sidewalk Standards

City's Standards Sidewalks

- On local and collector streets, a 5-foot sidewalk and 8-foot tree lawn or amenity zone
- On arterial streets, an 8-foot sidewalk and 12-foot tree lawn or amenity zone

Functional Retrofit Guidelines for Sidewalks

- On all arterial and collector streets, and on local streets with non-residential land use:
 - Where there is 7 feet of right-of-way behind the curb or less – sidewalk as wide as possible (all less than 2 percent cross slope).
 - Where there is 7-10 feet of right-of-way behind the curb – sidewalk as wide as possible (all less than 2 percent cross slope) or 5-foot sidewalk with 2-foot minimum red patterned concrete amenity zone where a steeper cross-slope is permitted.
 - Where there is 10 feet or greater – 5-foot sidewalk with 5-foot tree planter with street trees every 35 feet. In commercial areas or near bus stops tree planters may be used to accommodate pedestrian needs. Where more than 10 feet is available the sidewalk and tree lawn widths should match the city's standards as closely as possible.
- On local streets with residential land use – a 5-foot attached sidewalk is acceptable where right-of-way constraints, street trees or neighborhood character make tree lawns or amenity zones infeasible or inappropriate.

Accepted Minimums

According to the Americans with Disabilities Act, the minimum continuous width of a sidewalk without passing spaces is 5 feet. This should be treated as an absolute minimum when constructing sidewalks where they are currently missing and efforts should be made to exceed this minimum per the city's standards or functional retrofit guidelines wherever possible.

Shared-Use Sidewalks

In general, the guideline for shared-use sidewalks should meet minimum guidance from the American Association of State Highway Transportation Officials (AASHTO) for multi-use paths. In locations with high volumes of bicyclists and pedestrians (generally above 300 per hour) it is recommended to either provide a 12 foot shared-use sidewalk or to separate the sidewalk from the bike path. The shared-use sidewalk guidelines are:

- For combined shared-use sidewalks (used by both bicyclists and pedestrians):
 - On local streets, a 10- to 12-foot shared-use sidewalk, 5-foot buffer from adjacent travel lanes and 2-foot buffer from obstructions (landscaping, poles, fences, signs, etc.).
 - On collector streets, a 10- to 12-foot shared-use sidewalk, 8-foot buffer from adjacent travel lanes and 2-foot buffer from obstructions.
 - On arterial streets, a 10- to 12-foot shared-use sidewalk, 12- foot buffer from adjacent travel lanes and 2-foot buffer from obstructions.
- For separated sidewalks and bike paths (generally only applicable on collector and arterial (streets), a 5-foot sidewalk, 6-inch to 2-foot sidewalk/bike path buffer, 10- to 12-foot bike path and 8-foot buffer from adjacent travel lanes.

Note that both buffers from obstructions or between the sidewalk and bike path can either be landscaped or constructed of a textured paving material, such as colored, stamped concrete. Additionally, signage specifically aimed at reducing behaviors that result in user conflicts should be implemented on shared-use sidewalks.

The Trails Vision

The vision for the trails network in the City and County of Denver is one that provides residents, employees and visitors with a safe and connected set of off-street facilities that are comfortable for multiple user groups. The trails network will be accessed safely and conveniently, with a focus on connectivity to all parts of the city. Trails will provide a vital component to an integrated system of off-street trails, on-street bikeways, walkways, and transit that will create a world-class recreation and multimodal transportation network that is safe, well-maintained and beautiful in context and design. The trail network will provide connections to important destinations, direct routes throughout the city, important regional connectivity, and an opportunity for all ages and abilities to comfortably bike and walk for recreation and transportation.

The Goldsmith Gulch Trail crossing at I-225 is identified as a high priority project (Figure 9 & Figure 10). The project consists of reconfiguration of the I-225/Tamarac Street/DTC Boulevard interchange to increase user comfort crossing the southbound off-ramp and northbound on-ramp; reconfiguration options include modifying free right-turn movements to encourage slower vehicle speeds, increase yield compliance at the crosswalks or require drivers to stop.

Figure 9: Complete Trails Network (Hard Surface)

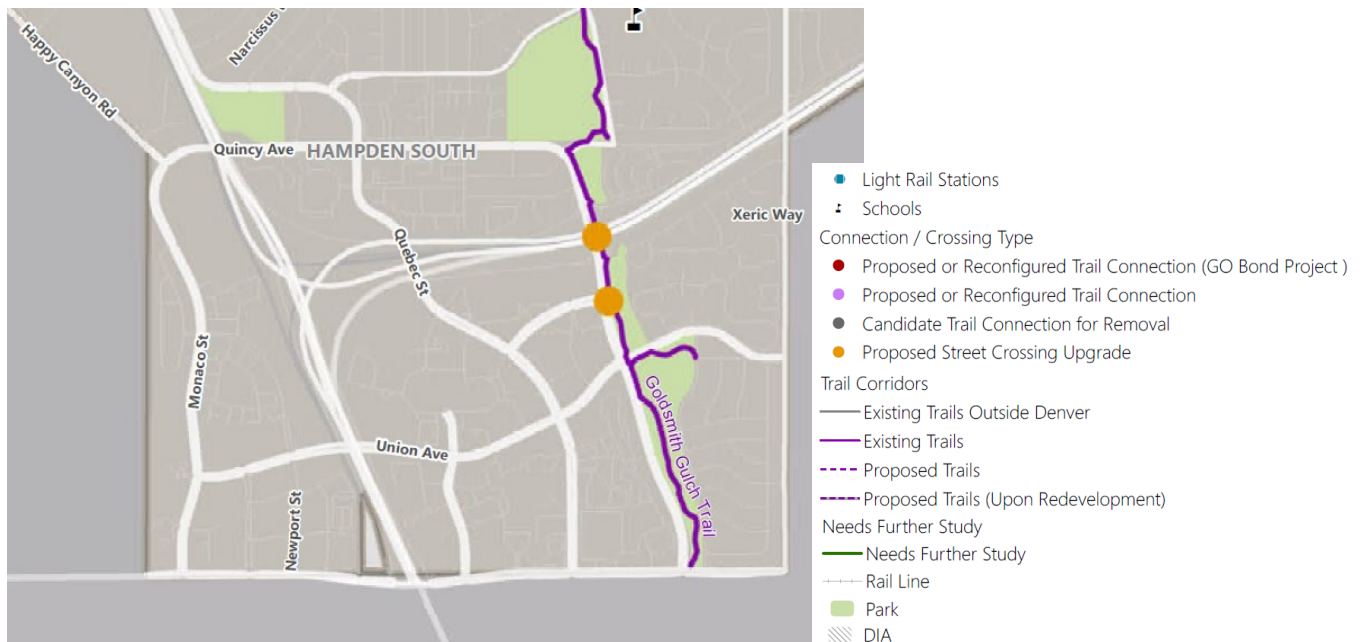
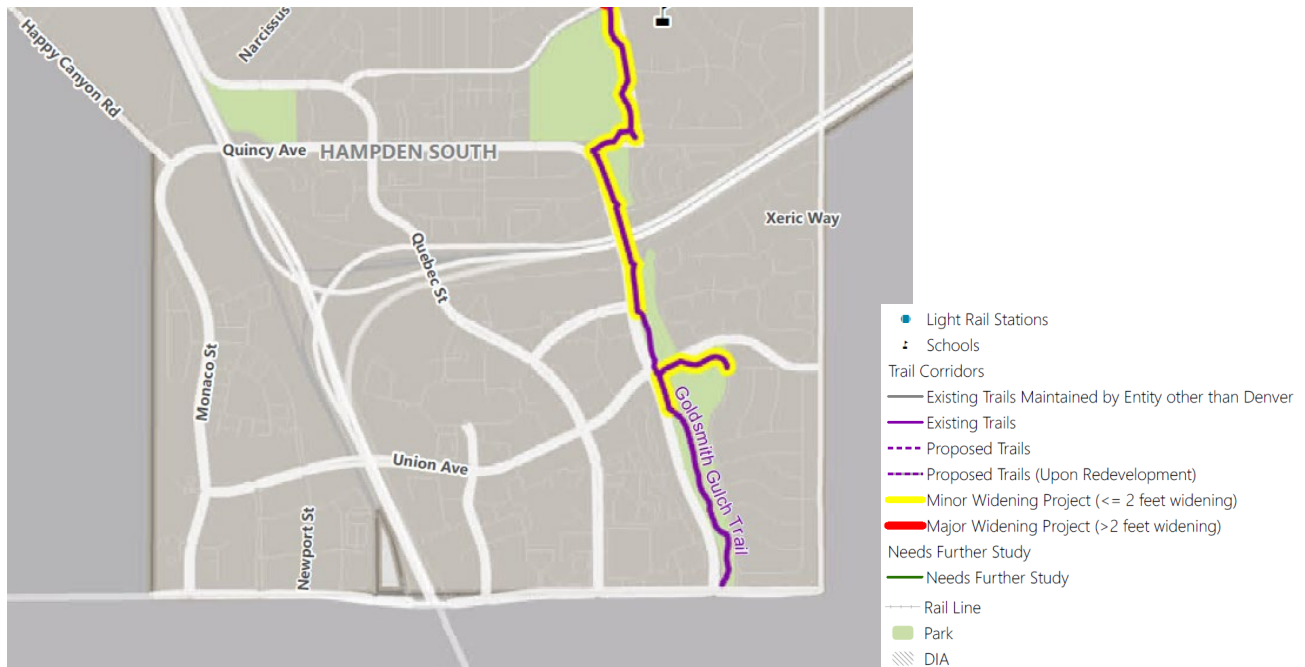


Figure 10: Later Priority Trail Projects



4. Denver Moves: Transit Plan Draft (2018)

Denver Moves: Transit is the first step for the City to support the regional and local transit system by identifying local transit improvements, enhancing bicycle and pedestrian access to transit, and identifying important first/final mile solutions. Denver Moves: Transit sets a course for Denver to enhance transit service within the city to help make transit a first choice for all types of trips, providing a number of economic, health, environmental, and accessibility benefits.

Denver Moves: Transit identifies 19 Transit Capital Investment Corridors based on technical analysis and community input. The Quebec corridor is identified as a speed and reliability corridor. Although the corridor is labeled as Quebec, Quebec turns into S Tamarac Pkwy and then into DTC Blvd within the Belleview Corridor Multimodal Transportation Plan study area. The corridor then terminates at E Union Ave/Temple Dr (Figure 11). Denver’s Speed and Reliability Corridors are envisioned to include the following features:

- Improved service frequency, with transit arriving every 15 minutes or less throughout the day, 7 days a week
- Queue jumps or bypass lanes and transit signal priority to help transit move past traffic congestion at busy intersections
- Enhanced stops and stations to improve passenger comfort and convenience, including shelters at high-ridership stops, seating, and printed or real-time information
- Consolidated stops or longer stop spacing along portions of corridors to improve transit speed and efficiency

- Upgraded connections to, from, and around stops and stations, including complete sidewalks, enhanced crosswalks, bicycle facilities, and other improvements to make accessing transit easier and safer

Figure 11: Transit Capital Investment Corridors



5. Transit Oriented Denver: Transit Oriented Development Strategic Plan (2014)

The Transit Oriented Development (TOD) Strategic plan is intended to guide the critical City-led actions needed for successful TOD in Denver. The TOD Strategic Plan applies typologies to each station within Denver and then categorizes based on the current potential for development. The categories include:

- Strategize: stations that are still in pre-development planning phases
- Catalyze: station areas with above average market conditions for TOD, but need infrastructure or amenity improvements
- Energize: station areas where there are above average market conditions for TOD and no significant development or infrastructure is needed

The TOD Strategic Plan identifies Belleview Station as an Urban Center. Urban Center rail stations typically serve or are planned to serve as a destination for surrounding neighborhoods with strong transit use and a high level of pedestrian and bicycle activity. Urban Centers have a mix of uses, with mid- to high-rise multi-family residential integrated with mixed-use commercial buildings. The intended high intensity nature of urban centers positions these stations as regional employment hubs. Buildings front sidewalks with consistent pedestrian entrances and are located within a pattern of regular, smaller blocks and linear streets. Many urban center stations have one or more major land owners. Other elements include shared structured parking, smaller programmed plazas and open spaces, higher ease-of-use bicycle infrastructure, high frequency transit, and pedestrian infrastructure such as pedestrian bridges.

Bellevue Station is identified as a station to “energize” and is rated as medium-high for market readiness, high for development potential, and low for TOD characteristics (Figure 12).

Recommendations include:

- Continue to improve first and last mile connections beyond the new development area
- Monitor and support the progress of the Bellevue Station development

Figure 12: Bellevue Station Scoring



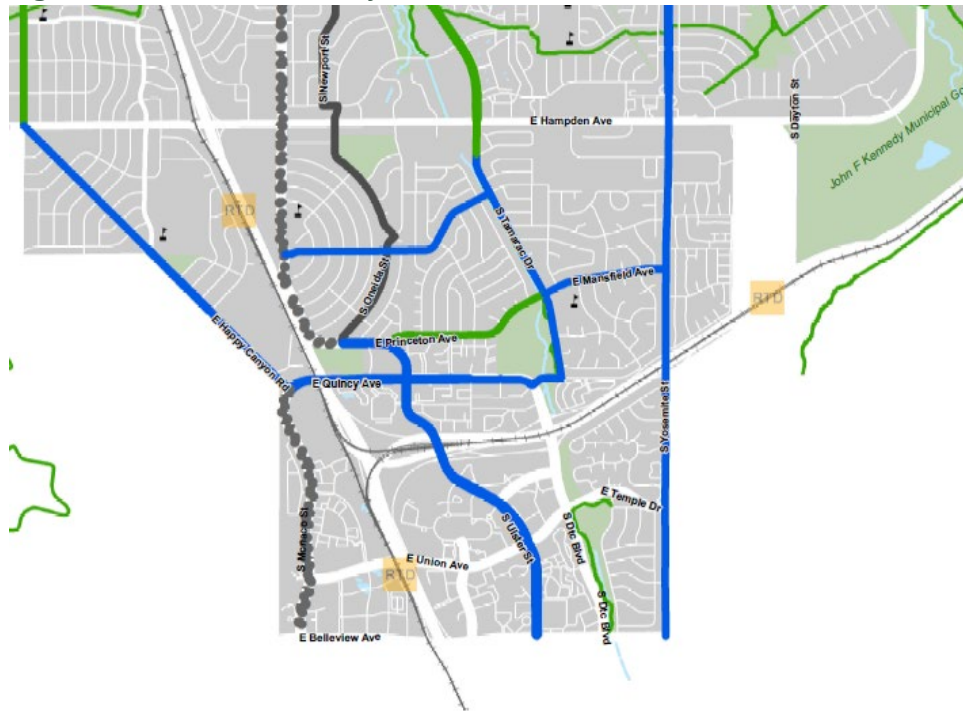
6. Denver Moves: Making Bicycle and Multi-Use Connections (2011)

Denver Moves expands the vision for the non-motorized transportation and recreation system in Denver, identifying the next phase of priorities for making bicycle and multi-use connections in the Mile High City. The plan goals include:

- A biking and walking network where every household is within a quarter mile (5-minute walk or 2-minute bicycle ride) of a high ease of use facility.
- Achieve a 15% bicycling and walking commute mode share by 2020.

Denver Moves Bicycle Facilities identifies S Ulster St, E Quincy Ave, and S Yosemite St as moderate ease of use (Figure 13) for bicycles and has proposed bike lanes (Figure 14). S Monaco St has been identified as needing further study.

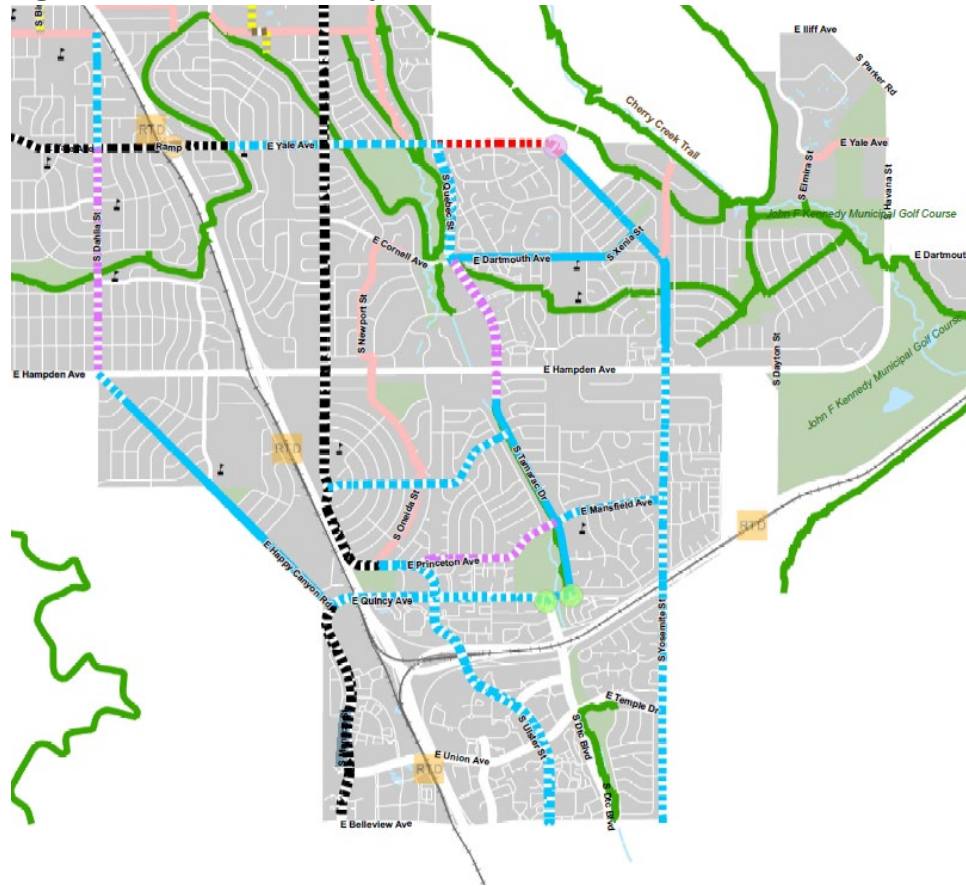
Figure 13: Denver Moves Bicycle Network Ease of Use



Ease of Use Categories

- | | |
|--|--|
| <p>High</p> <ul style="list-style-type: none"> -Trail -Shared Use Sidewalk -Protected Bike Lane -Neighborhood Bikeway <p>Moderate</p> <ul style="list-style-type: none"> -Bike Lane -Buffered Bike Lane -Climbing Bike Lane <p>Low</p> <ul style="list-style-type: none"> -Shared Roadway -Shared Parking/Bike Lane <p>..... Needs Further Study</p> | <p>RTD FasTracks Station</p> <p>School</p> <p>RTD Light Rail Line</p> <p>Streams</p> <p>Streets</p> <p>Lakes</p> <p>Parks</p> <p>Destinations</p> <p>Denver City/County</p> |
|--|--|

Figure 14: Denver Moves Bicycle Facilities



PROPOSED FACILITIES

Shared Roadway

- ▬▬▬ Neighborhood Bikeway
- ▬▬▬ Shared Roadway

Separated Bikeways

- ▬▬▬▬ Bike Lane
- ▬▬▬▬ Shared Parking/Bike Lane
- ▬▬▬▬ Buffered Bike Lane

Protected Bikeways

- ▬▬▬▬ One-Way Protected Bike Lane
- ▬▬▬▬ Two-Way Protected Bike Lane
- ▬▬▬▬ Shared Use Sidewalk
- ▬▬▬▬ Trail

Needs Further Study

- ▬▬▬▬ Needs Further Study

Roadway Crossing

- Transition
- Intersection
- Interstate
- Bridge

EXISTING FACILITIES

Shared Roadway

- ▬▬▬ Neighborhood Bikeway
- ▬▬▬ Shared Roadway

Separated Bikeways

- ▬▬▬▬ Bike Lane
- ▬▬▬▬ Shared Parking/Bike Lane
- ▬▬▬▬ Buffered Bike Lane
- ▬▬▬▬ Climbing Bike Lane

Protected Bikeways

- ▬▬▬▬ Protected Bike Lane
- ▬▬▬▬ Shared Use Sidewalk
- ▬▬▬▬ Trail

- RTD FasTracks Station

- ▲ School
- +— RTD Light Rail Line
- ▬▬▬ Streams
- ▬▬▬ Streets
- ▬▬▬ Lakes
- ▬▬▬ Parks
- ▬▬▬ Destinations
- ▬▬▬ Denver City/County

7. Belleview Station TOD Traffic Impact Study – Phase 1 (2007)

Automobile Recommendations, Projects, or Program

1. Belleview Avenue
 - a. Belleview Avenue; Niagara Street
 - Signalize intersection for Phase I (complete)
 - Realign west private driveway with Niagara St as fourth leg of Belleview Avenue Intersection.
 - b. Belleview Avenue; Newport Street
 - Add right-in/ right-out access along Belleview (complete)
 - Provide side-street stop control condition on Newport Street (complete)
2. Niagara Street
 - a. Niagara Street; Union Avenue
 - Monitor with additional development and signal warrant analysis completed if delays are excessive at intersection and require a signal.
 - Queuing issues directly related to the multi-family development planned north of Union Avenue.
 - Provide side-street stop control condition (complete)
 - b. Niagara Street; Chenango Avenue
 - Provide side-street stop control condition (complete)
 - U-turns prohibited for NB Niagara Street
 - Monitor for additional intersection improvements
 - Monitor this intersection for control improvements. The City and County of Denver requested the analysis to leave the north and southbound movements free. Suggested addition of all-way stop for analysis.
3. Chenango Avenue
 - a. Design as a three-lane street with on-street parking on both sides of the street restricted 50-feet on either side of intersection for increased sight distance. The curb-to-curb should be 48-feet to accommodate two 7.5-foot parking bays, two 11-foot drive lanes, and one continuous 11-foot center left-turn lane (complete).
4. Newport Street
 - a. Design as a two-lane section with on-street parking on both sides. The curb-to-curb width should be 40-feet, with two 7.5-foot parking bays and two 12.5-foot drive lanes (complete).

Figure 15: Belleview Station TOD Map



8. Belleview Station Transit Oriented Development General Development Plan (2005)

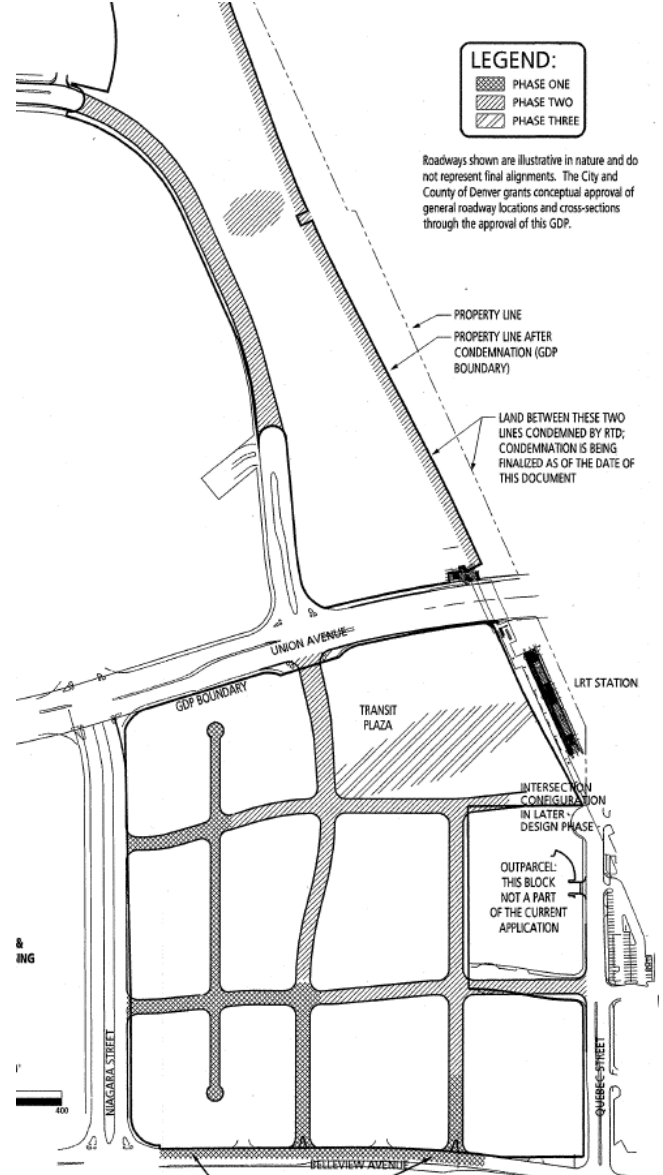
Project Phases Overview

Phase One (2006-2010) will be predominantly residential development.

Phase Two (2011-2014) will be focused on adjacent blocks and will depend on market conditions.

Phase Three (2015-2029) will develop the site's signature piece: the transit plaza.

Figure 16: Project Phasing



Land Usage

All numbers are approximate.

Gross Project Area: 2,221,560.0 +/- SF

Area to be deeded for rights-of-way: 549,291.6 +/- SF

Net Project Area: 1,672,268.4 +/- SF

Open Space (10%): 222,156.0 +/- SF

No. Dwelling Units: 2,000 DU's

GFA Retail: 162,000 SF

Office: 2,100,000 SF

Hospitality: 120,000 SF

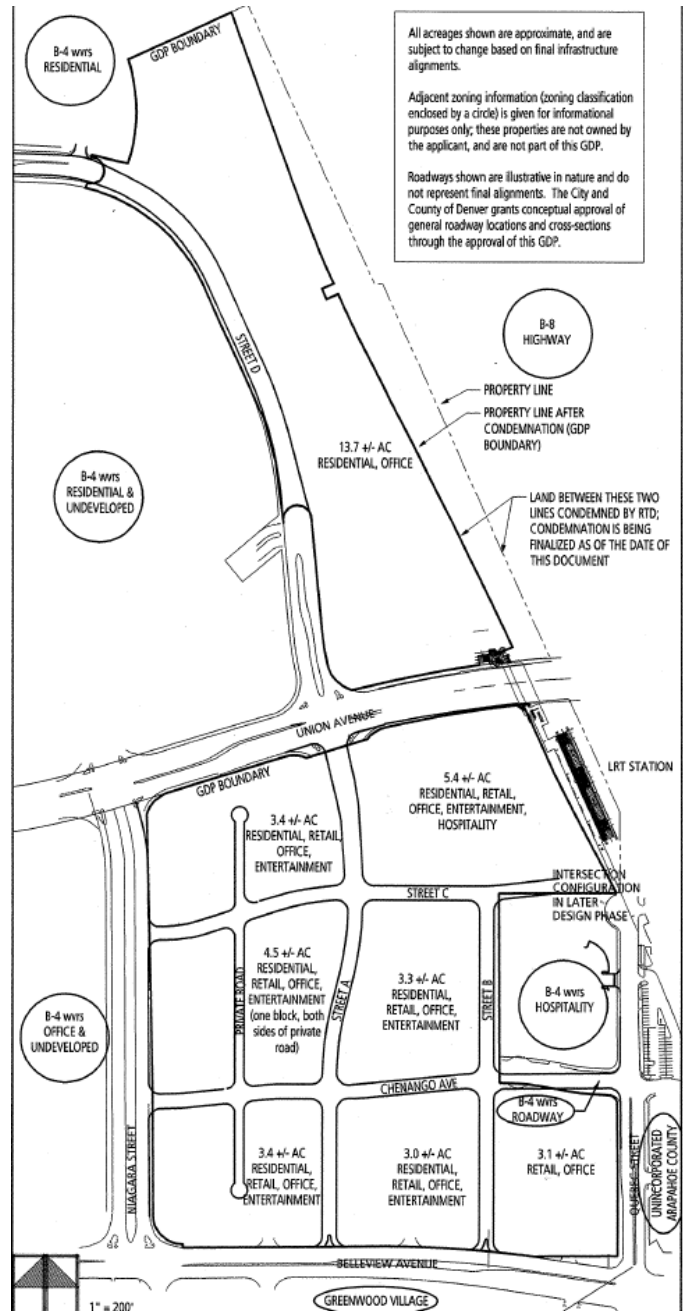
Anticipated FAR: 2.4

Max. Allowed FAR: 5.0

Anticipated Range of Building Heights: 36 – 220 Feet

Maximum Permitted Heights: 220 Feet

Figure 17: Land Use



Pedestrian and Bicycle Recommendations, Projects, or Program

1. Pedestrian and bicycle links will be made between Newport and the pedestrian tunnel under the Union Avenue overpass, so that non-vehicular traffic will have an off-road connection to the transit station.
2. All streets will have sidewalks to facilitate pedestrian movement.
3. Bicycles will move on all streets within the grid.
4. Connections to Denver bike routes will be marked with standard Denver Bike route signage.

Figure 18: Pedestrian & Bicycle Facilities

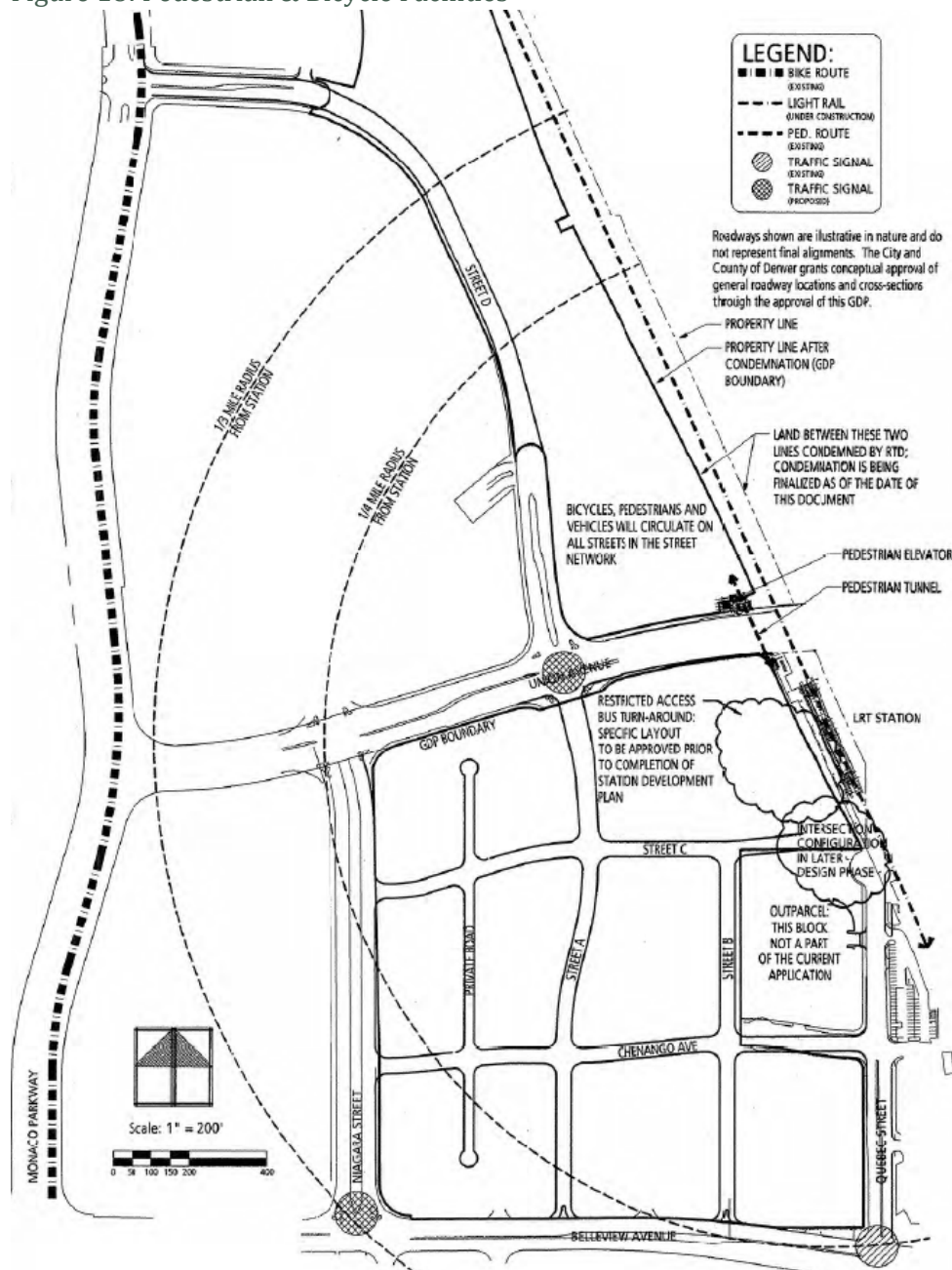
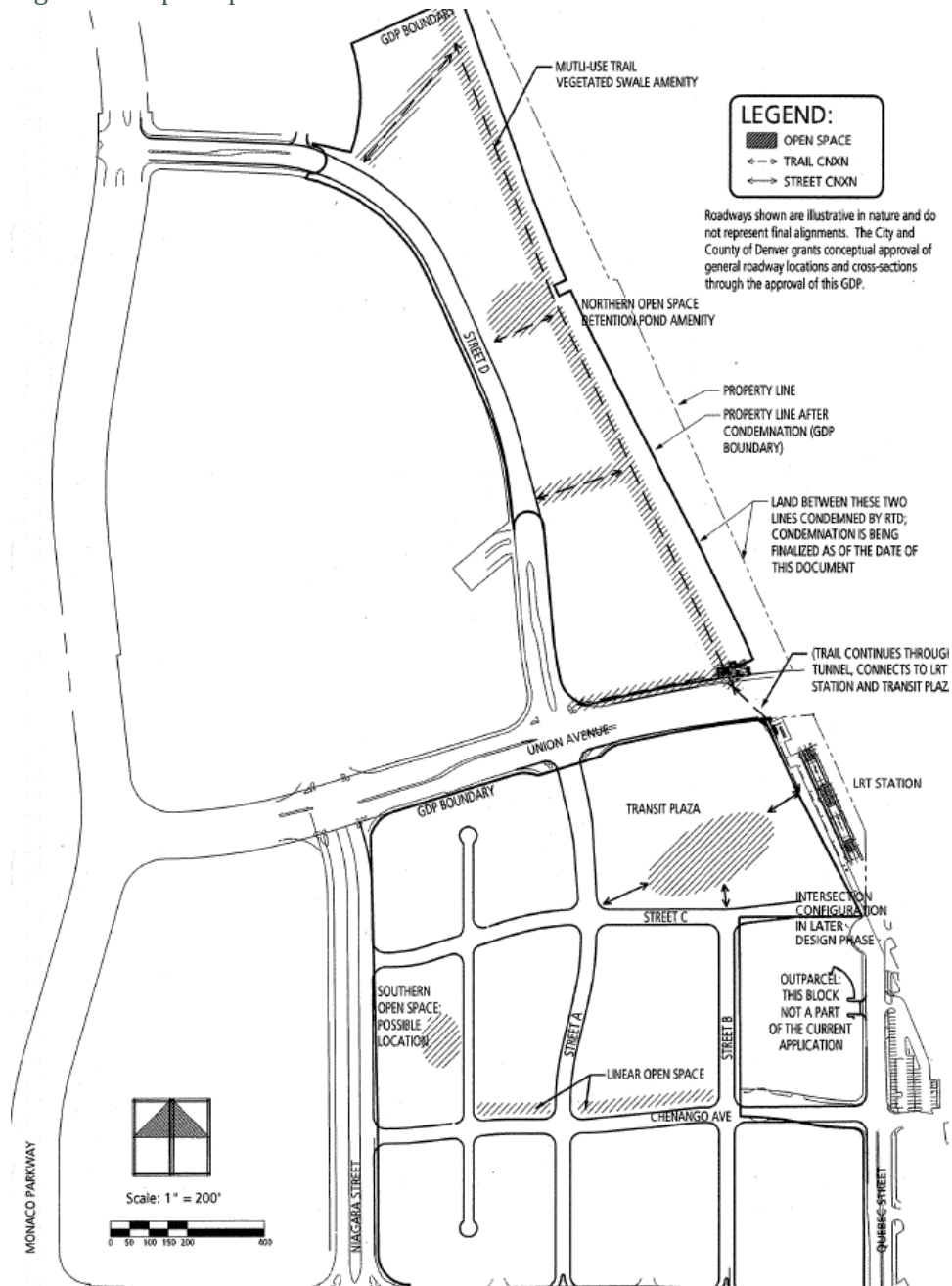


Figure 19: Open Space & Trails



Transit Recommendations, Projects, or Program

1. Belleview station will operate as a timed transfer station and buses will offer easy connection to light rail.
2. The post-project permanent condition for bus circulation to the light rail will has not been determined.
3. All streets cross-sections within the development have been designed to accommodate bus and shuttle operations.
4. Transit circulation is discouraged on the block of Street A between Street C and Chenango Ave in order to promote more inviting pedestrian environment.

Automobile Recommendations, Projects, or Program

1. Proposed site circulation will reduce access from Belleview Ave from 3 curb cuts to 2 new curb cuts. Spacing yet to be determined. Both curb cuts offer right in/right out access along Belleview Ave.
2. Street Typology (All pedestrian and amenity zones will be 16 feet wide unless a narrower zone is approved).

Figure 20: Cross Section Type 1

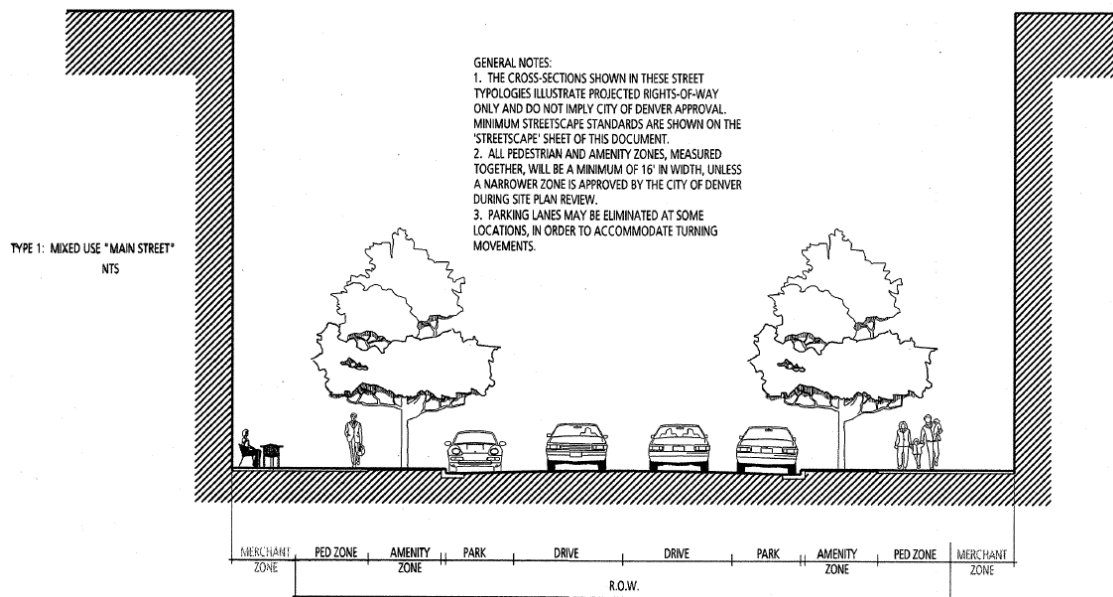


Figure 21: Cross Section Type 2

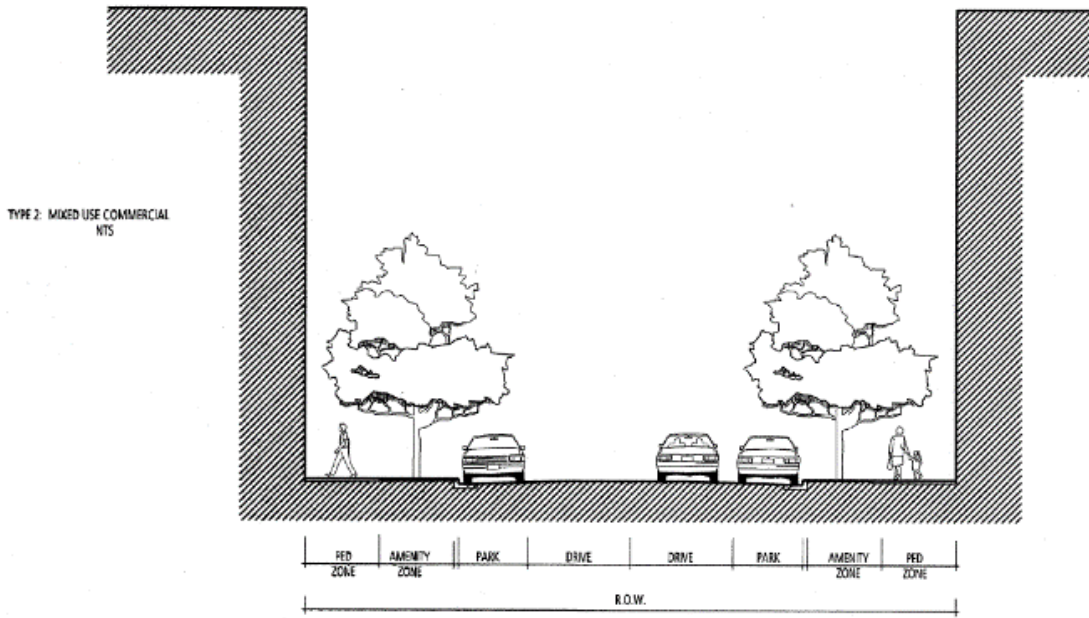


Figure 22: Cross Section Type 3

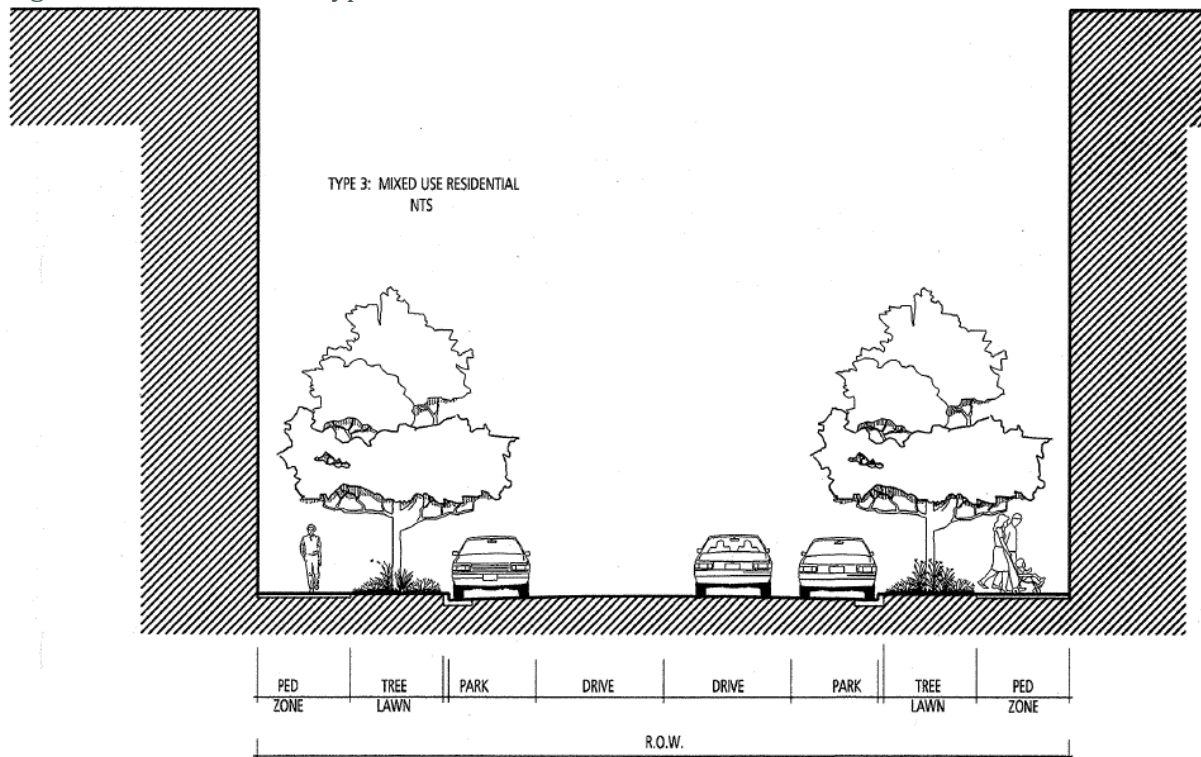


Figure 23: Cross Section Type 4

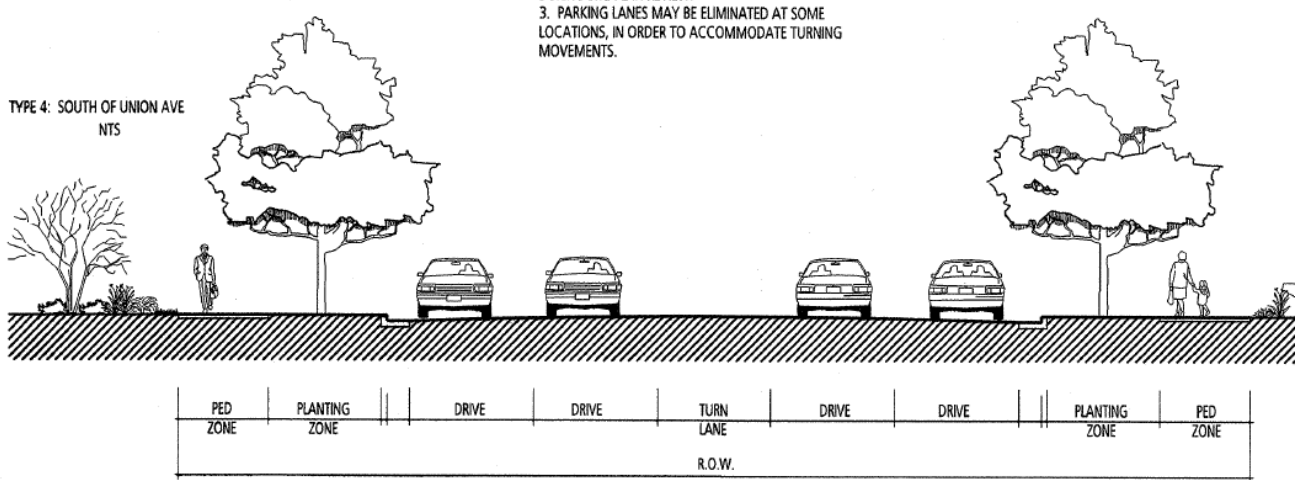


Figure 24: Cross Section Type 5

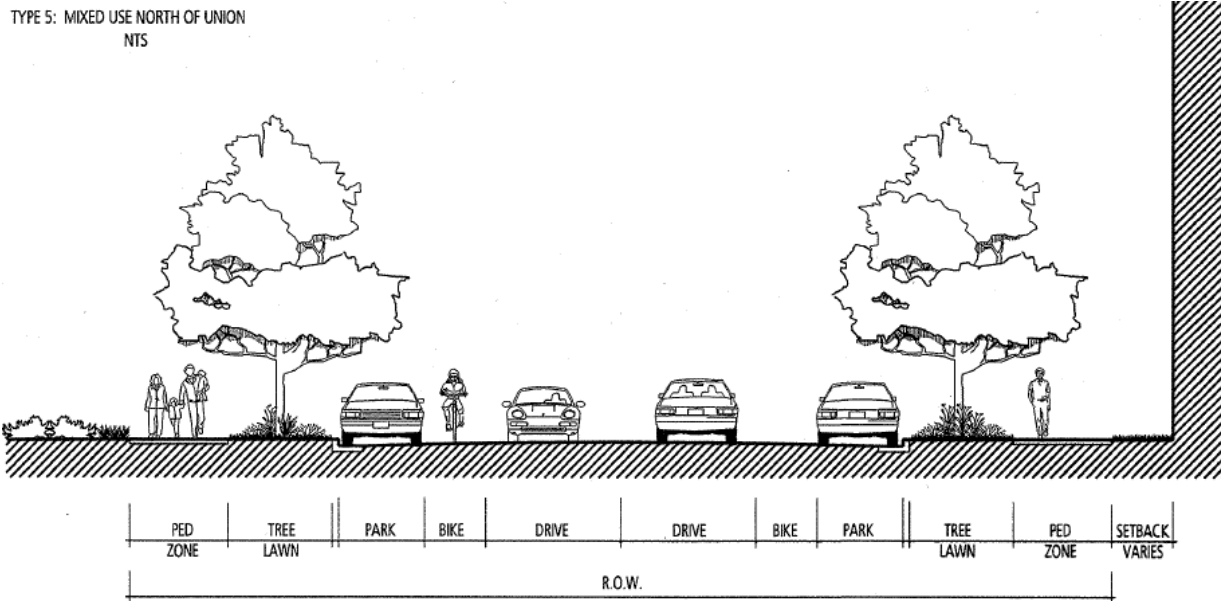


Figure 25: Cross Section Type 6

TYPE 6: PRIVATE STREET

NTS

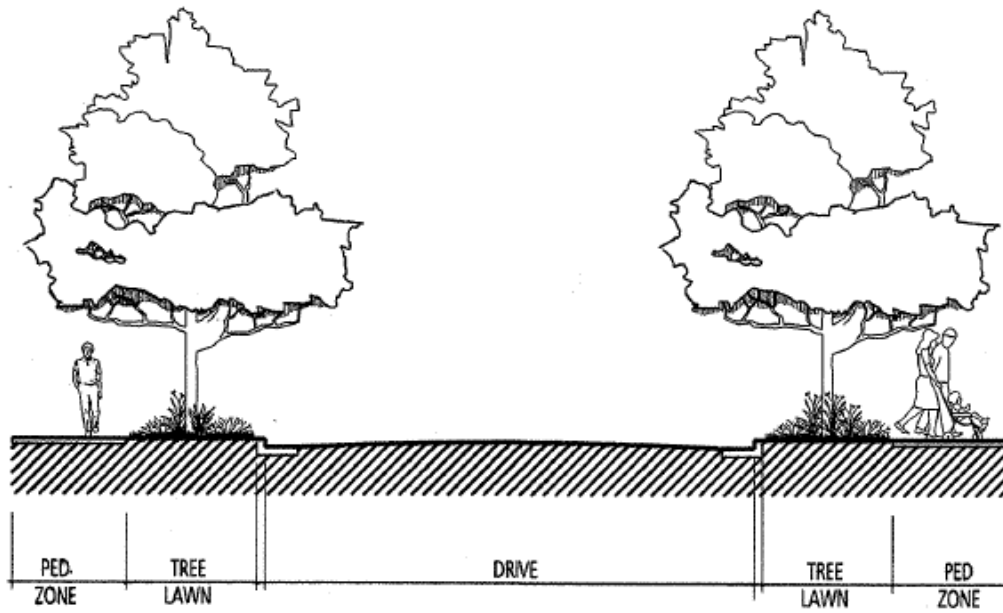
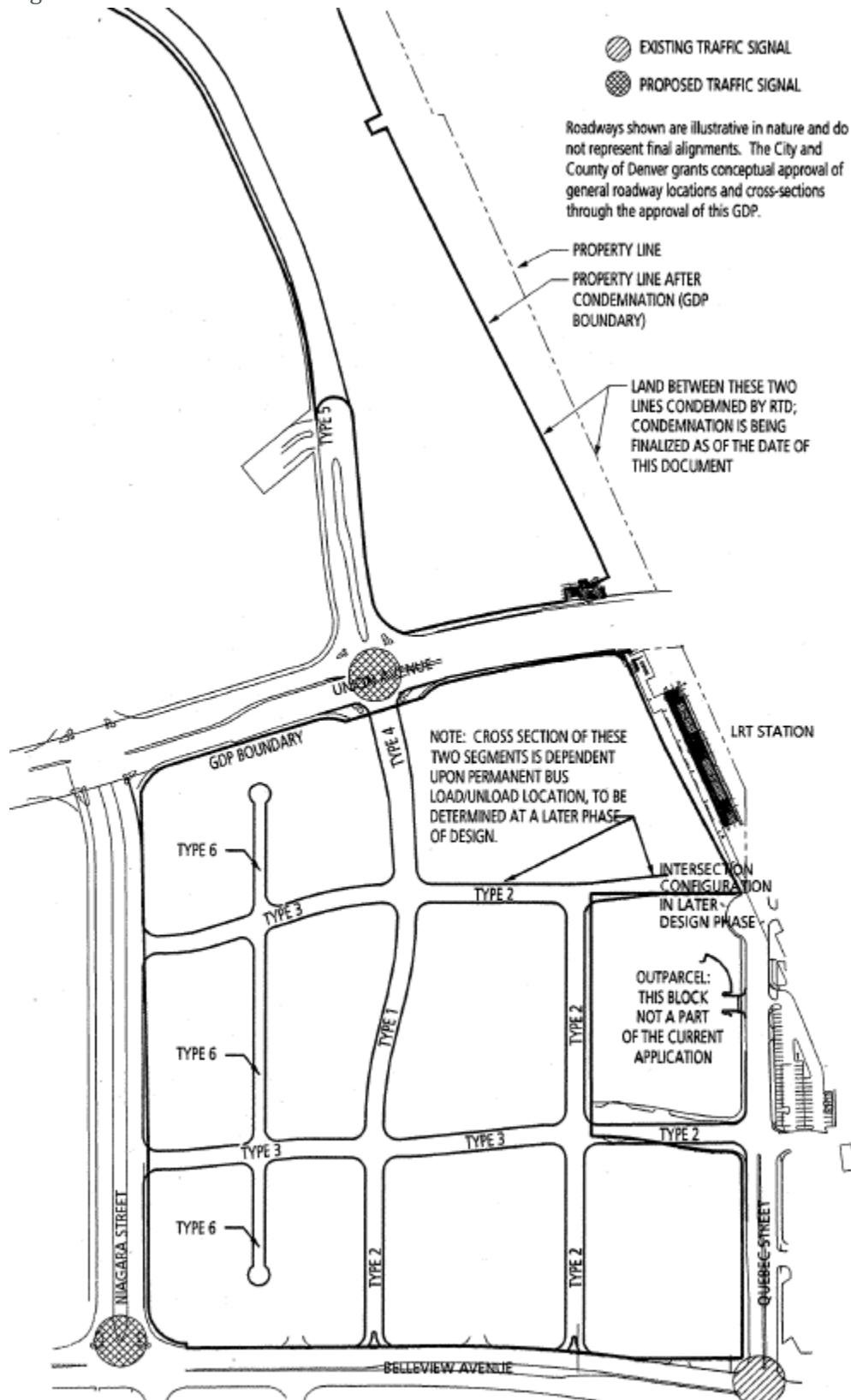


Figure 26: Bellevue Station Cross Section Locations



Plans Completed by Others

9. RTD Regional Bus Rapid Transit Feasibility Study (2019 – In progress)

As the metro area becomes more congested, RTD has partnered with the Colorado Department of Transportation (CDOT) and the Denver Regional Council of Governments (DRCOG) to conduct the Regional Bus Rapid Transit Feasibility Study. The study will explore opportunities to implement bus rapid transit service throughout the region to address growing travel demand and support current and future RTD FasTracks projects. The study will identify and prioritize BRT projects based on analysis of ridership demands, transit operational needs, corridor feasibility, cost and benefit considerations. Within the Belleview Corridor Multimodal Transportation Plan study area, the Quebec corridor has been identified as a candidate corridor for BRT. Currently, this study is in progress, however Quebec has been advanced to Tier 3 for further analysis in Tier 4. The study is planned to be complete in July 2019.

10. Denver South Blueprint Draft #2 (2018)

In this Blueprint, the Denver South Economic Development Partnership casts a vision created in collaboration with its partners and stakeholders. It prepares the region for the future and encourages it to be nimble and flexible in deployment of new tools, solutions, and business models. It supports choice in a variety of physical built environments, modes of transport, and amenities to support a broad range of lifestyles. The core values set in this plan include:

- Collaboration and Partnership
- Mobility and Accessibility
- Resilience

Overall Recommendations, Projects, or Program

Denver South 2035 presents two scenarios; status quo and the Metro Village Model. The Metro Village Model includes the following strategies with the goal of creating a hybrid of urban and suburban qualities:

- Development and redevelopment focus inward toward station areas.
- Walking villages center around transit stops, featuring social and cultural amenities, and a diversity of housing typologies and affordability will characterize this land-use model.
- Increased development and intensity of uses to bring new cultural institutions and social infrastructure.
- Leverage Denver South's multi-modal network to accelerate a modal shift. Make investments that link the stations to their immediate open-space amenities and connect into immediately adjacent commercial corridors, giving station area residents, employees, and visitors a full range of mobility options.

Place-based interventions:

- Capitalize on investments in transit, commercial arterials
- Close the pedestrian gap; ensuring safe crossing of major arterials
- Prioritize first- and last-mile solutions

- Complete links in bike/pedestrian corridors, create new links where feasible
- Make agreed-upon station areas, arterials the core of multi-modal efforts
- Transform some key commercial corridors into walkable districts
- Better integrate office parks into the broader community

11. North-South Regional Bicycle Corridors Study (2018)

The North-South Regional Bicycle Corridors Study envisions low-stress regional north-south bicycle corridors that parallel I-25, encourage bicycle travel, and enhance the overall economic vitality and community prosperity of the Denver South Region. The guiding principles consist of cross-jurisdictional bicycle routes, safety for all rider types, connections to major destinations, maximize travel efficiency, and to consider previously identified priority bicycle corridors as well as east-west connections.

Overall Recommendations, Projects, or Program

This plan identifies DTC Blvd to the east of I-25 and S Monaco St to the west of I-25 as the final north-south regional bicycle corridor alignments.

Based on Level of Traffic Stress (LTS) the corridors in the Belleview study area are categorized as:

1. DTC Blvd (Goldsmith Gulch Trail): LTS 1 – Little traffic stress, suitable for most all cyclists, including children
2. S Monaco St: LTS 4 – High traffic stress; only suitable for “strong and fearless” riders

For the West corridor segment located along S Monaco St the plan recommends adding a sidepath to reduce the LTS:

- Widen 1.02 miles of existing 8’ sidewalk to 10’ sidepath on both sides of the street
- Improve the intersection at S Monaco St and E Belleview Ave
- Cost estimate: \$2.8M

For the East corridor segment located along DTC Blvd, the plan recommends completing the existing Goldsmith Gulch Trail:

- Utilize 0.71 miles of existing 10’ trail south of E Tufts Ave and construct 0.43 miles of new 10’ trail north of E Tufts Ave
- Improve the underpass of I-225 where the trail terminates
- Improve the intersection at DTC Blvd and E Belleview Ave
- Cost estimate: \$720,000

12. Greenwood Village Connects Feedback Summary - Existing Conditions (2018)

The Greenwood Village Feedback Summary of Existing Conditions show the results of the community engagement phase of the project Greenwood Village Connects. Feedback on existing conditions for transportation in the Village was gathered between January and April 2018.

Key findings from the engagement results include:

- Residents expressing frustration with non-resident traffic during peak periods
- General frustration with traffic congestion during peak periods

Summary of Survey Results

- Majority of Responses from Residents and Daily Users of Personal Vehicles
- Nearly 80% of respondents (43 total) identified as residents of Greenwood Village.
- Half of respondents (27 total) identified as daily commuters to/from work in the Village, and roughly 44% (24 total) identified as recreational users of trails, paths, etc.
- Almost 91% of respondents (49 total) were categorized as daily users of personal vehicles in the Village and over half of respondents use pedestrian infrastructure on a daily or weekly basis.
- Meanwhile, bicycle, light rail, car-sharing/ride-hailing services, and bus were reported as being used less frequently.

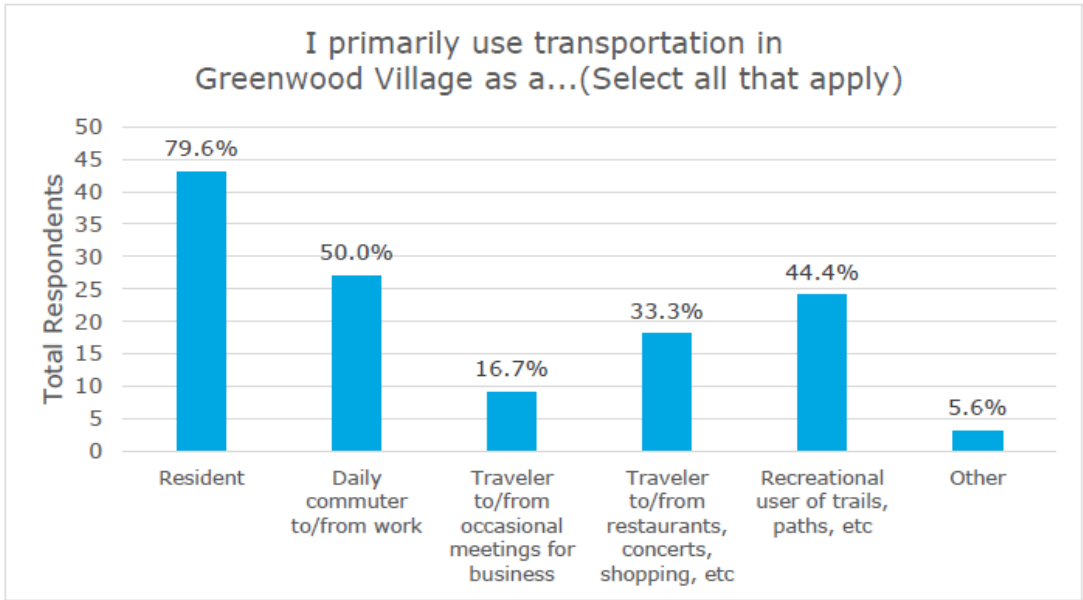
Figure 27, Figure 28, and Figure 29 show details about the use of types of transportation in GV.

Figure 27: How often do you Travel in Greenwood Village by Mode

How often do you travel in Greenwood Village using...						
	A personal vehicle	A bicycle	Pedestrian infrastructure	RTD bus	RTD light rail	Ride-hailing/ car-sharing services
Daily	49 90.7%	3 5.5%	15 27.8%	2 3.7%	5 9.2%	1 1.9%
Weekly	3 5.5%	10 18.5%	21 38.9%	1 1.9%	3 5.5%	5 9.2%
Monthly	0 0%	6 11.1%	1 1.9%	2 3.7%	12 22.2%	8 14.8%
Rarely	1 1.9%	19 35.2%	13 24.1%	9 16.7%	23 42.6%	24 44.4%
Never	1 1.9%	14 25.9%	3 5.5%	39 72.2%	9 16.7%	16 29.6%
No response	0 0%	2 3.7%	1 1.9%	1 1.9%	2 3.7%	0 0%
Total *	54 ~100%	54 ~100%	54 ~100%	54 ~100%	54 ~100%	54 ~100%

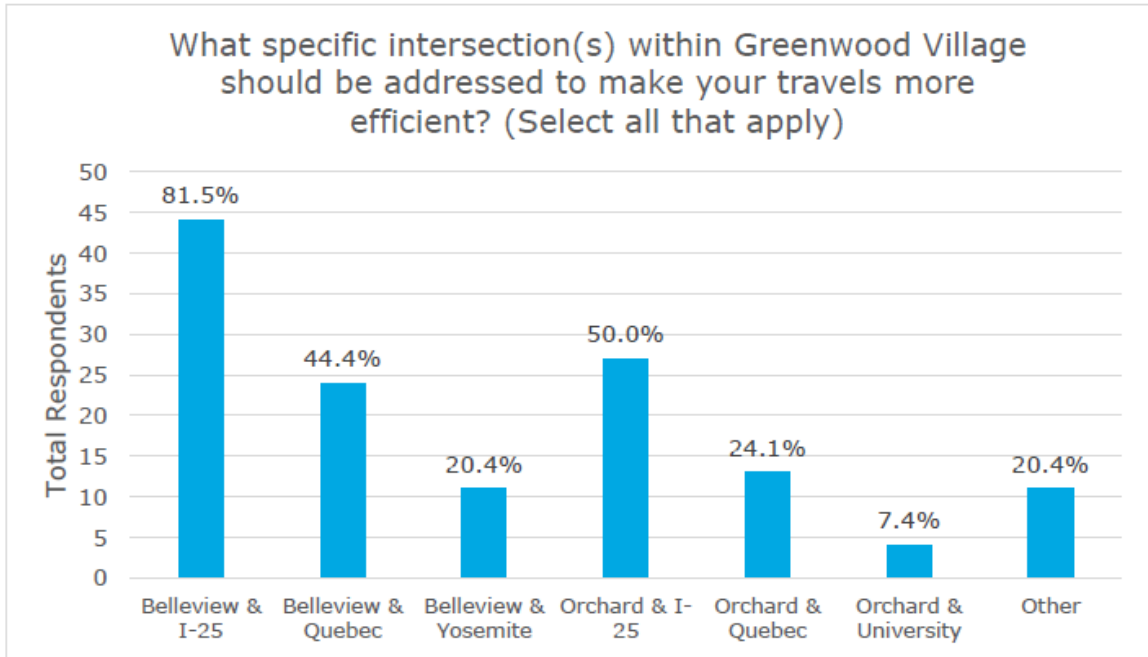
**Note: Cells indicate both raw number of respondents and percentage of overall respondents. A total of 54 respondents answered this question.*

Figure 28: Greenwood Village Transportation Type



**Note: Percentages total more than 100% due to respondents selecting more than one answer option. A total of 54 respondents answered this question.*

Figure 29: Greenwood Village Intersection Improvements



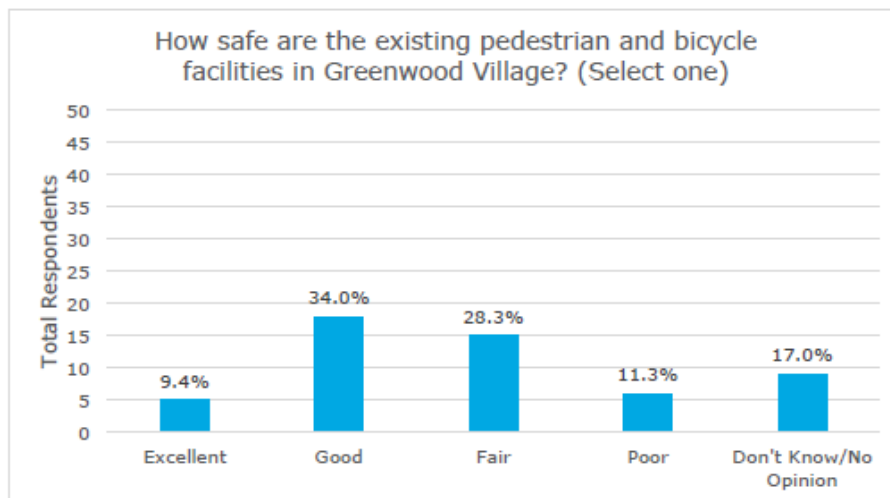
**Note: Percentages total more than 100% due to respondents selecting more than one answer option. A total of 54 respondents answered this question.*

Summary of the Community Working Group (CWG) Comments

- Lack of adequate pedestrian and bicycle infrastructure in many parts of the Village, such as Belleview Avenue and Yosemite Street, and near I-25 and major arterials around the heart of the Denver Tech Center.
- With transit use and frequency being seen as low today, the group foresees the challenge of improving connectivity and encouraging greater use among residents and commuters.
- Current dynamics, such as available free parking, discourage the use of alternative modes of travel.
- Hopes to see safety and connectivity for all modes of travel

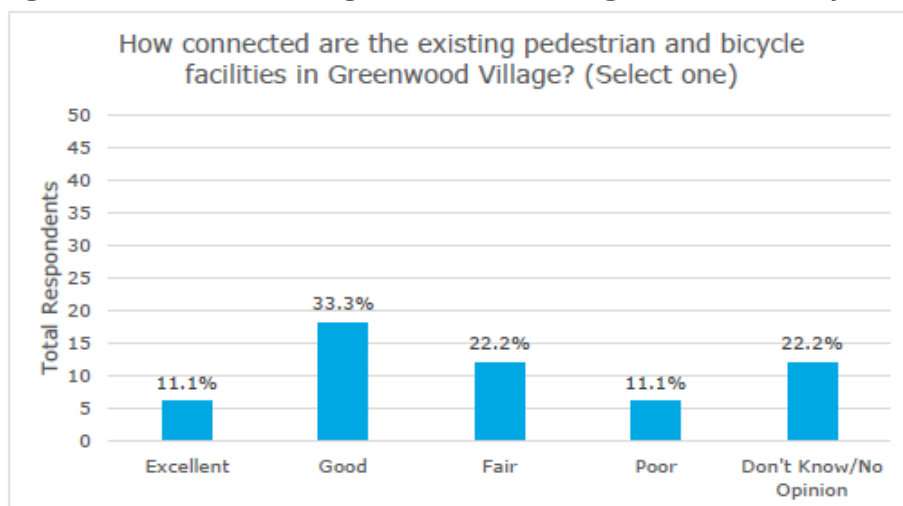
Figure 30, Figure 31, and Figure 32 show the results of the pedestrian, bicycle, and transit related questions from the Greenwood Village Feedback Summary of Existing Conditions.

Figure 30: Greenwood Village Safe Existing Pedestrian & Bicycle Facilities



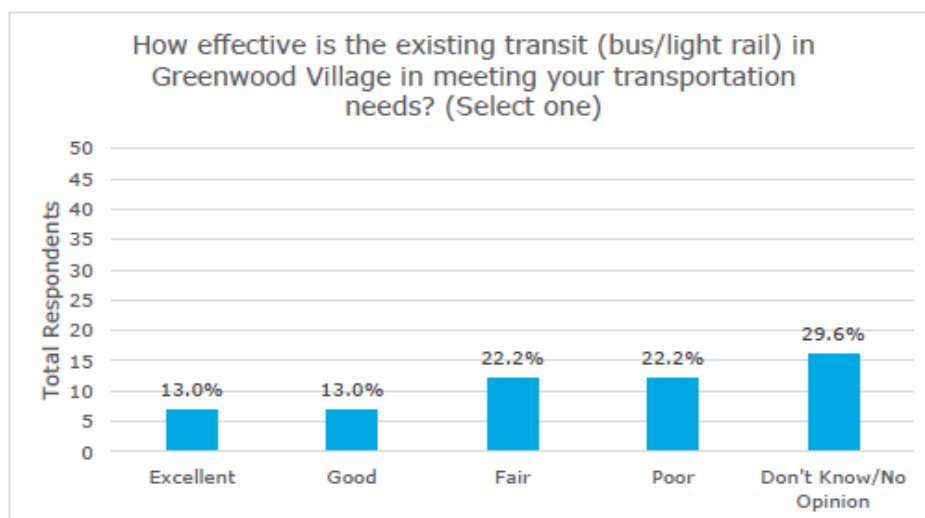
**Note: A total of 53 respondents answered this question.*

Figure 31: Greenwood Village Connected Existing Pedestrian & Bicycle Facilities



**Note: A total of 54 respondents answered this question.*

Figure 32: Greenwood Village Effectiveness of Existing Transit



**Note: A total of 54 respondents answered this question.*

Selected Comments from the Public

- Reduce traffic noise for residents! (Along Belleview noise level is unlivable).
- Getting onto the highway from Belleview headed north is incredibly dangerous. People who are turning right to get on the highway at the same time as the Belleview lane is merging do not EVER understand that it is a MERGE lane and not a YIELD lane. There is not a clear sign indicating this. Those turning right need a larger sign so as not to come into the merge lane and cause an accident.
- We do walk in GV, and it is often pleasant, with traffic whizzing by. Walking and biking on E Belleview *under* I 25 to get to restaurants is particularly miserable. Biking you feel like a moving target for cars, unless it's a leisurely ride on Powers or in Westlands, etc.

- Planning will need to anticipate significant increase in traffic at Belleview & Quebec/I-25 and Orchard & I-25 as new development on west side of I-25 takes place. Also must consider impact of self-drive cars and increased ride sharing.
- There is a constant battle between residents and commuters during rush hour. It is very difficult for residents to even have access to Orchard and Belleview - and almost impossible to make a left turn. There is a need to find a compromise to allow access for residents while still allowing the efficient flow of traffic.
- Crosswalk on Belleview between Dayton and Yosemite IN FRONT of the daycare, synagogue preschool and church, where the schools share a drive.
- Most trails do not connect or only connect by crossing a road, getting off bike and using stairs, etc. Most roads: DTC Blvd, Orchard, Belleview, Yosemite, etc. do not have bike lanes)
- Need safe walking/biking access to Belleview Station. Connect Belleview Station to bike routes in GV
- Add street lamp NORTH of Belleview on Dayton - pitch black at night.
- Franklin & Belleview and Cherryville & University to ticket drivers do not obey the no blocking zone.

13. Greenwood Village Feedback Summary - Future Conditions (2018)

The Greenwood Village Feedback Summary of Future Conditions show the results of the community engagement phase of the project Greenwood Village Connects. Feedback on future conditions for transportation in the Village was gathered between May and August 2018.

Key findings from the engagement results include:

- A need for connectivity and access to light rail stations
- Connectivity and lack of perceived safety for modes such as walking and bicycling
- Local and regional bus connectivity is limited
- Focus bicycle network and infrastructure improvements on separated bicycle paths that are not immediately next to roadways and separated bicycle lanes on arterials.

Summary of Survey Results

- Challenges for all modes of transportation
 - Feedback highlighted the challenges of traveling in the Village during peak periods regardless of transportation mode. In particular, there are several barriers to using modes outside of single occupancy vehicles, **namely connectivity/access to light rail stations, convenience, flexibility in schedules and destinations, as well as connectivity and a lack of perceived safety for modes such as walking or bicycling.**
- Interest in utilizing a range of transportation options
 - While the large majority of respondents rely primarily on single occupancy vehicles, there is **interest in being able to utilize a number of other options such as light rail and bicycling** if these modes could meet the needs of travelers.
- Light rail boardings at stations in Greenwood Village increased between 2007 and 2016

- Particularly at the Belleview Station. Although light rail is gaining in popularity, **local and regional bus connectivity is reported as being limited.**
- Bicycle and pedestrian considerations
 - The sentiment from many is the Village should accommodate this mode to provide better accessibility, connectivity and improved bicycle facilities. Many are interested in using bicycles to get to nearby destinations but have concerns about **connectivity and safety**. There is a similar perception regarding pedestrian infrastructure.
- Preference for bike network and infrastructure improvements
 - Almost 70% believe there should be more bicycle infrastructure in the Village and most feel improvements should be focused on **separated bicycle paths that are not immediately next to roadways** (trails/multi-purpose paths). Nearly as many respondents noted a **preference for focusing on separated bicycle lanes on arterials** (Belleview Avenue, Orchard Road, Holly Street, etc.).

Figure 33: Greenwood Village Barriers to Light Rail

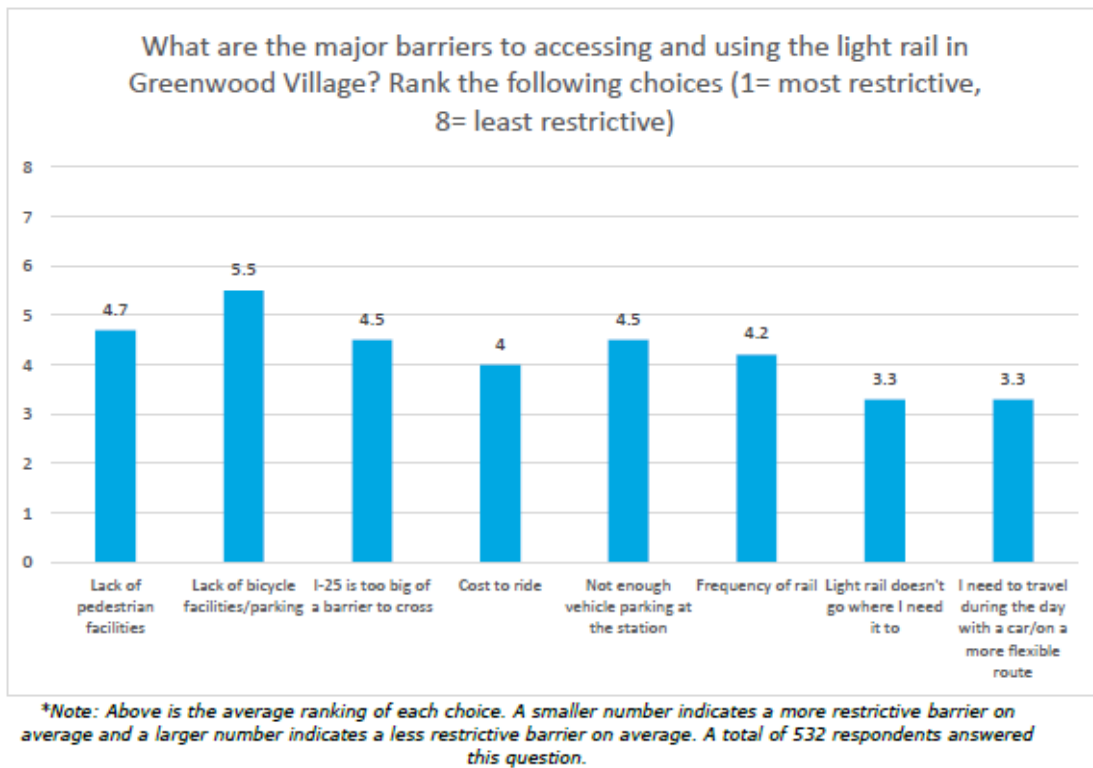
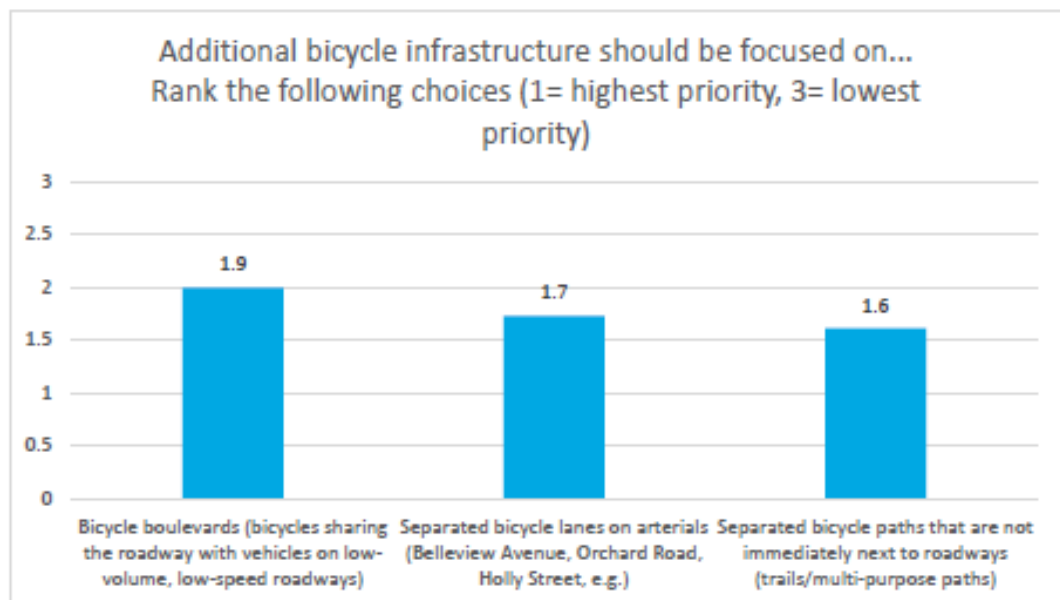


Figure 34: Greenwood Village Future Bicycle Infrastructure



Note: Above is the average ranking of each choice. A smaller number indicates a higher priority on average and a larger number indicates a lower priority on average. A total of 333 respondents answered this question.

Selected Comments from the Public

- **Bellevue** definitely needs a **bike lane** from **Cherry Creek Drive through Yosemite**...bicyclists are not using the sidewalk and it is dangerous.
- The **speed limit** is 25 throughout DTC but most cars are flying around these corners at 40+ mph. Just last week my coworker saw a car slam into another car at 50+ mph and roll 4 times **(intersection of Bellevue and DTC)**.
- I drive alone to work mainly because **RTD options across Bellevue are limited**. Only option is the 66 bus which is slow getting across and I still need to connect to either light rail or another bus.
- Bike lanes on N/S Quebec from 470 to Bellevue would be a big plus.
- Transit stations are not easy to get to without a car. Similarly, places like Landmark or Bellevue Station also require a car.

14. Denver South TMA First and Last Mile Program Evaluation

The Denver South Transportation Management Association (TMA) performed an evaluation of first and last mile issues within the Denver South TMA service area. The document is intended to inform Denver South TMA decision makers by summarizing, comparing, and evaluating the effectiveness of the following programs and services:

- Bus/Shuttle service
 - Southeast Transportation Authority (SETA) Link (Route-deviated)
 - Lone Tree Link (circulator and on-demand powered by Uber)
- TNC/Rideshare service

- Go Centennial (Lyft) pilot (no longer in service)
- Bikeshare
 - Meridian M-Bike (docked)
 - Ofo (dockless – no longer in service)

Lessons Learned

Southeast Transportation Authority (SETA) Link

There is a precedent within the South I-25 Corridor for:

- The formation of a transportation authority independent of RTD
- An interjurisdictional mobility solution
- A cost-sharing relationship with RTD for this type of “Special Service”
- An enhanced free-to-the-user circulator service

Ofo Dockless Bikeshare (no longer in service)

- Denver South TMA received no complaints; minimal complaints from Lone Tree residents
- Dockless systems require further evaluation, but can be launched with minimal infrastructure investment. Because of this, redistribution of vehicles is relatively easy.
- Dockless vehicles can also be redistributed using demand-based pricing

15. Regional Trail Connections Study (2017)

Overall Plan Recommendations, Projects or Program

The purpose of this study was to engage Denver South TMA members and stakeholders in a regional bike planning *process*, with the following objectives:

1. Provide a major north-south transportation link between Southeast I-25 Corridor communities, the City of Denver and surrounding destinations.
2. Link to existing and planned urban trail networks.
3. Connect major parks and destinations (including transit stations) throughout the region.
4. Benefit all member jurisdictions, including Arapahoe County, Douglas County, City of Centennial, City & County of Denver, City of Greenwood Village, City of Lone Tree, Town of Parker, City of Aurora, City of Englewood and the City of Littleton

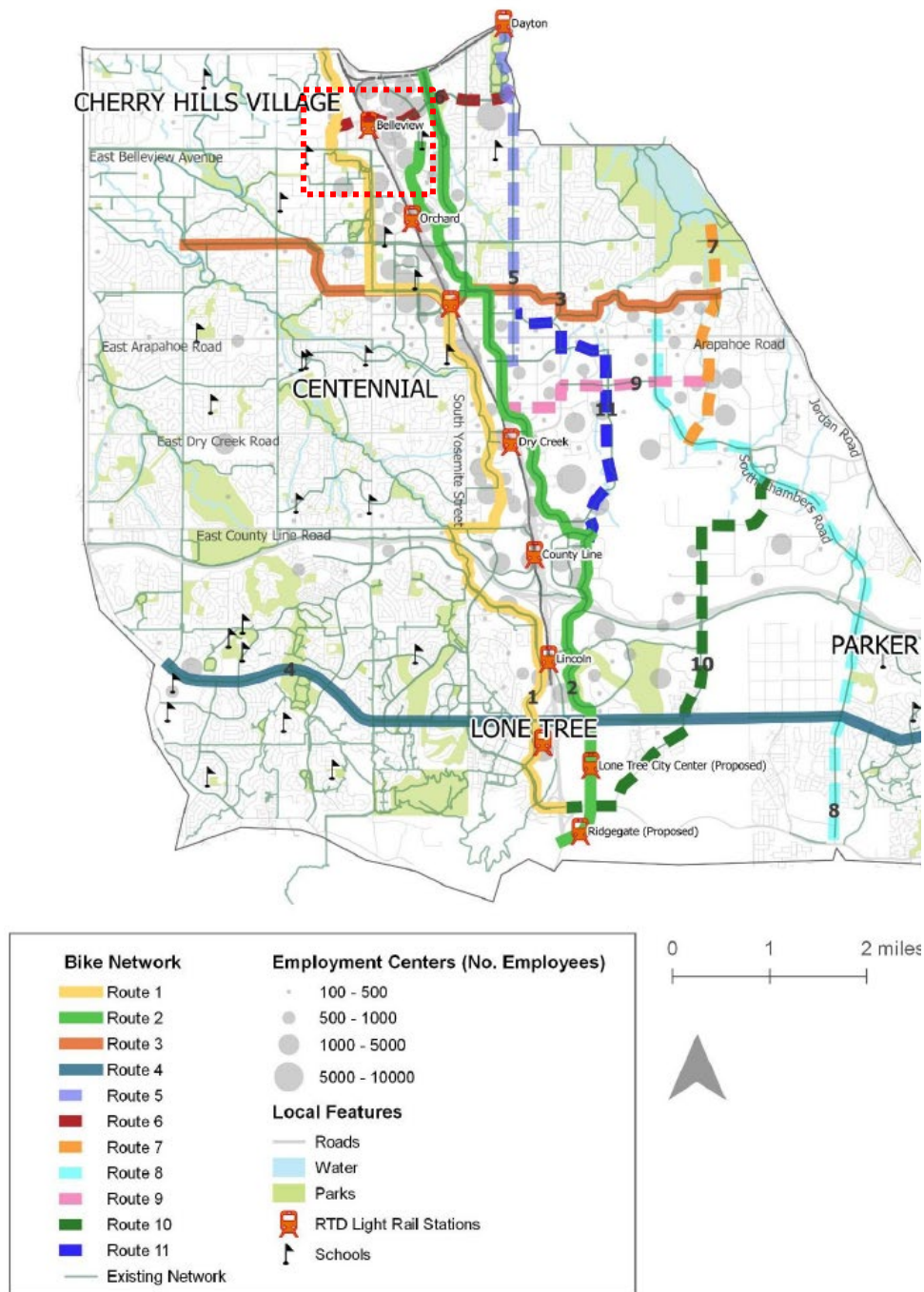
Final Trails Plan

The Final Route Network (Figure 35) shows three trails that pass through the Belleview Corridor Study area:

- Priority Route 1 – NS West I-25: Route 1 connects several major employment centers, offers light rail connectivity, and crosses major roadways including I-25 at the Arapahoe light rail station, and E-470 and Dry Creek Road.

- Priority Route 2 – NS East I-25: Route 2 splits in Greenwood Village and connects to the Orchard light rail station, Belleview Promenade, and Denver Tech Center.
- Secondary Route 6 – Temple/Union: Route 6 links Route 5 to Route 1 also crossing Route 2 and I-25. This route provides access to the Belleview light rail station and the Denver Tech Center.

Figure 35: Final Route Network



Bicycle Recommendations, Projects, or Program

- Bicycle Audits
 - The data provided by bicycle or infrastructure audits and inventories is crucial to identify site-specific challenges and opportunities in the short term.
- Bicycle Infrastructure Design
 - Dedicated bicycle facilities, intersection treatments, share-use paths, and bicycle parking, painted bike lanes, adjacent to regular travel lanes, or shared-lane markings (“sharrows”)
- Wayfinding
 - Route maps, signs and other media to assist bicyclists in their route planning.
- Technology
 - Traffic signals and smart phone navigation technologies.

Policy Recommendations:

- Cities should mobilize to identify and implement smaller projects on City/County owned land, those which do not require coordination with CDOT or RTD for entitlements and clearances.
- Cities should consider opportunities to partner with RTD to advance projects around transit stations. This includes plans for improvements in the near future to existing Arapahoe and Orchard stations, as well as long-term plans for proposed Skyridge, Lone Tree and Ridgegate stations.
- Finally, cities and counties should identify existing roadway, public works and development opportunities where bike corridor implementation could be integrated at a lower cost during new construction or regular maintenance.

16. South I-25 Urban Corridor Study (2016)

The objectives of the South I-25 Urban Corridor Study are:

- To determine how the area can remain the premier employment location in the region considering the potential for additional commercial and residential growth over the next 20 years.
- How the area’s business parks and shopping centers, area jurisdictions, and the Denver South Transportation Management Association (TMA) maintain and enhance the viability and quality of the corridor as a place to work and also live.
- How the study area can accommodate the associated increases in travel demand in a feasible and fiscally sustainable way.

Overall Plan Recommendations, Projects or Program

1. Traditional auto-based transportation improvement opportunities are limited since the I-25 segment is near capacity.
2. Transportation options should adapt to the changing environment forecast of the study area (e.g. demographics, housing development).

- Use the opportunity presented by the SE LRT extension to begin planning innovative transportation improvements on a large scale.

Figure 36: Office Space Forecasts, 2015 to 2035

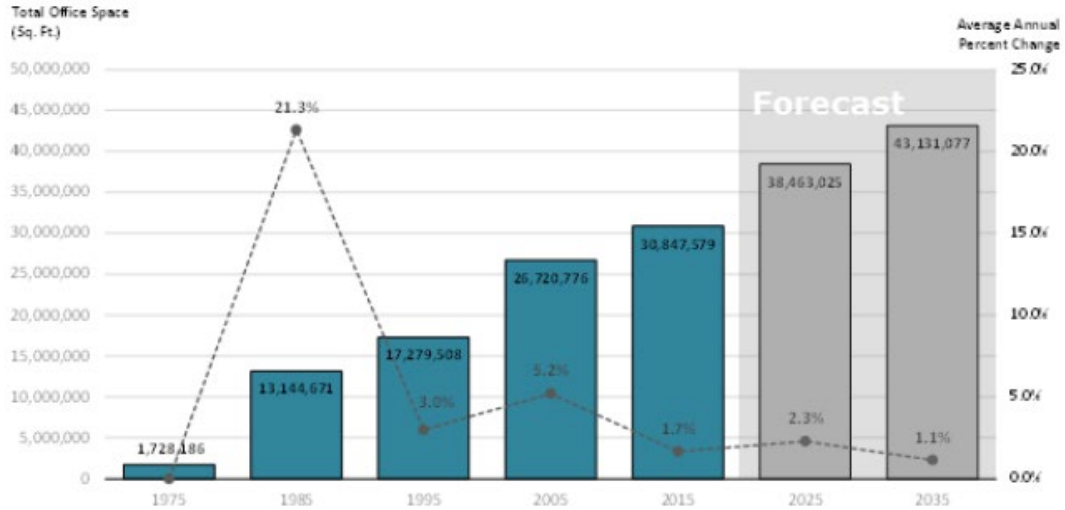


Figure 37: Short Term Priority Projects

Category/Project	Estimated Cost	Timing	Partners
Economic Development/Land Use			
1. TMA Housing Task Force	\$0	1 - 2 years	Local jurisdictions
2. Innovation District Partnership	\$0	1 - 2 years	Universities and major landowners
Roadway			
1. Easter Ave, Havana St, and Peoria St	\$11m - \$13m	3 - 5 years	Centennial, Arapahoe County, Dove Valley Metro Dist
2. Orchard Rd - Greenwood Plaza Blvd to Willow	\$8m - \$10m	3 - 5 years	Greenwood Village, CDOT
3. Dry Creek - Yosemite to Inverness Dr East	\$11m - \$13m	3 - 5 years	Centennial, Arapahoe County
4. County Line Rd / Inverness Pkwy and Dr	\$3.4m - \$3.7m	4 - 5 years	Douglas and Arapahoe Counties, Inverness Metro Dist
5. Bellevue Ave - Niagara st to I-25	\$6m - \$13m	4 - 5 years	Arapahoe County, Denver,, Greenwood Village
Bikeway			
1. North/South I-25 Bikepaths	\$1.5m - \$2m	3 - 5 years	Local jurisdictions
2. Bike Connections to Regional Trails	TBD	3 - 5 years	Local jurisdictions
Transit/TDM			
1. RTD Bus Service Committee	\$0	1 - 2 years	RTD
2. Internal Transit Circulator Study	\$150,000-\$300,000	1 - 2 years	Local jurisdictions, RTD, local businesses
3. Mobility Hub Pilot Program	TBD	3 - 5 years	Local jurisdictions, local businesses
4. RTD Transit Pass Study	\$50k - \$100k	1 - 2 years	Local jurisdictions, RTD, local businesses

H:\133068-Denver SE I-25 Corridor Growth Study\Reports\133068-Priority Project Matrix.xlsx(Sheet 1

Automobile Recommendations, Projects, or Program

In page 63, the Belleview corridor appears in a list of projects that are intended to be short term and for which the SPIMD and the Denver South TMA can create a priority for funding list.

Figure 38: Priority Unfunded Roadway Improvements

SPIMD District	Location	Description	Purpose	Planning Status	Cost Range	Partners
1. Belleview	Belleview Ave, Niagara St to I-25	Belleview/Quebec left turn restrictions and U-turn intersections	Increase capacity and improve traffic flow on Belleview Ave through the I-25 interchange; accommodate Belleview Station growth	Concept recommended in Belleview Corridor Study, next steps are confirmation of concept and further design	\$6M to \$13M	Arapahoe County, Denver, Greenwood Village, SPIMD

Transit Recommendations, Projects or Program

Figure 39 and Figure 40, (from page 57 and 59 in report), show home addresses and the use of transit by workers in the enclosed area.

Figure 39: Distribution of Study Area Workers by Zip Code

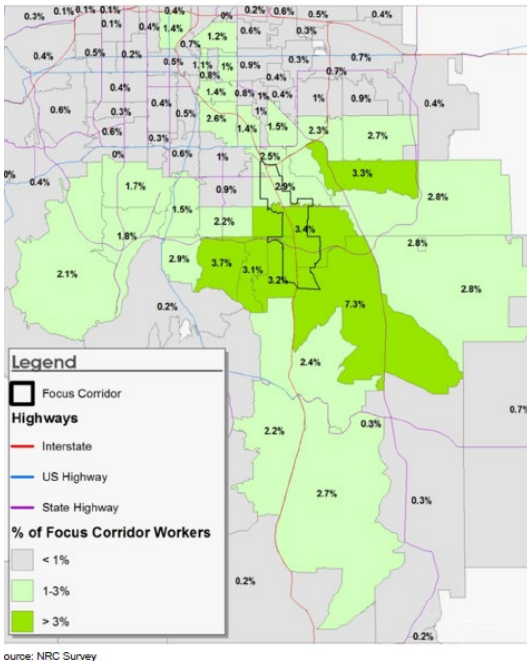
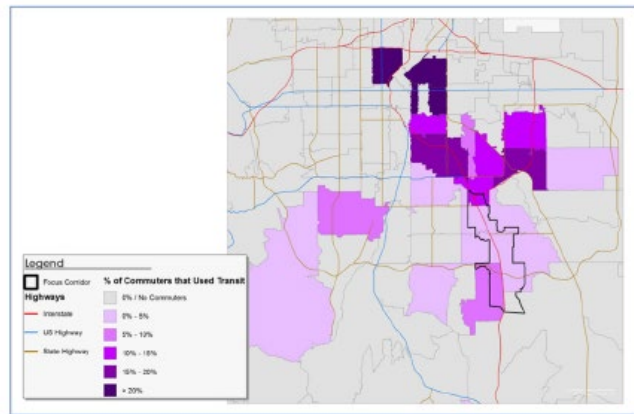


Figure 40: Distribution of Study Area Workers Who Use Transit



Source: NRC Survey

Bicycle Recommendations, Projects, or Program

Figure 41 (on page 66 of report) shows an overview of the bicycle alignment in the surroundings of the I-25 corridors, including the area of interest.

Figure 41: Priority Bicycle Alignments

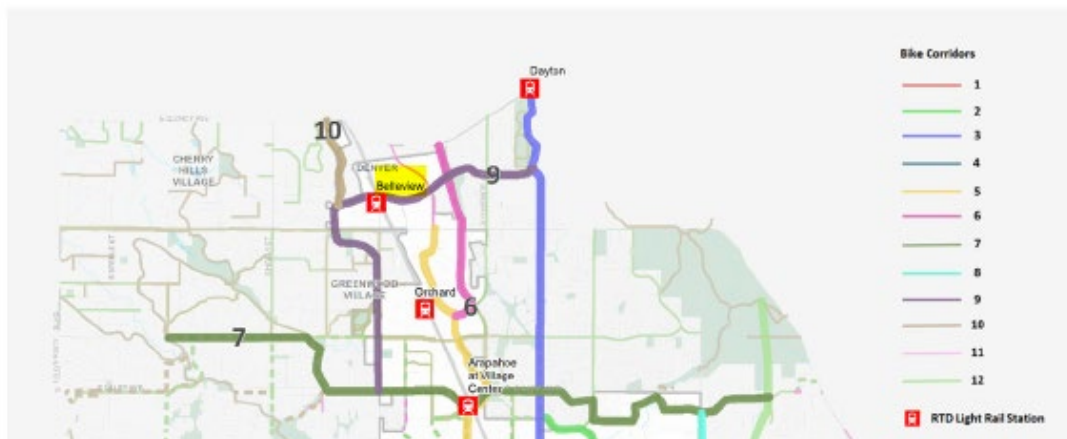


Figure 42 (from page 68 of report) show details about the bicycle corridor project status in the area of interest.

Figure 42: North-South Priority Bicycle Corridor - West of I-25 & East of I-25

Segment	Description	Length (miles)	Planning Status	Signed Bike Route Cost Estimate	Bike Lane with Re-Striping Cost Estimate	Partners
East - A	S Ulster Street-DTC Pkwy-Great Life - DTC Pkwy to Orchard	1.2	No plans	\$7,500	\$100,000 - \$250,000	Denver, Greenwood Village, Arapahoe County, SPIMD
East - B	DTC Blvd-Great West Life, Belleview to Orchard	1	Existing multi-purpose sidewalk	\$6,000	\$100,000 - \$250,000	Greenwood Village, Arapahoe County, SPIMD

17. Belleview Avenue Corridor Study: Existing Transportation Conditions (2015)

The goal of the Belleview Avenue Corridor Study is to report on the corridor’s existing conditions in order to develop a solid foundation for subsequent National Environmental Policy Act (NEPA) efforts and funding pursuits in support of improving mobility along the corridor. This report only contains existing conditions and does not provide recommendations.

18. Belleview Station Site Analysis and TOD Standard Scoring

The Belleview Station Site Analysis and TOD Standard Scoring studies the existing conditions around the station alongside previous planning initiatives including Blueprint Denver (2002), the General Development Plan (2005), and the Design Guidelines (2007). Using the eight TOD principles and metrics, the station is scored. The principles include walk, cycle, connect, transit (required), mix, densify, compact, and shift. The overall score for Belleview Station was 53 out of 100 points. The following recommendations were made:

- Reveal new development opportunities
- Enhance the quality of the pedestrian and bike experience
- Affordable living
- Comprehensive recreation and open space system

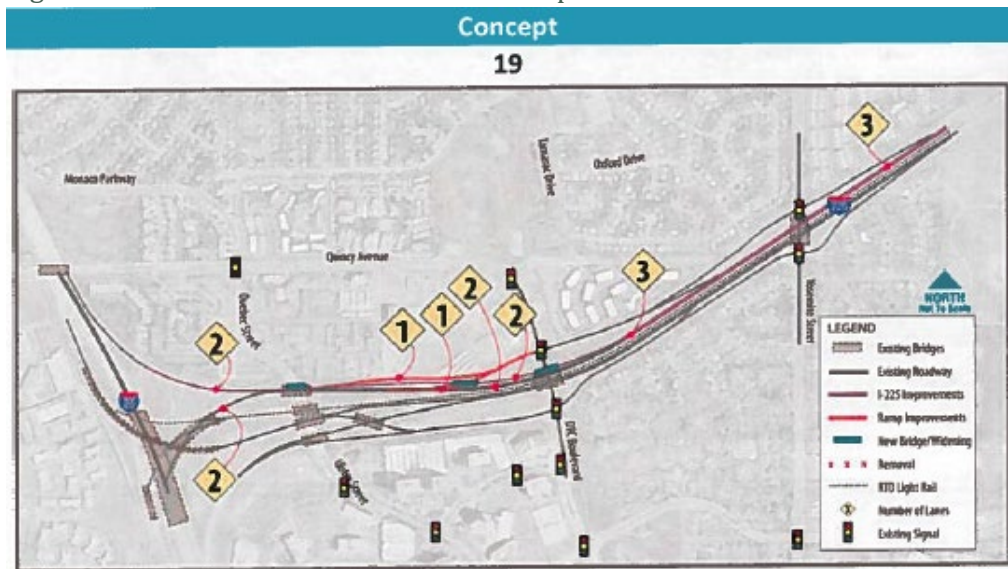
19. Planning and Environmental Linkages (PEL) Report for Interstate Highway 225 (I-225) (2014)

The purpose of this study is to develop and evaluate transportation improvements to reduce congestion and enhance the safety of southbound I-225 within the transportation analysis area (I-225 between I-25 and S Parker Rd and I-25 between E Bellevue Ave and E Hampden Ave). This PEL study was prepared in accordance with FHWA and CDOT PEL guidance for improving and streamlining the environmental process for transportation projects by conducting planning activities before the start of the National Environmental Policy Act (NEPA) process.

Overall Plan Recommendations, Projects or Program

Concept 19 was identified as the recommended alternative concept (Figure 43). Concept 19 involves dividing the southbound I-225 just west of Yosemite Street into two, two-lane freeway segments directed to either northbound I-25 or southbound I-25. The DTC Boulevard on ramp would cross under southbound I-225 with a new bridge and then merge onto the highway to southbound I-25 from the right side. The DTC Boulevard on ramp to northbound I-25 would continue to use a dedicated lane to the exit ramp to I-25. The off ramp to DTC Boulevard from southbound I-225 would remain.

Figure 43: Recommended Alternative Concept 19



Multimodal Recommendations, Projects, or Program

- Maintain or improve north-south bicycle or pedestrian connectivity under I-225 along Yosemite Street and DTC Boulevard with respect to existing conditions.

20. Last One-Half Mile Transportation Solutions (2012)

This report summarizes strategies to improve access from Regional Transportation District (RTD) light rail stations to the major employment locations throughout the South I-25 Urban Corridor Transportation Management Association (South I-25 TMA) service area.

Priority Capital Improvements:

- Install sidewalk on north side of E Belleview Ave from Quebec St to the west side of the Belleview Station Development (complete with new development).
- Install sidewalk on west side of S Quebec St between E Chenango Ave and the Conoco Gas Station (complete east of Belleview, still no sidewalk in front of gas station south of Belleview).
- Install pedestrian crossings on four sides of intersection of S Quebec St and E Belleview Ave (complete).
- Provide median refuges at the intersection of S Quebec St and E Belleview Ave (outstanding).
- Install pedestrian crosswalks along S Quebec St north of E Belleview Ave, at Chenango and the Homestead Suites hotel (outstanding).
- Stripe on-street bike lanes along S Quebec St south of station (outstanding).
- Repaint bike sharrows along Union Ave, add bicycle route signage (complete now with buffered bike lanes).
- Bicycle parking/locker information at station (status unknown).
- Improved lighting through station tunnel (outstanding).
- Wayfinding signage to station entrance at Union Ave (large sign located at Union Ave and Newport St, only small signs located on bridge).
- Update trail system signage (status unknown).
- Large station sign at Union Ave entrance near elevator and staircase entry (only small signs located on bridge, sign on the north side of Union Ave is located after the elevator entrance).
- New signage to bus gates G and H, additional signage within the station to bus gates (status unknown).
- Safe crossing signs at the station platform (outstanding).

Stakeholder Workshop Summary

Bellevue Corridor Multimodal Transportation Plan | Stakeholder Workshop #1

June 6, 2019 | 12:00 pm – 3:30 pm

Carillon at Bellevue Station | 4855 Niagara St, Denver, CO 80237

Meeting Goal: Engage stakeholders regarding the Bellevue Corridor Multimodal Transportation Plan. Review the findings from the existing conditions review with Stakeholders. Facilitate a discussion about the desired outcomes and actions of this plan as it pertains to a multimodal network and associated operations.

This workshop included an introduction to the project, a review of previous multimodal recommendations, presentation of existing conditions, a walking tour of the study area, an opportunity for stakeholders to provide feedback of their experience of the study area, and a recommendations (previous and new) prioritization activity.

Attendees

1. Jane Boand (CCD, Project Manager)
2. Chris Nevitt (CCD)
3. Ashlee Grace (CCD)
4. Dan Raine (CCD)
5. Haley Busch Johansen (CCD)
6. Kendra Black (CCD Councilwoman)
7. Stuart Anderson (Transportation Solutions)
8. Daniel Hutton (Denver South TMA/Denver South Economic Development Partnership)
9. Josie Ortiz (Greenwood Village)
10. Chessy Brady (RTD)
11. Charlie Stanfield (RTD)
12. Ken Brubaker (CDOT – Multimodal)
13. Paul Scherner (CDOT – Traffic)
14. Trey Warren (Front Range Land and Development Co/Bansbach)
15. Eric Hecox (Shea Properties/Goldsmith Metropolitan District)
16. Bill Martinic (Stonebridge Companies)
17. Josh Mehlem (Apex Design, Consultant Project Manager)
18. Stephanie Ball (Apex Design)
19. Morgan Huber (Apex Design)

Stakeholder Workshop Summary

Summary of Stakeholder Feedback

Based on the walking tour, briefly describe your experience of the study area:

- Scary
- Noisy
- High traffic speeds
- Lack of intersection amenities (long crossing distances, no crosswalks, no stop bars, no median refuges, free right turns, confusing to navigate)
- Large distances between destinations

What is your perception of the convenience and availability of multimodal choices:
(1) within the study area (2) to/from the study area?

- Car-oriented
- Light rail makes transit a great option to/from the study area
- Not convenient, but available
- Multimodal options are not visible

What is your perception of comfort and safety for people walking, riding bikes, taking transit, or using micromobility in the study area?

- Not safe or comfortable for multimodal
- Cars are prioritized
- Crossing amenities needed at all intersections without a signal
- Some wide sidewalks in areas provide comfort for pedestrians
- Noise is uncomfortable and distracting
- Free right turns are a safety concern

Stakeholder Workshop Summary

Prioritize Previous Plan Recommendations (weighted responses):

1. Proposed bike lane along Monaco St.
2. Improve street crossing on the Goldsmith Gulch Trail under I-225
3. Provide pedestrian median refuges on the east and west approaches on Belleview Ave at Quebec St.
4. Improve wayfinding signage to and from the station and at station for transfers to other gates
5. Quebec St./Route 73 identified as a future transit priority street (CCD) and Tier 3 BRT corridor (RTD) utilizing Union St. bridge over I-25
6. Improve intersection for bicycles and pedestrians at Monaco St. and Belleview Ave.
7. Improve the intersection at DTC Blvd. and Belleview Ave.
8. DTC Blvd. is identified as a future bicycle priority street
9. Quincy Ave. is identified as a future bicycle priority street
10. Install crosswalks along Quebec St. at Chenango Ave. and the Extended Stay Hotel
11. Widen Goldsmith Gulch Trail within George Wallace Park and north of Tufts Ave. to Mansfield Ave.
12. Improve the street crossing on Goldsmith Gulch Trail at Tufts Ave.
13. Stripe on-street bike lanes along Quebec St. south of the Belleview LRT station
14. Yosemite is identified as a future bicycle priority street
15. Widen existing 8' sidepath on Monaco St. to a 10' sidepath
16. Install multi-use trail and vegetated swale along light rail tracks north of Union Ave.
17. Install east-west trail connections between multi-use trail along light rail tracks and Newport Way
18. Bicycle parking or locker information at the Belleview LRT station
19. Improve lighting through Belleview LRT station pedestrian tunnel
20. Install safe crossing signs for pedestrians to "look left" or "look right" when crossing the tracks to the station platform

New Recommendations (combined similar recommendations and weighted)

1. Sound wall and safety enhancements at station platform **(5 mentions)**
2. Micromobility (scooter and bike share) program implementation **(4 mentions)**
3. Reduce number of general purpose lanes on Union Ave. from four to two and replace with multimodal lane options **(3 mentions)**
4. Improve pedestrian and bicycle crossing at Union Ave. and Newport St. **(2 mentions)**
5. Remove general purpose lane on Monaco St. **(2 mentions)**
6. Intersection safety improvements at Yosemite St. and Union Ave.
7. Shared parking for RTD Belleview LRT Station at adjacent new developments
8. Improve or upgrade all existing bike lanes
9. Separated bike lane on Union Ave.
10. Repave Monaco St. and Happy Canyon Rd with bike lane stripe
11. Rebuild Niagara St. with bike, pedestrian improvements and put a signal in at Union Ave. with a crosswalk
12. Intersection safety improvements on Quincy Ave. and DTC Blvd. (possibly a geometric reconfiguration)

Stakeholder Workshop Summary

13. Widen sidewalk on north side of Belleview Ave. east of I-25 interchange
14. Protected bike lanes to accommodate scooters
15. Mobility hub treatment for LRT
16. Eliminate free right turns
17. Improve pedestrian movement through the I-25 and Belleview Ave. interchange
18. Intersection safety improvements at Yosemite St. and Belleview Ave.
19. Car share
20. AV (demo) shuttle
21. Accommodate pedestrian through movements in the new I-25/Belleview Ave. interchange alternative
22. More public art and placemaking features
23. Parking management district
24. Protected intersections for pedestrians and bikes

Recommendation Prioritization

Summary of Prioritization Process

This list of recommendations was developed based on previous plan recommendations, stakeholder input, and new recommendations from the needs assessment. Recommendations were prioritized by each Project Management Team member based on the City and County of Denver goals, stakeholder priorities, and the feasibility to implement. The project management team participated in a prioritization exercise that used the Denver Comprehensive Plan 2040 mobility goals as criteria for ranking. Once this step was completed, each recommendation was then ranked based on the estimated cost to implement and the ability to implement.

Denver Comprehensive Plan 2040 Mobility Goals

1. Deliver a multimodal network that encourages more trips by walking, rolling, biking, and transit.
2. Provide a safe transportation system that serves all users.
3. Maximize the public right-of-way to create great places.
4. Create an equitable and connected multimodal network that improves access to opportunity and services.
5. Ensure the development of a frequent, high-quality and reliable transit network.
6. Build and maintain safe bicycle and pedestrian networks.
7. Expand funding options for multimodal infrastructure.
8. Strengthen multimodal connections in mixed-use centers and focus growth near transit.
9. Advance innovative curb lane management and parking policies.
10. Embrace innovations in transportation policy and technologies to improve movement throughout the city.

Recommendations Scoring

Rank	ID	Recommendation	Score
1	16	Install a system of multi-use paths north of Belleview Station with new development	5.43
2	10	Install NB/SB crosswalks along Quebec St. at Chenango Ave. and the Extended Stay Hotel access	5.33
3	1	Design and implement Monaco Street bicycle facility (Belleview to Happy Canyon)	4.51
4	9	Design and implement Quincy Avenue bicycle facility (Happy Canyon to DTC Blvd.)	4.47
5	23	Design and implement Union Avenue (Monaco to Syracuse) multimodal lanes (with I-25 bridge vertical separation and removal of a general purpose lane)	4.46
6	25	Yosemite Street and Union Avenue intersection multimodal safety improvements	4.18

Recommendation Prioritization

7	24	Union Avenue and Newport Street intersection multimodal safety improvements (planned signal here)	4.17
8	33	Yosemite Street and Belleview Avenue intersection multimodal safety improvements	4.17
9	29	Quincy Avenue and DTC Boulevard intersection multimodal safety improvements	4.14
10	28	Niagara Street multimodal improvements	4.14
11	21	Implement a dockless mobility program within the DTC area	4.13
12	38	Happy Canyon Road, Quincy Avenue, and Monaco Street intersection multimodal safety improvements	4.08
13	39	Improve street crossing on Quincy Avenue west of Olive Street	4.05
14	22	Implement a bikeshare program within the DTC area	4.03
15	30	Belleview Avenue north sidewalk widening east of I-25 interchange	4.02
16	15	Monaco Street sidepath widening from 8 feet to 10 feet	3.94
17	34	Implement an AV shuttle demo or pilot program in the Belleview Station area	3.92
18	35	Implement a carshare program in the Belleview project area	3.61
19	6	Monaco Street and Belleview Avenue intersection multimodal safety improvements	3.49
20	7	DTC Boulevard and Belleview Avenue intersection multimodal safety improvements	3.48
21	8	Design and implement DTC Boulevard bicycle facility (Belleview to Quincy)	3.45
22	3	Implement median refuges on Belleview Avenue at Quebec Street	3.40
23	37	Install public art and placemaking features in the Belleview Station area	3.38
24	4	Mobility hub treatment and wayfinding for Belleview Station	3.37

Recommendation Prioritization

25	12	Goldsmith Gulch Trail multimodal street and trail crossing improvement at Tufts Avenue	3.34
26	14	Design and implement Yosemite Street bicycle facility (Bellevue Ave. to Quincy Ave.)	3.33
27	27	Upgrade all existing bicycle lanes within project study area to current CCD standards	3.19
28	11	Widen Goldsmith Gulch Trail within George Wallace Park and north of Tufts Avenue to Mansfield Avenue	3.08
29	18	Improve the lighting through the Bellevue Station pedestrian tunnel	3.05
30	31	Consider eliminating free right turns on intersection by intersection basis or implement speed tables (consider drainage)	3.02
31	17	Provide additional bicycle parking and locker information at Bellevue LRT Station	2.98
32	26	Establish a parking management district that encourages shared parking in the Bellevue Station area west of I-25	2.96
33	19	Install safe crossing signs for pedestrians to “look left” or “look right” when crossing the tracks to the station platform	2.85
34	32	Provide multimodal safety improvements for the existing I-25 and Bellevue Avenue interchange.	2.75
35	36	Ensure that the new I-25 & Bellevue Avenue interchange accommodates multimodal movements	2.75
36	13	Design and implement Quebec Street bicycle lanes south of Bellevue Station	2.10
37	2	Improve street and trail crossing on the Goldsmith Gulch Trail under I-225	1.99
38	5	Bus Rapid Transit (BRT) from Quebec Street to and from Bellevue Station using the Union Ave bridge bus station	1.48
39	20	Install a sound wall at the Bellevue Station platform to mitigate I-25 noise	0.65