

Brighton Downtown Public Realm

City Council Study Session, June 10, 2025

Today's Agenda:

- Project Update
- Community Response
- Final Recommendations



Project Update - Key Dates

- Project Kickoff - November 2024
- Existing Conditions & Opportunities / Constraints Maps - January 2025
- Workshop with City Staff - January 2025
- Concept Refinement with Council & BURA - February 2025 (*our last update to you!*)
- Community Engagement - March 2025
- Draft Public Realm Recommendations - April 2025
- Final Public Realm Recommendations - May 2025 ← ***we are here!***

Project Update

Impetus / Major Goals

- Expand and enhance the public realm to create a Downtown that is a Place for People
- Utilize existing Plans and bring in new ideas for a refresh of Downtown spaces
- Reroute truck traffic out of Downtown through design or enforcement
- Evaluate transportation needs for a more inclusive multi-modal network



AREAS OF OPPORTUNITY

- A. Main Street & Bridge Intersection
- B. Public Parking Lot
- C. Strong Street
- D. N. Main St. & N. Cabbage Ave. Intersection
- E. Freedom Way & Great Western Road Intersection
- F. Alley
- G. Bridge St. & Cabbage Ave. Intersection
- H. Parking along S. Cabbage Avenue
- I. S. Main St. / 1st Ave. / Bush St. Intersection

LEGEND

	Downtown Public Realm Study Area		Trail		Gateway
	Mobility & Transportation Study Area		Sidewalk		Area of Opportunity
	Two-way Street		Community Asset (civic buildings, etc)		Area with Significant Constraint
	One-way Street		Parks & Public Spaces		



OPPORTUNITIES & CONSTRAINTS | mobility & transportation

AREAS OF CONCERN

- A. N. Main Street & N. Cabbage Ave. Intersection
- B. Public Parking Lot
- C. Main Street & Bridge Street Intersection
- D. Train Crossing at Bridge Street
- E. S. Main St. / 1st Ave. / Bush St. Intersection
- F. South Cabbage Avenue

LEGEND



Downtown Public Realm Study Area



Mobility & Transportation Study Area



Private Parking



Public Parking



RTD Park-n-Ride



RTD Bus Stop



Area of Concern

CRASH DATA



Fatal (K)

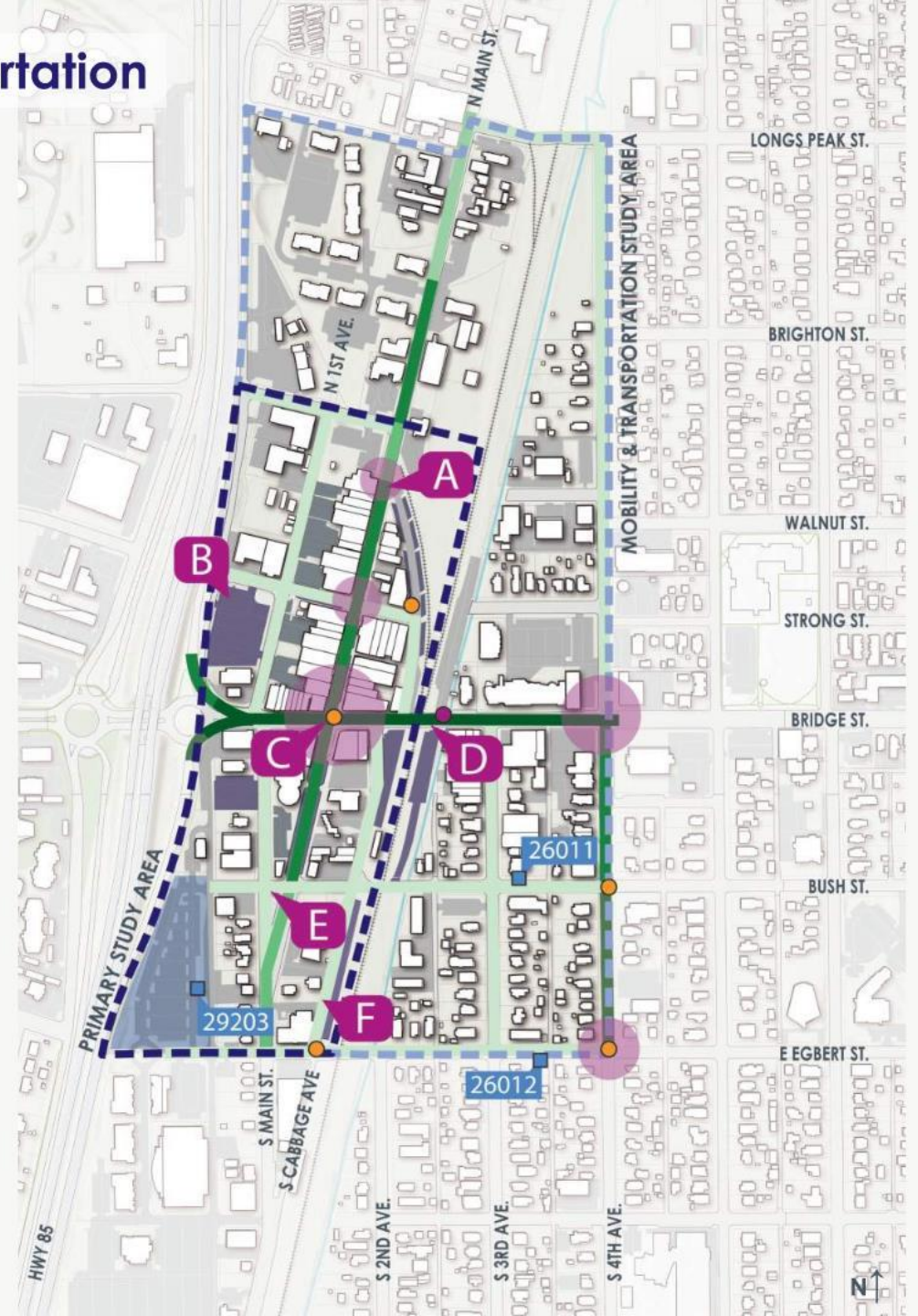


Evident Incapacitating (A)



Crash Hot Spots

TRAFFIC VOLUME (AADT)



PUBLIC PARKING

Block 10 - 235 total, 7 accessible

Block 11 - 19 total, 0 accessible

Block 12 - 57 total, 4 accessible

Block 15 - 15 total, 0 accessible

Block 16 - 48 total, 0 accessible

Block 17 - 71 total, 0 accessible

Block 21 - 122 total, 5 accessible

Block 22 - 25 total, 2 accessible

Block 23 - 53 total, 2 accessible

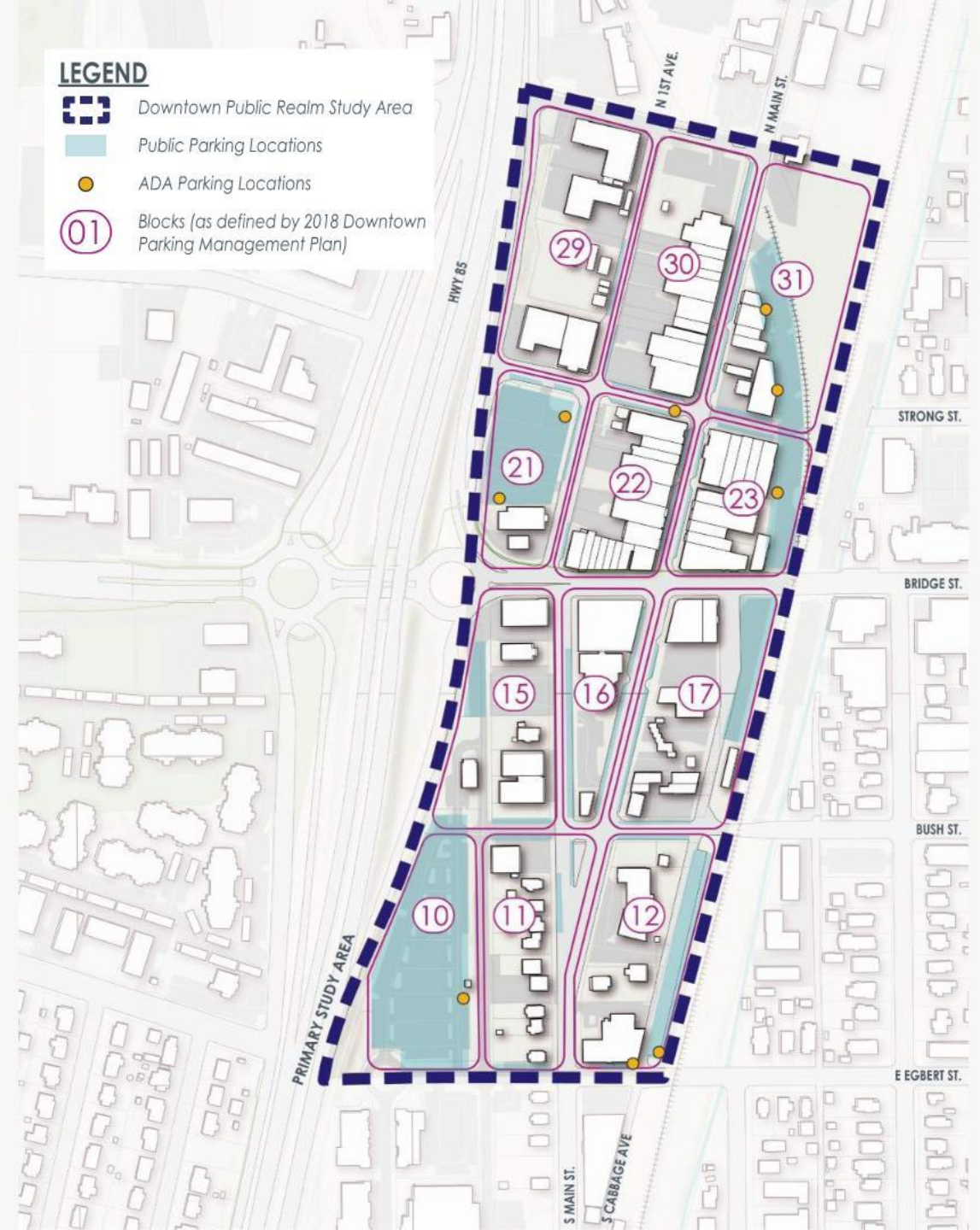
Block 29 - 16 total, 0 accessible

Block 30 - 31 total, 0 accessible

Block 31 - 84 total, 2 accessible

Total spaces in Primary Study Area: 692

Total accessible spaces in Primary Study Area: 22



ENHANCEMENT HIERARCHY

Priority Blocks

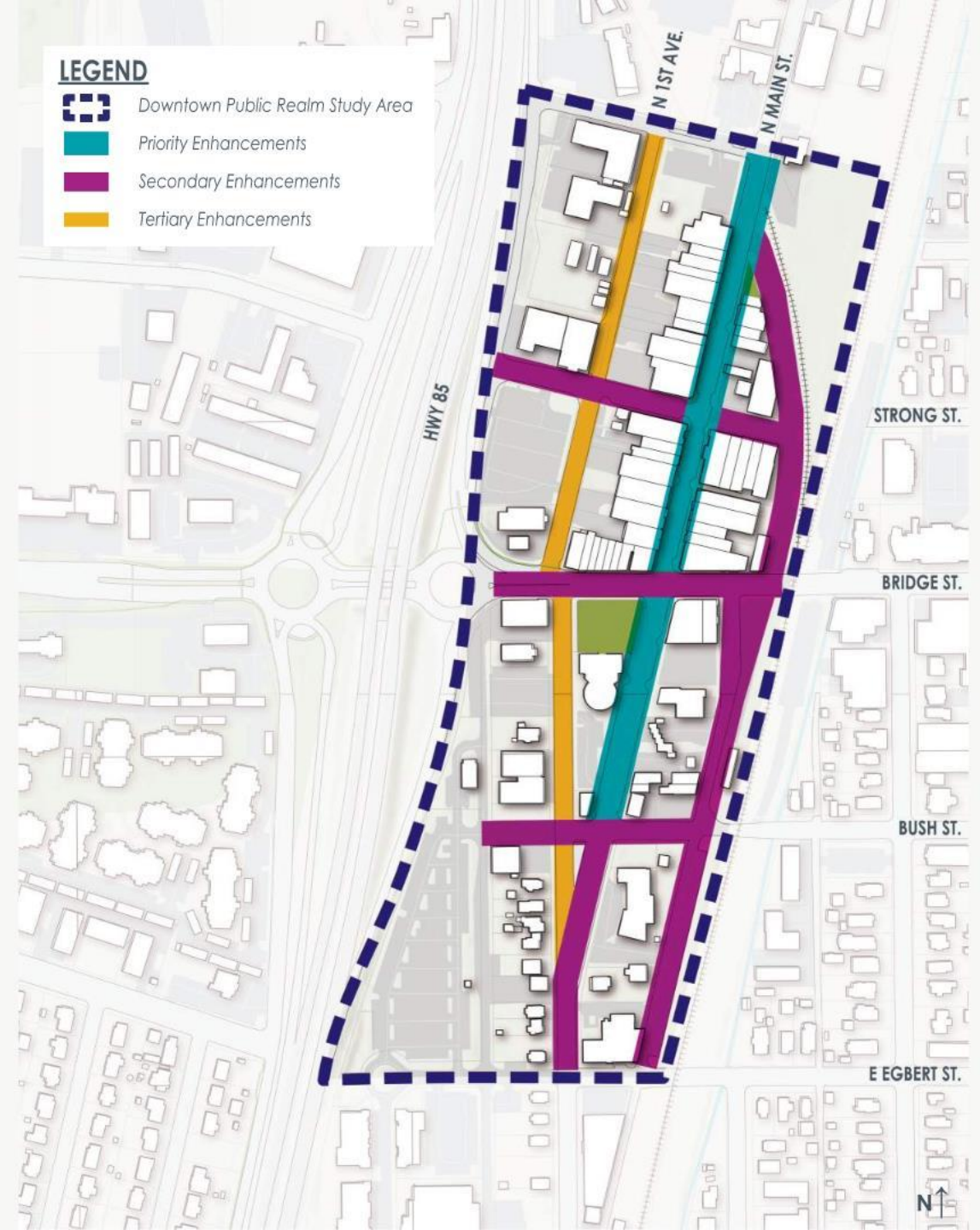
- Main Street - core blocks that connect Founders' Plaza to the first two blocks north of Bridge

Secondary Blocks

- Bridge Street
- Cabbage Avenue
- South Main Street
- Strong & Bush Streets

Tertiary Blocks

- 1st Avenue



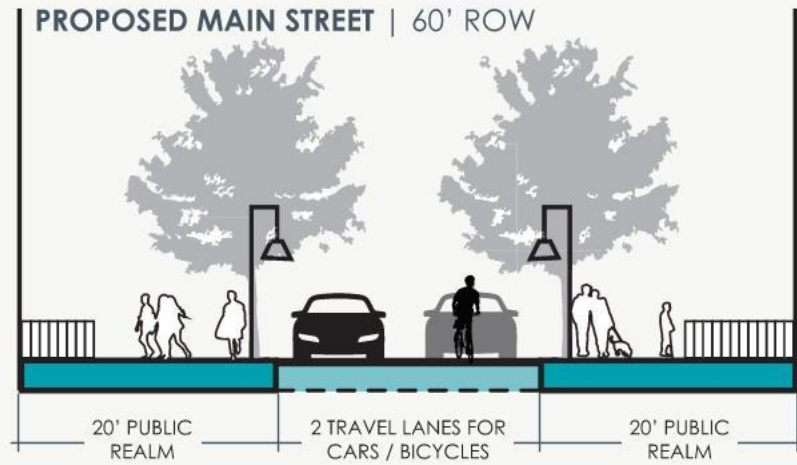
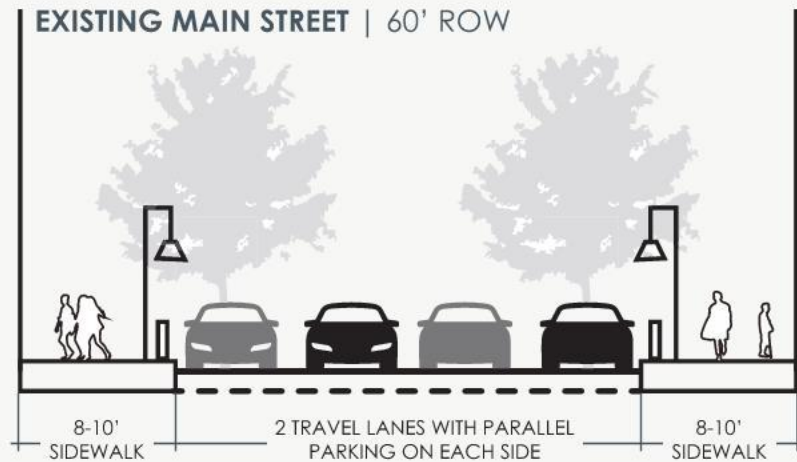
Community Response

Open House + Follow-up Survey

- ~100 responses recorded
- Overwhelmingly positive feedback
- Strong preference to Alternative 1 - Shared Streets
- Noteable concern about removing accessible parking



OPTION 1



PROS

- Traffic circulation remains the same
- 20' wide sidewalks on both sides of Main Street
- Curbless design is ideal for events
- Special paving & shared street design slow traffic speeds
- Adds space for trees, seating, outdoor dining, and other amenities

CONS

- Removes on-street parking stalls along Main Street north of Bridge Street

CIRCULATION MAP

LEGEND

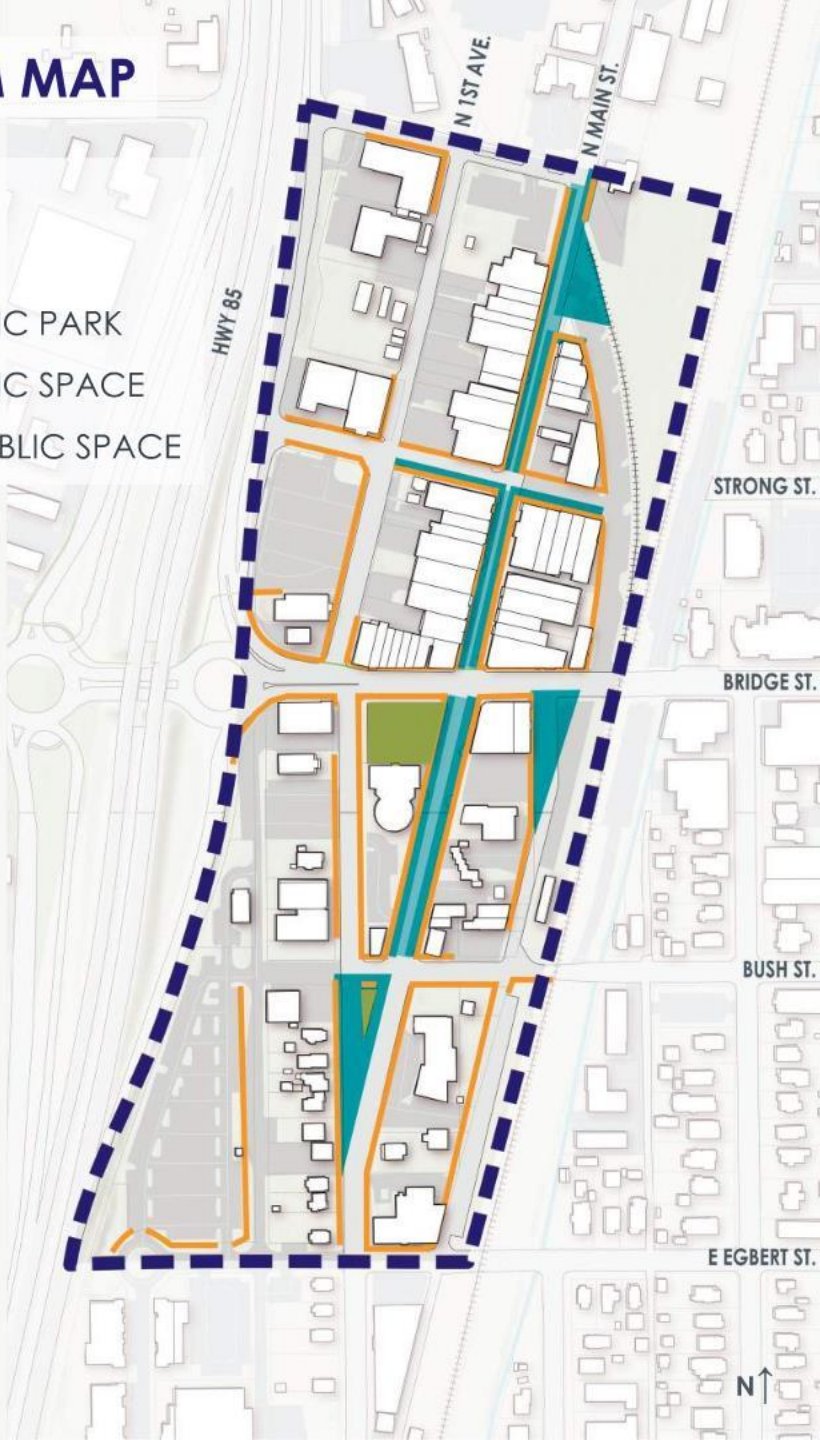
-  STUDY AREA
-  TWO-WAY STREET
-  PROPOSED IMPROVEMENTS
-  EXISTING PUBLIC PARK
-  PUBLIC PARKING
-  SIGNAL, EXISTING
-  NO LEFT TURNS
-  PROPOSED BRT STOP



PUBLIC REALM MAP

LEGEND

-  STUDY AREA
-  EXISTING PUBLIC PARK
-  EXISTING PUBLIC SPACE
-  EXPANDED PUBLIC SPACE



Final Recommendations

- Final build-out goal in **eight** years - by 2033
- Project recommendations for short-term, medium-term, and long-term goals
- Preliminary cost projection ranges for each project:

• \$	=	\$0	-	\$99,999
• \$\$	=	\$100,000	-	\$249,999
• \$\$\$	=	\$250,000	-	\$999,999
• \$\$\$\$	=	\$1,000,000+		

Final Recommendations

Short-term Projects

*Brighton Downtown Public Realm Study - pg. 36-37

#	PROJECT DESCRIPTION	COST IMPLICATION	PLAN REFERENCE
S1	Reduce truck traffic on Main Street - install signage routing trucks to existing truck routes and utilize enforcement to deter drivers from entering and driving on Main Street.	\$	UNDERWAY
S2	Enhance wayfinding and signage - install wayfinding signage for parking locations, local businesses, Downtown amenities, etc.	\$\$	UNDERWAY
S3	Install BRT stop on Main Street - locate and install short-term BRT stop on Main Street.	\$	
S4	Upgrade pedestrian crossings - create safer road crossings for pedestrians, including raised intersections and flashing beacons.	\$\$	
S5	Remove parking from Main Street - install temporary barriers to prevent parking on Main Street, 2 blocks north of Bridge Street.	\$	
S6	Expand Main Street public realm - furnish empty parking spaces from S2 with seating, tables, trash and recycling receptacles, bike racks, planters, and temporary lighting as planning & design take place for M1. Include safety upgrades to Cabbage and Main intersection by ensuring adequate sight distance for vehicles exiting Cabbage onto Main.	\$\$	
S7	Safety improvements at Bridge St. and Main St. - upgrade existing intersection for safer pedestrian crossings, protected left turns, and additional signage for no right turns on red.	\$\$	
S8	Restripe Strong Street - utilize new striping patterns on Strong Street for parking changes.	\$	UNDERWAY
S9	Expand Strong Street public realm - enhance Strong Street connections from Cabbage Avenue and 1st Avenue to Main Street by using space gained from S5. Include safety upgrades to intersection with upgraded stop signs and high visibility crosswalks.	\$\$	
S10	Parking agreement with RTD - coordinate parking agreement with RTD for use of existing Park-n-Ride lot to the public	\$	

Final Recommendations

Medium-term Projects

**Brighton Downtown Public Realm Study - pg. 38-39*

#	PROJECT DESCRIPTION	COST IMPLICATION	PLAN REFERENCE
M1	Full rebuild of Main Street - complete reconstruction of 3 blocks of Main Street with curbless design, special paving, integrated landscaping, furnishings, etc.	\$\$\$\$	
M2	Upgrade lighting at Strong St. and Main St. - evaluate and upgrade lighting as necessary to ensure adequate intersection viability.	\$\$	
M3	Realign N. Cabbage Avenue and Main Street - ideally in conjunction with M1, realign connection from Cabbage Avenue to Main Street to create a safer intersection and provide more usable public space.	\$\$\$	
M4	Improve South Cabbage Ave - coordinate with property owners to install (or improve existing) sidewalk on west side of Cabbage and realign Cabbage to create a one-way traffic pattern north of Egbert Street and south of Bridge Street.	\$	
M5	Expand green space at 1st Ave / Main Street / Bush Street intersection - design and build out a new pocket park to create safer circulation and pedestrian spaces on the southern end of the study area.	\$\$	

Final Recommendations

Long-term Projects

**Brighton Downtown Public Realm Study - pg. 40-41*

#	PROJECT DESCRIPTION	COST IMPLICATION	PLAN REFERENCE
L1	Rebuild Strong Street - rebuild Strong Street to better enhance connections to Main Street from Cabbage and 1st Avenues.	\$\$\$	
L2	Upgrades to tertiary streets - enhance tertiary streets to create further cohesion with the Downtown district, utilizing wayfinding and signage, paving, lights, furnishings, etc.	\$\$	
L3	Overhaul sidewalks in Downtown - build out remaining sidewalks on every block in Downtown to fit a City standard and create cohesion.	\$\$	
L4	Provide safe & connected bike trails - build out safer bike trails that connect to the greater Front Range trail system throughout Downtown.	\$\$	
L5	Realign Cabbage Avenue at Bridge Street - realign Cabbage Avenue for a direct alignment across Bridge Street, with raised crossing for pedestrians.	\$\$\$\$	
L6	Upgrade railroad crossing on Bridge Street - continue work from M2 on working with the Railroad to upgrade the existing crossing with safer walkways for pedestrians, lights, and quiet zones.	\$\$\$	
L7	Implement a "Quiet Zone" for Railroad - coordinate with Railroad to create a quiet zone for Downtown, including infrastructure updates to all 9 crossings in Downtown.	\$\$\$\$	