

COLORADO BOULEVARD CORRIDOR PLAN

September 2024



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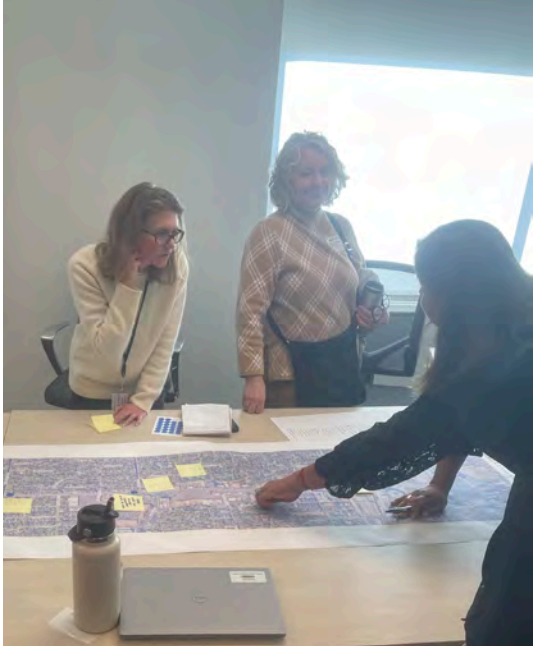
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CHAPTER 1

Introduction

URBAN ARTERIALS PROGRAM

As part of the Colorado Department of Transportation (CDOT) Urban Arterials Program, which aims to enhance safety and accessibility along urban arterials within the Denver metropolitan area, this Colorado Blvd. Corridor Plan presents the efforts to re-envision Colorado Blvd. from Hampden Ave. (US-285) to 52nd Ave. This initiative builds upon CDOT’s prior involvement in the “Safer Main Streets” program from 2019 to 2020, which specifically addressed the needs of vulnerable users such as pedestrians, bicyclists, motorcyclists, transit users, older adults, and individuals with disabilities. At the program’s conclusion, CDOT identified a set of priority corridors and identified Colorado Blvd., a state highway and part of both DRCOG’s and Denver’s high-injury network where the highest rates of traffic deaths and serious injuries occur, as one of the top three priority corridors as part of the Urban Arterials Program (Figure 1.1).

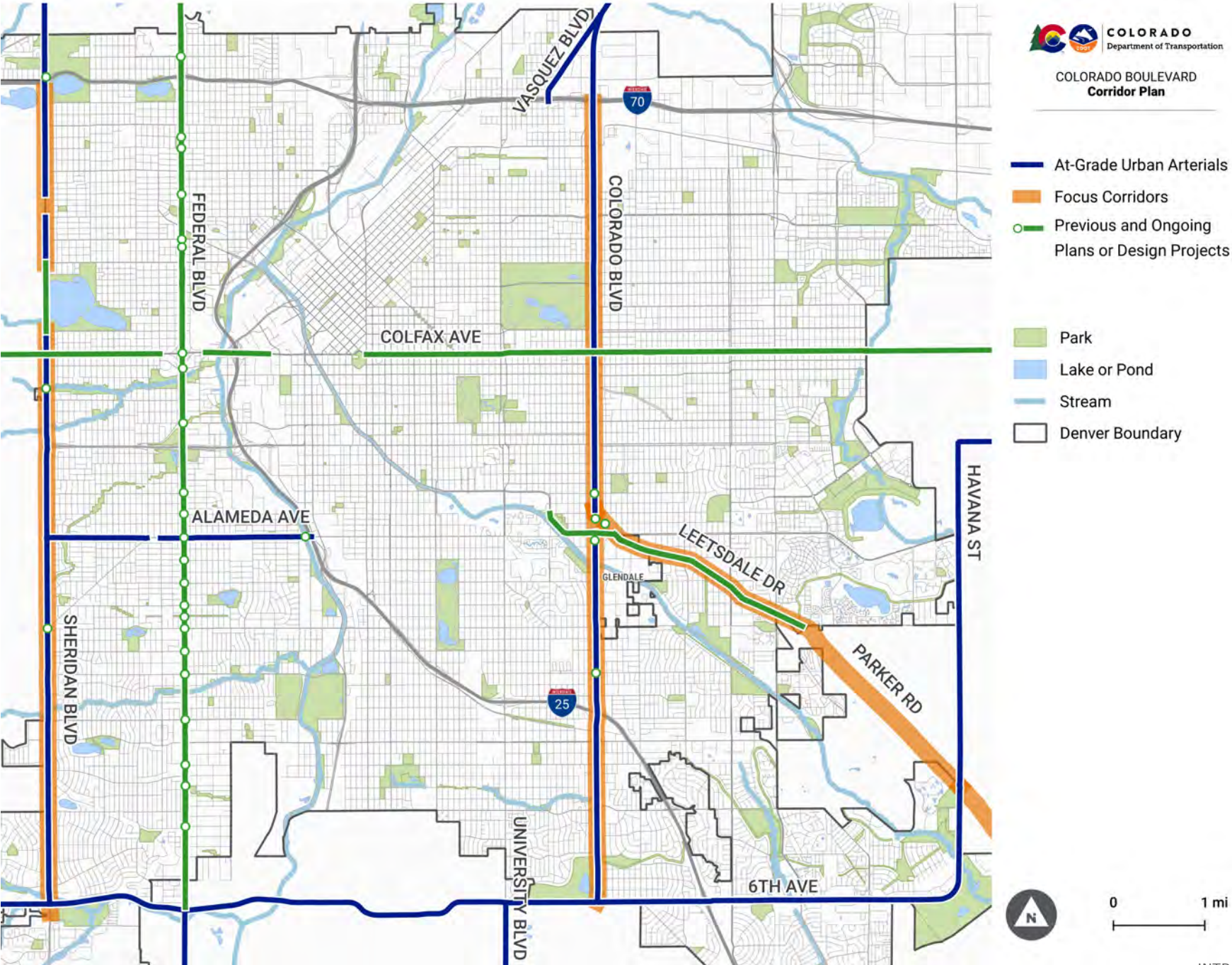
Why Focus on Colorado Boulevard?

The motivation for leading with Colorado Blvd. stems from extensive planning and discussions spanning several years, primarily driven by the identification of Colorado Blvd. as a corridor for future Bus Rapid Transit (BRT). Additionally, the lack of comfortable multimodal facilities contributes to the corridor’s designation as a concentration for fatal and serious injury crashes. These collective needs establish Colorado Blvd.’s status as a high-priority corridor warranting comprehensive multimodal and safety enhancements. The delivery of those improvements begins with this document, the Colorado Boulevard Corridor Plan (“the Plan”).

PLANNING BACKGROUND AND PRIORITIES

The Study Area is Colorado Blvd. from Hampden Ave. (US-285) to 52nd Ave. within the City and County of Denver, which includes a section from E. Alameda Ave. to E. Arizona Ave. within the City of Glendale. Given that multiple local agencies have a role in planning for, operating, maintaining, and improving Colorado Blvd. and given the need to create a unified vision between them for the corridor, CDOT has partnered with the City and County of Denver, the City of Glendale, Regional Transportation District (RTD), and various stakeholders. While the full extent of the roadway is state-owned and is classified as a state highway (SH-2) that serves as a primary north/south route in the Denver metropolitan area and intersects both I-70 and I-25, CDOT recognizes the importance of local knowledge and stakeholder buy-in. Representatives from these agencies were instrumental in the creation of this Plan, and public outreach (see Chapter 3, page 43) guided the development of the Plan’s recommendations along with findings from the Plan’s evaluation of the corridor’s history and existing conditions.

Figure 1.1 Corridors Included in CDOT’s Urban Arterials Program





Colorado Blvd. serves as a vital artery in the Denver metropolitan area, acting as a central backbone for connecting various modes of travel at local and regional levels. It is a nexus for connectivity, linking trails, transit lines, interstates, and other key routes. It is a pivotal hub within the transportation network. And yet, Colorado Blvd. can be a difficult street to travel along and cross, and it doesn't work for all modes equally.

Colorado Blvd. is a part of Denver's high-injury network. Between 2018 and 2022, 117 crashes resulted in a death or serious injury on Colorado Blvd.¹

We all have the right to walk, roll, bike, take public transit, and drive on streets that are safe for everyone, regardless of who we are or where we live. Traffic deaths on Colorado Blvd. are preventable and unacceptable, and CDOT commits to using all available tools to address the conditions and behaviors that lead to serious crashes on Colorado Blvd.

The Colorado Boulevard Corridor Plan describes how people experience Colorado Blvd. and how CDOT and its partners can improve the corridor for everyone.

¹ 2018 to 2022 Crash Data (CDOT) and the City and County of Denver Crash Data Dashboard: <https://denvergov.org/Government/Citywide-Programs-and-Initiatives/Vision-Zero/Dashboard>

Previous Plans and Studies

Colorado Blvd. has been a key focus for community projects and plans since the 1970s, but the recommendations for improving the corridor have varied over time. A comprehensive review of 29 relevant documents shows a continued interest in improving the roadway (Figure 1.2). Many plans have shared goals for enhancing Colorado Blvd., or, in other words, improving transit service and multimodal infrastructure and accessibility while reducing car dependence to make it easier, safer, and more convenient for people to use various modes of transportation along the corridor per the varied goals of each document. Discussions around improving transit on the corridor began in 1973; over the following four decades, 11 plans specifically suggested enhanced transit options for Colorado Blvd., transitioning from high-frequency bus service in 1991 to more recent recommendations for BRT.

At the same time, the safety of pedestrians and bicyclists on Colorado Blvd. has become more important, as demonstrated by recent plans like Denver's 2023 Near Southeast Plan, which prioritizes walking and bus travel on the corridor. These plans address various aspects of Colorado Blvd. including land use, transportation options, safety measures, and infrastructure for walking and biking. Together, they offer a broad vision for improving and developing Colorado Blvd. Despite the long history of plans and ideas, only a few ambitious projects have been implemented, highlighting an urgency to address the road's negative effects on local communities and safety issues.

Appendix B: Baseline Analysis includes a review of relevant documents from previous projects and planning efforts by CDOT and local jurisdictions along the corridor.

Figure 1.2 A Sampling of Plans, Guidelines, and Studies Relevant to Colorado Blvd.



Denver Regional Active Transportation Plan (2019)



Denver Moves: Transit (2019)



Denver Complete Streets Design Guidelines (2020)



Regional BRT Network Feasibility Study (2020)








Denver Vision Zero (2022)



Denver Moves Everyone 2050 (2023)

PLANNING PROCESS AND OUTCOMES

The Colorado Boulevard Corridor Plan is more than a typical corridor plan. It kicks off the CDOT Urban Arterials Program improvement projects, advances the CDOT Denver Metro BRT Program, and is the foundational effort for the BRT planning and implementation on Colorado Blvd. that clearly outlines a process for achieving multimodal success. The Colorado Boulevard Corridor Plan:

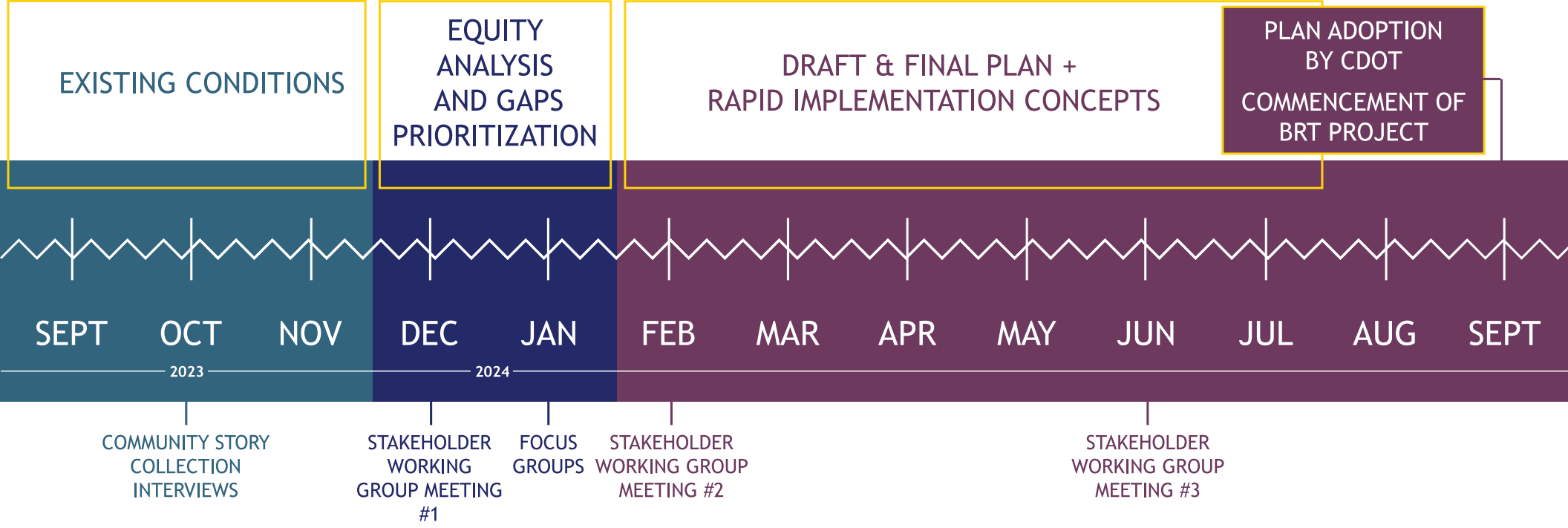
-  **Defines** a vision for creating a multimodal, transit-supportive environment, adding more transportation options and multimodal access on Colorado Blvd.
-  **Performs** a high-level analysis of BRT alternatives to inform the future direction of the Colorado Blvd. BRT Project.
-  **Advances** infrastructure improvements for walking and bicycling based on gaps in existing and safe active transportation infrastructure, taking into account its history and current relationship with the community.
-  **Envisions** a future that provides for the mobility needs of all users while promoting social and racial equity.
-  **Outlines** a clear set of action steps that lead toward the implementation of multimodal safety improvements and further analysis of BRT options.

This Plan’s mobility recommendations aim to enhance the current user experience on the corridor and prepare Colorado Blvd. for planned BRT service. This will ensure that passengers can access transit and nearby destinations with ease and confidence. The BRT Project, guided by this Plan’s recommendations, will include a detailed analysis to address specific issues and develop a well-informed design, and it will involve extensive public outreach, providing numerous opportunities for community input. This thorough analysis will ensure that the final design addresses specific issues and reflects the needs and preferences of the community.

Please note that the results presented in this Plan do not dictate final BRT configurations to be determined during the ongoing BRT Project. However, while most Plan recommendations are anticipated to be implemented independently of the BRT Project, others may be best implemented alongside BRT on Colorado Blvd.

Project Timeline

The Colorado Boulevard Corridor Plan process took place over 11 months. The process began with a comprehensive analysis to identify issues and opportunities for mobility options on Colorado Blvd. and ends during the initial phases of the BRT Project.



Guide to This Document

The Colorado Blvd. Corridor Plan is a comprehensive document that provides a guide for improving the corridor’s multimodal environment in the short- and long-term. The Plan consists of seven chapters, each focusing on different components of the planning process that contributed to the overall future vision for the corridor.

Documents in the appendices include results from engagement efforts that capture the diverse perspectives and sentiments of the community regarding their experiences moving along Colorado Blvd., the history and existing conditions of Colorado Blvd., and the approach to and findings from an equity analysis. Appendices also include detailed results such as a thorough assessment of transit options and alternatives, and gaps in bicycle and pedestrian infrastructure. This Plan and its accompanying appendices present a holistic understanding of the corridor, blending historical context, community sentiments, and data-driven analyses to inform future decision-making and investment.

- Appendix A: Community Engagement Summary
- Appendix B: Baseline Analysis
- Appendix C: Community Equity Analysis
- Appendix D: Transit Evaluations Matrix
- Appendix E: Gap Prioritization Matrices

This document is accompanied by a series of supporting memos that provide an in-depth exploration of the corridor and planning efforts.

Chapter 2 - Colorado Boulevard Past and Present: Through the Data

Describes the corridor’s history and data-driven existing conditions analysis.

Chapter 3 - Colorado Boulevard Past and Present: Through the Eyes of the Community

Presents additional information on the corridor’s existing conditions gathered from public and stakeholder engagement.

Chapter 4 - Transit on Colorado Boulevard: Evaluation of Options

Includes transit alternatives for Colorado Blvd. and demonstrates how the Plan analyzed and prioritized each transit option.

Chapter 5 - Bicycle and Pedestrian Transportation on Colorado Boulevard: Prioritization of Improvement Locations

Describes the infrastructure gaps found on Colorado Blvd. and demonstrates how the Plan analyzed and prioritized each gap.

Chapter 6 - Recommendations

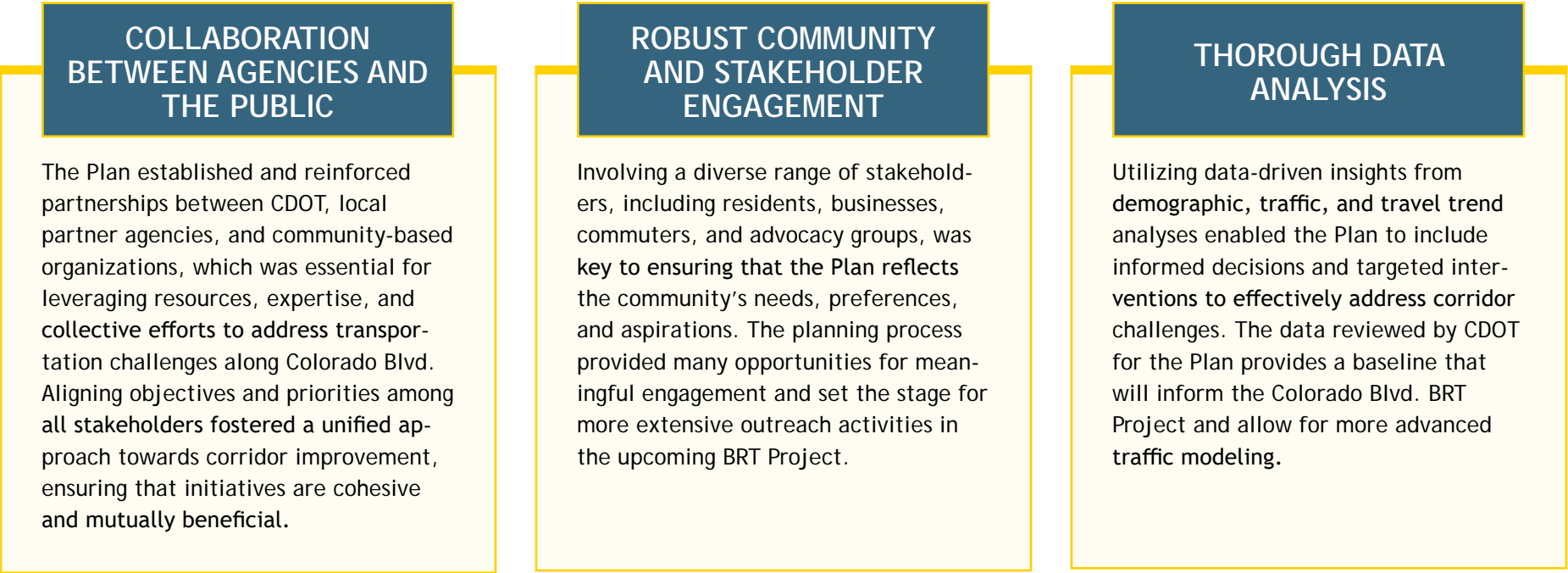
Reveals recommendations for projects focused on improving the bicycle and pedestrian environment, including six short-term rapid implementation projects and a list of long-term project recommendations, some proposed to be implemented in coordination with the Colorado Boulevard BRT Project.

Chapter 7 - What Comes Next

Recaps the purpose of the Plan and discusses what must happen next for determining BRT eligibility on Colorado Blvd.

INGREDIENTS FOR SUCCESS

Success of the Colorado Blvd. Corridor Plan necessitates a multifaceted approach, blending collaboration between agencies and the public, robust community and stakeholder engagement, and thorough data analysis – the ingredients for success. These elements formed the core of the Plan’s framework and structured approach for establishing a planning process that was comprehensive and inclusive. By focusing on the elements listed below, the Plan sets the stage for CDOT and its partners to create a safe and enjoyable multimodal environment on Colorado Blvd. and prepare the corridor for planned BRT service.



BUILDING A TRANSIT-SUPPORTIVE ENVIRONMENT

Recognizing the interconnection between land use, active transportation infrastructure, and transit is essential. Sprawling and disconnected development patterns, along with inconsistent and poor bicycle and pedestrian infrastructure, encourage travel by single-occupant vehicles. In contrast, compact, connected development surrounded by high-quality active transportation facilities makes destinations accessible by multiple modes. The Plan's process identified strategies to direct transit-supportive development throughout the corridor, ensuring the built environment supports and promotes a multimodal travel pattern.

ENSURING ACCESSIBILITY AND EQUITY

Ensuring that the corridor is accessible to all users, regardless of ability or socioeconomic status, was a fundamental guiding principle. The Plan prioritized equity by addressing the unique needs of underserved communities and ensuring that improvements benefit all segments of the population.

MAINTAINING CONSISTENCY AND COHESION

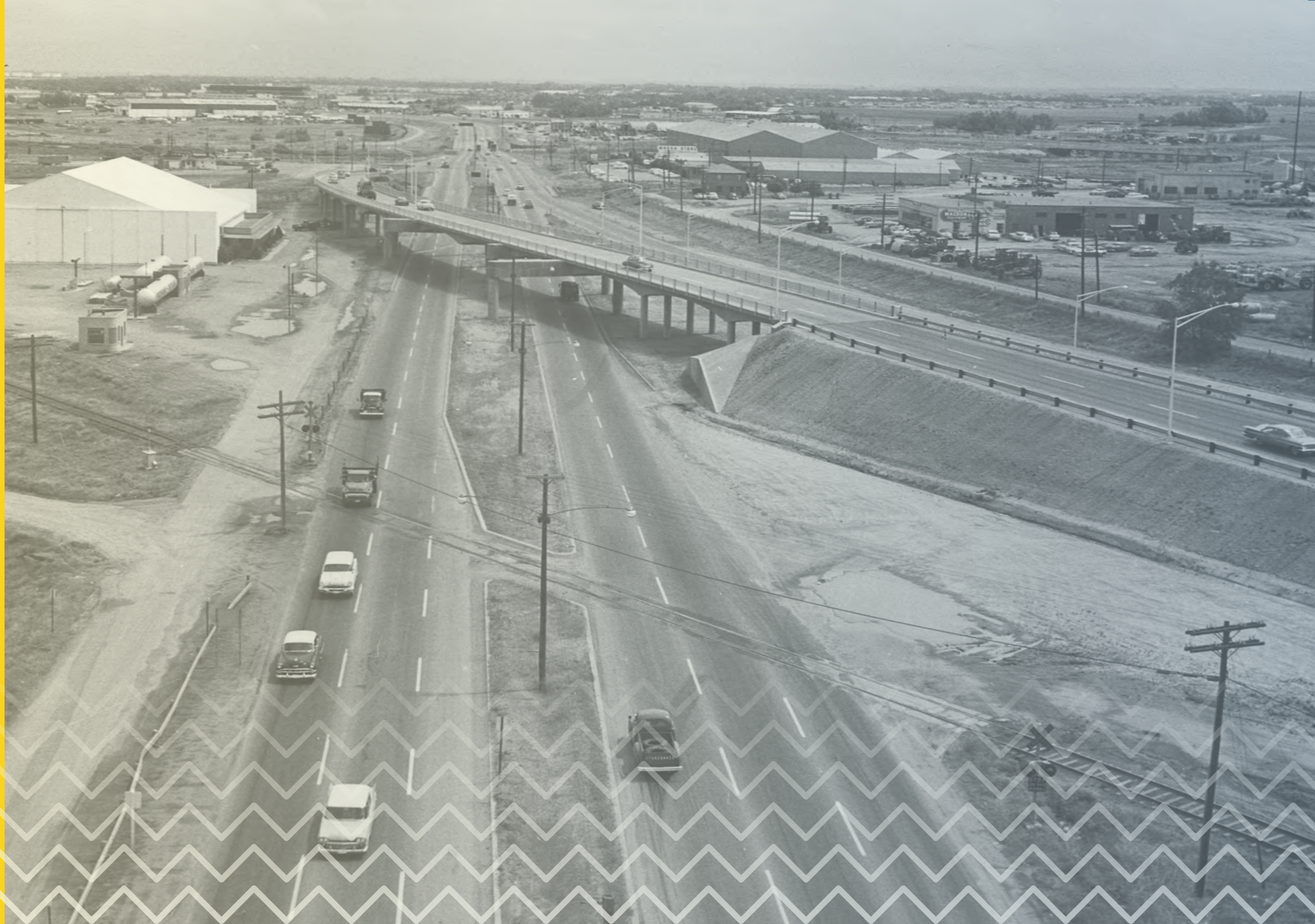
The planning process prioritized consistency in design and implementation across the corridor, which is vital for creating a cohesive and user-friendly environment. This included considering and abiding by consistent infrastructure standards and a continuous approach to urban design as a part of this planning effort.

PRIORITIZING SAFETY AND COMFORT

Safety and comfort are paramount for encouraging the use of active transportation modes like walking and cycling. CDOT incorporated into the Plan measures to reduce traffic speeds, improve crossings and intersections, and provide comfortable and secure pathways.

By embracing these key themes and strategies, the Colorado Boulevard Corridor Plan forges a path towards a safer, more accessible, and sustainable corridor that serves the needs of all users.

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CHAPTER 2

Colorado Boulevard Past and Present: Through the Data

Colorado Blvd. is a major backbone of activity for both the City and County of Denver and the City of Glendale, providing a wide variety of housing options and crucial connections to employment, services, dining establishments, parks, healthcare facilities, educational institutions, and many other vital resources and destinations. Colorado Blvd. not only moves a substantial volume of daily traffic but, more importantly, it accommodates a diverse array of people with varying origins, destinations, lifestyles, and needs.

Regardless of one's means of transportation or connection to the corridor—be it a resident running errands, an employee or business owner commuting, a visitor exploring the area, or a road user just passing through—everyone should be able to experience safe, efficient, convenient, and enjoyable travel along Colorado Blvd. However, the reality of traveling on the corridor today is quite different. Parts of Colorado Blvd., at times, does not work well for all road users and can be difficult to navigate by any means other than a motor vehicle.

To better understand how Colorado Blvd. has evolved, what it is like to be on Colorado Blvd. today, who is impacted by Colorado Blvd.'s current environment and operations, and how they are impacted, the planning process undertook a two-step approach:

- **Step 1:** Exploration of Colorado Blvd. through a data-driven process, which included a thorough review of its history, in-person observation of Colorado Blvd., and examination of available facts and figures.
- **Step 2:** Exploration of Colorado Blvd. through a community lens, which included conducting intercept interviews with the public on Colorado Blvd. and engaging corridor stakeholders on Colorado Blvd.'s past and present conditions.

This approach ensured a comprehensive understanding of Colorado Blvd. that considers personal perspectives and blends statistical analysis with the lived experiences of those using the corridor. This chapter provides an overview of Step 1 findings. See Chapter 3, starting on page 43, for an overview of Step 2 findings on past and present conditions on Colorado Blvd. based on the community's experiences.

COLORADO BOULEVARD'S PAST

From its initial construction along City Park in the mid-1880s through the early 20th century, Colorado Blvd. was a walkable, tree-lined street with wide sidewalks, and it was shared by many types of travelers. These included carriages, wagons, horse-drawn cars, horse riders, bicyclists, pedestrians, and, eventually, streetcars. With the adoption of early automobiles beginning at the turn of the century and accelerating rapidly in the 1910s, Colorado Blvd. began to change dramatically, along with the cities around it. While the streetcar had an impact on Colorado Blvd. adjacent to City Park, automobiles came to dominate elsewhere and the level of safety on the corridor changed, as it did in cities throughout the United States.

Supported by the Colorado Department of Transportation's (CDOT) archives, CDOT's Archaeology & History Department conducted all investigation and research into the history of Colorado Blvd. to provide all historical imagery and narrative for this section of the Plan.



View from E Exposition Ave. Looking North (1958), *CDOT Archives*



View of Colorado Boulevard and E Colfax Avenue, Looking North (1958), *CDOT Archives*



View from E Exposition Ave. Looking North (2022), *Google Maps*



View of Colorado Boulevard and E Colfax Avenue, Looking North (2022), *Google Maps*

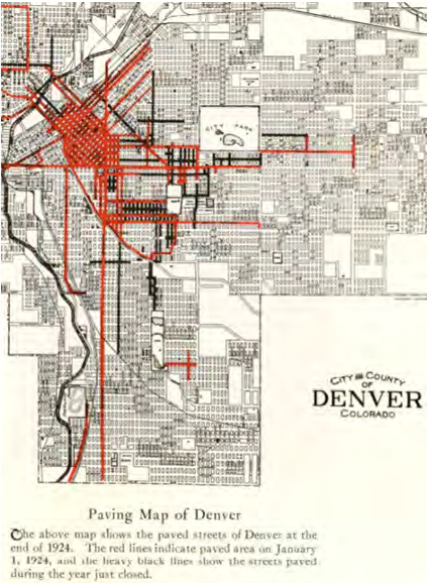
Timeline

1885 : Colorado Blvd. appears on Denver maps for the first time .



1888: Park Railway Company builds a streetcar line along Colorado Blvd. from E 17th Ave. to E 23rd Ave., the first transit line along Colorado Blvd.

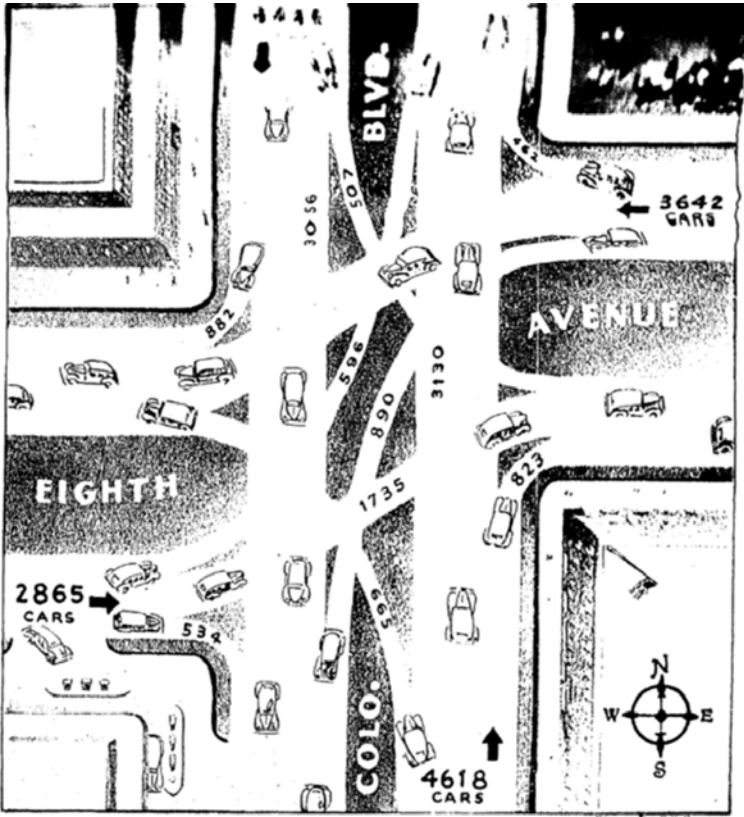
1924-1925: Colorado Blvd. is paved from E Colfax Ave. to E 23rd Ave. and from E 17th Ave. to E 22nd Ave. as part of Denver's Paving Program of the early 1920s, the first large-scale program to pave city streets (Denver Municipal Facts, Denver Public Library Wester History Collection).



1931: Colorado Blvd. is widened for the first time from two to four lanes (Denver Post, March 27, 1935).

1947: Denver Tramway Company operates a "motor bus" (the 15) along Colorado Blvd. from E 8th Ave. to E Colorado Ave.

1948: The streetcar era ends at the beginning of the postwar suburban boom. Denver residents (population about 400,000) had 125,000 cars on the road and about 8,000 crashes per year (Denver Post, 1948).



This seemingly complicated diagram is a traffic engineer's "flow study," adapted slightly to make it easier to understand. It tells what the cars driving through an intersection actually did. In this case, 15,575 were registered in twelve hours. Example. Of 4,618 cars northbound on Colorado boulevard, 665 turned left into East Eighth, 3,130 went straight through, 823 turned right.

1949: Denver conducts a major study and begins several projects to improve intersections, including at E 8th Ave. and Colorado Blvd. During this year, CDOT (known at the time as the Highway Department) bids for a large project to reconstruct Colorado Blvd. and Vasquez Blvd., adding a center median, new service roads, drainage improvements, and intersection improvements (including traffic signals, for the first time) at Colorado Blvd. and E 46th, E 48th and E 52nd Ave. (Denver Post, September 2, 1949).

1952-1953: A \$2.35 million dollar bond is proposed to widen the Colorado Blvd. bridge over Cherry Creek, replace the Colorado Blvd. Bridge over the Highland Canal, and construct a bridge over the Union Pacific Railroad and Smith Rd., north of E 40th Ave. and just south of where I-70 exists today (Denver Post, 1952).

1957: The Highway Department undertakes a major expansion of Colorado Blvd., expanding the road from four to six lanes with a raised median and left-turn lanes from E Exposition Ave. to I-25 (Denver Post, 1957).

1958: The Highway Department widens Colorado Blvd. from E 17th Ave. to E 40th Ave., from four to six lanes with a 14-foot center median and center left-turn lane (Denver Post, 1958).

1964: Colorado Blvd. is widened again from Valley Highway (I-25) to E Cornell Ave. to a six-lane roadway.

1977: Denver Regional Transportation District (RTD) significantly expands Denver's bus system, with routes 4, 8, 15, 21, 40, 70x, 87, and an E Colorado Express serving Colorado Blvd.

1980: Following the Gang of 19 protest at E Colfax Ave. and Broadway, which called attention to the need for adequate wheelchair accessible transit, a group of Denverites with disabilities gather at E Colfax Ave. and Colorado Blvd., to protest the City's "failure to make the sidewalks and streets of Denver safe and accessible for the disabled community" (Denver Post, 1980). At that time, medians within Colorado Blvd. forced those with disabilities into traffic as they crossed the road, and then up against an 8-inch curb, making crossing very difficult and dangerous.



GEORGE ROBERTS, LEFT, AND LES HUBBARD BLUDGEON A CURB IN PROTEST
Other members of the Atlantis Community surround them in a demonstration against obstacles to their mobility.

1990: The Americans with Disabilities Act (ADA) passes, protecting people with disabilities from discrimination and requiring accommodation as part of transportation projects.

COLORADO BOULEVARD TODAY

CDOT evaluated existing conditions on Colorado Blvd. by conducting a site visit to observe daily operations and conducting spatial analyses with available Study Area data. Additional analyses conducted as part of the existing conditions review not included in the body of this Plan are available in Appendix B: Baseline Analysis.

Site Visit

In September 2023, representatives from CDOT, RTD, and the City and County of Denver, visited Colorado Blvd. to assess current conditions and needs while riding RTD Route 40 from the 40th and Colorado Station to E Hampden Ave. and back, making stops at E Colfax Ave. and E Exposition Ave. CDOT considered potential opportunities, challenges, and locations where the Plan could address safety concerns.

CDOT identified several key observations that informed the existing conditions analysis. The top three takeaways were:

- 1. Infrastructure and amenities on Colorado Blvd., especially for active transportation, are discontinuous and inconsistent.
- 2. Being a pedestrian on Colorado Blvd., walking on sidewalks and crossing the street, is a high-stress experience.
- 3. While Colorado Blvd. is an auto-dominated environment, the corridor is heavily trafficked by multiple modes, not only motor vehicles.



Walking south on Colorado Blvd. on a section of the corridor with no sidewalk



E Bruce Randolph Ave. and Colorado Blvd. intersection, looking west



Boarding RTD Route 40 Bus at Colorado and 40th Station



RTD Route 40 Bus Approaching the E Colfax Ave. and Colorado Blvd. intersection, looking south

Data Analysis

The planning process included a thorough review of available data to add to CDOT’s understanding of local characteristics, transit operations, active transportation amenities, and transportation safety on Colorado Blvd. The Study Area comprised 106 Census block groups (herein referred to as “Study Area”) including and immediately surrounding the corridor between University Blvd./N York St. and Holly St. The defined Study Area is 20 square-miles and is home to 120,212 residents. Some of the data analysis breaks Colorado Blvd. into four segments for easier and more detailed presentation of findings. Each segment is referred to throughout this Plan (Colorado Blvd. Study Area Segments):

- Segment 1: E 52nd Ave. to E 28th Ave.
- Segment 2: E 28th Ave. to between E 3rd Ave. and E 4th Ave.
- Segment 3: Between E 3rd Ave. and E 4th Ave. to E Iowa St.
- Segment 4: E Iowa Ave. to E Hampden Ave.

Focusing on demographics, travel trends, transit efficiency, safety, and the current environment for people walking, biking, taking transit, and driving along the corridor, the results of the data analysis revealed consistent themes that provide a basis of understanding for the Plan.

Colorado Blvd. Is A Spine of Connectivity with Diverse Commuting Patterns

The varying commuting patterns of Colorado Blvd. users demonstrate the corridor’s importance as a local and regional connector and the need to accommodate various modes of travel.

What is a Block Group?

A block group is the smallest statistical geographic subdivision, typically containing populations between 600 and 3,000, for which the U.S. Census Bureau reports a full range of demographic statistics.

Figure 2.1 Colorado Blvd. Study Area Segments

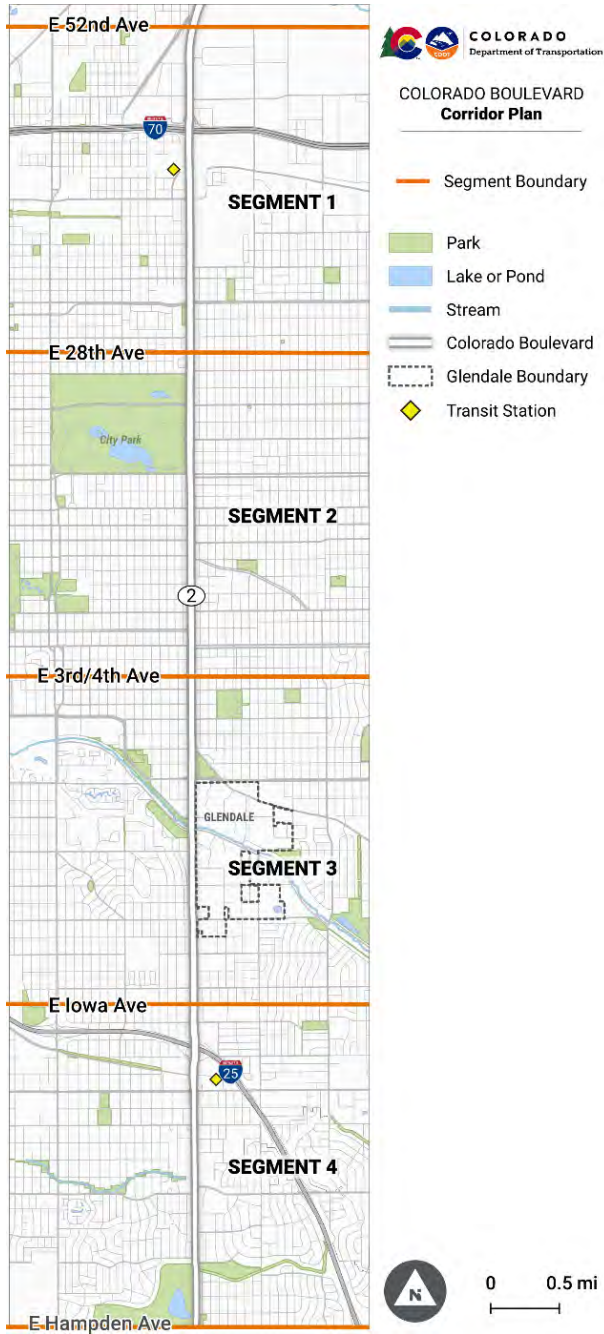
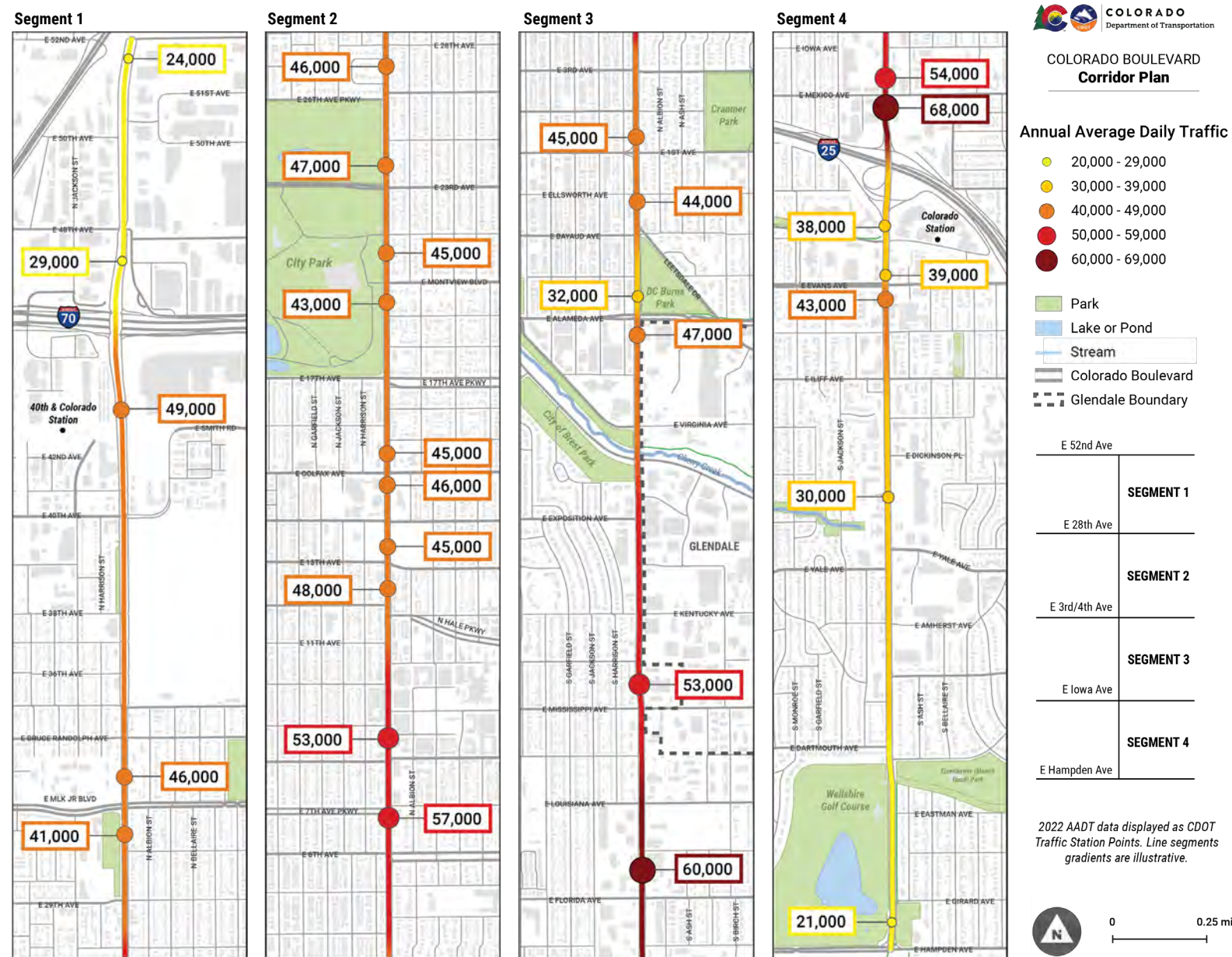


Figure 2.2 Colorado Blvd. Annual Average Daily Traffic Volumes

Source: CDOT and City and County of Denver (2022). [Link to additional map description.](#)



Colorado Blvd. is intricately connected to nearby destinations and the larger region via a well-developed street grid and major highways such as I-70 and I-25. The corridor intersects active transportation facilities like the Cherry Creek Trail, enhancing its connectivity and accessibility for various modes of transportation.

As a state highway, Colorado Blvd. experiences significant traffic volumes, particularly where there are robust east-west connections. As illustrated in Colorado Blvd. Annual Average Daily Traffic Volumes, the areas along the corridor with the best east-west connections via intersecting arterial and collector roads, like E 8th Ave., E 7th Ave Pkwy., E Mississippi Ave., E Florida Ave., and E Mexico Ave., , also have the highest annual average daily traffic (AADT) volumes. The highest recorded AADT along the corridor is approximately 68,000, just north of I-25. The lowest recorded volume (of 21,000) is near the corridor's southern limit at E Hampden Ave.

The Study Area exhibits a predominant use of motor vehicles for commuting, with 68.8 percent of residents commuting by motor vehicle. However, commuting patterns reveal that fewer Study Area residents commute by motor vehicle compared to Denver and Glendale residents, and also more often commute by bicycle and bus, or work from home (Study Area vs City and County of Denver and City of Glendale Means of Transportation to Work).

Figure 2.3 Study Area vs City and County of Denver and City of Glendale Means of Transportation to Work

Source: ACS, 2021 5-Year Estimates

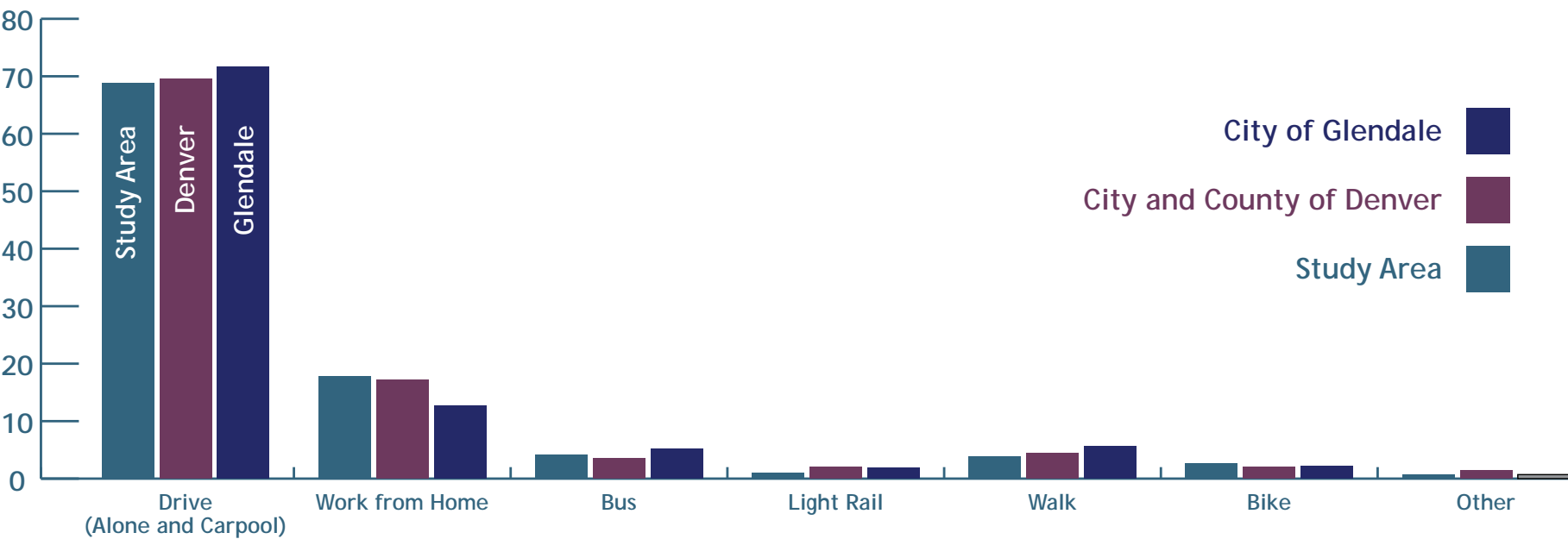
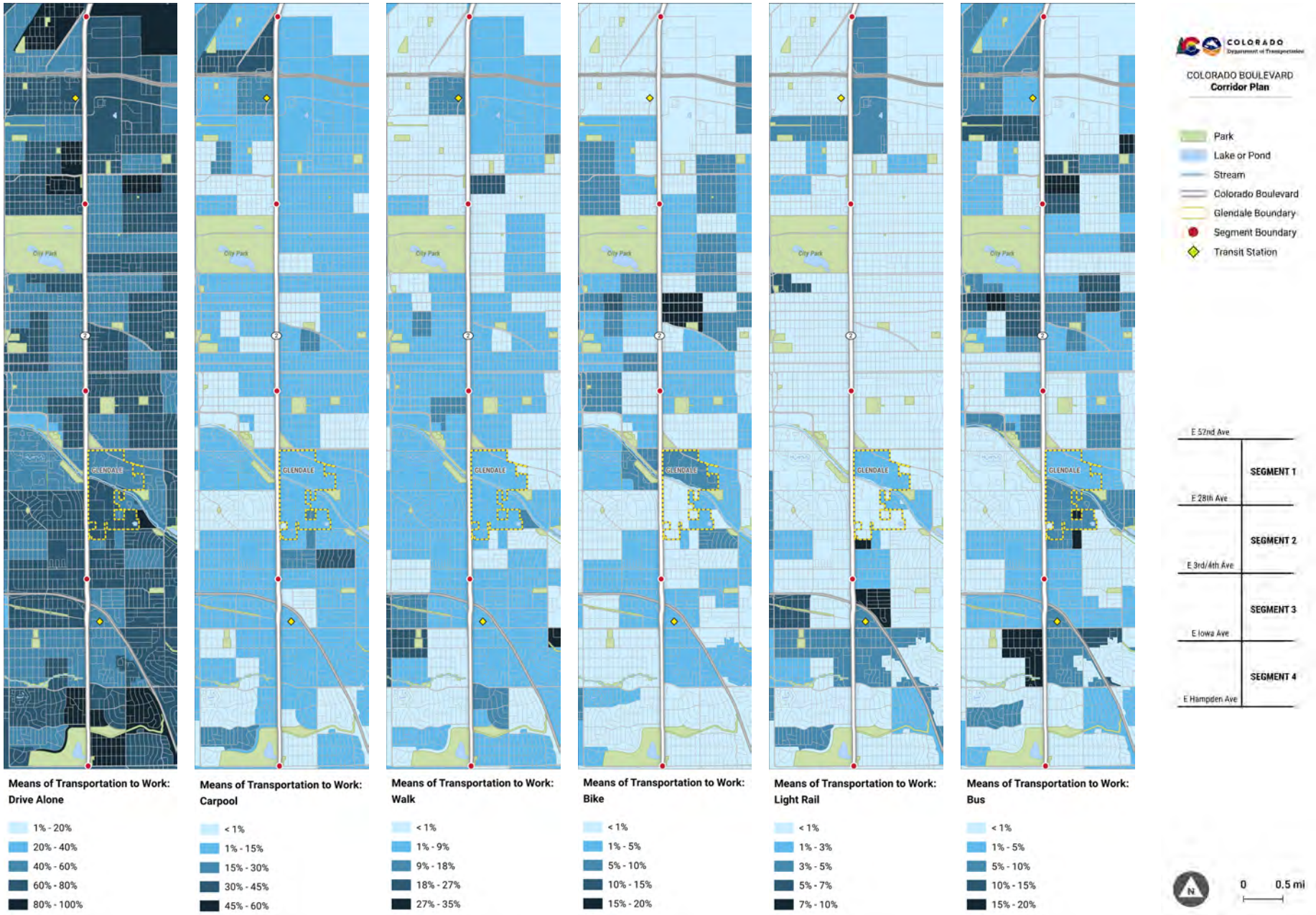


Figure 2.4 on page 23 illustrates that commute mode distributions vary across the corridor, highlighting localized transit and active transportation patterns.

- Areas with the lowest AADT, including north of I-70 (Segment 1) and south of I-25(Segment 4) are surrounded by Study Area block groups with the highest concentrations of driving commuters, indicating that much of the daily traffic on Colorado Blvd. comprises individuals who do not live in the Study Area. Active commuting is prevalent amongst residents in block groups near connections to high-comfort bicycle facilities and multi-use paths.
- Most block groups with the highest light rail commuter demand are near the 40th and Colorado Station and Colorado Station.
- Bus commuting is common in areas that generally align with the locations of bus stops and station gates where average daily ridership on Route 40 is highest.

Figure 2.4 Study Area Commute Demographics

Source: ACS, 2021 5-Year Estimates



Route 40 serves Colorado Blvd. between the 40th and Colorado Station off E 40th St. to Southmoor Station on E Hampden Ave.

Comparing commute and ridership data reveals clusters of transit demand that align with well-utilized stops and transit station gates. Gates at the 40th and Colorado Station and the Colorado Blvd. and E Colfax Ave. stops are popular locations for boarding the Route 40 bus (Bus Stop Boardings on Colorado Blvd., RTD Route 40). Similar to boarding trends, the gates at the 40th and Colorado Station and Colorado Station tend to be where most Route 40 users alight (get off the bus) on Colorado Blvd. (Bus Stop Alightings on Colorado Blvd., RTD Route 40). These locations connect transit users with other routes for transfer, employment centers, and key destinations where much of the corridor’s office space, manufacturing facilities, and shopping are located.

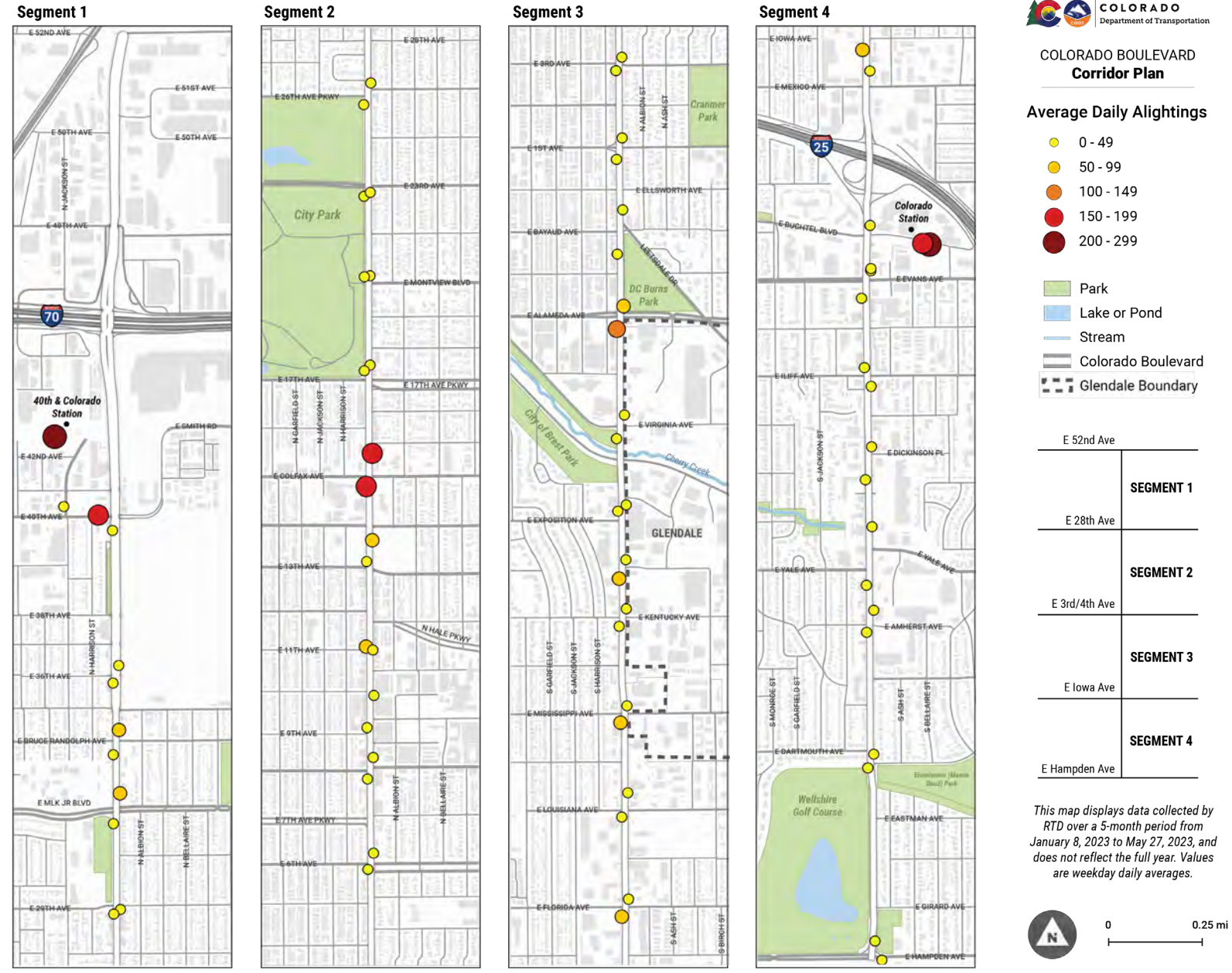
Figure 2.5 Bus Stop Boardings on Colorado Blvd., RTD Route 40

Source: RTD, 2023. Link to additional map description.



Figure 2.6 Bus Stop Alightings on Colorado Blvd., RTD Route 40

Source: RTD, 2023. Link to additional map description.



Roadway Configuration and Infrastructure Deficiencies Impact All Modes

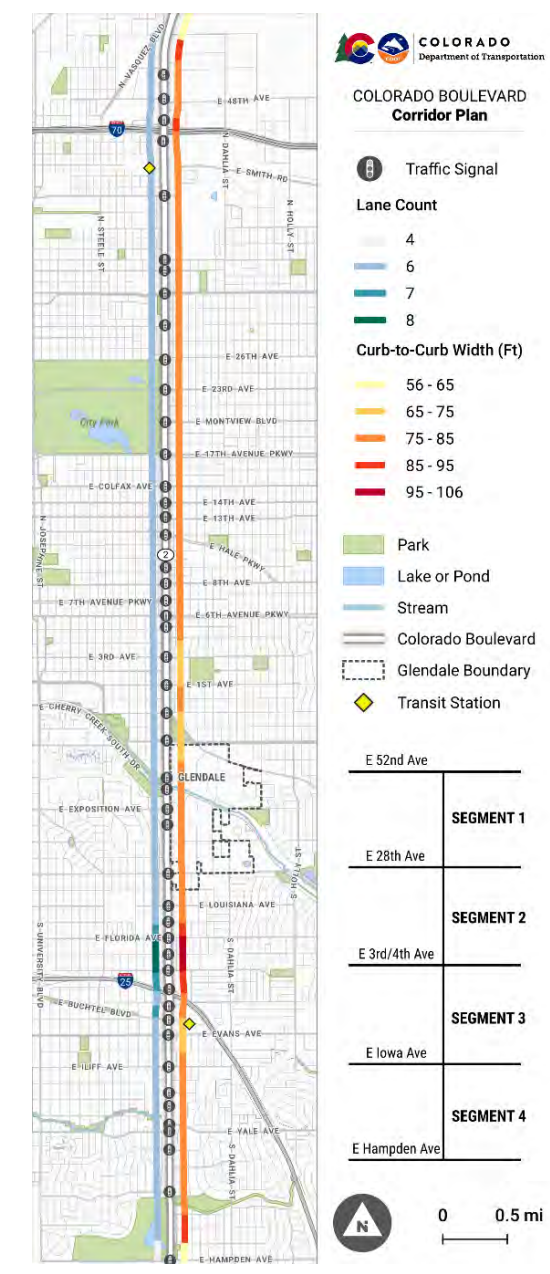
Colorado Blvd. stretches 9.5 miles from E 52nd Ave. to E Hampden Ave. and includes 48 signalized intersections, which make up 53 percent of the corridor's 90 total intersections. The corridor is consistently a six-lane, divided roadway that generally maintains three travel lanes in each direction, with a unique 0.75-mile section between E Florida Ave. and E Evans Ave. where the number of travel lanes increases to nine. Curb to curb, Colorado Blvd. ranges from 56 to 106 feet wide, with most sections measuring between 75 and 85 feet wide. The corridor is widest around the I-70 and I-25 overpasses and the E Hampden Ave. intersection (Colorado Blvd. Signals and Configuration).

The configuration of Colorado Blvd. presents a mix of strengths and challenges that impact safety, comfort, and connectivity for all users of the corridor. Colorado Blvd. is a state highway designed to move high volumes of traffic as efficiently as possible.

The existing infrastructure and operations on Colorado Blvd. prioritize vehicular traffic flow over the movement of active transportation users, which negatively impacts many modes. The typical curb-to-curb width on Colorado Blvd., or the crossing distance for those traveling on foot and bicycle, coupled with discontinuous or poor-quality pedestrian, bicycle crossing, and curb ramp infrastructure, have significant implications for all modes of travel along the corridor.

Figure 2.7 Colorado Blvd. Signals and Configuration

Source: City and County of Denver



Because there are no bicycle facilities along Colorado Blvd., CDOT examined bicycle crossing gap locations (Bicycle Network Gaps: Crossings) at intersections with existing or future bicycle network connections (recommended in Denver Moves: Bicycles) that run parallel to a bicycle facility on an adjacent street. Analysis revealed two types of bicycle crossing gaps on Colorado Blvd.

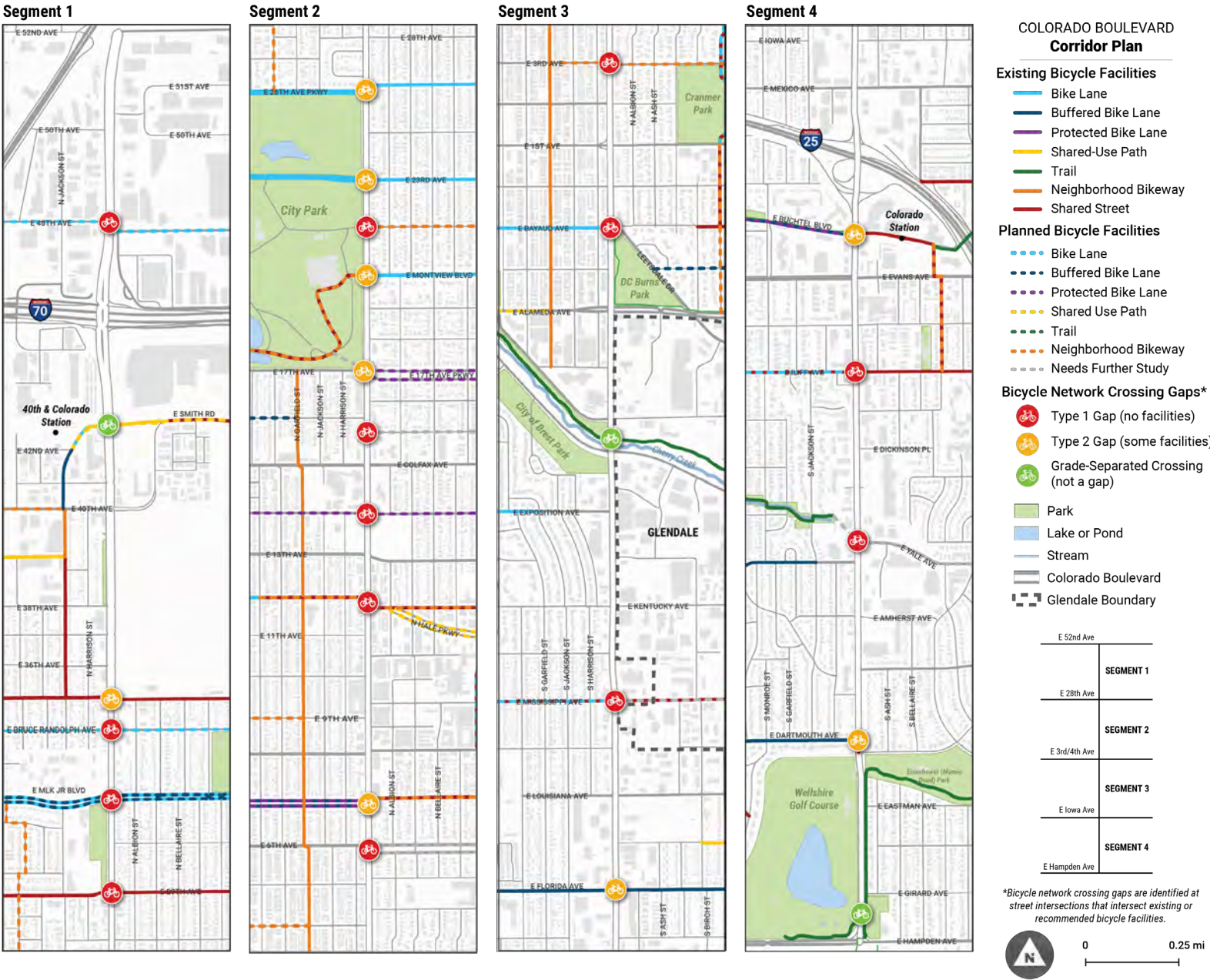
- Tier 1 Gaps are intersections where no crossing facilities exist for bicyclists.
- Tier 2 Gaps are intersections where some crossing facilities exist for bicyclists.

The analysis also identified grade-separated crossings, which are low-stress crossing facilities for bicyclists. While they are technically not gaps, these are the only bicycle crossings along the corridor.

54 percent of all bicycle crossing gaps are Tier 1 gaps, and the most consistent Tier 1 gaps exist between E Bruce Randolph Ave. and E 29th Ave. (Segment 1) and E 16th Ave. and E 12th Ave. where the City and County of Denver plan to construct several protected bicycle lanes and neighborhood bikeways in the future.

Figure 2.8 Bicycle Network Gaps: Crossings

Source: City and County of Denver, 2022. Link to additional map description.



Pedestrian infrastructure along Colorado Blvd. is similarly inconsistent. Although there is substantial sidewalk coverage in general, significant portions of sidewalks on Colorado Blvd. are poor quality and narrow, and some areas lack sidewalks entirely.

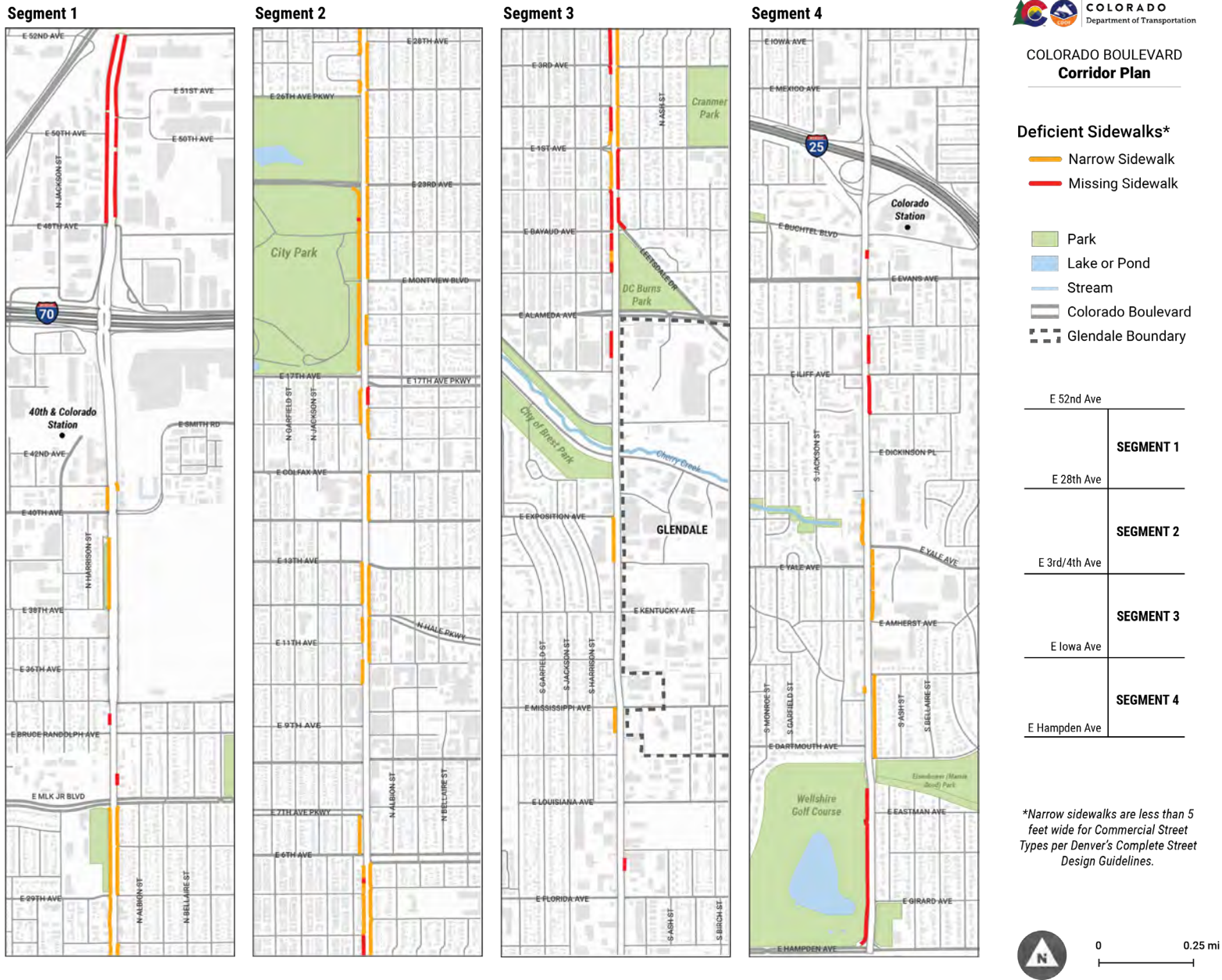
CDOT identified gaps in Colorado Blvd.’s pedestrian network (Pedestrian Gaps: Missing & Narrow Sidewalks), considering both missing and narrow sidewalks less than 4 feet wide.

Locations where missing sidewalks are most prevalent include:

- North of I-70 Interchange
- North of E Alameda Ave.
- North and South of E Iliff Ave.
- North of E Hampden Ave.

Figure 2.9 Pedestrian Gaps: Missing & Narrow Sidewalks

Source: City and County of Denver, 2023. [Link to additional map description.](#)



While the considerable number of controlled intersections mentioned on page 27 implies ample crossing opportunities on Colorado Blvd., the distance between safe crossing opportunities is significant in some areas, especially north of E Hampden Ave.

Some medians on the corridor provide additional locations for pedestrian crossings at unsignalized locations. However, these crossing opportunities are infrequent and only in some areas. The Plan identified gaps in Colorado Blvd. crossing opportunities (Pedestrian Gaps: Crossings) by identifying where the space between two crossing opportunities is 300 feet or greater.

Locations with the most significant gaps in crossing opportunities include:

- North of I-70 Interchange
- North of E 40th Ave.
- North of E Bruce Randolph Ave.
- North of E Mississippi Ave.
- North of E Hampden Ave.

Figure 2.10 Pedestrian Gaps: Crossings

Source: City and County of Denver, 2022



Along with considerable gaps in crossing opportunities, the experience of crossing Colorado Blvd. as a pedestrian is often uncomfortable.

Just as the width of Colorado Blvd. poses challenges to safety and efficiency for motor vehicles and transit, it also creates longer crossing distances for pedestrians, who often have a short time to cross. Intersections along Colorado Blvd. present the additional challenge of large corner radii for larger vehicles, which can reduce pedestrian visibility and contribute to high-speed turning movements.

Non-PROWAG-compliant curb ramps also impede crossing comfort and accessibility. The Plan identified curb ramp gaps by examining the status of individual curb ramps at each intersection, considering deficient curb ramps (not PROWAG accessible) and missing curb ramps (legal crossing locations where curb ramps do not exist) (Pedestrian Gaps: Curb Ramps).

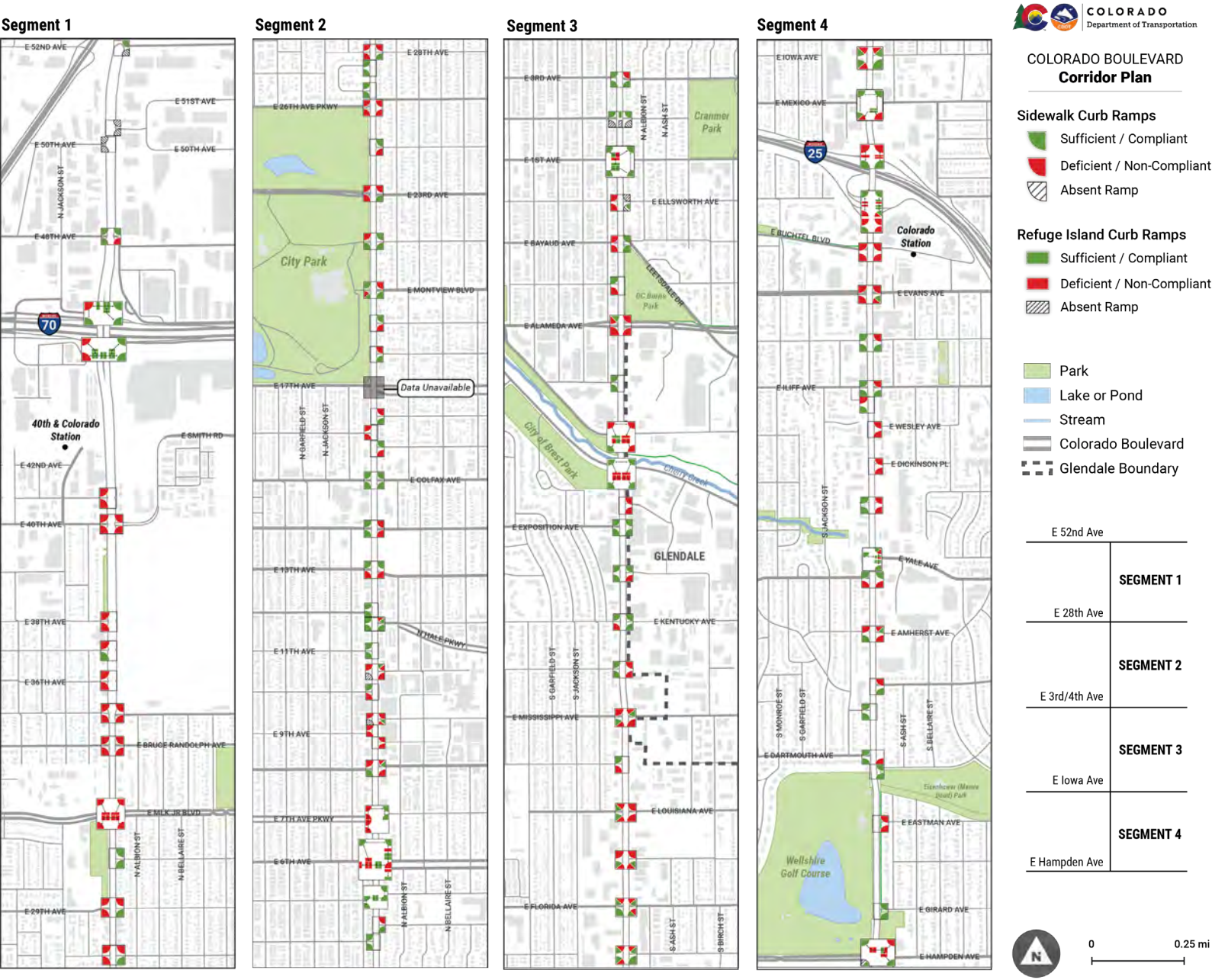
Of the existing curb ramps on Colorado Blvd., over 60 percent do not meet PROWAG standards.¹

Of the intersections with legal crossing opportunities, there are only 12 (13 percent) where all curb ramps exist and meet PROWAG standards (also referred to as “sufficient” or “compliant”).

¹ See the Colorado Department of Transportation ADA Transition Plan (2022) to learn about state guidelines for constructing ADA and PROWAG compliant curb ramps. https://www.codot.gov/business/civilrights/ada/assets/ada-transition-plan_cdot_final.pdf

Figure 2.11 Pedestrian Gaps: Curb Ramps

Source: CDOT, 2023. Link to additional map description.



Safety Concerns are a Barrier to Multimodal Travel

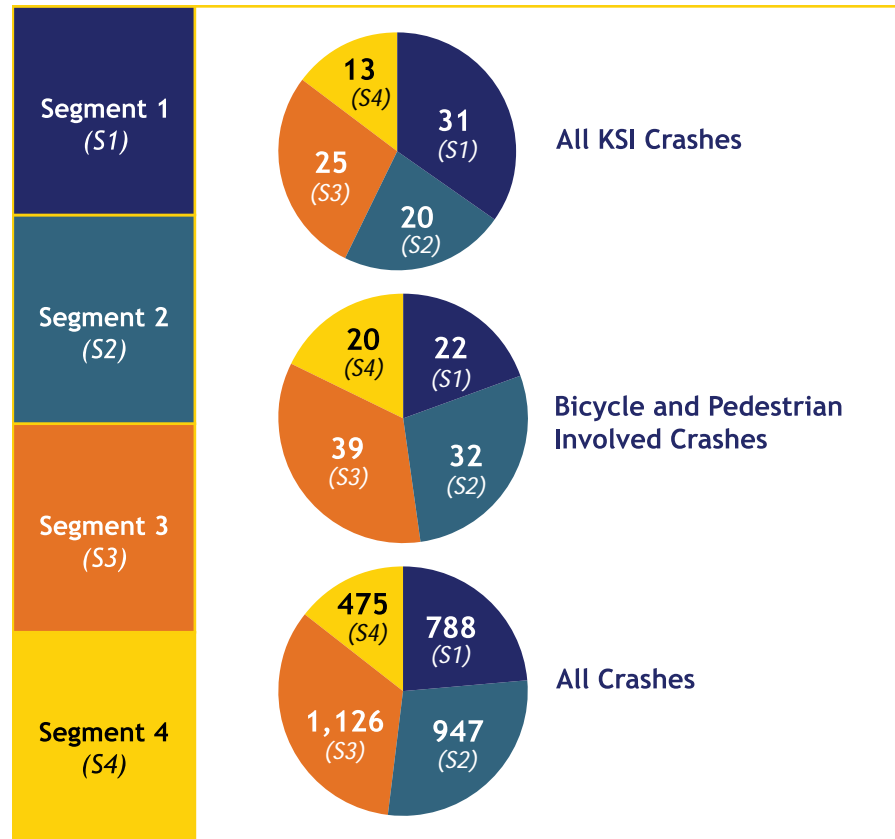
Between 2018 and 2022, there was a total of 3,336 crashes on Colorado Blvd., including 113 (3.4 percent) involving people walking and bicycling. Of the 3,336 crashes, 89 resulted in a fatality or serious injury, also referred to as Killed or Seriously Injured Crashes (KSI crashes), with 21 of those involving bicyclists or pedestrians. Despite only accounting for 3.4 percent of total crashes, 24.9 percent of KSI crashes involved people walking or bicycling.

People walking and bicycling face significantly increased risk of death or serious injury during crashes, highlighting the need to focus on protecting people outside of motor vehicles, including transit users who walk or bike along or across the corridor to reach bus stops and transit stations.

The planning process included a geospatial crash analysis to identify which intersections and corridor segments have had the greatest share of crashes. A significant share of all crashes (55.3 percent) and bicyclist- and pedestrian-involved crashes (77.9 percent) occurred at intersections on Colorado Blvd. Generally, crashes tended to occur at intersections near popular transit stops and at trail connections. The greatest number of crashes, regardless of mode involved or severity, occurred at intersections where Colorado Blvd. crosses an arterial road or highway. Because these cross-streets have high travel speeds and volumes, like Colorado Blvd., crashes tend to be more severe.

As shown in All Crashes on Colorado Blvd. and Bicycle and Pedestrian KSI Crashes, the majority of total crashes (33.7 percent) and bicycle and pedestrian crashes (33.1 percent) occurred in Segment 3, but the majority of total KSI crashes (34.8 percent) occurred in Segment 1 where the longest crossing gaps, the highest concentrations of missing sidewalks, and the most intersections with deficient curb ramps exist.

The results of the crash analysis underscore the interconnectedness between infrastructure shortcomings and safety outcomes along Colorado Blvd. While intersections in Segment 3 have higher crash frequencies, Segment 1 emerges as particularly hazardous due to infrastructure deficiencies exacerbating the severity of crashes. Safety concerns along Colorado Blvd. pose a tangible barrier to travel, impacting the corridor's connectedness, efficiency, and overall transportation environment.



Intersections with the Most Total Crashes

- » E Colfax Ave.
- » E 40th Ave.
- » E MLK Jr Blvd.
- » E Cherry Creek South Dr.

Intersections with the Most KSI Crashes

- » E 48th Ave.
- » MLK Jr Blvd.
- » Colfax Ave.
- » I-70 Ramps
- » E 35th Ave.

Figure 2.12 All Crashes on Colorado Blvd.

Source: CDOT (2018-2022). [Link to additional map description.](#)

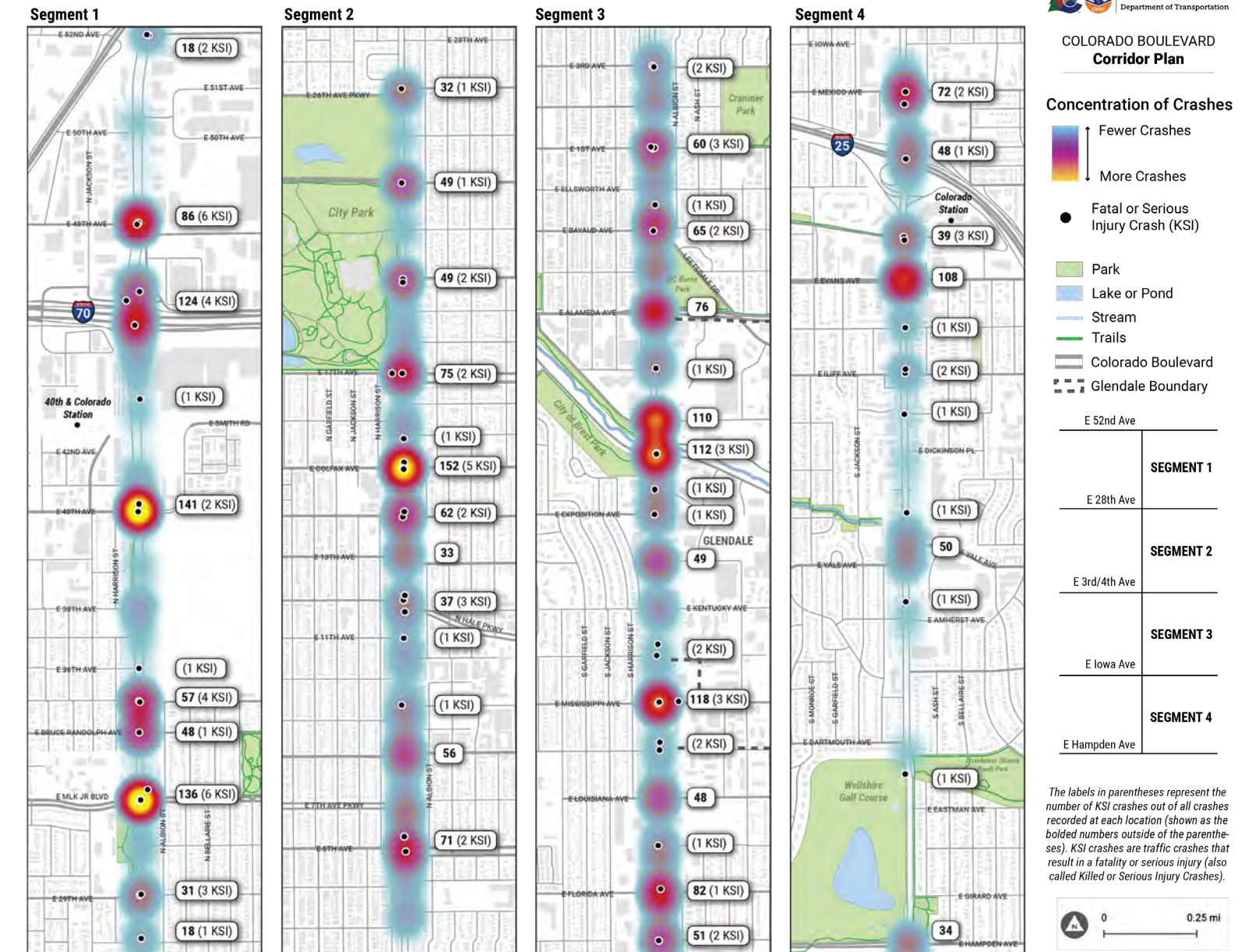
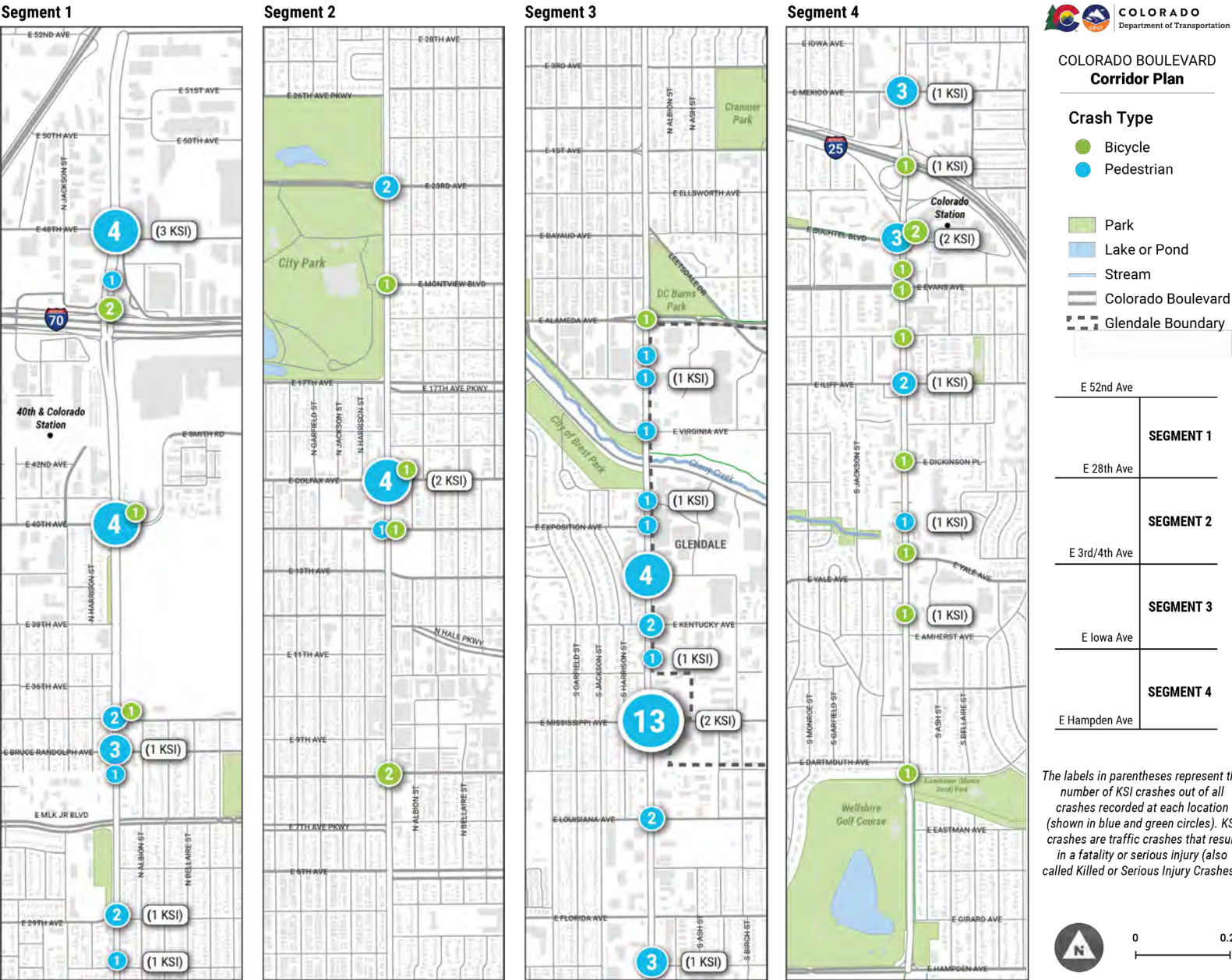


Figure 2.13 Bicycle and Pedestrian KSI Crashes

Source: CDOT (2018-2022). Link to additional map description.



Intersections with the Most Total Bicycle and Pedestrian Crashes

- » E Mississippi Ave.
- » E 40th Ave.
- » E Colfax Ave.
- » E Buchtel Ave.

Intersections with the Most Bicycle and Pedestrian KSI Crashes

- » E 48th Ave.
- » E Colfax Ave.
- » E Mississippi Ave.
- » E Buchtel Ave.

Underserved Neighborhoods Align with the Corridor Locations with the Most Significant Safety and Infrastructure Challenges

This Plan's equity analysis identified priority neighborhood areas and priority project interventions using three approaches that support this corridor project and the goals of the larger Urban Arterials Study. The Colorado Blvd. Corridor Plan Equity Analysis:

- Examined 30 health burdens and environmental indicators from existing dataset screening tools to determine priority neighborhood areas.
- Reviewed crash data and compared results to underserved communities along Colorado Blvd. to demonstrate poor safety conditions in areas of need.
- Collected Community Member Stories (discussed in Chapter 3) by speaking to people on Colorado Blvd. about their travel patterns and the barriers to mobility that they face to help identify project interventions

Of the 30 measures that the Plan considered when determining which neighborhoods experience health burdens and environmental indicators most severely due to transportation infrastructure on Colorado Blvd., the Denver Neighborhood Equity Index was one of the most impactful. The index serves as a visual depiction of various obstacles, including socioeconomic, built environment, and healthcare indicators that hinder a person's ability to lead healthy lives. Amongst the neighborhoods surrounding Colorado Blvd., Northeast Park Hill is the only neighborhood categorized as most underserved by the Equity Score Index. Elyria-Swansea, Cole, Clayton, Skyland, City Park West, Virginia Village, and Goldsmith are in the second most underserved category (Denver Neighborhood Priority Areas and Equity Index (2020)).

Figure 2.14 Denver Neighborhood Priority Areas and Equity Index (2020)

Source: City and County of Denver

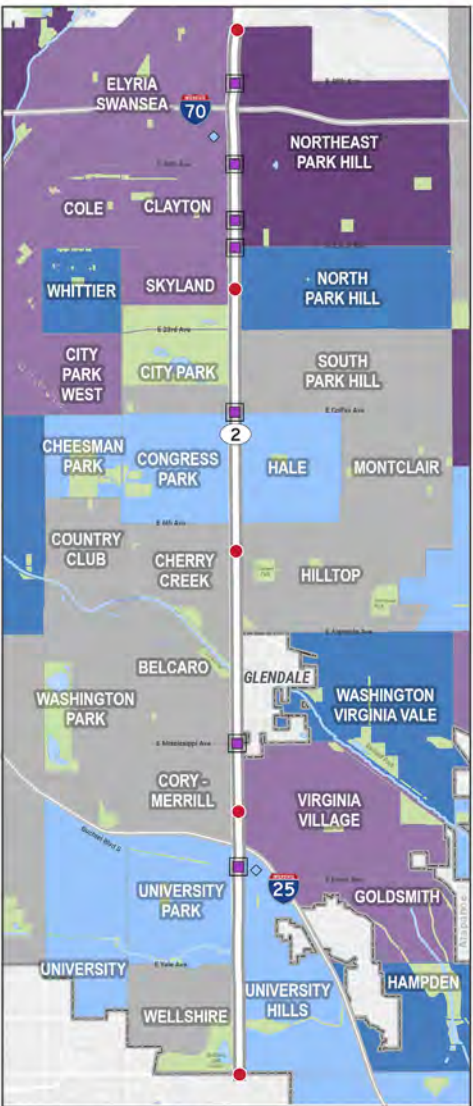
[Link to additional map description.](#)



Priority Neighborhood Areas

- Neighborhoods With Greater Health Burdens and Environmental Indicators
- High and Severe Crash Intersections within the Priority Neighborhood Areas

[Link to additional map description.](#)



Denver Neighborhood Equity Index Scores (2020)

- Most Underserved Neighborhood
- Least Underserved Neighborhood



E 52nd Ave	SEGMENT 1
E 28th Ave	
E 3rd/4th Ave	SEGMENT 2
E Iowa Ave	
E Hampden Ave	SEGMENT 3
	SEGMENT 4

Seven of the eight neighborhoods that the Equity Index identified as underserved are a part of the final 11 neighborhoods that the Health Burdens and Environmental Indicators Analysis revealed as priority neighborhood areas with the greatest health and environmental burdens. Denver Neighborhood Priority Areas and Equity Index (2020) illustrates these 11 disproportionately impacted areas and reveals that all of the intersections with the most total crashes and most KSI crashes from the crash analysis (pages 37-38) are located within the priority neighborhoods.

HIGH AND SEVERE CRASH INTERSECTIONS WITHIN THE PRIORITY NEIGHBORHOOD AREAS

- E 48th Ave.
- E 40th Ave.
- E 35th Ave.
- E M.L.K. Jr. Blvd.
- E Colfax Ave.
- E Mississippi Ave.
- E Buchtel Blvd.

The above seven intersections and 11 neighborhood areas on Colorado Blvd. consistently came up throughout the Plan's analysis of existing conditions, emphasizing the need to address transportation issues on these portions of the corridor where the corridor's transportation challenges have most severely impacted the surrounding communities.

More information on the equity analysis and data reviewed not included in the body of this Plan are available in Appendix C: Community Equity Analysis.

Why an Equity Analysis is Key to Advancing the Outcomes of the Colorado Blvd. Corridor Plan

Examining equity during the transportation planning process is vital to ensure fairness and inclusivity in transportation projects. The equity analysis helps identify and address disparities in access to transportation infrastructure and resources, ensuring that benefits and burdens are distributed equitably among communities. The analysis promotes social justice by revealing the unique needs and challenges different populations face. Moreover, it helps improve public health outcomes by using quantitative and qualitative data to describe health burdens, environmental indicators, and lived experiences of people living and moving along the transportation network. Integrating equity analysis into corridor planning demonstrates a commitment to social responsibility and the well-being of all members of society.



CHAPTER 3

Colorado Boulevard Past and Present: Through the Eyes of the Community

Several engagement activities provided an understanding of the history of the corridor and existing conditions from the perspectives of the general community and specific key stakeholders. Engagement included three types of activities:

- community story collection,
- stakeholder meetings, and
- focus groups.

This chapter provides a summary of each engagement activity, highlighting the importance of the community’s experience on the corridor for the development of this Plan and future planning efforts. Appendix A: Community Engagement Summary provides more details about each activity.



Table 3.1 Summary of Engagement Activities

Activity	Community Story Collection	Stakeholder Meetings	Focus Groups
Description	Intercept interviews along Colorado Blvd. over three days to understand how travelers perceive the corridor’s current state and their suggestions for future changes.	Three meetings with a group of key stakeholders during the development of the Plan and to receive input and guidance on specific topics.	Five focus groups to hold guided conversations with participants about their perceptions of the corridor today and their visions for its future.
Purpose	<p>Hear from people who use different modes to travel along Colorado Blvd.</p> <p>Intercept people while they are actively traveling along the corridor.</p> <p>Ensure the stories come from people from a variety of backgrounds, races/ethnicities, and ages.</p>	<p>Provide project overview, goals, and vision (Meeting 1).</p> <p>Discuss potential transit enhancement options and tentative improvement locations for the corridor (Meeting 2).</p> <p>Review and provide input on the draft Plan (Meeting 3).</p>	<p>Get participant’s input on the qualities of a great street, the qualities of the corridor today, and elements that are working well and not working well.</p> <p>Get input on potential transit enhancement options for the corridor.</p>
Audience	People traveling along Colorado Blvd., including walking, bicycling, or taking transit.	Representatives from several partnering government agencies, advocacy groups, and neighborhood organizations.	Representatives from area neighborhood and advocacy organizations.

WHAT WE HEARD

Qualities of a Great Street

The community members and stakeholders who participated in the engagement activities shared that they consider a street to be great when it prioritizes safety for all users, has multimodal facilities, and creates a sense of place. Participants said a great street:

- Fosters a sense of safety by implementing measures such as slow traffic speeds and separation between pedestrians, people bicycling, and motorists.
- Incorporates greenery and trees for aesthetics, shade, and environmental benefits, contributing to a pleasant atmosphere.
- Supports multimodal transportation options with reliable transit and easy crossings ensuring accessibility for people of all ages and abilities.
- Includes lighting and signage that are clear and sufficient for navigation.
- Keeps congestion to a minimum through coordinated signals and traffic calming measures.
- Encourages human connection and a sense of community through attractive storefronts, architecture, and landscaping, creating an inviting environment for social interaction and pedestrian activity.

Current Conditions on the Corridor

Community members and stakeholders who participated in the engagement activities also described their current experience traveling on Colorado Blvd. There was a mix of comments describing what elements of the corridor participants felt are working well, and other elements that are not working well.

“Taking the bus is freedom. It’s fun.”

“The lights are not long enough for people to cross.”

“Cars assume the buses are slow, so they cut in front of the bus which is dangerous.”

- Community story interviewees

Elements working well on the corridor:

- Bus service is satisfactory with high ridership and new bus stops in some locations. Participants who ride the bus also appreciate the ease of the bus scheduling and engaging with friends and family while on transit.
- Access to locations along the corridor is convenient for motorists and there is capacity to move a large volume of motor vehicles.
- The mix of uses, types of buildings, and establishments along the corridor create vibrant areas such as the new developments near 9th Ave.

Elements not working well on the corridor:

- The corridor is an east-west division of communities creating a sense of disconnection.
- There is a lack of greenery and shade, so the corridor is perceived as unattractive and uncomfortable.
- People walking along the corridor feel unsafe because of poor sidewalk conditions, infrequent or inadequate crossings, and poor lighting conditions.
- There is a lack of space for people bicycling, which limits mobility and creates unsafe conditions for bicycling.
- Aggressive/negligent driving behavior on the corridor exacerbates safety concerns and adds to the overall unpleasant experience for all road users.
- Congestion on the corridor due to motor vehicle volumes and poor signal coordination leads to delays and frustration for motorists and bus riders.
- Buses frequently become stuck in traffic, impacting their punctuality, which leads to long wait times and overcrowded buses.
- Personal safety and security issues, especially on transit and at transit stops add to the overall sense of dissatisfaction with the corridor.

Desired Changes to the Corridor

Community members and stakeholders also shared the types of changes they desire to see on Colorado Blvd. Their comments primarily focused on improvements for people walking, bicycling, and taking transit:

- Safety improvements for pedestrians, such as reducing motorists’ speeding, widening sidewalks, and enhancing crosswalks.
- Implementation of bicycle lanes to promote safer and more convenient cycling along the corridor.
- Transit enhancements, including better bus stop accessibility, improved frequency of bus services, increased comfort, punctuality, and cleanliness of buses, and consideration for additional transit options like light rail to complement existing bus services.
- Improvements to transit security measures to enhance the safety and security of transit users.

While this study considered improvements for people walking, bicycling, and taking transit on Colorado Blvd., additional analysis will be needed to fully consider the feasibility of these specific changes.

Preferred Transit Enhancement Option

Community members and stakeholders who participated in the engagement activities provided input on their preferences and concerns about different transit enhancement options - input that is valuable for future planning of potential transit enhancement options on Colorado Blvd. During the engagement activities, participants reviewed photos of different transit corridors from across the United States depicting a mixed-traffic running enhanced bus, side-running BRT, and center-running BRT (Summary of Participants’ Feedback on Transit Enhancement Options). Participants generally expressed mixed responses to the different options. However, center-running BRT was generally favored for its potential to improve bus travel time and align with the configuration planned for East Colfax BRT.

48	interviews with community members along Colorado Blvd.
52	stakeholder meeting attendees
19	focus group participants

Table 3.2 Summary of Participants’ Feedback on Transit Enhancement Options

Mixed Flow with Enhanced Stops Country Club Dr., Mesa, AZ



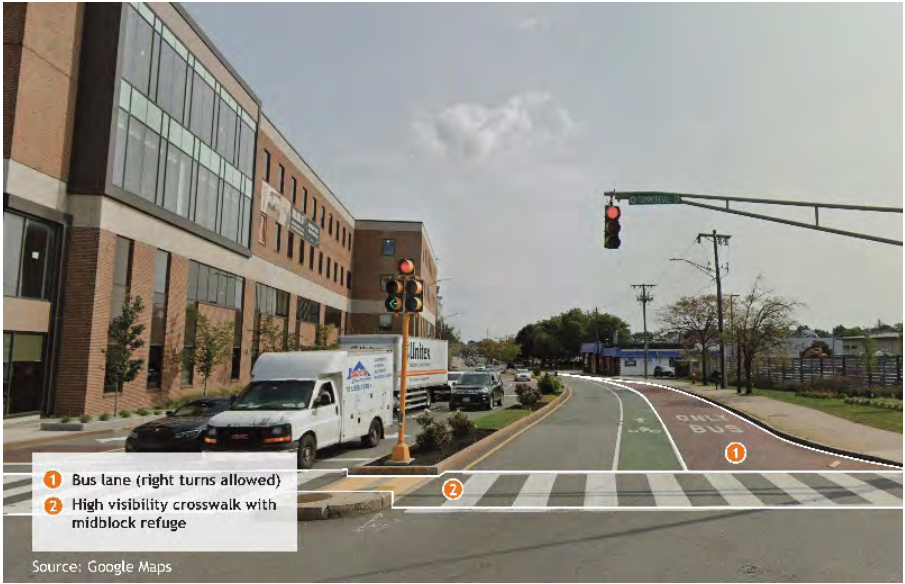
Liked aspects

Well-lit environment, great shelter facilities, and amenities such as ticket vending machines and textured platforms.

Concerns

Lack of transformative impact on safety, no dedicated bus lanes to improve reliability, insufficient traffic-calming measures, long pedestrian crossing distances, inadequate separation between the sidewalk and road, and increased maintenance needs.

Side-Running BRT Centre St., Malden, MA



Liked aspects

Crossing buttons with pedestrian refuge in the median, dedicated bus lanes, wide sidewalks, and high-visibility crosswalks.

Concerns

Narrowness of the median/refuge, potential conflicts for people in the bicycle lane, insufficient protection for pedestrians, and bus shelters not visible.

Center-Running BRT

University Pkwy., Orem, UT



Liked aspects

Similarities to East Colfax BRT, bus signal and dedicated bus-only lanes, and pedestrian refuge median.

Concerns

Long crossing distances for pedestrian, accessing median station could be uncomfortable for pedestrians, no bicycle lanes, wide right-of-way not transferable to Colorado Blvd.

Center-Running BRT

Meridian St., Indianapolis, IN



Liked aspects

Narrowness of the street reduces crossing distance for pedestrians, dedicated bus lanes, substantial station design, and similarities to East Colfax BRT.

Concerns

Insufficient space for the center median in right-of-way, potential challenges with bus platform maintenance and snow removal, and need for safe crossings to the median.

TAKEAWAYS

The community and stakeholder engagement demonstrate a shared vision for Colorado Blvd. that prioritizes safety for all users, supports multimodal transportation options, and fosters a sense of place. Community members and stakeholders emphasized the importance of slow traffic speeds, separation between road users, greenery and trees, reliable transit, and attractive streetscapes to create a vibrant and inviting environment.

Concerns were raised about current conditions on the corridor, including a lack of greenery and shade, unsafe pedestrian infrastructure, congestion, and aggressive driving behavior, highlighting the need for improvements to enhance safety, accessibility, and overall satisfaction. To address these concerns and realize the community's vision, continued outreach focusing on safe mobility for all users and transit enhancement options is needed. It is crucial to ensure that future engagement efforts are equitable and continue to gather input from diverse voices with a wide range of perspectives.

The feedback gathered from the engagement activities has been instrumental in informing the development of the Plan. It will guide future planning efforts for Colorado Blvd., including prioritizing safety improvements for pedestrians and enhancing transit services with considerations for a preferred transit enhancement option that improves bus travel time and reliability.



CHAPTER 4

Transit on Colorado Boulevard: Evaluation of Options

The Plan included an evaluation of potential transit enhancements, including bus priority or bus rapid transit (BRT), to meet the multimodal goals for the corridor. The evaluation included three potential transit enhancement options along with a no-build option where no changes are made to transit services on the corridor.

The four options are:

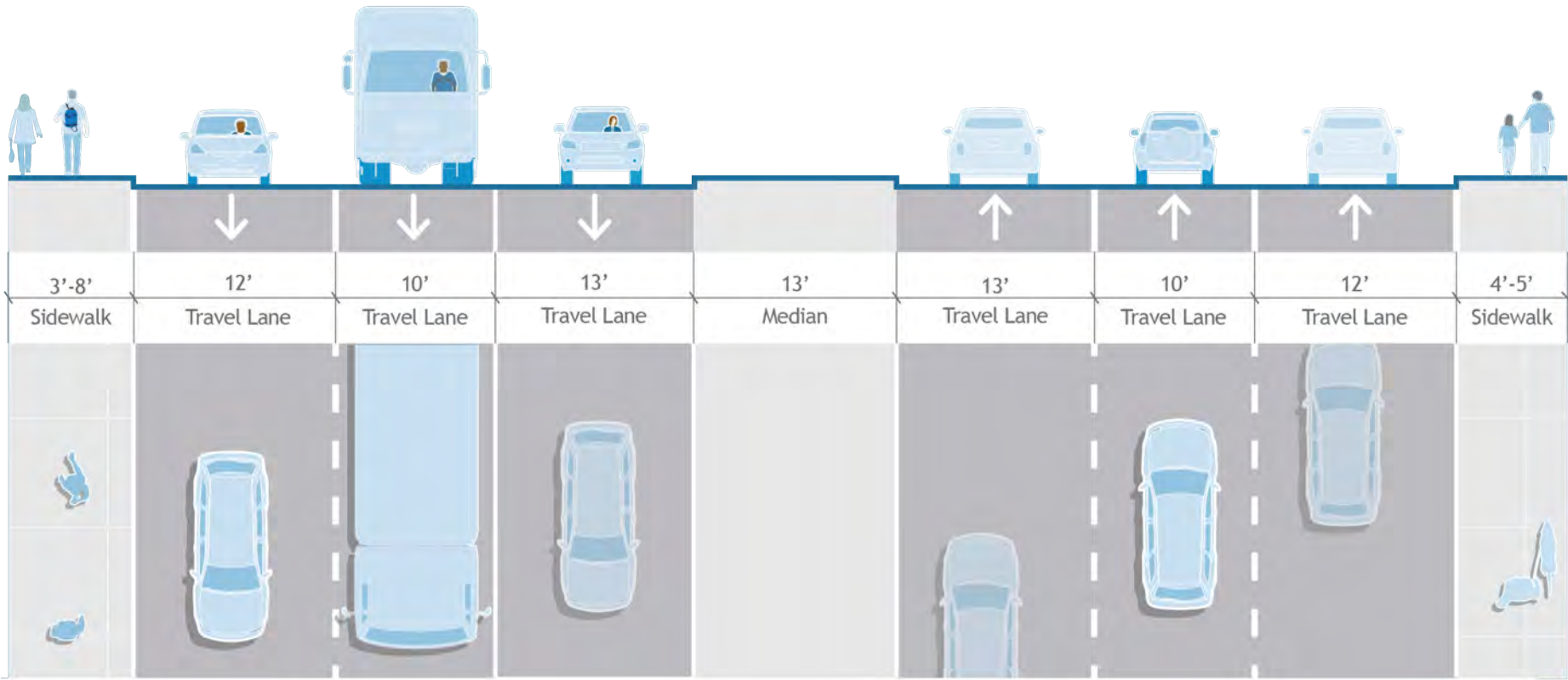
- 1. No-Build option,
- 2. Mixed-Traffic Running Enhanced Bus,
- 3. Side-Running BRT, and
- 4. Center-Running BRT.

The four options are described with general illustrations in Figure 4.1. Drawings are for illustrative purposes and are not to scale.

Figure 4.1 Potential Transit Enhancements Options Evaluated for Colorado Blvd.

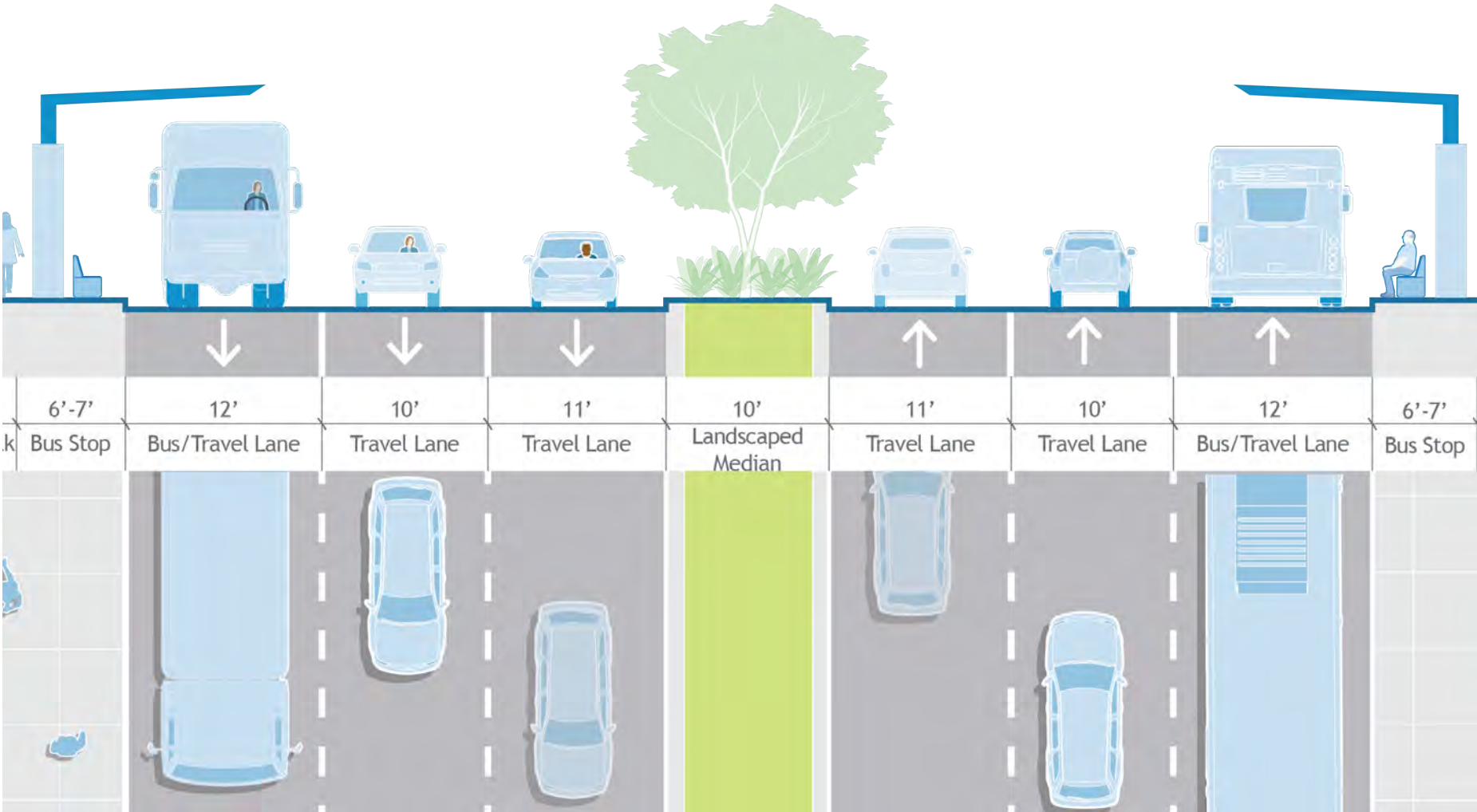
No-Build

Current configuration of Colorado Blvd. with buses sharing lanes with motorists and no changes to bus stops.



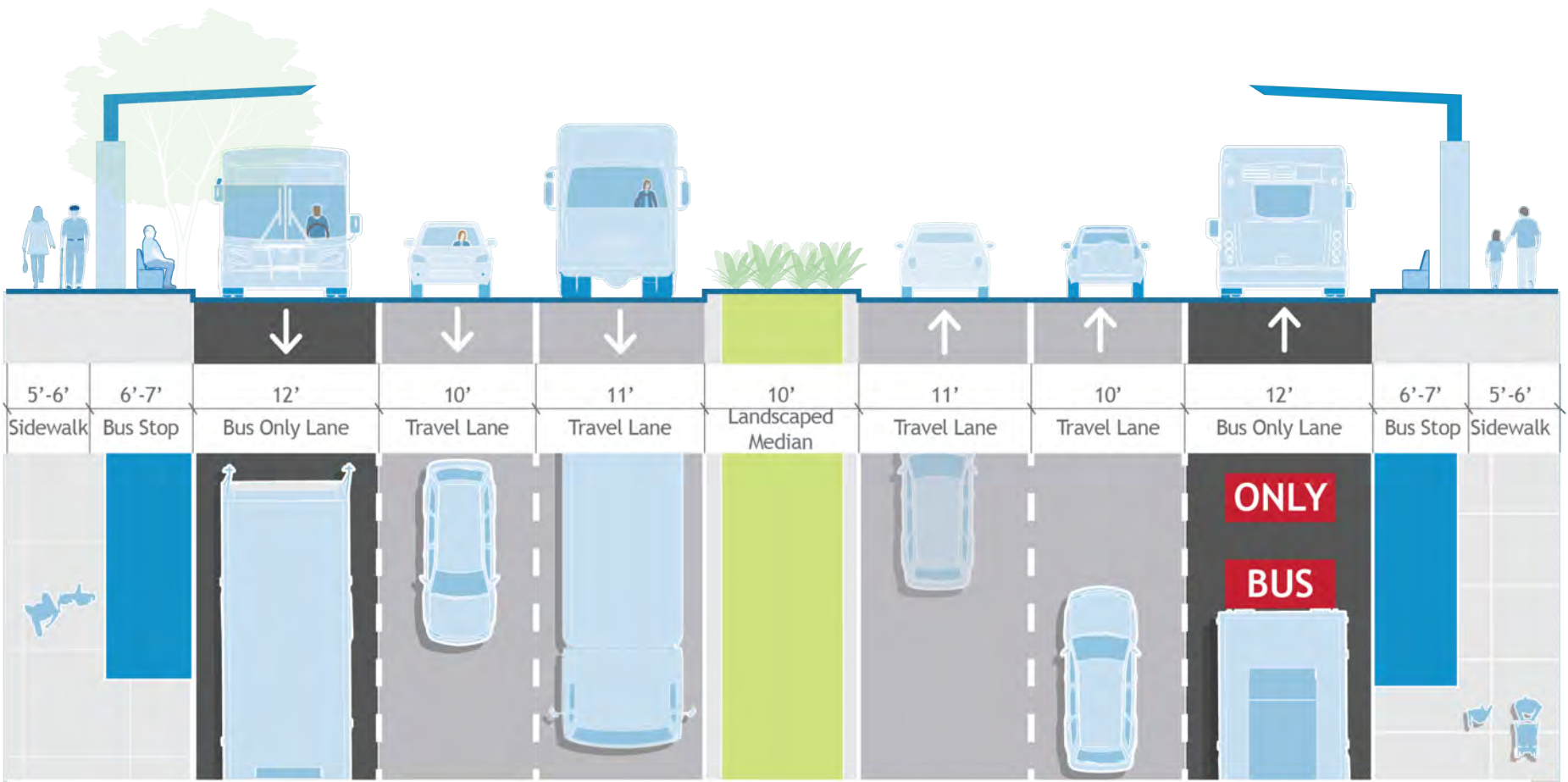
Mixed-Traffic Running and Enhanced Bus Stops

Buses share the right lane with motorists, but bus stops are enhanced with larger shelters, benches, platform-level boarding, and other amenities for riders.



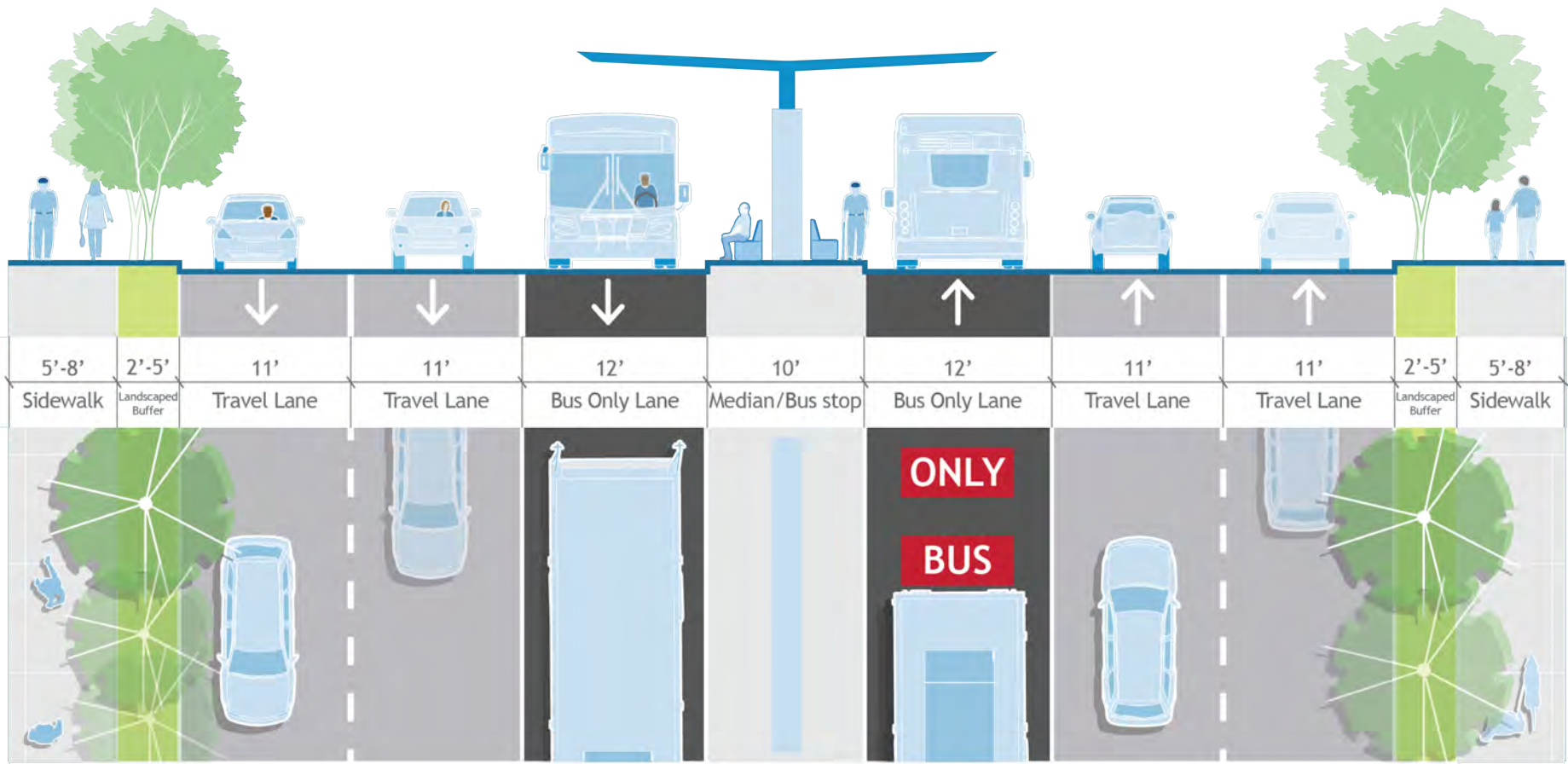
Side-Running BRT

Buses can travel with less delay in the right lane that they only share with motorists who are turning right at intersections or driveways.



Center-Running BRT

Buses can travel with less delay in center lanes that are exclusive to buses, and riders board and alight at center platform stops.



Using high-level evaluation criteria, the project team identified preferred transit enhancement options for Colorado Blvd. This chapter provides a summary of how each transit enhancement alternative matches the vision statement and goals of the Plan.

EVALUATION METHODOLOGY

The high-level evaluation of the potential transit enhancement options for Colorado Blvd. was primarily qualitative. The project team used seven criteria to evaluate the four options:

- Safety and Comfort
- Multimodal Connectivity
- Transit Connectivity
- Land Use and Neighborhood Business Compatibility Deliverability
- Equity
- Consistency with Community/Stakeholder Feedback and Plans

The considerations under each criterion are summarized in Table 4.1.



Table 4.1 Evaluation Criteria ¹	
Criteria	Considerations
Safety and Comfort	<ul style="list-style-type: none">Does the transit option provide safe access for people getting to and from the bus stops?Does the transit option provide a comfortable space for people waiting for and boarding the bus?Does the transit option create separation between road users and encourage motorists to travel at safe speeds?
Multimodal Connectivity	<ul style="list-style-type: none">How well does the transit option integrate with existing and future sidewalks, crosswalks, and bicycle facilities?What is the potential impact of the transit option on motorists accessing on-street parking, or turning at intersections/driveways?What impact does the transit option have on the change to the corridor’s capacity for moving people?
Transit Connectivity	<ul style="list-style-type: none">How well does the transit option improve travel time for transit riders?Does the transit option decrease the likelihood of service interruptions to arrive and depart on time?How attractive would the transit option be to new riders?Does the transit option promote riders’ ability to transfer between Colorado Blvd. bus service and other transit services?How well does the transit option match other bus services across the region to promote familiarity among travelers?How easily can the transit option be extended beyond the study area in the future, if desired?
Land Use and Neighborhood Business Compatibility	<ul style="list-style-type: none">What are the potential impacts of the transit option on the usability of adjacent land parcels?What are the potential impacts of the transit option on employees’ and patrons’ access to businesses along the corridor?
Deliverability	<ul style="list-style-type: none">What is the qualitative cost for planning, designing, and constructing the transit option?What is the qualitative cost for operating and maintaining service in the transit option?What is the potential level of and duration of construction impacts on the corridor and adjacent land parcels?How much right-of-way is required for each transit option?
Equity	<ul style="list-style-type: none">How well does the transit option improve mobility options for historically disadvantaged communities?
Consistency with Community/ Stakeholder Feedback and Plans	<ul style="list-style-type: none">What was the stakeholder meeting participants’ preferred transit option?What was the focus group participants’ preferred transit option?Does the transit option match the goals and/or recommendations in previous regional and local planning efforts?

¹ The evaluation measured specific elements in each criterion (23 total elements) for the four transit enhancement options. This table summarizes the elements considered for each criterion.

EVALUATION MATRIX

The high-level evaluation of the options is summarized in Table 4.2. The options are ranked in each criterion using the symbols to the right based on a qualitative assessment. For example, when one option is ranked as “High” in the Safety and Comfort criterion it illustrates that the option would likely have better safety and comfort outcomes for users on the corridor than an option ranked as “Low”.



Table 4.2 Summary of Evaluation Results				
Criteria	No-Build	Mixed-Traffic Running Enhanced Bus	Side-Running BRT	Center-Running BRT
Safety and Comfort	<ul style="list-style-type: none">No special amenities for bus stop accessExposes riders to the elements and fast-moving motorists at stops with minimal shelters, and stops against the curbs	<ul style="list-style-type: none">Locates bus stops into sidewalks for easier accessProvides less comfortable waiting and boarding with minimal stop enhancementsIncreases motorists’ predictability and safe speeds although not as much as Center-Running	<ul style="list-style-type: none">Integrates bus stops into sidewalks for easier access but requires crossing full corridorProvides comfortable waiting and boarding with enhanced stops and platformsIncreases motorists’ predictability and safe speeds although not as much as Center-Running	<ul style="list-style-type: none">Requires crossing to the middle of the road for access but only requires crossing half of the roadProvides comfortable waiting and boarding with enhanced stops and platformsIncreases motorists’ predictability and safe speeds
	◆ (Low)	◆◆ (Medium-Low)	◆◆◆◆ (Medium-High)	◆◆◆◆◆ (High)
Multimodal Connectivity	<ul style="list-style-type: none">Poor sidewalk quality and little to no bicycle facilities along the corridorAllows more conflicting turns among motoristsDoes not impact motorist navigation and parkingLimits person-trip capacity	<ul style="list-style-type: none">Similar placement on sidewalk for improved connectivity, but lower level of improvementsDoes not impact motorists’ navigation and parkingDoes not significantly increase person-trip capacity of the corridor	<ul style="list-style-type: none">Provides the greatest opportunity to improve connectivity and facilities for people walking and bicycling because of curbside placement but no improvement for people crossingAllows motorists to make right and left turnsHas the greatest potential to increase person-trip capacity	<ul style="list-style-type: none">Presents a challenge to provide connectivity and facilities for people walking and bicycling because of median placement and physical space required, but provides a median refuge for people crossingLimits motorists’ left turnsHas the greatest potential to increase person-trip capacity
	◆ (Low)	◆◆◆◆ (Medium-High)	◆◆◆◆◆ (High)	◆◆◆◆ (Medium-High)

Criteria	No-Build	Mixed-Traffic Running Enhanced Bus	Side-Running BRT	Center-Running BRT
Transit Connectivity	<ul style="list-style-type: none">The poorest travel time and reliability and less attractive for ridersLowest on-time predictability for riders to confidently make regional transfersCompatible with existing regional services and can be expanded to other corridors	<ul style="list-style-type: none">Bus service enhancements (transit signal priority, queue jumps, etc.) may improve travel time/reliability compared to existing service, but not as much as BRTMarginal travel time/reliability improvement would have marginal ridership attraction and regional connectivityCompatible with existing services across the region and expandable	<ul style="list-style-type: none">Semi-exclusive transit lane exclusivity allows for good travel time and reliability, though not as high as Center-RunningBusiness access lanes are already established in the region at selection locations but would require some period for familiarity to growHigher likelihood for expansion than Center-Running	<ul style="list-style-type: none">Full transit lane exclusivity allows best transit travel time, reliability, and highest likelihood to attract ridersIntroduces a new service type in the region requiring a period of familiarity though can be lessened as other Center-Running BRT corridors are establishedMost challenging to expand due to level of investment and physical impact
	◆ (Low)	◆◆◆ (Medium)	◆◆◆◆ (Medium-High)	◆◆◆◆◆ (High)
Land Use and Neighborhood Business Compatibility	<ul style="list-style-type: none">No increase to land use activity or desirability, but no impact on adjacent propertiesNo improvement in the mobility of area businesses employees and patrons	<ul style="list-style-type: none">Minimal investment to transit along the corridor unlikely to increase land use activity and desirabilityNo impact to adjacent propertiesLower ridership attraction and travel time/reliability unlikely to provide improved mobility options for area businesses employees and patrons	<ul style="list-style-type: none">Can increase land use activity and desirabilityImproves mobility, transit access, and connectivity for employees and patrons to businesses along the corridor	<ul style="list-style-type: none">Can increase land use activity and desirabilityImproves mobility, transit access, and connectivity for employees and patrons to businesses along the corridor
	◆ (Low)	◆◆ (Medium-Low)	◆◆◆◆◆ (High)	◆◆◆◆◆ (High)
Deliverability	<ul style="list-style-type: none">No capital cost and lowest O&M costNo construction impacts	<ul style="list-style-type: none">Minor investments are needed for transit exclusivity and improvements such as signal upgradesMarginally higher O&M cost likely compared to existing service for special equipment such as transit signal priorityMinimal construction impacts since existing configuration of the corridor will be preserved	<ul style="list-style-type: none">Medium transit investment to create semi-exclusive transit guidewayHigher O&M cost compared to No-Build for stops and vehicle maintenanceConstruction period would be less impactful than Center-Running, but still require temporary lane closures	<ul style="list-style-type: none">Highest cost to create full transit exclusive guidewayHigher O&M cost compared to No-Build for stops and vehicle maintenanceMost impactful construction period requiring lane closures, detours, construction noise and access issues
	◆◆◆◆◆ (High)	◆◆◆◆ (Medium-High)	◆◆ (Medium-Low)	◆ (Low)

Criteria	No-Build	Mixed-Traffic Running Enhanced Bus	Side-Running BRT	Center-Running BRT
Equity	<ul style="list-style-type: none">Service for transit riders is slow and unreliable; transit riders experience longer travel times along the corridor compared to motorists	<ul style="list-style-type: none">Only marginal improvements to transit service and travel time likely compared to existing service, leaving a large variance between travel time for transit riders compared to motorists along the corridor	<ul style="list-style-type: none">Semi-exclusivity allows for improved transit service, improving travel time for transit riders to be more similar to motorist travel times	<ul style="list-style-type: none">Improves travel time for transit riders to be more similar to motorist travel times
	◆ (Low)	◆◆◆ (Medium)	◆◆◆◆◆ (High)	◆◆◆◆◆ (High)
Consistency with Community/ Stakeholder Feedback and Plans	<ul style="list-style-type: none">Participants voiced opinions that the existing conditions of the corridor do not match their expectations of a great streetNo-Build will not meet the goals of most plans for some improvements along the corridor	<ul style="list-style-type: none">Mixed responses. Stakeholder group participants felt this option would not be transformative enough; Focus group participants liked the enhanced amenitiesSeven of the 29 plans the project team reviewed mentioned a recommendation or goal for some transit improvement (non-BRT specific)	<ul style="list-style-type: none">Mixed responses. Stakeholder group participants liked that this option has dedicated bus lanes and does not require riders to cross into the median; Focus group participants noted that this is already used in the region, but can lead to turning movement conflictsSix of the 29 plans the project team reviewed mentioned a recommendation or goal for some type of BRT improvement	<ul style="list-style-type: none">Mixed responses. The most preferred by stakeholder group participants because this option could improve bus travel time and matches East Colfax BRT; Focus group participants had mixed responses with some having concerns about crossing into the median and repurposing of lanes to bus-onlySix of the 29 plans the project team reviewed mentioned a recommendation or goal for some type of BRT improvement
	◆ (Low)	◆◆◆◆◆ (High)	◆◆◆◆◆ (High)	◆◆◆◆◆ (High)
Final Scores	◆ (Low)	◆◆◆◆ (Medium)	◆◆◆◆◆ (High)	◆◆◆◆◆ (High)

EVALUATION RESULTS

The Side-Running BRT and Center-Running BRT were tied as the top-ranking potential transit enhancement options. They stand out in a few key factors.

Key Factors for Side-Running and Center-Running BRT Options

- Potential safety and comfort improvement through the decrease in the number of automobile lanes leading to safer motorist speeds (specifically in Center-Running BRT).
- Multimodal connectivity could improve with the potential for only minimal impact on other road users (Side-Running BRT).
- Transit connectivity could become more seamless with improved transit reliability in fully exclusive lanes (Center-Running BRT).
- Increased compatibility with land use and neighborhood businesses through improved mobility and transit access for employees and patrons.
- More socially equitable outcomes through the decrease in travel time for transit riders.
- Alignment with community and stakeholder feedback and existing plans which call for more transit investments and improved transit travel time and reliability.

This high-level analysis of potential transit enhancement options provides an initial understanding of the most appropriate transit alternative to increase the safety and mobility along the corridor. Although Side-Running BRT and Center-Running BRT are not recommendations, the analysis provides a preliminary understanding to inform the ongoing analysis of BRT along the corridor. In future planning efforts, CDOT will conduct a more in-depth analysis to recommended a preferred alternative.





CHAPTER 5

Bicycle and Pedestrian Transportation on Colorado Boulevard: Prioritization of Improvement Locations

Sidewalks, crosswalks, curb ramps, and bike facilities converge to compose the bicycle and pedestrian networks that move people along Colorado Blvd. While Chapter 2 outlines how gaps were identified based on existing conditions, this chapter describes the process of prioritizing those gaps. High-priority gaps should be viewed as focal points for potential enhancements to bolster overall network efficiency. The prioritization process described in this chapter yielded a list of top-scoring gaps where CDOT and its partners should dedicate resources towards improving the bicycle and pedestrian network along the corridor. Additionally, the Plan identifies six rapid implementation projects from the top-scoring gaps. Chapter 6 will elaborate on recommendations for each rapid implementation project and provide an additional list of longer-term projects to improve the multimodal environment and help prepare the corridor for potential Bus Rapid Transit (BRT) integration.

GAP IDENTIFICATION

The identification of gaps within Colorado Blvd.’s bicycle and pedestrian networks derives from the corridor’s existing conditions, detailed in Chapter 2 (page 13). Prioritization is organized within the four gap types, each representing a crucial aspect of network functionality:

- Missing & Narrow Sidewalk Gaps
- Curb Ramp Gaps
- Pedestrian Crossing Gaps
- Bicycle Network Crossing Gaps

Missing & Narrow Sidewalk Gaps

The presence of and quality of sidewalks are fundamental to a complete pedestrian network. Sidewalks that are well designed elevate the pedestrian experience and walkability of an area, while poor sidewalks can deter walking altogether. The Plan defines missing or narrow sidewalks as places along Colorado Blvd. Where sidewalks are either completely missing or where sidewalks are narrow enough to be considered substandard. Analysis, considering [DOTI’s Complete Streets Design Guidelines](#), revealed 74 segments falling short of prescribed standards.

Curb Ramp Gaps

Pedestrian curb ramps are a crucial part of the pedestrian network, allowing people of all ages and abilities to safely navigate from the curb down to the street and into crosswalks. The orientation of curb ramps to the street and the geometry of their slopes make a large difference between curb ramps that are accessible and those which are not, especially for people with disabilities. Leveraging data from CDOT Americans with Disabilities Act (ADA) inspections, the analysis identified 72 intersections with at least one deficient curb ramp and 8 intersections with at least one missing intersection.

Pedestrian Crossing Gaps

Pedestrian crossings of Colorado Blvd. serve an important role in the pedestrian network by connecting transit stops, schools, parks, health centers, libraries, grocery stores, and neighborhood-embedded commercial districts. The frequency of crossings and the distance between them dictate the accessibility and walkability of the corridor. Guided by [DOTI’s Uncontrolled Pedestrian Crossing Guidelines](#), the Plan identifies a total of 29 pedestrian crossing gaps that are more than 300 feet apart from one another.

Bicycle Network Crossing Gaps

No formal bicycle facilities are located on Colorado Blvd. itself. However, many bicycle facilities and bicycle routes cross Colorado Blvd. to connect neighborhoods on either side of the corridor. Even the best, low-stress bicycle facilities can suffer from poor, high-stress intersection crossings and may be avoided by bicyclists who don’t feel comfortable. The analysis identified 26 locations where the network intersects or crosses Colorado Blvd. CDOT classified these locations into three gap types according to the infrastructure found within the intersection that facilitated the crossing. Type 1 bicycle crossing gaps are defined as those which have no crossing facilities, type 2 gaps are crossings which have some facilities for bicycles, and type 3 crossings are locations with grade-separated infrastructure, such as an off-street shared-use path with an underpass. Type 3 crossings are not considered to be gaps in the network.

GAP PRIORITIZATION

After identifying gaps in the bicycle and pedestrian networks, a two-step prioritization process determined where improvements are most needed to fill gaps in the network. CDOT developed this methodology through an iterative process together with the City and County of Denver, the City of Glendale, and the Regional Transportation District (RTD).

Tier 1 prioritization was the first step in the prioritization process, including factors such as motor vehicle volumes, bicycle and pedestrian crashes, serious injuries and fatalities, transit ridership, and considerations around accessibility. To ensure logically sound results, unique criteria were also applied to certain gap types in Tier 1 prioritization. For example, the length of pedestrian crossing gaps was unique to pedestrian crossing gaps, with longer gaps being more heavily weighted than shorter gaps. The quality of sidewalks was another unique criterion applied only to missing and narrow sidewalk gaps. Only the highest scoring gaps from Tier 1 prioritization were carried forward to undergo Tier 2 prioritization.



Tier 1: Prioritization

Tier 1 prioritization was the first step in the prioritization process. A total of 218 gaps across all gap types went through Tier 1 prioritization:

- 74 Missing & Narrow Sidewalk Gaps
- 89 Curb Ramp Gaps
- 29 Pedestrian Crossing Gaps
- 26 Bicycle Network Crossing Gaps

Certain criteria were consistently applied to each type of gap within Tier 1 prioritization including:

- Non-KSI (killed or seriously injured) bicycle and pedestrian crashes,
- KSI bicycle and pedestrian crashes,
- Non-KSI motor vehicle crashes,
- KSI motor vehicle crashes
- Transit boardings and alightings from nearby transit stops.

Higher scores were given to gaps where more crashes occurred within 300 feet of that gap. Additionally, higher scores were given to gaps located near transit stops and light rail stations that experienced higher numbers of boardings and alightings. Additional criteria that were specific to each gap is outlined in the following tables.

Tier 1: Missing & Narrow Sidewalk Gap Criteria

In addition to the crash data and transit ridership criteria above, missing and narrow sidewalk gaps were also given additional prioritization points if they were located adjacent to deficient or missing curb ramps. They were also given extra points according to whether they were classified as missing or narrow. Lastly, Tier 1 prioritization assigned extra points to sidewalk segments located in areas with large clusters of sidewalk gaps to prioritize areas with poor connectivity.

TIER 1: UNIQUE MISSING & NARROW SIDEWALK GAP CRITERIA

Points	Adjacent to Deficient Curb Ramps	Adjacent to Missing Curb Ramps	Sidewalk Quality	Segment Clusters
5	Given if 100% of curb ramps are deficient	Given if 100% of curb ramps are missing	Given to missing sidewalks	Given if fully surrounded by other missing & narrow sidewalk segments
4	75% - 99%	75% - 99%	n/a	n/a
3	50% - 74%	50% - 74%	Given to narrow sidewalk	Given if across form or touching other missing & narrow sidewalk segments
2	25% - 40%	25% - 40%	n/a	n/a
1	1% - 24%	1% - 24%	n/a	Given to standalone missing & narrows sidewalk segments

Missing and narrow sidewalk gaps that scored at least 19 out of 50 possible points moved forward into Tier 2 prioritization. 23 gaps achieved a score of 19 and moved forward into Tier 2 prioritization.

Tier 1: Curb Ramp Gap Criteria

In addition to the crash data and transit ridership criteria, curb ramps were given additional prioritization points if they were deficient or missing. More points were given to intersections with a higher percentage of deficient or missing curb ramps to prioritize areas with poor ADA accessibility.

TIER 1: UNIQUE CURB RAMP GAP CRITERIA

Points	Adjacent to Deficient Curb Ramps	Adjacent to Missing Curb Ramps
5	Given if 100% of curb ramps are deficient	Given if 100% of curb ramps are missing
4	75% - 99%	75% - 99%
3	50% - 74%	50% - 74%
2	25% - 40%	25% - 40%
1	1% - 24%	1% - 24%

Tier 1: Pedestrian Crossing Gap Criteria

In addition to the crash data and transit ridership criteria, pedestrian crossings were given extra prioritization points according to the length of gaps located between pedestrian crossings. More points were given to the longer gaps to prioritize areas where it’s harder to cross Colorado Blvd.

TIER 1: UNIQUE PEDESTRIAN CROSSING GAP CRITERIA

Points	Adjacent to Deficient Curb Ramps	Adjacent to Missing Curb Ramps	Length of Pedestrian Crossing Gap
5	Given if 100% of curb ramps are deficient	Given if 100% of curb ramps are missing	1,600’ - 2,289’
4	75% - 99%	75% - 99%	1,000’ - 1,599
3	50% - 74%	50% - 74%	600’ - 999’
2	25% - 40%	25% - 40%	300’ - 599’
1	1% - 24%	1% - 24%	1’ - 299’

Tier 1: Bicycle Network Gap Criteria

In addition to the crash data and transit ridership criteria, bicycle crossing network gaps were given extra prioritization points according to the type of bike network crossing. Bike network crossing gaps with no bike facilities (type 1 gap) were given five extra points, bike network crossing gaps that had some facilities (type 2 gap) were given three extra points, and grade-separated crossings (type 3) were given no extra point since they were not considered to be gaps in the bike network.

TIER 1: UNIQUE BICYCLE NETWORK GAP CRITERIA

Points	Type of Bicycle Crossing Gap
5	Given to gaps with no bicycle facilities (Type 1)
3	Given to gaps with some bicycle facilities (Type 2)
0	Given to grade-separated crossings (Type 3)

Tier 2: Prioritization

A second round of prioritization was then conducted to narrow down the list of gaps even further. Tier 2 criteria were consistent for each gap type and included factors such as existing and future land use designations and density, proximity to community amenities, equity and environmental justice, and stakeholder feedback. Tier 2 prioritization resulted in lists of “top gaps” for each gap type, ranked according to their final Tier 2 scores. These top gaps are areas within the bicycle and pedestrian that need the most attention in considering where to invest future improvements.

Five criteria were applied to all gap types for Tier 2 Prioritization:

Existing Land Use - Points were given if each of the following high-density land use designations were present within ¼-mile of the gap: Commercial/ Retail, Entertainment/Cultural, Mixed-Use, Multi-unit Residential, and Office. This criterion was meant to elevate gaps to the top of the list that are surrounded by land uses that encourage higher rates of walking and biking.

Blueprint Denver Future Land Use - Points were given to prioritize high-density areas associated with Future Neighborhood Contexts located within 1/4 mile of the gap. These included Urban Center (highest density), General Urban (next highest density), Urban (third highest density).

Proximity to Amenities - Areas near community amenities including healthcare, assisted living, grocery stores, schools, community centers, libraries, government buildings, religious spaces, historic/cultural centers, and parks and open space were prioritized. Gaps with more types of amenities within ¼-mile scored higher.

Equity & Environmental Justice - Points were given according to the average equity score of the neighborhood surrounding each gap. Higher equity averages resulted in more points.

Public & Stakeholder Input - Community Story Collection Interviews and an interactive mapping activity with the Stakeholder Working Group were used to gather input. Three points were awarded as long as at least one related comment was located along or within 300 feet of the gap and five points were given for multiple related comments.

Only the highest scoring gaps were carried forward into Tier 2 prioritization. Sidewalk gaps that scored at least 19 out of 50 possible points, curb ramp gaps that scored at least 12 out of 40 possible points, pedestrian crossing gaps that scored at least 12 out of 45 possible points, and bicycle network crossing gaps that scored at least 15 out of 35 possible points were carried forward into Tier 2 prioritization.

Tier 2 prioritization resulted in a total of 56 top gaps:

- 23 Missing & Narrow Sidewalk Gaps
- 13 Curb Ramp Gaps
- 12 Pedestrian Crossing Gaps
- 8 Bicycle Network Crossing Gaps

Gap maps on the following pages and Appendix E: Gap Prioritization Matrices includes details on all other gaps that did not make it into Tier 2 prioritization.

TIER 2: PRIORITIZATION CRITERIA FOR ALL GAP TYPES

Points	Existing Land Use	Blueprint Denver Future Land Use	Proximity to Amenities	Equity & Environmental Justice	Public & Stakeholder Input
5	Given if 5 high-density designations are within ¼ mile	Given to Urban Center designations	Given if 5 or more amenity types are within ¼ mile	Given if average equity score is equal to or less than 2.15	Given if a public or stakeholder comment related to the gap type is within 300’
4	Given if 4 high-density designations are within ¼ mile	n/a	Given if 4 amenity types are within ¼ mile	Given if average equity score is 2.16 - 3.39	n/a
3	Given if 3 high-density designations are within ¼ mile	Given to General Urban designations	Given if 3 amenity types are within ¼ mile	Given if average equity score is 3.4 - 3.69	n/a
2	Given if 2 high-density designations are within ¼ mile	n/a	Given if 2 amenity types are within ¼ mile	Given if average equity score is 3.7 - 3.99	n/a
1	Given if 1 high-density designation is within ¼ mile	Given to Urban designations	Given if 1 amenity type is within ¼ mile	Given if average equity score is greater than or equal to 4.0	n/a

GAP PRIORITIZATION RESULTS

The following tables display the results of the prioritization process. Identified as the weakest spots within the bicycle and pedestrian networks, gaps with the highest scores signify areas where targeted improvements will yield the most effective utilization of resources in improving the bicycle and pedestrian networks.



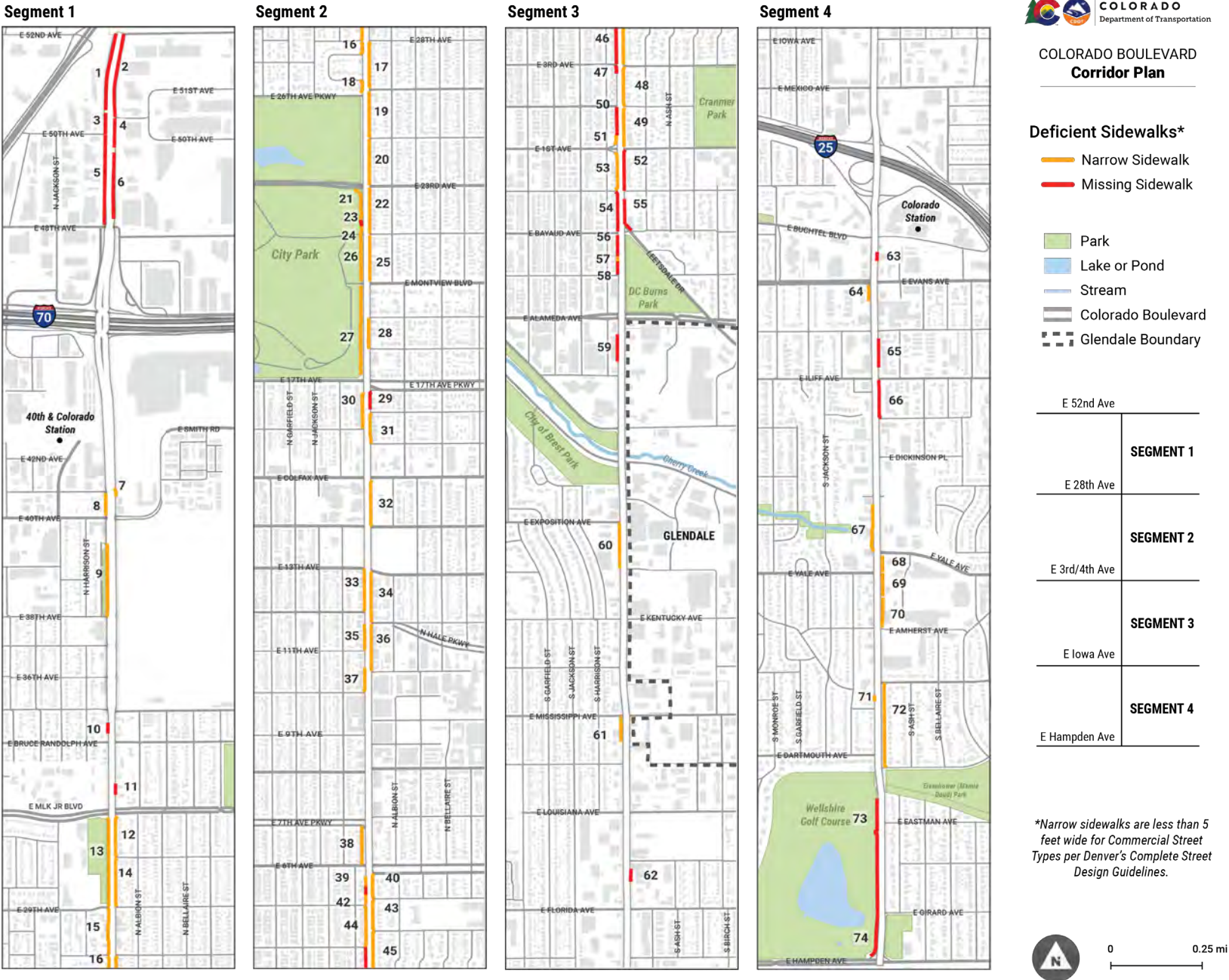
The gaps analysis identified 23 out of 74 missing or narrow sidewalk segments as the highest priority for implementing sidewalk improvements. Not only are the top 23 sidewalk segments more likely to be in areas with large pockets of many sidewalk gaps, but they are also in locations with high crash rates, high ridership at nearby bus stops, high-density land uses, multiple destination types, few instances of compliant curb ramps, low equity index scores, and multiple concerns from community members. See Appendix E: Gap Prioritization Matrices for a detailed breakdown of scoring criteria and the scoring process.



MISSING & NARROW SIDEWALKS: TOP 23 GAPS

Rank	Gap Extents	Gap Type	Gap ID	Score
1	Bruce Randolph Ave. to MLK JR Blvd. (East of Colorado Blvd.)	Missing	11	20
2	MLK JR Blvd. to 30 th Ave. (East of Colorado Blvd.)	Narrow	12	20
3	MLK JR Blvd. to 29 th Ave. (West of Colorado Blvd.)	Narrow	13	20
4	Colfax Ave. to 14 th Ave. (East of Colorado Blvd.)	Narrow	32	20
5	Buchtel Blvd. to Evans Ave. (East of Colorado Blvd.)	Missing	63	20
6	Hale Pkwy. to 11 th Ave. (East of Colorado Blvd.)	Narrow	36	19
7	Ellsworth Ave. to Bayaud Ave. (West of Colorado Blvd.)	Missing	54	19
8	Ellsworth Ave. to Bayaud Ave. (East of Colorado Blvd.)	Missing	55	19
9	14 th Ave. to 40 th Ave. (West of Colorado Blvd.)	Narrow	8	17
10	Batavia Pl. to 16 th Ave. (East of Colorado Blvd.)	Narrow	31	17
11	13 th Ave. to Hale Pkwy. (East of Colorado Blvd.)	Missing	34	17
12	35 th Ave. to Bruce Randolph Ave. (West of Colorado Blvd.)	Missing	10	16
13	2 nd Ave. to 1 st Ave. (West of Colorado Blvd.)	Missing	50	16
14	1 st Ave. to Ellsworth Ave. (East of Colorado Blvd.)	Missing	52	16
15	1 st Ave. to Ellsworth Ave. (West of Colorado Blvd.)	Narrow	53	16
16	30 th Ave. to 29 th Ave. (East of Colorado Blvd.)	Narrow	14	15
17	29 th Ave. to 28 th Ave. (West of Colorado Blvd.)	Narrow	15	15
18	50 th Ave. to 48 th Ave. (West of Colorado Blvd.)	Missing	6	14
19	Mississippi Ave. to Arizona Ave. (West of Colorado Blvd.)	Narrow	61	14
20	50 th Ave. to 48 th Ave. (East of Colorado Blvd.)	Missing	5	13
21	Montview Ave. to 17 th Ave. (West of Colorado Blvd.)	Narrow	27	13
22	23 rd Ave. to 22 nd Ave. (West of Colorado Blvd.)	Narrow	21	8
23	23 rd Ave. to 22 nd Ave. (East of Colorado Blvd.)	Narrow	22	8

Pedestrian Gaps: Missing & Narrow Sidewalks



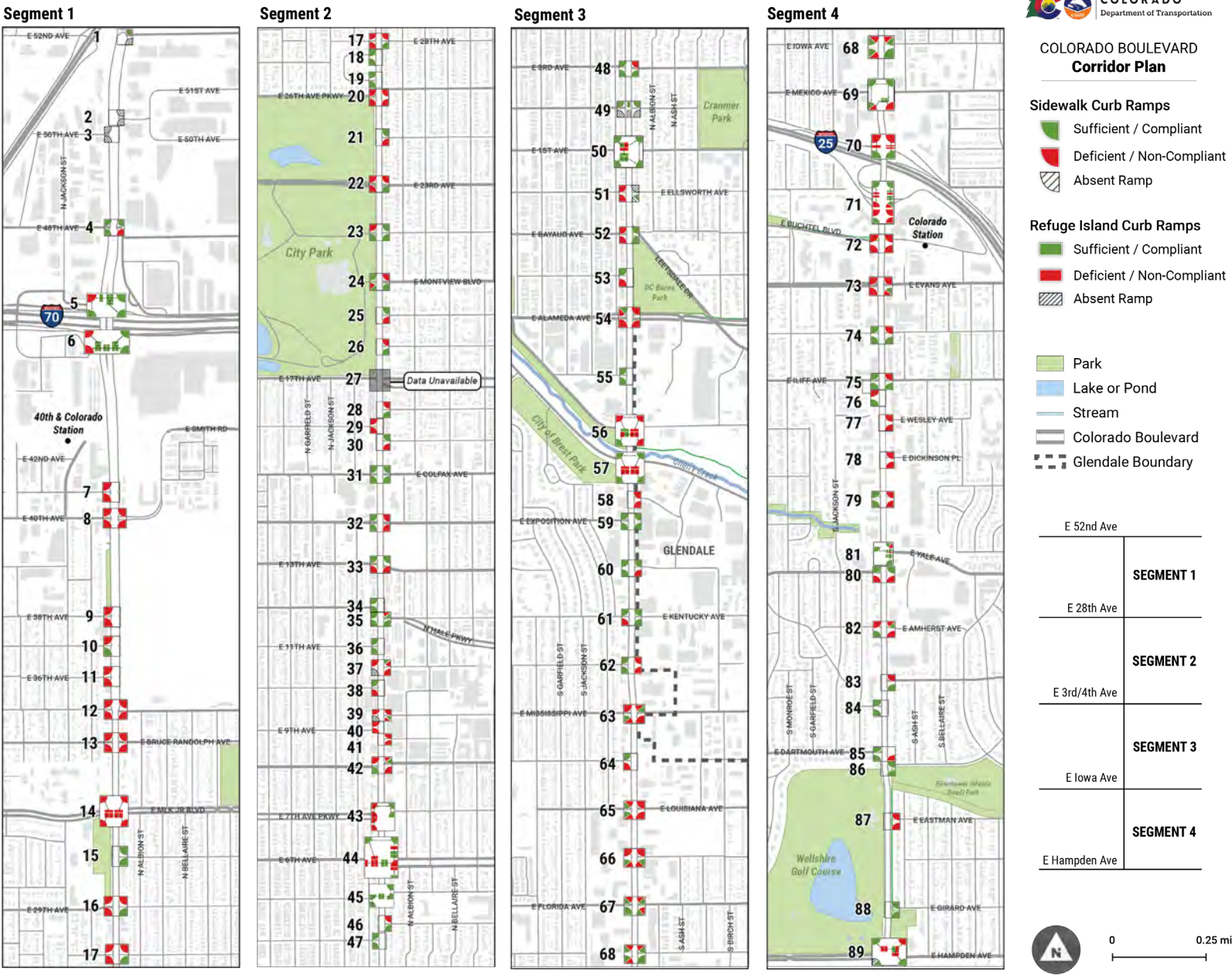
The gaps analysis identified 13 out of 89 intersections as the highest priority for implementing curb ramp improvements. While many intersections in the Study Area have ADA (Americans with Disabilities Act) and PROWAG (Public Right-of-Way Accessibility Guidelines) non-compliant and absent curb ramps, the gaps analysis indicated the 13 intersections listed in the table to the right as being the highest priority based on user experiences, historical context, and existing characteristics of the area. Not only are the top 13 intersections more likely to have a higher percentage of deficient or absent curb ramps at each intersection leg, but they are also in locations with high crash rates, high ridership at nearby bus stops, high-density land uses, multiple destination types, low equity index scores, and multiple concerns from community members. See Appendix E: Gap Prioritization Matrices for a detailed breakdown of scoring criteria and the scoring process.



CURB RAMPS: TOP 13 GAPS

Rank	Cross-Street	Description of Ramps at Intersection	Gap ID	Score
1	Buchtel Blvd. (Colorado Station)	100% deficient/non-compliant	72	21
2	MLK JR Blvd.	100% deficient/non-compliant	14	20
3	40th Ave.	100% deficient/non-compliant	8	18
4	Bruce Randolph Ave.	100% deficient/non-compliant	13	18
5	Colfax Ave.	100% sufficient/compliant	31	16
6	Mississippi Ave.	75% deficient/non-compliant 25% sufficient/compliant	63	16
7	41 st Ave.	100% deficient/non-compliant	7	15
8	48 th Ave.	25% deficient/non-compliant 75% sufficient/compliant	4	14
9	35 th Ave.	100% deficient/non-compliant	12	14
10	Alameda Ave.	87% deficient/non-compliant 13% sufficient/compliant	54	14
11	Cherry Creek S Dr.	43% deficient/non-compliant 57% sufficient/compliant	57	14
12	14 th Ave.	50% deficient/non-compliant 50% sufficient/compliant	32	13
13	Evans Ave.	87% deficient/non-compliant 13% sufficient/compliant	73	11

Pedestrian Gaps: Curb Ramps



For the purposes of the analysis, CDOT defines a deficient curb ramp as one that does not comply with current construction standards for accessibility, or that is in a state of disrepair.

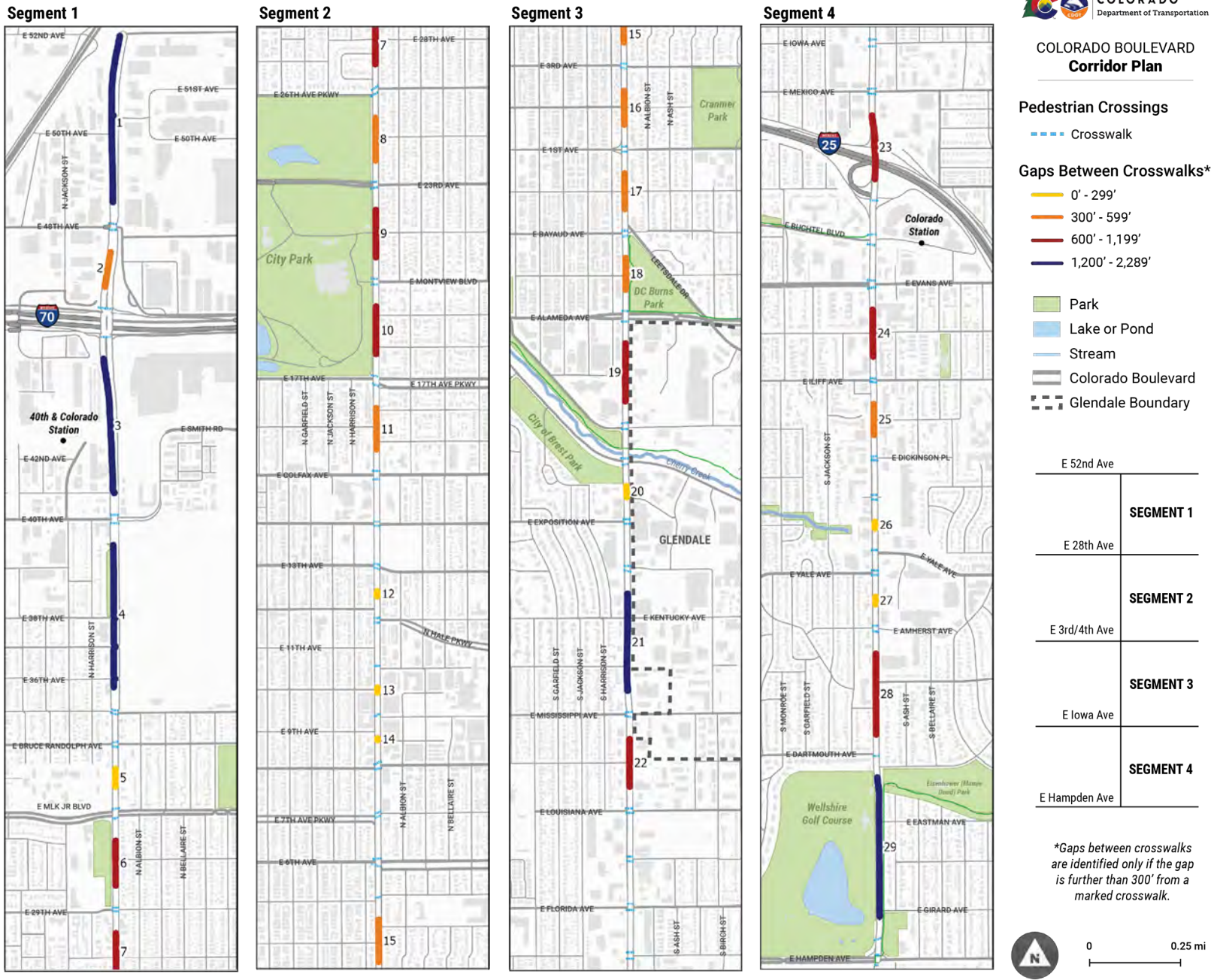
The gaps analysis identified 12 out of 28 corridor sections as the highest priority for implementing pedestrian crossing opportunities. While many stretches of Colorado Blvd. lack consistent crossing opportunities, the gaps analysis indicated the 12 corridor sections listed in the table to the right as being the highest priority based on user experiences, historical context, and existing characteristics of the area. Not only do the top 12 corridor sections represent a lack of crossing opportunities over the most significant lengths, but they are also in locations with high crash rates, high ridership at nearby bus stops, high-density land uses, multiple destination types, few instances of compliant curb ramps, low equity index scores, and multiple concerns from community members. See Appendix E: Gap Prioritization Matrices for a detailed breakdown of scoring criteria and the scoring process.



PEDESTRIAN CROSSINGS: TOP 12 GAPS

Rank	Gap Extents	Gap Distance (feet)	Gap ID	Score
1	40 th Ave. to 35 th Ave.	1,200 - 2,289	4	22
2	Bayaud Ave. to Alameda Ave.	300 - 599	18	19
3	17 th Ave. to Colfax Ave.	300 - 599	11	18
4	I-70 to 40 th Ave.	1,200 - 2,289	3	17
5	1 st Ave. to Bayaud Ave.	300 - 599	17	16
6	Alameda Ave. to Virginia Ave.	600 - 1,199	19	15
7	Mexico Ave. to I-25	600 - 1,199	23	14
8	Montview Blvd. to 17 th Ave.	600 - 1,199	10	13
9	Ohio Ave. to Mississippi Ave.	1,200 - 2,289	21	13
10	52 nd Ave. to 48 th Ave.	1,200 - 2,289	1	12
11	Mississippi Ave. to Louisiana Ave.	600 - 1,199	22	12
12	Dartmouth Ave. to Hampden Ave.	1,200 - 2,289	29	10

Pedestrian Gaps: Crossings



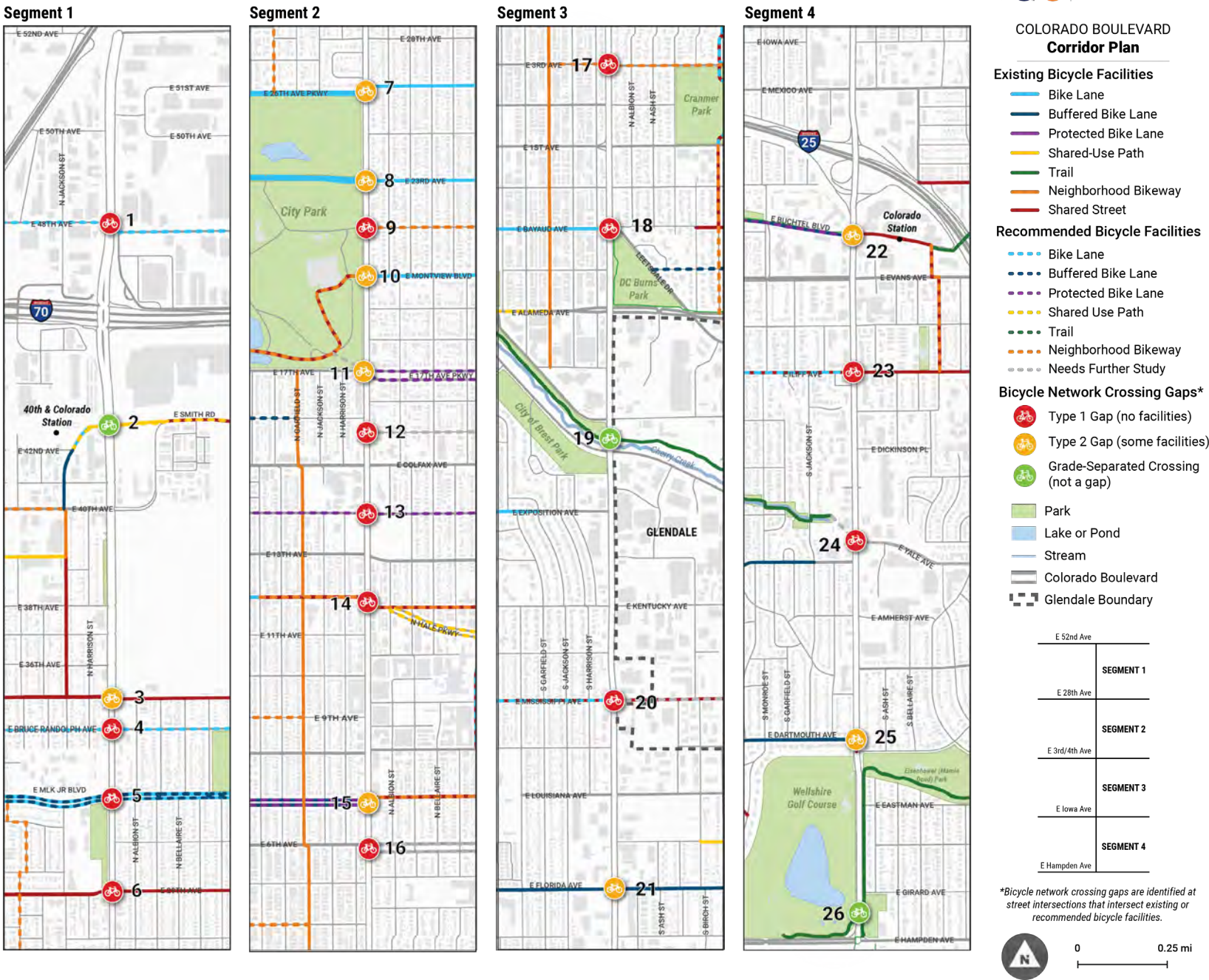
The gaps analysis identified 8 out of 26 intersections where bicycle routes run adjacent to or cross Colorado Blvd. as the highest priority for implementing bicycle crossing improvements. While many intersections in the Study Area lack bicycle crossing infrastructure, the gaps analysis indicated the 8 intersections listed in the table to the right as being the highest priority based on user experiences, historical context, and existing characteristics of the area. Not only are the top 8 intersections missing many or all bicycle crossing facilities necessary for connecting cyclists on intersecting or parallel routes across Colorado Blvd., but they are also in locations with high crash rates, high ridership at nearby bus stops, high-density land uses, multiple destination types, low equity index scores, and multiple concerns from community members. See Appendix E: Gap Prioritization Matrices for a detailed breakdown of scoring criteria and the scoring process.



BICYCLE CROSSINGS: TOP 8 GAPS

Rank	Cross-Street	Gap Type	Gap ID	Score
1	MLK JR Blvd.	Type 1 (no facilities)	5	17
2	Buchtel Blvd. (Colorado Station)	Type 2 (some facilities)	22	17
3	16 th Ave.	Type 1 (no facilities)	12	16
4	14 th Ave.	Type 1 (no facilities)	13	15
5	48 th Ave.	Type 1 (no facilities)	1	13
6	35 th Ave.	Type 2 (some facilities)	3	12
7	Bruce Randolph Ave.	Type 1 (no facilities)	4	11
8	23 rd Ave.	Type 1 (no facilities)	20	7

Bicycle Network Gaps: Crossings



*Bicycle network crossing gaps are identified at street intersections that intersect existing or recommended bicycle facilities.



CHAPTER 6

Recommendations



BUILDING A MULTIMODAL SUPPORTIVE ENVIRONMENT

Previous chapters of the Plan describe challenges (functional, safety, and aesthetic) with the corridor today based on conversations with the community and data analysis. This chapter presents infrastructure improvements that can bring Colorado Blvd. from its current form to the “great street” that the community envisions.

Implementation of these recommendations will require coordination and cooperation among CDOT and local agencies, along with securing funding for design, construction, operations, and maintenance.




To develop rapid implementation and long-term recommendations for Colorado Blvd., CDOT considered treatments included in the [Denver Complete Streets Design Guidelines](#), the [DRCOG Regional Complete Streets Toolkit](#), and the [CDOT Roadway Design Guide](#). For more detailed design guidance, decision-makers may refer to these resources, which further describe the suite of available infrastructure treatments. The Plan suggests that the following treatments may be the most effective tools along Colorado Blvd. but not all may be recommended in this iteration of planning. Table 6.1 Summary of Applicable Treatments describes the rapid implementation and long-term application of each treatment.




Rapid Implementation




Rapid implementation projects can be implemented to improve pedestrian and bicycle travel years before Bus Rapid Transit (BRT)-related infrastructure is installed. These projects are relatively low-cost, use non-permanent materials such as paint and signage, and enable relatively easy alterations in response to changing needs. Rapid implementation projects are interim by design, with permanent construction intended to eventually replace them.


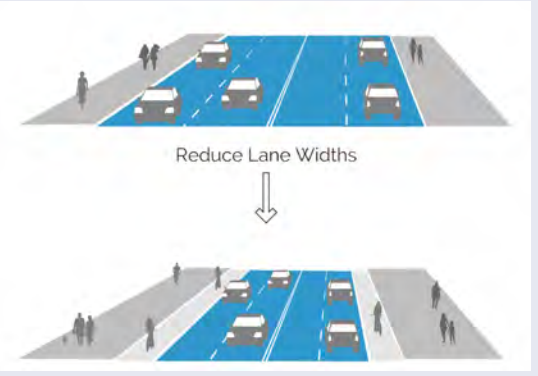

Table 6.1 Summary of Applicable Treatments


Treatment	Rapid Implementation	Long-Term	Example
Pedestrian Treatments			
Sidewalks	Repair of broken sidewalk panels and construct sidewalks to fill short gaps that don't require detailed design or ROW acquisition	Sidewalk repaving, widening, and installation. Consider incorporating vegetated or hardscaped buffers between the roadway and walking space	
Landscaping	Planters (determining maintenance obligations prior to installation is necessary, and could be handled by local agencies, business improvement districts, neighborhood associations, etc.)	Tree planting and more intensive landscaping	
Wayfinding	Simple pedestrian wayfinding	Design and installation of corridor-wide wayfinding	

Treatment	Rapid Implementation	Long-Term	Example
Pedestrian-Scale Lighting	Business-led lighting improvements like bistro lighting or on a building facade	Design and installation of corridor-wide pedestrian-scale lighting	
Street Furniture	Spot installation of benches, waste receptacles, bike racks, planters	Design and installation of corridor-wide street furniture	
Curb Extensions	Paint-and-post, engineered rubber, or concrete curb extensions	Concrete or landscaped curb extensions	


Treatment	Rapid Implementation	Long-Term	Example
Corner Radii Reduction	Paint-and-post curb extensions, truck apron (corner wedges using modular speed bumps)	Concrete or landscaped curb extensions	
Curb Ramps	Reconstruction or installation of curb ramp, full PROWAG-compliant reconstruction of corner at locations with planned curb ramp construction	Reconstruction or installation of curb ramp, full PROWAG-compliant reconstruction of corner at all curb ramp locations	
High-Visibility Crosswalks	Mark high-visibility crosswalk with traffic paint to create the shortest pedestrian crossing distance	Mark high-visibility crosswalk with thermoplastic paint to create the shortest pedestrian crossing distance	


Treatment	Rapid Implementation	Long-Term	Example
Signage & Markings	Refreshing or replacing worn and damaged markings and signage	Assessment and proposal of entirely new markings and signage	
Pedestrian Refuge Islands	Paint-and-post pedestrian refuge island	Concrete or landscaped pedestrian refuge island	
Medians	Paint-and-post median/hardened centerline	Concrete or landscaped median	


Treatment	Rapid Implementation	Long-Term	Example
Signal Improvements	Retroreflective backplates, cycle length reduction, leading pedestrian intervals (LPIs)	Accessible pedestrian signals (APS), corridor-wide signal updates/coordination, count down timers, pedestrian hybrid beacons (PHB)	
Lane Reduction	Lane narrowing or lane removal possible, but corridor-wide implications pose challenges	Lane narrowing or lane removal to provide space for other long-term treatments that require space (i.e., dedicated bus only lanes, wider sidewalks, etc.)	
Right-Turn Lane Redesign	Paint-and-post closure, modular speed tables/humps in channelized right-turn	Removal of channelized right-turn, raised pedestrian crossing	


Treatment	Rapid Implementation	Long-Term	Example
Access Management	Restricted/managed access with paint-and-post, right-in/right-out driveways, conversion of full-movement unsignalized intersections to left-overs	Site redevelopment with consolidated access	

Bicycling Treatments


Bike Parking	Bike racks and corrals	Covered bike parking and bike lockers	
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Bicycle Markings at Intersections	Mark bike boxes, conflict zone markings, mixing zones with traffic paint	Mark bike boxes, conflict zone markings, mixing zones with thermoplastic paint	
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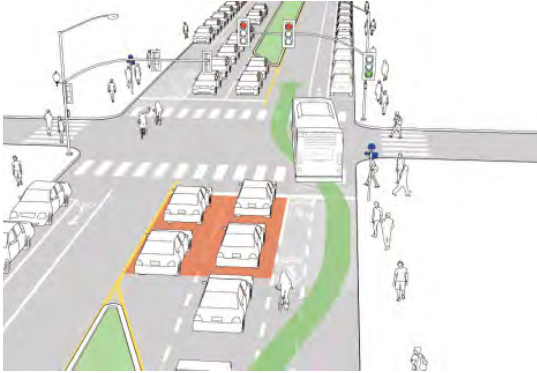
Treatment	Rapid Implementation	Long-Term	Example
Protected Intersection	Paint-and-post protected intersection	Concrete protected intersection	

Bike Signals, Detection, and Actuation	N/A	Bike signals, detection, and actuation	
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Transit Treatments

Bus Stop Enhancements	Benches, shelters, waste receptacles, planters, detectable warning strips	More intensive landscaping, boarding islands, PROWAG-compliant bus stops	
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Treatment	Rapid Implementation	Long-Term	Example
Bus Only Lanes	Marked bus only lane	Marked bus only lane, separated center-running busways	

Transit Signal Priority & Queue Jumps	Simple signal modifications of sequences, such as cycle length, phasing changes, and offsets	Transit signal priority (TSP), queue jumps	
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Rapid Implementation Recommendations

Rapid implementation projects can improve pedestrian and bicycle travel years before BRT-related infrastructure is installed. These projects are relatively low cost, use non-permanent materials such as paint and signage, and enable relatively easy alterations in response to changing needs.

CDOT staff visited 11 potential locations along the corridor based on previous safety and equity analyses to identify priority locations for safety improvements. During the site visit, CDOT staff primarily considered intersection-based rapid implementation treatments listed in the “Rapid Implementation” column of the Summary of Applicable Treatments (Table 6.1). CDOT staff also considered crash history and other relevant safety data to assess which locations and treatments could have the highest positive impact for the lowest cost.

Additionally, CDOT staff considered maintenance and repair treatment opportunities, such as refreshing roadway striping, replacing broken or missing sidewalk panels, and repairing pedestrian and bicycle signals.

The assessment identified rapid implementation solutions for six intersections, listed below and ordered from north to south, that are well suited to potential treatments and may yield the highest impact. They are presented in this chapter as schematic designs. These designs are conceptual and must advance through more detailed levels of design and review before construction. These intersection projects are interim solutions prior to larger investments to come, such as planned BRT service. Taking this rapid implementation approach, CDOT and partnering local agencies can deliver safety enhancements for people biking and walking at these locations today, while continuing to pursue longer-term, more permanent solutions.

- E 48th Ave.
- E Bruce Randolph Ave.
- E Montview Blvd.
- E Kentucky Ave.
- E Mississippi Ave.
- E Evans Ave.

Notes on these schematic designs:

Implementation of designs requires further design and analysis in collaboration with local agencies. Schematic designs selected for rapid implementation will advance to the next design phase, which will:

- » Consider additional concrete improvements (e.g., medians, curb extensions, etc.) and signal installations.
- » Determine the size and placement of concrete improvements and turn lanes.
- » Finalize all materials to be used for improvements (e.g., concrete, paint-and-post, etc.)
- » Complete traffic analyses as needed, for example signal timing analysis to determine the feasibility of protected left turns, longer pedestrian phases, and leading pedestrian intervals.
- » Incorporate signing and striping and relocate drainage inlets where necessary.
- » Analyze, discuss, and engage the public on proposed bus queue jumps and bypass lanes.
- » Further assess the condition of any curb ramp not already shown as a proposed replacement. Some existing curb ramps do not meet CDOT’s standards, but the necessary engineering and construction work for their replacement may exceed the level of effort intended for rapid implementation projects.

Some improvements align with design plans already developed by local partners while others were created for this Plan. All design concepts will be finalized in collaboration with the City of Denver and City of Glendale and in coordination with CDOT’s 2024 Highway Safety Improvement Program (HSIP). During the design phase, CDOT will work with RTD to refine all design changes that could impact bus operations and a future BRT alignment. Arrows depicting vehicular travel direction are for illustrative purposes only and do not represent proposed pavement markings.

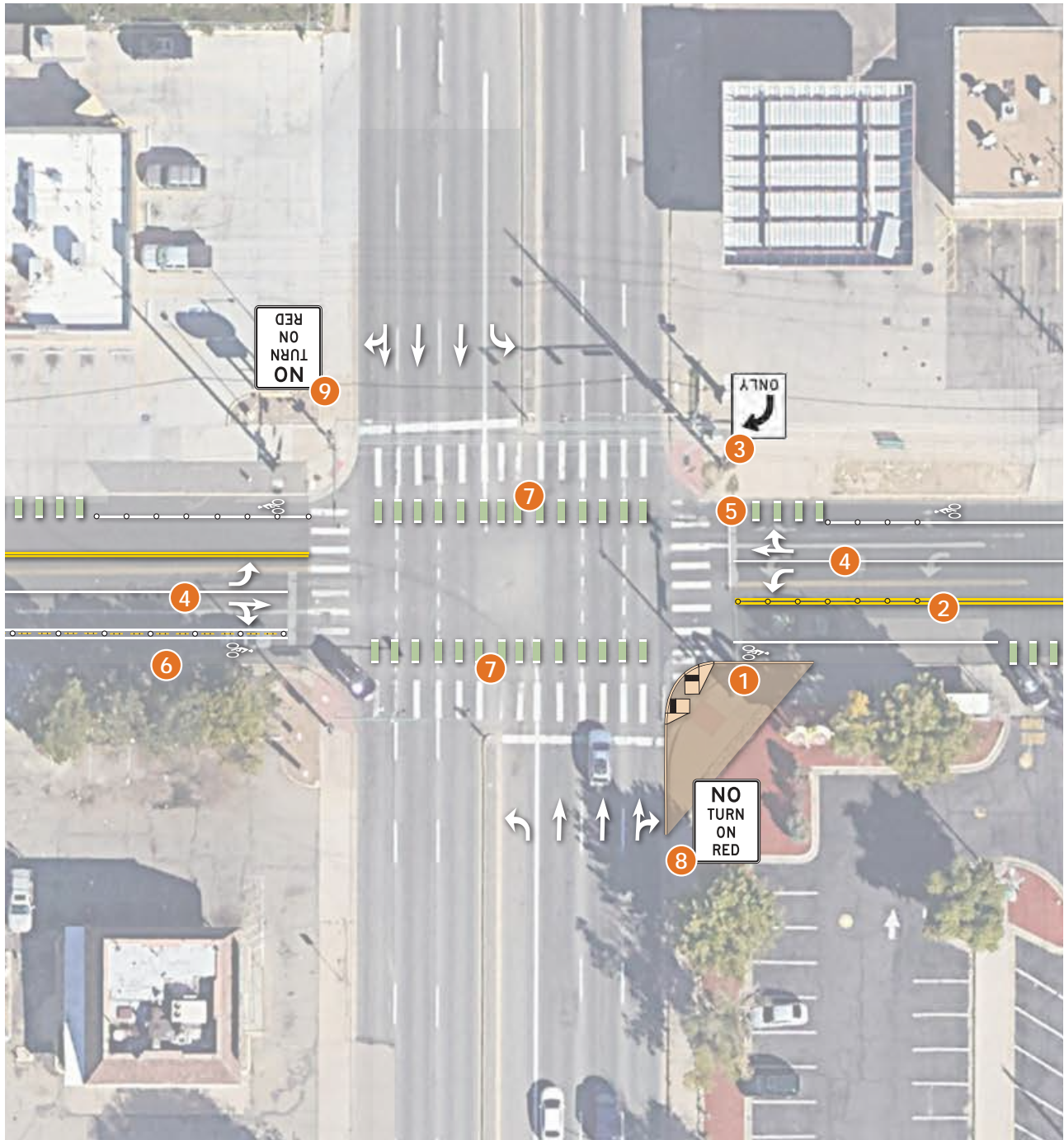


Colorado Boulevard & E 48th Avenue

In coordination with an ongoing project led by the City and County of Denver, this intersection will connect to destinations east of the intersection via new crosswalk markings and a sidewalk connection. The northbound and southbound outside lanes can become right-turn lanes to accommodate, respectively, a far-side curb extension and a dedicated area for bus dwelling. Pedestrians crossing Colorado Blvd. will have more time to cross with a longer pedestrian phase.

Drawings are for illustrative purposes only and are not to scale.

- 1 Mark right-turn-only lane
- 2 Install a concrete curb extension
- 3 Install bus amenities and mark bus-only lane
- 4 Mark right-turn-only lane and restrict right turn on red
- 5 Construct new sidewalk in accordance with DOTI design plans
- 6 Extend concrete median
- 7 Paint stop bars and crosswalks in accordance with DOTI design plans
- 8 Work with local partners to manage trash at pedestrian landings *(not shown in drawing)*

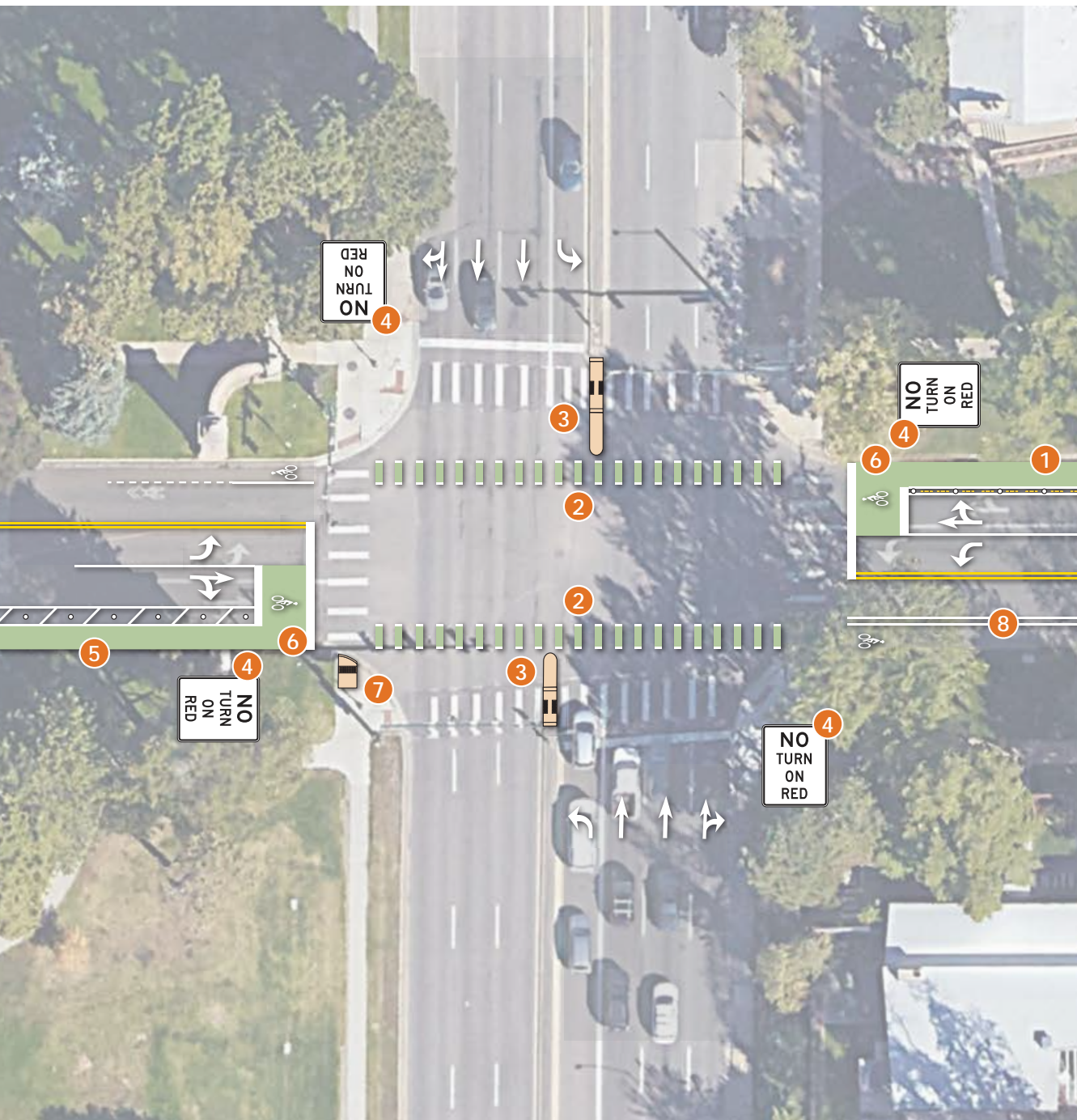


Colorado Boulevard & E Bruce Randolph Avenue

This schematic design extends the east-west bike lanes through the intersection. It also reconstructs the corner radii and ramps at the southeast corner. A hardened centerline and flexposts on the east leg will prevent drivers exiting the gas station (northeast quadrant) from turning left to travel east on E Bruce Randolph Ave. The concept is based on final design documents from the Central Community Transportation Network project.

Drawings are for illustrative purposes only and are not to scale.

- 1 Reduce corner radius
- 2 Harden centerline approximately 50 feet from intersection with flexposts
- 3 Add "Right Turn Only" sign by southbound driveway
- 4 Reconfigure lanes to include bike lanes, receiving lane, left-turn lane, and through/right-turn lane
- 5 Install green conflict markings and flexposts at the west bound approach
- 6 Install flexposts and rubber curbs flexposts only at the eastbound approach for approximately 50 feet
- 7 Install conflict markings through intersection
- 8 Restrict right turn on red



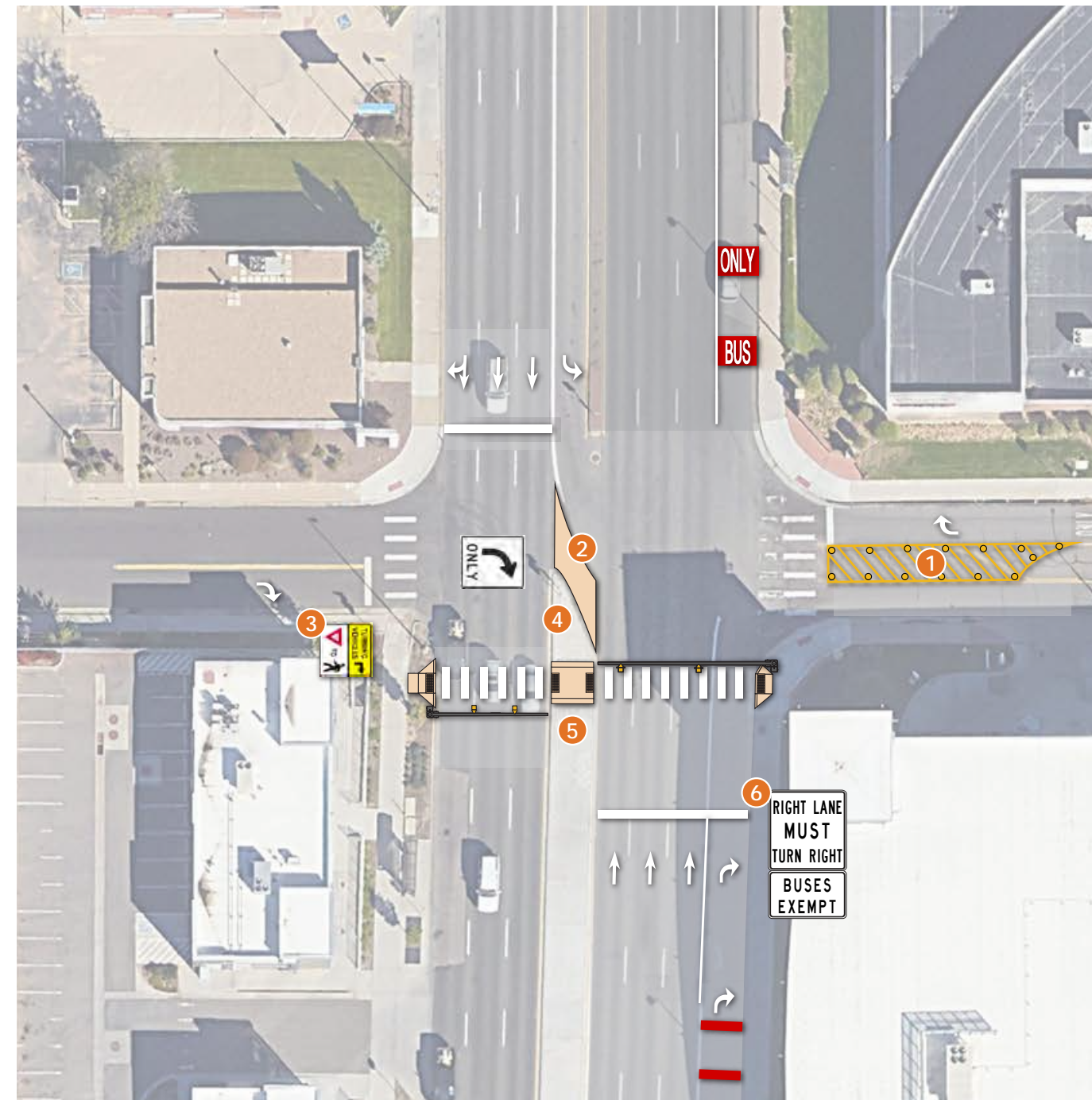
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Colorado Boulevard & E Montview Boulevard

This schematic design extends the existing bike lanes on E Montview Blvd. across Colorado Blvd. and into City Park. It also includes bike boxes and vertical elements to established separated bike lanes approaching the intersection from both sides. Restricting right turns on red will reduce the potential for right-hook crashes. Extending concrete medians will help reduce left turn speeds.

Drawings are for illustrative purposes only and are not to scale.

- 1 Install separated bike lane with flexposts and rubber curbs
- 2 Mark conflict markings through intersection
- 3 Extend concrete median
- 4 Restrict right turn on red at all approaches
- 5 Install separated bike lane with flexposts
- 6 Install bike box
- 7 Reconstruct curb ramp
- 8 Stripe buffered bike lane



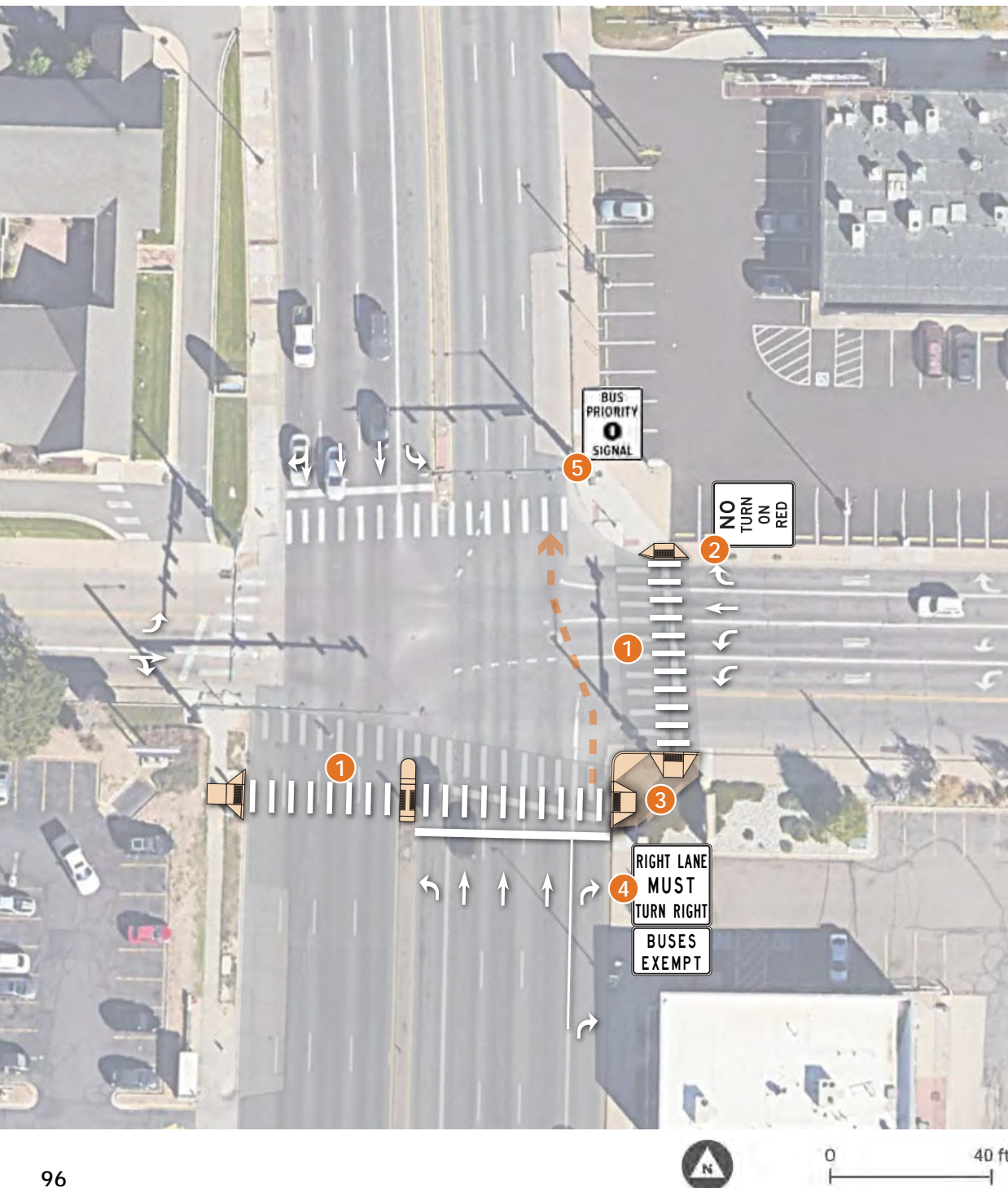
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Colorado Boulevard & E Kentucky Avenue

This intersection is currently unsignalized and represents a crossing gap in the pedestrian network. To accommodate people walking, this schematic design includes pedestrian hybrid beacons (PHB) and crosswalk markings on the southern side of the intersection. The PHBs will not control the existing southbound left-turn and westbound right-turn movements.

Drawings are for illustrative purposes only and are not to scale.

- 1 Install striped median to prohibit left turns
- 2 Extend concrete median to reinforce the left-turn restriction
- 3 Install "Right Turning Vehicles Yield to Pedestrians" sign
- 4 Add "Right Turn Only" sign for eastbound traffic (signage currently exists for westbound traffic)
- 5 Install PHBs for northbound and southbound lanes, including curb ramps, high-visibility crosswalks, and stop bars (PHB requires further analysis in design phase)
- 6 Mark right-turn-only lane and bus bypass lane

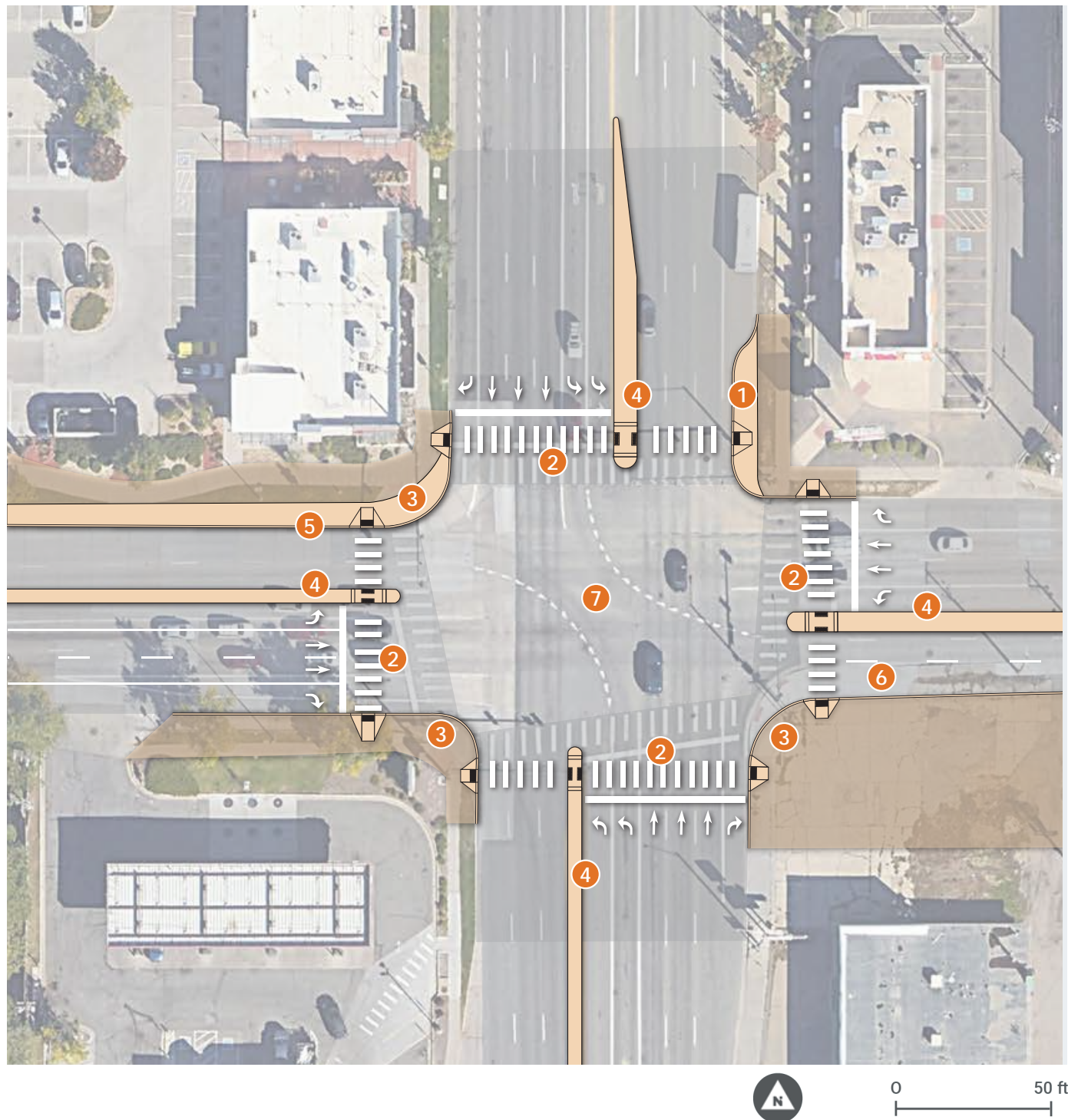


Colorado Boulevard & E Mississippi Avenue

The realigned crosswalk on the south leg will provide a shorter crossing distance and space for a median nose. This schematic design also includes a northbound bus queue jump. Longer term, Denver Moves: Bikes recommends reconfiguring E Mississippi Ave. to include on-street bike facilities. Denver Moves: Bikes recommends a conventional bike lane west of Colorado Blvd., and a facility type to be determined through further study east of Colorado Blvd.

Drawings are for illustrative purposes only and are not to scale.

- 1 Realign crosswalk, extend concrete median, relocate pedestrian signal equipment (as needed), and relocate curb ramps
- 2 Restrict right turn on red
- 3 Install concrete curb extension
- 4 Mark right-turn-only lane and bus queue jump lane (dashed arrow in drawing represents bus movement)
- 5 Add a dedicated bus signal and signage to the existing mast arm



Colorado Boulevard & E Evans Avenue

This concept is in coordination with an ongoing project led by the City and County of Denver at this intersection. On the west leg, narrower receiving lanes and a re-positioned right-turn lane creates space for curb extensions. All legs include concrete medians, reconstructed curb ramps, and realigned crosswalks to shorten crossing distances. Additionally, this schematic design includes the option for a corner curb extension on the northeast corner. DOTI plans to install numbers one (option 1) through six listed below.

Drawings are for illustrative purposes only and are not to scale.

- 1 **Option 1 (shown):** Install a concrete curb extension; **Option 2:** Mark right-turn-only lane and bus bypass lane (CDOT will coordinate with DOTI and RTD to select the best option for implementation)
- 2 Realign crosswalk markings
- 3 Reconstruct curb ramps and corner radius
- 4 Install a concrete median
- 5 Install concrete curb extensions
- 6 Widen east leg to accommodate median
- 7 Extend the pedestrian crossing time for the north and south legs, and consider a leading pedestrian interval for each leg



LONG-TERM RECOMMENDATIONS

In addition to rapid implementation projects, CDOT should consider the following long-term recommendations for the corridor (also listed in the “Long-Term” column of Table 6.1). Each of these recommendations addresses a concern that CDOT identified through community engagement and analysis of existing conditions. Some of these recommendations may require further analysis or design. These recommendations are not static and may change as other information and initiatives arise before installation.

1

Provide a high level of comfort for people walking along the corridor

1. Repair, replace, and construct new sidewalks to address gaps identified in the Plan, using the prioritization ranking to determine phasing and to ensure improvements serve schools, bus stops, and popular land uses like offices and shopping.
2. Conduct an access management plan to determine which access points along the corridor could be consolidated or closed. Close or relocate driveways within the functional area of an intersection.
3. Develop a consistent corridor-wide streetscape plan that includes:
 - Coherent signage and wayfinding
 - Pedestrian-scale lighting
 - A landscaping improvement and maintenance plan that identifies opportunities for new landscaping and expansion of the tree canopy, considering the Colorado climate and parties responsible for maintenance
 - Adoption of a consistent minimal sidewalk width and buffer zone with landscaping and/or street furniture



Improve the quality and frequency of crossings for people walking and biking

1. Replace and install PROWAG-compliant curb ramps, high-visibility crosswalks, and appropriate signage and markings, using the Plan's prioritization ranking to determine phasing and to ensure improvements serve schools, bus stops, and popular land uses like offices and shopping.
2. Several minor streets intersecting Colorado Blvd. have excess width at the intersection where curb extensions could be installed to shorten crossing distances, improve pedestrian visibility, and slow vehicular turns. **Implement curb extensions** where space allows, particularly on many of the lower-volume side streets where they intersect with Colorado Blvd. Curb extensions are particularly valuable in locations with high volumes of pedestrian traffic, near schools, at unsignalized pedestrian crossings, or where there are demonstrated pedestrian safety issues.
3. Smaller corner radii can create a more compact intersection and slow turning vehicles. **Tighten corner radii** at intersections all along Colorado Blvd. to improve safety of crossings, with or without curb extensions.
4. Remove slip lanes where present or, if removal is not a feasible or preferred option, install **raised pedestrian crossings** and geometric realignments to better manage vehicular speeds.
5. Consider **pedestrian refuge islands** where crossing distances are greater than 50 feet. Medians not only offer an opportunity for street beautification via landscaping and design features, but they also reduce long center turn lanes and create space for pedestrian refuge islands. Locating new medians has many challenges, including existing curb cuts, turn lanes, width, and intersections. Exact locations should be determined in the design development stage and in coordination with CDOT.
6. Install markings, signals, or other appropriate facilities to enhance bicycle crossings at intersections where existing or planned bikeways cross Colorado Blvd., using the Plan's prioritization ranking to determine the phasing of improvements. In locations with high volumes of turning movements by bicyclists, a bicycle box should be used to allow bicyclists to shift towards the desired side of the travel way. Where cross streets with bike lanes intersect Colorado Blvd., use intersection conflict markings as spot treatments or as a standard intersection treatment. In the long term, intersections with heavy volumes of people bicycling should be evaluated for protected intersections.



Improve the safety and efficiency of the corridor for all travelers

1. In addition to intersection geometry, traffic signal design and phasing can be a low-cost, quick, and effective way to minimize conflicts between motor vehicle and pedestrian movements and encourage turning drivers to yield to pedestrians. Corridor-wide, signals should be evaluated for coordination and updates including retroreflective backplates, protected left-turn phases, cycle length reduction, longer walk phases, leading pedestrian intervals (LPIs), accessible pedestrian signals, and bike signals/detection/actuation.
2. Reducing the width of travel lanes, reducing the number of travel lanes, or both, enables repurposing of space within the right-of-way to support additional users and uses. Road diets are typically implemented on roadways with excess capacity where anticipated traffic volumes have not materialized to support the need for additional travel lanes. Study the trade-offs of a tactical lane reduction in some sections of Colorado Blvd..
3. Partner with local agencies on education and awareness campaigns for drivers to highlight safety for people walking and biking.

Make transit attractive and reliable

1. Upgrade bus stops along the corridor with amenities consistent with RTD's Bus Infrastructure Design Guidelines and Standards. Bus stop enhancements like bus shelters and seating, bike racks, waste receptacles, ticket vending machines, landscaping, and accessibility improvements create a more comfortable environment supportive to those riding transit. These amenities protect riders from the elements and provide dignity to all users of Colorado Blvd. Features to improve accessibility are also necessary, like clear space in shelters to accommodate wheelchairs and other mobility devices, detectable warning surfaces, and near-level boarding and alighting zones that align with bus doors to provide a seamless transition.
2. Implement BRT or enhanced transit service on the corridor in line with this Plan and prior efforts, considering the trade-offs of center-running and side-running bus lanes. Future planning for BRT on Colorado Blvd. should incorporate transit signal priority and queue jumps. Identify locations of future BRT stations along the corridor and prioritize improvements to the pedestrian and bicycle networks within a quarter-mile.

CONCLUSION

This chapter builds on the insights gained from community discussions and data analysis described in previous chapters. The proposed infrastructure enhancements aim to transform Colorado Blvd. into the envisioned “great street” that enhances safety, functionality, and aesthetics. This transformation is envisioned through a series of strategic, implementable actions categorized under rapid and long-term recommendations. By adopting these recommendations, the Plan aims to foster a more interconnected and pedestrian-friendly environment that supports diverse transportation needs and promotes community well-being.

The proposed rapid implementation and long-term improvements not only address current deficiencies but also prepare the corridor for future demands and opportunities. Ultimately, the Plan’s success will be measured by its impact on the daily lives of those who live, work, and travel along Colorado Blvd., making it a model for sustainable urban development and a testament to the power of thoughtful, community-driven planning.





CHAPTER 7

What Comes Next

The creation of the Colorado Blvd. Corridor Plan represents a pivotal milestone in the collective efforts of the Colorado Department of Transportation (CDOT), local agencies, and community-based organizations to address the evolving transportation needs along the corridor. With a shared commitment to enhancing mobility and accessibility, the planning process included close collaboration with stakeholders to develop strategies that cater to the diverse needs of all travelers on Colorado Blvd.

By undertaking a comprehensive analysis of multimodal infrastructure and identifying key gaps in active transportation infrastructure, the Plan lays the foundation for a more inclusive and sustainable transportation network. The short-term multimodal improvements recommended by the Plan prioritize safety and pave the way for the seamless integration of Bus Rapid Transit (BRT) into the corridor.

Looking ahead, the ongoing BRT Project will build upon the foundation laid by this Plan. It will delve deeper into analyzing potential BRT configurations, develop a preferred alternative for BRT service, and initiate a more extensive public engagement process. Moreover, the project will commence the National Environmental Policy Act (NEPA) process to assess the environmental, social, and economic impacts of the proposed action.

While this Plan sets the stage for tangible improvements along Colorado Blvd., it also signifies that the conversation surrounding BRT on Colorado Blvd. is just beginning. As the Colorado Blvd. community embarks on the journey toward enhanced transit and a safer and more accessible multimodal future on the corridor, the collective efforts of CDOT, local agencies, community-based organizations, and corridor users will be instrumental in shaping an efficient and inclusive transportation environment for generations to come.

As planning on Colorado Blvd. moves forward, CDOT and its partners are poised to play essential roles in supporting initiatives that prioritize the well-being and mobility of all corridor users.



IMPLEMENTATION

CDOT will use this Plan as a guide to implement targeted measures that enhance safety for all users and address the troubling number of severe and fatal crashes that occur every year on Colorado Blvd. Of all the Plan's recommendations, CDOT will first prioritize advancement of those intended for rapid implementation. For these projects, CDOT has identified funding allocated through the Safer Main Streets Program to advance the Plan's schematic designs to 100 percent design and construction. Additionally, CDOT will be able to advance these schematic designs at some locations through coordination on existing projects led by DOTI. The Plan's long-term recommendations will need to take place in continued coordination or conjunction with the ongoing BRT Project. These long-term recommendations will require secured funding for further analysis, design, and implementation.

EVALUATION

CDOT will take the findings of this Plan's analysis of existing conditions and transit alternatives to conduct a comprehensive traffic report to evaluate the impacts of the various BRT alternatives on existing traffic patterns, congestion points, and transit usage along Colorado Blvd. Advanced modeling techniques will be utilized to forecast future demand and assess the potential impacts of BRT implementation on transit efficiency. CDOT aims to identify strategic locations for BRT infrastructure, transit signal priority, and station placement, and to optimize transit operations and enhance overall efficiency.

TRANSPARENCY AND ACCOUNTABILITY

To develop BRT options that reflect local characteristics and community needs and ensure a community-supported project, CDOT will continue to establish clear communication channels and organize community meetings, workshops, focus groups, and surveys to gather insights from residents, businesses, and commuters along the corridor. CDOT will broaden engagement and ensure accessibility for all community members.

THE COLORADO BOULEVARD BRT PROJECT AND YOU

Identifying appropriate transit enhancements for Colorado Blvd. that support the wellbeing and safety of all road users will take everyone working together. And we mean EVERYONE—

Residents, Employees, and Business Owners: Those who live, attend school, work, or own businesses on or near Colorado Blvd.

ROLES: Will serve as community experts and collaborators in implementing this Plan’s recommended multimodal enhancements on Colorado Blvd. and selecting a preferred BRT design option during the Colorado Blvd. BRT Project.

RESPONSIBILITIES: Will help spread awareness about the recommended enhancements outlined in the Plan. They will participate in and promote engagement opportunities to provide input on transit design alternatives for BRT as part of the Colorado Boulevard BRT Project. They will also collaborate with CDOT staff during the construction of quick build and longer-term projects recommended by the Plan to offer feedback on construction sequencing and accessibility requirements and support endeavors to minimize construction effects on local businesses and residents.

Visitors: Those who visit Colorado Blvd. to access key amenities such as shopping, healthcare, and recreation.

ROLES: Will serve as destination advocates for implementing this Plan’s recommended multimodal enhancements on Colorado Blvd. and selecting a preferred BRT design option during the Colorado Blvd. BRT Project.

RESPONSIBILITIES: Will participate in engagement opportunities to provide input on transit design alternatives for BRT as part of the Colorado Blvd. BRT Project, offering insights into their travel habits to ensure that transit enhancements meet visitor needs and positively impact their ability to safely and efficiently reach destinations along the corridor. They will also collaborate with CDOT staff during the construction of quick-build and long-term projects to offer information regarding destinations on Colorado Blvd. where access is most important.

Connectors: Those who use Colorado Blvd. to make transit and active transportation connections.

ROLES: Will serve as multimodal integration advocates for implementing this Plan’s recommended multimodal enhancements on Colorado Blvd. and selecting a preferred BRT design option during the Colorado Blvd. BRT Project.

RESPONSIBILITIES: Will provide feedback on transit design options for BRT as part of the Colorado Blvd. BRT Project, offering insights on the existing transit and active transportation network connections and advocating for improvements that enhance connectivity and safety for all road users. They will participate in outreach efforts to provide feedback on proposed changes to transit connections and help identify potential conflicts with other modes of transportation. Additionally, they will collaborate with CDOT staff during the construction of quick-build and longer-term projects to reduce impacts on bus operations and diversions for accessing bus stops, bicycle crossings, and sidewalks.

Travelers: Those who only move along Colorado Blvd. to get from point A to point B without visiting.

ROLES: Will serve as roadway navigation and experience experts for implementing this Plan’s recommended multimodal enhancements on Colorado Blvd. and selecting a preferred BRT design option during the Colorado Blvd. BRT Project.

RESPONSIBILITIES: Will continue to share their experiences using the corridor, providing feedback on the usability of the corridor to inform the selection of a preferred BRT design as part of the Colorado Blvd. BRT Project that helps improve the experience of moving along Colorado Blvd. They will also help CDOT identify potential conflicts between construction activities for the projects recommended by this Plan and travel on the corridor, providing feedback on temporary transit solutions and lane closures and supporting efforts to maintain connectivity during construction.

Decision Makers: Elected leaders, community-based organization leaders, and local agency staff from CDOT, the City and County of Denver, the City of Glendale, and RTD.

ROLES: Decision makers will serve as guides for implementing this Plan’s recommended multimodal enhancements on Colorado Blvd. and selecting a preferred BRT design option during the Colorado Blvd. BRT Project.

RESPONSIBILITIES: Decision makers will provide leadership and support for the implementation of the Plan’s recommendations and will help advance the Colorado Blvd. BRT Project. They will coordinate with agencies and stakeholders and offer technical expertise to ensure successful plan implementation. Additionally, they will help CDOT communicate to the public the Plan’s implementation progress and updates regarding the Colorado Blvd. BRT Project.

No matter your relationship to Colorado Blvd., you can help ensure a bright future for the corridor by participating in engagement activities and educational opportunities and spreading the word about this Plan, the ongoing BRT Project, and the Denver Metro BRT Program.

Share the Colorado Boulevard story with your friends, families, and neighbors, and learn how you can continue to be involved by visiting <https://www.codot.gov/projects/studies/denvermetrobrt>





Appendices



COLORADO BOULEVARD CORRIDOR PLAN