

NEXT STEPS

38th & Blake Traffic Operational Study



Project Data Sheets

Friday, February 18, 2011

NEXT STEPS

38th & Blake Traffic Operational Study



| | | |
|---------|--|----------------|
| Proj ID | Recommendation | Estimated Cost |
| KEY-1 | Relocate the proposed 38th Street pedestrian bridge over the railroad to 36th Street | Eagle P3 |

| | | | |
|------------------|-------------------------|------------|------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| Pedestrian | High | Mid Term | High |

Funded by:

Dependencies

Description

The EIS proposed pedestrian bridge accommodates access from the Wazee Street Park-n-Ride, but provides little benefit for pedestrians who are trying to access the station from the surrounding neighborhoods. Since Blake Street is grade separated from 38th Street, the pedestrian bridge does not greatly enhance connectivity across UP tracks. A pedestrian crossing at 36th Street would more directly connect River North to the transit station and would have the additional benefit of connecting Cole, Upper Larimer and Curtis Park to the South Platte River. This will create a contiguous corridor along 36th street to orient pedestrian activity and development. Brighton Blvd, Blake Street and Downing Street.

Status

Undetermined: Cooperation needed between Denver, RTD, and the UP Railroad. Negotiations on-going. Project may be subject to the terms of the CCD-RTD IGA.

Station Area Plan ID

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|------------------------------------|---|---------------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="KEY-2"/> | <input type="text" value="Platte River Pedestrian Bridge"/> | <input type="text" value="\$\$\$\$"/> |

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|---|----------------------------------|--|----------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Pedestrian"/> | <input type="text" value="Low"/> | <input type="text" value="Long Term"/> | <input type="text" value="Low"/> |

Funded by:

Dependencies

Description

Status

Station Area Plan ID

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Proj ID: KEY-3
Recommendation: Orient the section of the commuter rail platform built for opening day on 36th Street rather than 38th Street
Estimated Cost: Eagle P3

Improvement Type: Pedestrian
Station Area Importance: High
Time Frame: Short Term
Complexity: High

Funded by:

RTD

Dependencies

RTD Agreement

Description

This location will provide a more direct pedestrian link for residents of Cole and Upper Larimer; and also deter pedestrians from crossing Blake Street near the "hump" over the 38th Street underpass, where there is limited visibility from motorists.

Status

Part of Eagle P3 Project. Project may be subject to the terms of the CCD-RTD IGA.

Station Area Plan ID

K-1

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Proj ID: KEY-4
Recommendation: Relocate Wazee park-n-ride to 36th Street and Wazee
Estimated Cost: \$\$\$

Improvement Type: Pedestrian
Station Area Importance: Medium
Time Frame: Long Term
Complexity: High

Funded by:

CCD

Dependencies

RTD Agreement, Property Acquisition

Description

This complements the above two recommendations. If it gets approved, the East Corridor EIS improvements at the intersections of 38th and Wynkoop, 39th and Brighton; and 40th and Brighton should not be constructed.

Status

Parking lot is in final design. Changes at this point must be prepared and paid for by the City and County of Denver.

Station Area Plan ID

K-1

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Proj ID: Recommendation: Estimated Cost:

Improvement Type: Station Area Importance: Time Frame: Complexity:

Funded by:

Dependencies

Description

If the previous recommendation (i.e. relocating Wazee Park-n-ride to 36th Street and Wazee) does not get approved, a pedestrian bridge should be constructed over 38th Street adjacent to the tracks to allow pedestrian access to the park-n-ride from Wazee Street. Between 36th and 38th Streets, Wazee should be designed to accommodate a pedestrian path from the park-n-ride to the pedestrian bridge on 36th to access the platform.

Status

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|-----------------------------------|--|--------------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="SW-1"/> | <input type="text" value="36th Street Sidewalk, Arkins Ct to Wazee Street"/> | <input type="text" value="190,200"/> |

| | | | |
|---|----------------------------------|---|-------------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Pedestrian"/> | <input type="text" value="Low"/> | <input type="text" value="Short Term"/> | <input type="text" value="Medium"/> |

Funded by:

Dependencies

Description

5' Sidewalk and 3' Amenity zone on both sides to provide continuous sidewalk connections and ramps.

Status

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| | | |
|-----------------------------------|---|-------------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="SW-2"/> | <input type="text" value="36th Street Sidewalk, Blake Street to Downing Street"/> | <input type="text" value="74,400"/> |

| | | | |
|---|-----------------------------------|---|-------------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Pedestrian"/> | <input type="text" value="High"/> | <input type="text" value="Short Term"/> | <input type="text" value="Medium"/> |

Funded by:

Dependencies

Description

5' Sidewalk and 3' Amenity zone on west side to provide continuous sidewalk connections and ramps.

Status

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|-----------------------------------|--|--------------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="SW-3"/> | <input type="text" value="Blake Street Sidewalk, 31st Street to 36th Street"/> | <input type="text" value="276,000"/> |

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|---|-----------------------------------|---|-------------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Pedestrian"/> | <input type="text" value="High"/> | <input type="text" value="Short Term"/> | <input type="text" value="Medium"/> |

Funded by:

Dependencies

Description

16' Combined Sidewalk and Amenity zone to provide continuous sidewalk connections and ramps through the project limits.

Status

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| | | |
|-----------------------------------|---|--------------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="SW-4"/> | <input type="text" value="Blake Street Sidewalk, 36th Street 38th Street"/> | <input type="text" value="114,000"/> |

| | | | |
|---|-----------------------------------|---|-------------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Pedestrian"/> | <input type="text" value="High"/> | <input type="text" value="Short Term"/> | <input type="text" value="Medium"/> |

Funded by:

Dependencies

Description

16' Combined Sidewalk and Amenity zone to provide continuous sidewalk connections and ramps through the project limits.

Status

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| | | |
|-----------------------------------|---|--------------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="SW-5"/> | <input type="text" value="Blake Street Sidewalk, 38th Street 40th Street"/> | <input type="text" value="102,000"/> |

| | | | |
|---|-----------------------------------|---|-------------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Pedestrian"/> | <input type="text" value="High"/> | <input type="text" value="Short Term"/> | <input type="text" value="Medium"/> |

Funded by:

Dependencies

Description

16' Combined Sidewalk and Amenity zone to provide continuous sidewalk connections and ramps through the project limits.

Status

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|-----------------------------------|---|--------------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="SW-6"/> | <input type="text" value="40th Street Sidewalk, Blake St. to Franklin Street"/> | <input type="text" value="190,200"/> |

| | | | |
|---|-----------------------------------|---|-------------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Pedestrian"/> | <input type="text" value="High"/> | <input type="text" value="Short Term"/> | <input type="text" value="Medium"/> |

Funded by:

Dependencies

Description

Status

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|-----------------------------------|--|-------------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="SW-7"/> | <input type="text" value="Wazee Street Sidewalk, 35th Street to 36th Street"/> | <input type="text" value="58,200"/> |

| | | | |
|---|-----------------------------------|---|-------------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Pedestrian"/> | <input type="text" value="High"/> | <input type="text" value="Short Term"/> | <input type="text" value="Medium"/> |

Funded by:

Dependencies

Description

5' Sidewalk and 3' Amenity zone on both sides to provide continuous sidewalk connections and ramps.

Status

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| | | |
|-----------------------------------|--|-------------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="SW-8"/> | <input type="text" value="Wazee Street Sidewalk, 36th Street to 38th Street"/> | <input type="text" value="99,600"/> |

| | | | |
|---|-----------------------------------|---|-------------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Pedestrian"/> | <input type="text" value="High"/> | <input type="text" value="Short Term"/> | <input type="text" value="Medium"/> |

Funded by:

Dependencies

Description

Status

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| | | |
|-----------------------------------|--|--------------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="SW-9"/> | <input type="text" value="38th Street Sidewalk, Arkins Ct to Brighton Boulevard"/> | <input type="text" value="113,400"/> |

| | | | |
|---|-----------------------------------|---|-------------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Pedestrian"/> | <input type="text" value="High"/> | <input type="text" value="Short Term"/> | <input type="text" value="Medium"/> |

Funded by:

Dependencies

Description

5' Sidewalk and 3' Amenity zone to provide continuous sidewalk connections and ramps. East side needs repair only.

Status

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Proj ID

SW-10

Recommendation

38th Street Sidewalk, Brighton Boulevard to Walnut Street

Estimated Cost

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Improvement Type

Pedestrian

Station Area Importance

Med

Time Frame

Long Term

Complexity

High

Funded by:

CCD

Dependencies

MO-3: Reconstruction of 38th Street Underpass

Description

Min. 5' Sidewalk on South side of 38th Street to provide better connection between Brighton Blvd. and Walnut Street.

Status

Preliminary costs and ranking factors determined.

Station Area Plan ID

-

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Proj ID

SW-11

Recommendation

Walnut Street Sidewalk, 31st Street to 33rd Street

Estimated Cost

108,000

Improvement Type

Pedestrian

Station Area Importance

High

Time Frame

Short Term

Complexity

Medium

Funded by:

CCD

Dependencies

Description

5' Sidewalk and 3' Amenity zone on both sides to provide continuous sidewalk connections and ramps.

Status

Preliminary costs and ranking factors determined.

Station Area Plan ID

-

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Proj ID: Recommendation: Estimated Cost:

Improvement Type: Station Area Importance: Time Frame: Complexity:

Funded by:

Dependencies

Description

5' Sidewalk and 3' Amenity zone on both sides to provide continuous sidewalk connections and ramps.

Status

Station Area Plan ID

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Proj ID

SW-13

Recommendation

Walnut Street Sidewalk, 36th Street to 38th Street

Estimated Cost

85,200

Improvement Type

Pedestrian

Station Area Importance

High

Time Frame

Short Term

Complexity

Medium

Funded by:

CCD

Dependencies

Description

5' Sidewalk and 3' Amenity zone on both sides to provide continuous sidewalk connections and ramps.

Status

Preliminary costs and ranking factors determined.

Station Area Plan ID

-

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|------------------------------------|--|--------------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="SW-14"/> | <input type="text" value="Walnut Street Sidewalk, 38th Street to 40th Ave"/> | <input type="text" value="102,000"/> |

| | | | |
|---|-----------------------------------|---|-------------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Pedestrian"/> | <input type="text" value="High"/> | <input type="text" value="Short Term"/> | <input type="text" value="Medium"/> |

Funded by:

Dependencies

Description

5' Sidewalk and 3' Amenity zone on both sides to provide continuous sidewalk connections and ramps.

Status

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| | | |
|------------------------------------|--|-------------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="SW-15"/> | <input type="text" value="40th Street Sidewalk, Wynkoop Street to Brighton Blvd"/> | <input type="text" value="41,400"/> |

| | | | |
|---|----------------------------------|--|-------------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Pedestrian"/> | <input type="text" value="Low"/> | <input type="text" value="Long Term"/> | <input type="text" value="Medium"/> |

Funded by:

Dependencies

Description

5' Sidewalk and 3' Amenity zone on both sides to provide continuous sidewalk connections and ramps.

Status

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| | | |
|------------------------------------|--|-------------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="SW-16"/> | <input type="text" value="31st Street Sidewalk, Brighton Boulevard to Railroad Tracks"/> | <input type="text" value="45,000"/> |

| | | | |
|---|----------------------------------|--|-------------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Pedestrian"/> | <input type="text" value="Low"/> | <input type="text" value="Long Term"/> | <input type="text" value="Medium"/> |

Funded by:

Dependencies

Description

5' Sidewalk and 3' Amenity zone on both sides to provide continuous sidewalk connections and ramps.

Status

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Proj ID

SW-17

Recommendation

Brighton Boulevard Sidewalk, 31st Street to 36th Street

Estimated Cost

282,000

Improvement Type

Pedestrian

Station Area Importance

Low

Time Frame

Long Term

Complexity

Medium

Funded by:

CCD

Dependencies

Description

7' Attached Sidewalk for interim and 15' combined Sidewalk and Amenity Zone for ultimate on both sides of the street.

Status

Preliminary costs and ranking factors determined.

Station Area Plan ID

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| | | |
|------------------------------------|--|--------------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="SW-18"/> | <input type="text" value="Brighton Boulevard Sidewalk, 36th Street to 38th Street"/> | <input type="text" value="100,800"/> |

| | | | |
|---|----------------------------------|--|-------------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Pedestrian"/> | <input type="text" value="Low"/> | <input type="text" value="Long Term"/> | <input type="text" value="Medium"/> |

Funded by:

Dependencies

Description

Status

Station Area Plan ID

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Proj ID

SW-19

Recommendation

Brighton Boulevard Sidewalk, 38th Street to 40th Street

Estimated Cost

97,200

Improvement Type

Pedestrian

Station Area Importance

Low

Time Frame

Long Term

Complexity

Medium

Funded by:

CCD

Dependencies

Description

7' Attached Sidewalk for interim and 15' combined Sidewalk and Amenity Zone for ultimate on both sides of the street.

Status

Preliminary costs and ranking factors determined.

Station Area Plan ID

-

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Proj ID

SW-20

Recommendation

Arkins Court Sidewalk, 36th Street to 38th Street

Estimated Cost

51,000

Improvement Type

Pedestrian

Station Area Importance

Low

Time Frame

Long Term

Complexity

Medium

Funded by:

CCD

Dependencies

Description

5' Sidewalk and 3' Amenity zone on both sides to provide continuous sidewalk connections and ramps.

Status

Preliminary costs and ranking factors determined.

Station Area Plan ID

-

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|------------------------------------|--|-------------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="SW-21"/> | <input type="text" value="Chestnut Place Sidewalk, 35th Street to 36th Street"/> | <input type="text" value="26,400"/> |

| | | | |
|---|----------------------------------|--|-------------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Pedestrian"/> | <input type="text" value="Low"/> | <input type="text" value="Long Term"/> | <input type="text" value="Medium"/> |

Funded by:

Dependencies

Description

5' Sidewalk and 3' Amenity zone on both sides to provide continuous sidewalk connections and ramps.

Status

Station Area Plan ID

NEXT STEPS

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Proj ID

SW-22

Recommendation

Chestnut Place Sidewalk, 36th Street to 38th Street

Estimated Cost

50,400

Improvement Type

Pedestrian

Station Area Importance

Low

Time Frame

Long Term

Complexity

Medium

Funded by:

CCD

Dependencies

Description

5' Sidewalk and 3' Amenity zone on both sides to provide continuous sidewalk connections and ramps.

Status

Preliminary costs and ranking factors determined.

Station Area Plan ID

-

NEXT STEPS

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|------------------------------------|--|-------------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="SW-23"/> | <input type="text" value="Delgany Street Sidewalk, 35th Street to 36th Street"/> | <input type="text" value="57,000"/> |

| | | | |
|---|----------------------------------|--|-------------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Pedestrian"/> | <input type="text" value="Low"/> | <input type="text" value="Long Term"/> | <input type="text" value="Medium"/> |

Funded by:

Dependencies

Description

5' Sidewalk and 3' Amenity zone on both sides to provide continuous sidewalk connections and ramps.

Status

Station Area Plan ID

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| | | |
|------------------------------------|--|--------------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="SW-24"/> | <input type="text" value="Delgany Street Sidewalk, 36th Street to 38th Street"/> | <input type="text" value="102,000"/> |

| | | | |
|---|----------------------------------|--|-------------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Pedestrian"/> | <input type="text" value="Low"/> | <input type="text" value="Long Term"/> | <input type="text" value="Medium"/> |

Funded by:

Dependencies

Description

5' Sidewalk and 3' Amenity zone on both sides to provide continuous sidewalk connections and ramps.

Status

Station Area Plan ID

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|------------------------------------|--|-------------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="SW-25"/> | <input type="text" value="Lafayette Street Sidewalk, 38th Street to Franklin Street"/> | <input type="text" value="86,400"/> |

| | | | |
|---|-------------------------------------|--|----------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Pedestrian"/> | <input type="text" value="Medium"/> | <input type="text" value="Long Term"/> | <input type="text" value="Low"/> |

Funded by:

Dependencies

Description

5' Sidewalk and 3' Amenity zone on both sides to provide continuous sidewalk connections and ramps.

Status

Station Area Plan ID

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38th & Blake Traffic Operational Study



| | | |
|------------------------------------|--|-------------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="SW-26"/> | <input type="text" value="38th Street Sidewalk, Lafayette Street to Humboldt Street"/> | <input type="text" value="18,000"/> |

| | | | |
|---|-------------------------------------|--|----------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Pedestrian"/> | <input type="text" value="Medium"/> | <input type="text" value="Long Term"/> | <input type="text" value="Low"/> |

Funded by:

Dependencies

Description

5' Sidewalk and 3' Amenity zone on west side to provide continuous sidewalk connections and ramps.

Status

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| | | |
|------------------------------------|---|-------------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="SW-27"/> | <input type="text" value="Franklin Street Sidewalk, 39th Ave to 40th Ave"/> | <input type="text" value="66,000"/> |

| | | | |
|---|-------------------------------------|--|----------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Pedestrian"/> | <input type="text" value="Medium"/> | <input type="text" value="Long Term"/> | <input type="text" value="Low"/> |

Funded by:

Dependencies

Description

5' Sidewalk and 3' Amenity zone on west side to provide continuous sidewalk connections and ramps.

Status

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|------------------------------------|--|-------------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="SW-28"/> | <input type="text" value="35th Avenue Sidewalk, Franklin to Gilpin Street"/> | <input type="text" value="36,000"/> |

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|---|----------------------------------|--|----------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Pedestrian"/> | <input type="text" value="Low"/> | <input type="text" value="Long Term"/> | <input type="text" value="Low"/> |

Funded by:

Dependencies

Description

5' Sidewalk and 3' Amenity zone on north side to provide continuous sidewalk connections and ramps.

Status

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Proj ID

SW-29

Recommendation

Marion Street Sidewalk, 36th Ave to 37th Avenue

Estimated Cost

63,000

Improvement Type

Pedestrian

Station Area Importance

Medium

Time Frame

Mid Term

Complexity

Low

Funded by:

CCD

Dependencies

MO-7C

Description

Min. 5' Sidewalk on both sides to provide continuous sidewalk connections and ramps.

Status

Preliminary costs and ranking factors determined.

Station Area Plan ID

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|------------------------------------|--|-------------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="SW-30"/> | <input type="text" value="Marion Street Sidewalk, 37th Avenue to Walnut"/> | <input type="text" value="61,200"/> |

| | | | |
|---|-------------------------------------|---------------------------------------|----------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Pedestrian"/> | <input type="text" value="Medium"/> | <input type="text" value="Mid Term"/> | <input type="text" value="Low"/> |

Funded by:

Dependencies

Description

Status

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|------------------------------------|---|--------------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="SW-31"/> | <input type="text" value="40th Avenue Sidewalk, 40th Street to Race Street"/> | <input type="text" value="216,000"/> |

| | | | |
|---|-----------------------------------|---|-------------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Pedestrian"/> | <input type="text" value="High"/> | <input type="text" value="Short Term"/> | <input type="text" value="Medium"/> |

Funded by:

Dependencies

Description

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|------------------------------------|--|-------------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="SW-32"/> | <input type="text" value="Wynkoop Street Sidewalk, 35th Street to 36th Street"/> | <input type="text" value="54,000"/> |

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|---|-----------------------------------|---|-------------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Pedestrian"/> | <input type="text" value="High"/> | <input type="text" value="Short Term"/> | <input type="text" value="Medium"/> |

Funded by:

Dependencies

Description

Status

Station Area Plan ID

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| | | |
|------------------------------------|--|-------------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="SW-33"/> | <input type="text" value="Wynkoop Street Sidewalk, 36th Street to 38th Street"/> | <input type="text" value="99,600"/> |

| | | | |
|---|-----------------------------------|---|-------------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Pedestrian"/> | <input type="text" value="High"/> | <input type="text" value="Short Term"/> | <input type="text" value="Medium"/> |

Funded by:

Dependencies

Description

5' Sidewalk and 3' Amenity zone on both sides to provide continuous sidewalk connections and ramps.

Status

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| | | |
|------------------------------------|--|-------------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="SW-34"/> | <input type="text" value="Wynkoop Street Sidewalk, 38th Street to 40th Street"/> | <input type="text" value="93,000"/> |

| | | | |
|---|-----------------------------------|---|-------------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Pedestrian"/> | <input type="text" value="High"/> | <input type="text" value="Short Term"/> | <input type="text" value="Medium"/> |

Funded by:

Dependencies

Description

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| | | |
|------------------------------------|---|-------------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="SW-35"/> | <input type="text" value="Sidewalk repairs within Cole and Curtis Park Neighborhoods"/> | <input type="text" value="\$\$\$"/> |

| | | | |
|---|----------------------------------|--|----------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Pedestrian"/> | <input type="text" value="Low"/> | <input type="text" value="Long Term"/> | <input type="text" value="Low"/> |

Funded by:

Dependencies

Description

Repair sidewalks that need repair within the 1/2 mile radius study area generally located southeast of Walnut Street and south of 40th Ave within Cole And Curtis Parks neighborhoods- see Figure 4-4 of the Station Area Plan for the roadway segments that need sidewalk repair.

Status

Station Area Plan ID

NEXT STEPS

38th & Blake Traffic Operational Study



| | | |
|-----------------------------------|--|--|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="MO-1"/> | <input type="text" value="Reconfigure the 38th St, Walnut and Marion intersection"/> | <input type="text" value="See MO-3 and MO-7D or MO-7E"/> |

| | | | |
|---|-----------------------------------|--|-----------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Pedestrian"/> | <input type="text" value="High"/> | <input type="text" value="Long Term"/> | <input type="text" value="High"/> |

Funded by:

Dependencies

Description

This intersection is unfriendly for pedestrian movements due to curved turning lanes. Develop a new configuration to replace curved cut-outs with a more traditional square intersection configuration to the extend possible.

Status

Station Area Plan ID

NEXT STEPS

38th & Blake Traffic Operational Study



Proj ID: Recommendation: Estimated Cost:

Improvement Type: Station Area Importance: Time Frame: Complexity:

Funded by:

Dependencies

Description

Blake Street bridge is a "hump" over 38th Street underpass with limited visibility from motorists. Also, there are no sidewalks in the vicinity. Consider the closing until the 38th street underpass and Blake Street is reconstructed to ensure safe pedestrian crossings.

Status

Blake Street "hump" identified as potential early action TIP submittal. Temporary closure not feasible. Closure complicated by access requirements. Cul-du-sacs would be required on each end of the bridge which require ROW.

Station Area Plan ID

NEXT STEPS

38th & Blake Traffic Operational Study



| | | |
|-----------------------------------|--|---------------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="MO-3"/> | <input type="text" value="Reconstruct 38th Street underpass"/> | <input type="text" value="50000000"/> |

| | | | |
|---|-----------------------------------|--|-----------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Pedestrian"/> | <input type="text" value="High"/> | <input type="text" value="Long Term"/> | <input type="text" value="High"/> |

Funded by:

Dependencies

Description

This underpass has a narrow sidewalk only one side, and is shared with bicycles. Reconstruct the 38th Street Underpass between Wynkoop and Walnut to provide a four-lane cross section with wide sidewalks on both sides of the street and adequate vertical clearance. Reconstruct the Blake St Bridge to remove the "hump" and make it a level crossing over 38th with sidewalks on both sides of the street.

Status

Preliminary costs and ranking factors determined. Refinement of construction costs ongoing. Current estimate is between \$40 and \$60M

Station Area
Plan ID

NEXT STEPS

38th & Blake Traffic Operational Study



Proj ID: Recommendation: Estimated Cost:

Improvement Type: Station Area Importance: Time Frame: Complexity:

Funded by:

Dependencies

Description

Downing intersections at Walnut and Blake create challenges for pedestrians and autos. Remove Downing between Walnut and Blake and replace it with a new 37th Street that is pedestrian friendly and perpendicular to Walnut and Blake.

Status

Station Area Plan ID

NEXT STEPS

38th & Blake Traffic Operational Study



| | | |
|------------------------------------|---|--------------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="MO-5A"/> | <input type="text" value="36th & Blake Intersection Improvements"/> | <input type="text" value="140,000"/> |

| | | | |
|---|-----------------------------------|---|-------------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Pedestrian"/> | <input type="text" value="High"/> | <input type="text" value="Short Term"/> | <input type="text" value="Medium"/> |

Funded by:

Dependencies

Description

The intersection of 36th and Blake should be a full movement intersection with a signal control. Improve pedestrian crossing.

Status

Station Area Plan ID

NEXT STEPS

38th & Blake Traffic Operational Study



| | | |
|------------------------------------|---|--------------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="MO-5B"/> | <input type="text" value="Blake Street One Way to Two way conversion"/> | <input type="text" value="495,000"/> |

| | | | |
|---|-------------------------------------|---|-------------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Pedestrian"/> | <input type="text" value="Medium"/> | <input type="text" value="Short Term"/> | <input type="text" value="Medium"/> |

Funded by:

Dependencies

Description

Status

Station Area Plan ID

NEXT STEPS

38th & Blake Traffic Operational Study



Proj ID: Recommendation: Estimated Cost:

Improvement Type: Station Area Importance: Time Frame: Complexity:

Funded by:

Dependencies

Description

37th Ave and 36th St are expected to serve as primary pedestrian route to the station from Cole neighborhood. Provide crosswalks and signal at this intersection. Realign the intersection so that 36th matches up with 37th across Downing.

Status

Station Area Plan ID

NEXT STEPS

38th & Blake Traffic Operational Study



| | | |
|------------------------------------|--|---------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="MO-7A"/> | <input type="text" value="Convert Downing Street to two way"/> | <input type="text" value="\$"/> |

| | | | |
|---|-----------------------------------|---|-------------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Pedestrian"/> | <input type="text" value="High"/> | <input type="text" value="Short Term"/> | <input type="text" value="Medium"/> |

Funded by:

Dependencies

Description

Convert Downing from one-way to two-way between Walnut and Lawrence to improve vehicular mobility. This is consistent with the Central Corridor Extension recommendations.

Status

Station Area Plan ID

NEXT STEPS

38th & Blake Traffic Operational Study



Proj ID: Recommendation: Estimated Cost:

Improvement Type: Station Area Importance: Time Frame: Complexity:

Funded by:

Dependencies

Description

Status

Station Area Plan ID

NEXT STEPS

38th & Blake Traffic Operational Study



Proj ID: Recommendation: Estimated Cost:

Improvement Type: Station Area Importance: Time Frame: Complexity:

Funded by:

Dependencies

Description

Convert Marion from a one-way to two-way local street with reduced lanes and wider sidewalks between Lawrence and Walnut.

Status

Preliminary costs and ranking factors determined. Included as part of suggested Downing/Marion package of improvements. Limits are from 36th to 37th Avenue

Station Area Plan ID

NEXT STEPS

38th & Blake Traffic Operational Study



Proj ID

MO-7D

Recommendation

Convert Marion Street to two-way

Estimated Cost

1,015,000

Improvement Type

Station Area Importance

Time Frame

Complexity

High

Mid Term

Medium

Funded by:

Dependencies

Description

Convert Marion from one-way to two-way operation and reconfigure 38th Ave./Walnut St./Marion St. intersection. Limits 37th to Walnut Street.

Status

Preliminary costs and ranking factors determined.

Station Area Plan ID

NEXT STEPS

38th & Blake Traffic Operational Study



| | | |
|------------------------------------|---|--------------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="MO-7E"/> | <input type="text" value="Convert Marion Street to two-way"/> | <input type="text" value="657,000"/> |

| | | | |
|----------------------|-----------------------------------|---------------------------------------|-------------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text"/> | <input type="text" value="High"/> | <input type="text" value="Mid Term"/> | <input type="text" value="Medium"/> |

Funded by:

Dependencies

Description

Option to MO-7D. Convert Marion from one-way to two way operation. Cul-du-sac Marion Street making 38th Street "T" into Walnut Street

Status

Station Area Plan ID

NEXT STEPS

38th & Blake Traffic Operational Study



| | | |
|---------|---|----------------|
| Proj ID | Recommendation | Estimated Cost |
| MO-8A | Square up Downing/Lawrence/35th St intersection | Eliminated |

| | | | |
|------------------|-------------------------|------------|------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| Pedestrian | Medium | Long Term | High |

Funded by:

Dependencies

Description

The downtown and neighborhood grids collide at Downing Street south of the station, which causes confusing intersections for motorists and makes the act of crossing Downing difficult for pedestrians. Square up Downing intersection at Lawrence/35th St.

Status

Unlikely to go forward: May be better to leave intersection as is because of proximity to 35th Street.

Station Area
Plan ID

MO-8A

NEXT STEPS

38th & Blake Traffic Operational Study



| | | |
|------------------------------------|--|-------------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="MO-8B"/> | <input type="text" value="Square up Downing/34th St/Bruce Randolph Intersection"/> | <input type="text" value="23,200"/> |

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|---|----------------------------------|--|-----------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Pedestrian"/> | <input type="text" value="Low"/> | <input type="text" value="Long Term"/> | <input type="text" value="High"/> |

Funded by:

Dependencies

Description

The downtown and neighborhood grids collide at Downing Street south of the station, which causes confusing intersections for motorists and makes the act of crossing Downing difficult for pedestrians. Square up Downing intersection at 34th St/ Bruce Randolph.

Status

Station area impact limited. Evaluate and consider as part of future project. Impacted by Central Corridor

Station Area Plan ID

NEXT STEPS

38th & Blake Traffic Operational Study



| | | |
|------------------------------------|---|-------------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="MO-8C"/> | <input type="text" value="Square up Downing/Curtis/33rd Ave Intersection"/> | <input type="text" value="70,500"/> |

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|---|----------------------------------|--|-----------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Pedestrian"/> | <input type="text" value="Low"/> | <input type="text" value="Long Term"/> | <input type="text" value="High"/> |

Funded by:

Dependencies

Description

The downtown and neighborhood grids collide at Downing Street south of the station, which causes confusing intersections for motorists and makes the act of crossing Downing difficult for pedestrians. Square up Downing intersection at Curtis/33rd Ave.

Status

Station area impact limited. Evaluate and consider as part of future project. Impacted by Central Corridor

Station Area Plan ID

NEXT STEPS

38th & Blake Traffic Operational Study



| | | |
|-----------------------------------|--|---|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="MO-9"/> | <input type="text" value="Pedestrian treatment for 37th Ave"/> | <input type="text" value="(Sidewalk)"/> |

| | | | |
|---|-----------------------------------|---|----------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Pedestrian"/> | <input type="text" value="High"/> | <input type="text" value="Short Term"/> | <input type="text" value="Low"/> |

Funded by:

Dependencies

Description

Pedestrians accessing the station will likely use 37th Ave. Improve pedestrian infrastructure along the way. Safe crossing needs to be ensured at north-south collectors such as Franklin. This improvement includes new cross-walks, traffic control measures etc. in addition to the sidewalk improvements only.

Status

Preliminary costs and ranking factors determined. Included as part of Potential Blake Street package

Station Area Plan ID

NEXT STEPS

38th & Blake Traffic Operational Study



| | | |
|-------------------------------------|---|--|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="MO-10A"/> | <input type="text" value="Improve Blake Street Cross Section"/> | <input type="text" value="3,445,000"/> |

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|----------------------|-----------------------------------|---|-------------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text"/> | <input type="text" value="High"/> | <input type="text" value="Short Term"/> | <input type="text" value="Medium"/> |

Funded by:

Dependencies

Description

Reconstruct Blake Street Bridge over 38th Street to improve vertical curve design and provide adequate clearance and width for future widened 38th Street. Provide sidewalks on both sides of Blake Street

Status

Preliminary costs and ranking factors determined. Included as part of Potential Blake Street package

Station Area Plan ID

NEXT STEPS

38th & Blake Traffic Operational Study



| | | |
|-------------|--|----------------|
| Proj ID | Recommendation | Estimated Cost |
| MO-10/MO-11 | Close 40th Ave between 40th St and Franklin and 40th St and Walnut intersection improvements | 790,000 |

| | | | |
|------------------|-------------------------|------------|------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| Pedestrian | Medium | Short Term | Medium |

Funded by:

CCD

Dependencies

Description

Intersection of 40th Ave, Franklin St and Walnut St features an awkward traffic movement creating challenges for vehicles and pedestrians. Closing this section will eliminate these challenges. It will eliminate the curve towards 40th St, hence facilitate pedestrian crossing at 40th St and Blake. It'll also reduce the traffic volumes on Blake in front of the station, resulting in safer pedestrian crossings at all intersections between 40th and 36th streets. Pedestrians from northern Cole and Rock Drill Lofts are likely to access station using this intersection. The intersection has no sidewalks and crosswalks. Also, with the closure of 40th Ave (see previous recommendation), traffic would increase here. A traffic signal should be located.

Status

Preliminary costs and ranking factors determined. Included as part of Potential Blake Street package

Station Area Plan ID

MO-10

NEXT STEPS

38th & Blake Traffic Operational Study



Proj ID: Recommendation: Estimated Cost:

Improvement Type: Station Area Importance: Time Frame: Complexity:

Funded by:

Dependencies

Description

40th St is envisioned as a main pedestrian route to the station from northeast Cole, and the main vehicular route to the Blake Street park-n-ride. Incorporate sidewalks and crosswalks at this intersection to ensure safe access from the Blake Street park-n-ride to the station, and from the neighborhood to the station.

Status

Station Area Plan ID

NEXT STEPS

38th & Blake Traffic Operational Study



| | | |
|------------------------------------|--|---------------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="MO-13"/> | <input type="text" value="Brighton Boulevard cross-section design"/> | <input type="text" value="\$\$\$\$"/> |

| | | | |
|---|----------------------------------|--|-----------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Pedestrian"/> | <input type="text" value="Low"/> | <input type="text" value="Long Term"/> | <input type="text" value="High"/> |

Funded by:

Dependencies

Description

Brighton Blvd is a critical arterial gateway to downtown and also the front door to River North District. There are presently no sidewalks along the corridor within the station area . Brighton Boulevard Urban Design Guidelines propose an 80-foot interim cross-section that fits existing ROW; and a 110-foot ultimate one that requires ROW dedication.

Status

Station area impact limited. Better implemented as part of redevelopment of Brighton Boulevard progresses

Station Area Plan ID

NEXT STEPS

38th & Blake Traffic Operational Study



| | | |
|------------------------------------|--|-------------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="MO-14"/> | <input type="text" value="Signalize 36th and Brighton Blvd intersection"/> | <input type="text" value="250000"/> |

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|---|-----------------------------------|---|----------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Pedestrian"/> | <input type="text" value="High"/> | <input type="text" value="Short Term"/> | <input type="text" value="Low"/> |

Funded by:

Dependencies

Description

Status

Station Area Plan ID

NEXT STEPS

38th & Blake Traffic Operational Study



| | | |
|------------------------------------|--|---------------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="MO-15"/> | <input type="text" value="New 37th Street"/> | <input type="text" value="\$\$\$\$"/> |

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|---|----------------------------------|--|-----------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Pedestrian"/> | <input type="text" value="Low"/> | <input type="text" value="Long Term"/> | <input type="text" value="High"/> |

Funded by:

Dependencies

Description

Build a new 37th street between Wazee and the South Platter River. This will create a more complete street grid in River North, will improve mobility in the neighborhood and would serve as the main orientation for the mixed use employment/arts district between 36th and 38th

Status

Unlikely to go forward. Station area impact limited. Significant impacts to existing properties and land use. Could be part of long range vision.

Station Area Plan ID

NEXT STEPS

38th & Blake Traffic Operational Study



| | | |
|------------------------------------|---|-------------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="MO-16"/> | <input type="text" value="*New 39th Street and Marion Street"/> | <input type="text" value="\$\$\$"/> |

| | | | |
|---|-------------------------------------|--|-----------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Pedestrian"/> | <input type="text" value="Medium"/> | <input type="text" value="Long Term"/> | <input type="text" value="High"/> |

Funded by:

Dependencies

Description

Introduce a new 39th street between Lafayette and Blake with a new Marion street between new 39th St and existing 40th. This will create smaller blocks which are more appropriate for TOD and promote better pedestrian circulation.

Status

Work with developers as area redevelops. Ped connections will exist at 40th Street, 38th Street, 37th Street and 36th Street.

Station Area Plan ID

NEXT STEPS

38th & Blake Traffic Operational Study



| | | |
|-------------------------------------|---|---------------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="MO-17A"/> | <input type="text" value="*Extend Wynkoop and create new 41st, 42nd and 43rd streets"/> | <input type="text" value="\$\$\$\$"/> |

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|---|----------------------------------|--|-----------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Pedestrian"/> | <input type="text" value="Low"/> | <input type="text" value="Long Term"/> | <input type="text" value="High"/> |

Funded by:

Dependencies

Description

Extend Wynkoop from its current public terminus to 43rd street. Add new 41st, 42nd and 43rd streets connecting Wynkoop and Brighton. This will promote better pedestrian circulation.

Status

Significant impacts to existing properties and land use. Could be part of long range vision. Beyond scope of next step study.

Station Area Plan ID

NEXT STEPS

38th & Blake Traffic Operational Study



| | | |
|-------------------------------------|---|---------------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="MO-17B"/> | <input type="text" value="*Extend Wynkoop and create new 33rd and 34th streets"/> | <input type="text" value="\$\$\$\$"/> |

| | | | |
|---|----------------------------------|--|-----------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Pedestrian"/> | <input type="text" value="Low"/> | <input type="text" value="Long Term"/> | <input type="text" value="High"/> |

Funded by:

Dependencies

Description

Extend Wynkoop southwest of 35th street. Add new 33rd and 34th streets connecting Wynkoop to Brighton. This will promote better pedestrian circulation.

Status

Significant impacts to existing properties and land use. Could be part of long range vision. Beyond scope of next step study.

Station Area
Plan ID

NEXT STEPS

38th & Blake Traffic Operational Study



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| Proj ID | Recommendation | Estimated Cost |
| MO-17C | *Extend Wazee and create a new 34th street | \$\$\$\$ |

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|------------------|-------------------------|------------|------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| Pedestrian | Low | Long Term | High |

Funded by:

CCD/Property Owners

Dependencies

Description

Extend Wazee southwest of 35th street. Add new 34th street connecting Wazee to the new Wynkoop. This will promote better pedestrian circulation.

Status

Significant impacts to existing properties and land use. Could be part of long range vision. Beyond scope of next step study.

Station Area Plan ID

MO-17C

NEXT STEPS

38th & Blake Traffic Operational Study



Proj ID: Recommendation: Estimated Cost:

Improvement Type: Station Area Importance: Time Frame: Complexity:

Funded by:

Dependencies:

Description:

Status: Station Area Plan ID:

NEXT STEPS

38th & Blake Traffic Operational Study



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|------------------------------------|---|---------------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="MO-19"/> | <input type="text" value="Second pedestrian bridge across the UP railroad tracks at 31st or 33rd"/> | <input type="text" value="\$\$\$\$"/> |

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|---|----------------------------------|--|-----------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Pedestrian"/> | <input type="text" value="Low"/> | <input type="text" value="Long Term"/> | <input type="text" value="High"/> |

Funded by:

Dependencies

Description

This will provide access between River North and the Denargo Market redevelopment to Upper Larimer and Curtis Park. This crossing will be closer to downtown which is something that the public desires.

Status

Station area impact limited. If still desired at future time, evaluate and consider as part of future project

Station Area Plan ID

NEXT STEPS

38th & Blake Traffic Operational Study



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|------------------------------------|---|---------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="MO-20"/> | <input type="text" value="36th Street Central Corridor Extension Station Concept"/> | <input type="text" value="\$"/> |

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|---|----------------------------------|--|-------------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Pedestrian"/> | <input type="text" value="Low"/> | <input type="text" value="Long Term"/> | <input type="text" value="Medium"/> |

Funded by:

Dependencies

Description

The Central Corridor Extension EIS should evaluate a station along 36th Street between Walnut and Blake instead of the proposed platform adjacent to commuter rail station. The reasoning is that this would create opportunities for TOD by increasing pedestrian traffic in the area. It would also reinforce pedestrian movement along 36th Street across the railroad tracks between River North and Upper Larimer. If it gets approved, 36th Street between Downing and Walnut would need to be closed to vehicular traffic. This option was explored as part of the Central Corridor Extension. At the time it was rejected as moving the station to 36th would increase the walking distance between the CCE and Eagle platforms.

RTD has stated that the bus network within the 38th/Blake area will be re-evaluated as the Eagle and CCE projects move forward. Re-routing of buses or new bus routes between 38th/Blake Station and the North Metro Corridor will also be investigated as the NMC moves through construction. RTD's bus service is evaluated every four months and the process will continue with the addition of the Eagle project and the FasTracks program.

Status

Station Area
Plan ID

NEXT STEPS

38th & Blake Traffic Operational Study



| | | |
|------------------------------------|--|---------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="MO-21"/> | <input type="text" value="Bus Routing and Stops"/> | <input type="text" value="\$"/> |

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|--------------------------------------|-----------------------------------|---|----------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Transit"/> | <input type="text" value="High"/> | <input type="text" value="Short Term"/> | <input type="text" value="Low"/> |

Funded by:

Dependencies

Description

Bus routes and stops should be re-evaluated based on the recommended parking location and platform access from 36th Street. Route 7 and 44 buses, which approach the station from south, should specifically be evaluated. Facilitate transfers between East/Central Corridors and the North Metro Corridor by re-routing buses or creating new bus routes. RTD has stated that the bus network at 38th/Blake will be re-evaluated as the Eagle and CCE projects move forward.

Status

Station Area Plan ID

NEXT STEPS

38th & Blake Traffic Operational Study



| | | |
|------------------------------------|---|---------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="MO-22"/> | <input type="text" value="Lighting and Amenities"/> | <input type="text" value="\$"/> |

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|---------------------------------------|-----------------------------------|---------------------------------------|----------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Lighting"/> | <input type="text" value="High"/> | <input type="text" value="Mid Term"/> | <input type="text" value="Low"/> |

Funded by:

Dependencies

Description

Provide street lighting on the streets with the highest priority for pedestrian enhancements - specifically 37th Ave, 36th St, Blake and Walnut from 38th to 36th.

Status

City has existing lighting program for standard street lighting. Additional lighting can be accomplished through Maintenance Districts if property owners in area desire.

Station Area Plan ID

NEXT STEPS

38th & Blake Traffic Operational Study



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|------------------------------------|---|-------------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="MO-23"/> | <input type="text" value="Overhead power lines"/> | <input type="text" value="\$\$\$"/> |

| | | | |
|--|-------------------------------------|---------------------------------------|----------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Utilities"/> | <input type="text" value="Medium"/> | <input type="text" value="Mid Term"/> | <input type="text" value="Low"/> |

Funded by:

Dependencies

Description

Overhead power lines should be buried along pedestrian priority corridors - specifically 37th Ave, 36th St and Blake St.

Status

City has existing undergrounding program. Best to work through this program to underground utilities.

Station Area Plan ID

NEXT STEPS

38th & Blake Traffic Operational Study



| | | |
|------------------------------------|--|--------------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="MO-24"/> | <input type="text" value="Convert Larimer to two way street"/> | <input type="text" value="791,000"/> |

| | | | |
|----------------------|-------------------------------------|---|----------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text"/> | <input type="text" value="Medium"/> | <input type="text" value="Short Term"/> | <input type="text" value="Low"/> |

Funded by:

Dependencies

Description

Convert Larimer Street to 2-way. Because of complexity and operational degradation at Broadway, estimate assumes block between Broadway and 25th Street remains one-way toward Broadway.

Status

Preliminary costs and ranking factors determined. Operational modeling shows two way Larimer as possibility.

Station Area Plan ID

NEXT STEPS

38th & Blake Traffic Operational Study



| | | |
|-----------------------------------|---|---------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="SI-1"/> | <input type="text" value="Station area stormwater management study"/> | <input type="text" value="\$"/> |

| | | | |
|---------------------------------------|-------------------------------------|---|----------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Drainage"/> | <input type="text" value="Medium"/> | <input type="text" value="Short Term"/> | <input type="text" value="Low"/> |

Funded by:

Dependencies

Description

The city should review existing studies to determine solutions that are already identified; then initiate a new study to incrementally address stormwater management solutions in the station area.

Status

Station Area Plan ID

NEXT STEPS

38th & Blake Traffic Operational Study



| | | |
|-----------------------------------|--|---------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="SI-2"/> | <input type="text" value="Station area stormwater working group"/> | <input type="text" value="\$"/> |

| | | | |
|---------------------------------------|-------------------------------------|---|----------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Drainage"/> | <input type="text" value="Medium"/> | <input type="text" value="Short Term"/> | <input type="text" value="Low"/> |

Funded by:

Dependencies

Description

Form a working group to develop sub-regional solutions that aggregate the 10-year on site detention and water quality needs (Note that the city requires that new developments accommodate on-site 10-year detention and water quality). Shared locations could be provided to handle the needs of combined sites of several developers.

Status

Beyond scope of next step study. Denver Wastewater Management Division aware of suggestion.

Station Area Plan ID

NEXT STEPS

38th & Blake Traffic Operational Study



| | | |
|-----------------------------------|---|-------------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="SI-3"/> | <input type="text" value="Upgrade the Montclair Basin outfall capacity"/> | <input type="text" value="\$\$\$"/> |

| | | | |
|---------------------------------------|-------------------------------------|---------------------------------------|-----------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Drainage"/> | <input type="text" value="Medium"/> | <input type="text" value="Mid Term"/> | <input type="text" value="High"/> |

Funded by:

Dependencies

Description

This is identified in the City's Storm Drainage Master Plan and Capital Improvement Plan.

Status

Station Area Plan ID

NEXT STEPS

38th & Blake Traffic Operational Study



| | | |
|---------|--|----------------|
| Proj ID | Recommendation | Estimated Cost |
| SI-4 | Relocate existing storm sewer under 40th Avenue between York and 40th Street | \$\$\$\$ |

| | | | |
|------------------|-------------------------|------------|------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| Drainage | Medium | Long Term | High |

Funded by:

Dependencies

Description

This is proposed in the East Corridor EIS. The new infrastructure (which will be designed for a 5 year storm event) will be located under 40th Avenue, then cross under the UP tracks along the 40th Street alignment, where it will continue to its outfall at the South Platte River in Globeville Landing Park. Planned to be completed by 2014.

Status

Originally part of the Eagle P3 project. Option to provide this improvement currently not part of the IGA between Denver and RTD.

Station Area Plan ID

NEXT STEPS

38th & Blake Traffic Operational Study



| | | |
|-----------------------------------|---|---|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="SI-5"/> | <input type="text" value="Traditional urban stormwater management option"/> | <input type="text" value="\$\$\$\$\$"/> |

| | | | |
|---------------------------------------|----------------------------------|--|-----------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Drainage"/> | <input type="text" value="Low"/> | <input type="text" value="Long Term"/> | <input type="text" value="High"/> |

Funded by:

Dependencies

Description

Build an underground conveyance system. To accommodate 100-year storm event, it would need enormous capacity and have to be located under all streets running perpendicular to the river . This solution would have major impacts on underground utilities and is very costly.

Status

City Wastewater Management Division working on improvements to the area including a new outfall.

Station Area Plan ID

NEXT STEPS

38th & Blake Traffic Operational Study



| | | |
|-----------------------------------|--|---|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="SI-6"/> | <input type="text" value="Sustainable urban open channel option"/> | <input type="text" value="Eliminated"/> |

| | | | |
|---------------------------------------|----------------------------------|--|-----------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Drainage"/> | <input type="text" value="Low"/> | <input type="text" value="Long Term"/> | <input type="text" value="High"/> |

Funded by:

Dependencies

Description

Less expensive and more sustainable solution is to create one or more open channels connecting the two basins to the river. These could convey stormwater to the river through an open channel collection system on the south side of the tracks and be piped beneath the tracks. The channel could be designed to meet detention and water quality requirements. The channel is an opportunity for multifunctioning: It creates a new open space amenity. It could incorporate features that emphasizes the character of the area (arts walk etc). Vehicular and pedestrian bridges over the channel would be needed to allow connectivity.

Status

Not likely to go forward - Does not meet Denver's current standrrds. Multiple safety, maintenance, and operational issues.

Station Area Plan ID

NEXT STEPS

38th & Blake Traffic Operational Study



| | | |
|-----------------------------------|--|---------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="AI-1"/> | <input type="text" value="Convert Larimer to two way street"/> | <input type="text" value="\$"/> |

| | | | |
|---|-------------------------------------|---|-------------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Pedestrian"/> | <input type="text" value="Medium"/> | <input type="text" value="Short Term"/> | <input type="text" value="Medium"/> |

Funded by:

Dependencies

Description

Turn Larimer into a two-way street w/ bike lanes & streetscape to support it as a business street for neighborhood. Configure like Montview through Parkhill . Needs traffic calming - speeds are fast.

Status

Station Area Plan ID

NEXT STEPS

38th & Blake Traffic Operational Study



| | | |
|-----------------------------------|---|---------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="AI-2"/> | <input type="text" value="Convert Walnut to two way street"/> | <input type="text" value="\$"/> |

| | | | |
|---|-------------------------------------|---|-------------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Pedestrian"/> | <input type="text" value="Medium"/> | <input type="text" value="Short Term"/> | <input type="text" value="Medium"/> |

Funded by:

Dependencies

Description

Consider making Walnut two way street - slow traffic and make it more pedestrian friendly.

Status

Station Area Plan ID

NEXT STEPS

38th & Blake Traffic Operational Study



| | | |
|-----------------------------------|--|---------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="AI-3"/> | <input type="text" value="Convert Stout to two way street"/> | <input type="text" value="\$"/> |

| | | | |
|---|----------------------------------|---|-------------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Pedestrian"/> | <input type="text" value="Low"/> | <input type="text" value="Short Term"/> | <input type="text" value="Medium"/> |

Funded by:

Dependencies

Description

Curtis Park is very interested in the conversion of one-way way streets to two-way, including a Stout St. conversion. Champa and Stout Streets: two way from 26th to 27th Streets

Status

Station area impact limited. If still desired at future time, evaluate and consider as part of future project

Station Area Plan ID

NEXT STEPS

38th & Blake Traffic Operational Study



| | | |
|-----------------------------------|---|---------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="AI-4"/> | <input type="text" value="Convert Champa to two way street"/> | <input type="text" value="\$"/> |

| | | | |
|---|----------------------------------|---|-------------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Pedestrian"/> | <input type="text" value="Low"/> | <input type="text" value="Short Term"/> | <input type="text" value="Medium"/> |

Funded by:

Dependencies

Description

Status

Station Area Plan ID

NEXT STEPS

38th & Blake Traffic Operational Study



| | | |
|---------|----------------------------------|----------------|
| Proj ID | Recommendation | Estimated Cost |
| AI-5 | Convert Welton to two way street | \$\$\$\$ |

| | | | |
|------------------|-------------------------|------------|------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| Pedestrian | Low | Short Term | Medium |

Funded by:

Dependencies

Description

Two way traffic along Welton Street next to the Central Corridor Extension from 20th St to Downing Street (on Welton with rail in traffic (like Downing))

Status

Station area impact limited. If still desired at future time, evaluate and consider as part of future project

Station Area Plan ID

NEXT STEPS

38th & Blake Traffic Operational Study



| | | |
|-----------------------------------|--|-------------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="AI-6"/> | <input type="text" value="Buses into neighborhoods to bring riders to station"/> | <input type="text" value="\$\$\$"/> |

| | | | |
|--------------------------------------|-------------------------------------|---|-------------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Transit"/> | <input type="text" value="Medium"/> | <input type="text" value="Short Term"/> | <input type="text" value="Medium"/> |

Funded by:

Dependencies

Description

Status

Station Area Plan ID

NEXT STEPS

38th & Blake Traffic Operational Study



| | | |
|-----------------------------------|---|----------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="AI-7"/> | <input type="text" value="Bus line changes"/> | <input type="text" value="RTD"/> |

| | | | |
|--------------------------------------|-------------------------------------|---|----------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Transit"/> | <input type="text" value="Medium"/> | <input type="text" value="Short Term"/> | <input type="text" value="Low"/> |

Funded by:

Dependencies

Description

If 44 bus line is removed, then move the 38 bus line to serve that area of the neighborhood instead of over serving light rail. RTD has agreed that bus service to the neighborhood is important. If the 44 is removed it will be replaced by another bus route with the same frequencies.

Status

Station Area Plan ID

NEXT STEPS

38th & Blake Traffic Operational Study



| | | |
|-----------------------------------|---|---|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="AI-8"/> | <input type="text" value="Link Auraria to 38th&Blake with street car"/> | <input type="text" value="\$\$\$\$\$"/> |

| | | | |
|--------------------------------------|----------------------------------|--|-----------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Transit"/> | <input type="text" value="Low"/> | <input type="text" value="Long Term"/> | <input type="text" value="High"/> |

Funded by:

Dependencies

Description

Status

Station Area Plan ID

NEXT STEPS

38th & Blake Traffic Operational Study



| | | |
|-----------------------------------|---|-------------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="AI-9"/> | <input type="text" value="38th Street Lighting"/> | <input type="text" value="\$\$\$"/> |

| | | | |
|---------------------------------------|-------------------------------------|---|----------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Lighting"/> | <input type="text" value="Medium"/> | <input type="text" value="Short Term"/> | <input type="text" value="Low"/> |

Funded by:

Dependencies

Description

38th Street between Brighton Blvd & Larimer is very dark & poorly lit, add more lighting. 38th St underpass is frightening and not conducive to ride (bike) or walk. Suggest that in the meantime (until major widening etc is completed) there be painting, lighting and improved cleanliness.

Status

Lighting improvements included as part of 38th underpass reconstruction budget.

Station Area Plan ID

NEXT STEPS

38th & Blake Traffic Operational Study



| | | |
|------------------------------------|--|---------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="AI-10"/> | <input type="text" value="Sidewalk improvements and Bicycle Lanes"/> | <input type="text" value="\$"/> |

| | | | |
|---|-------------------------------------|---|-------------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Pedestrian"/> | <input type="text" value="Medium"/> | <input type="text" value="Short Term"/> | <input type="text" value="Medium"/> |

Funded by:

Dependencies

Description

Add sidewalk on Blake St & Walnut St between 38th St & 40th Ave. Add sidewalk on 39th Ave & 40th Ave between Williams St & Blake St. Adding bicycle lanes at these locations would be a bonus.

Status

Preliminary costs and ranking factors determined as part of specific sidewalk projects above.

Station Area Plan ID

NEXT STEPS

38th & Blake Traffic Operational Study



| | | |
|------------------------------------|---|---|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="AI-11"/> | <input type="text" value="Traffic signal at Walnut , 40th and Franklin"/> | <input type="text" value="Eliminated"/> |

| | | | |
|---|----------------------------------|---|----------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Pedestrian"/> | <input type="text" value="Low"/> | <input type="text" value="Short Term"/> | <input type="text" value="Low"/> |

Funded by:

Dependencies

Description

Status

Station Area Plan ID

NEXT STEPS

38th & Blake Traffic Operational Study



| | | |
|------------------------------------|--|---|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="AI-12"/> | <input type="text" value="Flashing lights to warn drivers"/> | <input type="text" value="Eliminated"/> |

| | | | |
|---|--------------------------------|----------------------|--------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Pedestrian"/> | <input type="text" value="-"/> | <input type="text"/> | <input type="text" value="-"/> |

Funded by:

Dependencies

Description

Status

Station Area Plan ID

NEXT STEPS

38th & Blake Traffic Operational Study



| | | |
|------------------------------------|--|---|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="AI-13"/> | <input type="text" value="Traffic calming. Provide stop signs to break up long stretches."/> | <input type="text" value="Eliminated"/> |

| | | | |
|---|-------------------------------------|---|----------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Pedestrian"/> | <input type="text" value="Medium"/> | <input type="text" value="Short Term"/> | <input type="text" value="Low"/> |

Funded by:

Dependencies

Description

| | |
|---|--------------------------------|
| Status | Station Area Plan ID |
| <input type="text" value="Conversion of Larimer to two-way removes the need for this suggestion."/> | <input type="text" value="-"/> |

NEXT STEPS

38th & Blake Traffic Operational Study



| | | |
|------------------------------------|--|---------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="AI-14"/> | <input type="text" value="Safety study at Arapahoe/Broadway/Park intersection"/> | <input type="text" value="\$"/> |

| | | | |
|---|----------------------------------|---|----------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Pedestrian"/> | <input type="text" value="Low"/> | <input type="text" value="Short Term"/> | <input type="text" value="Low"/> |

Funded by:

Dependencies

Description

Status

Station Area Plan ID

NEXT STEPS

38th & Blake Traffic Operational Study



Proj ID

AI-15

Recommendation

Eliminate RTD's proposed "pork chop" on northwest side of 38th

Estimated Cost

Improvement Type

Station Area Importance

Time Frame

Short Term

Complexity

Funded by:

RTD

Dependencies

Description

Current plans for improvements to 38th Avenue do not include this "porkchop".

Status

Currently no porkchop planned.

Station Area Plan ID

-

NEXT STEPS

38th & Blake Traffic Operational Study



| | | |
|------------------------------------|---|---------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="AI-16"/> | <input type="text" value="Maintain alley access near 38th and Brighton"/> | <input type="text" value="\$"/> |

| | | | |
|---|----------------------------------|---|----------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Access/Cir"/> | <input type="text" value="Low"/> | <input type="text" value="Short Term"/> | <input type="text" value="Low"/> |

Funded by:

Dependencies

Description

Status

Station Area Plan ID

NEXT STEPS

38th & Blake Traffic Operational Study



| | | |
|------------------------------------|--|---------------------------------|
| Proj ID | Recommendation | Estimated Cost |
| <input type="text" value="AI-17"/> | <input type="text" value="Proposed walk routes and bike lanes"/> | <input type="text" value="\$"/> |

| | | | |
|---|-----------------------------------|---|----------------------------------|
| Improvement Type | Station Area Importance | Time Frame | Complexity |
| <input type="text" value="Pedestrian"/> | <input type="text" value="High"/> | <input type="text" value="Short Term"/> | <input type="text" value="Low"/> |

Funded by:

Dependencies

Description

Status

Station Area Plan ID