



Photo:
Scott Beitendorf

City Council Study Session

Brighton Core City Circulation Plan



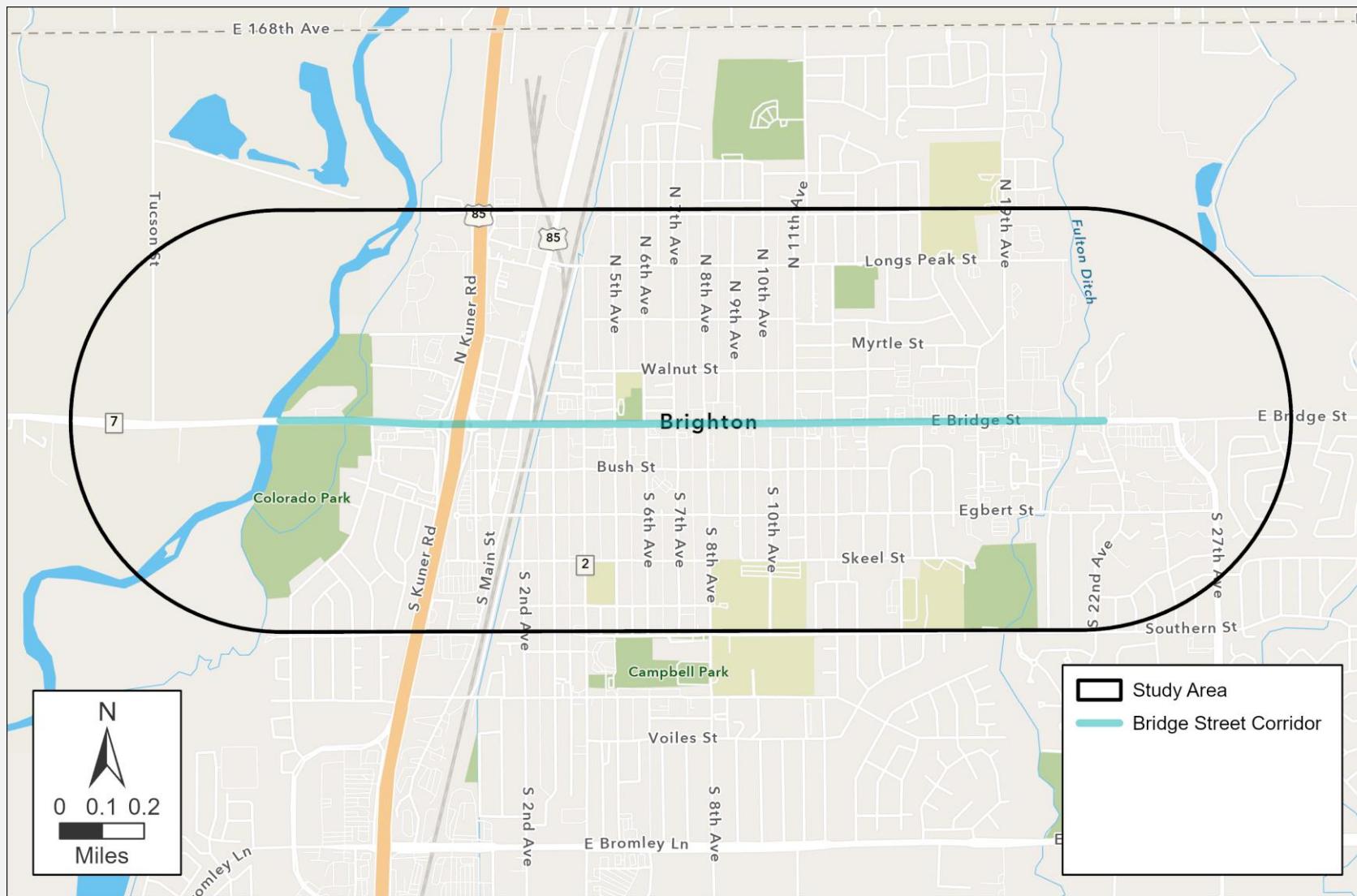
Agenda

- Project background
- Vision and goals
- Bridge Street selected alternative
- Project recommendations for study area
- Concept sketches



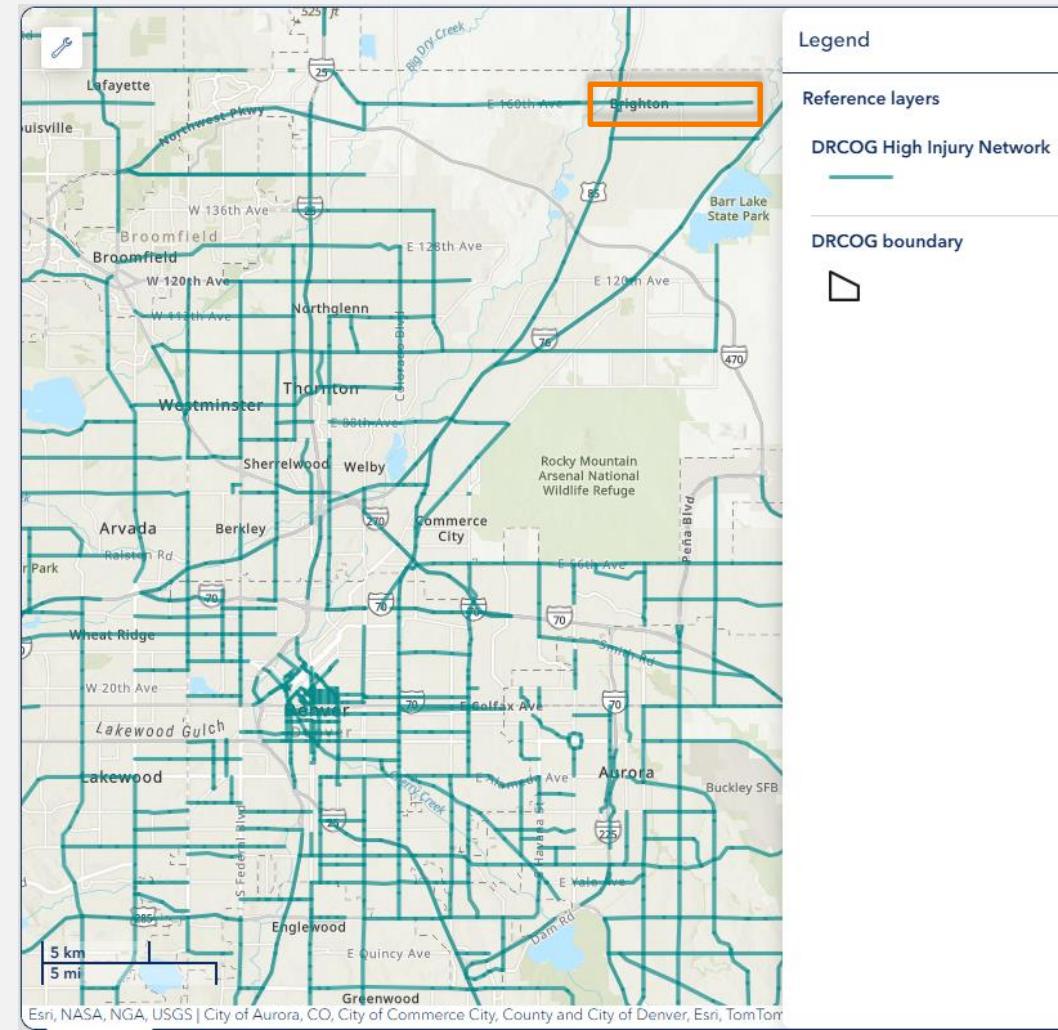
Project background

Study area: Bridge Street, South Platte River to 22nd Avenue



How the project came to be

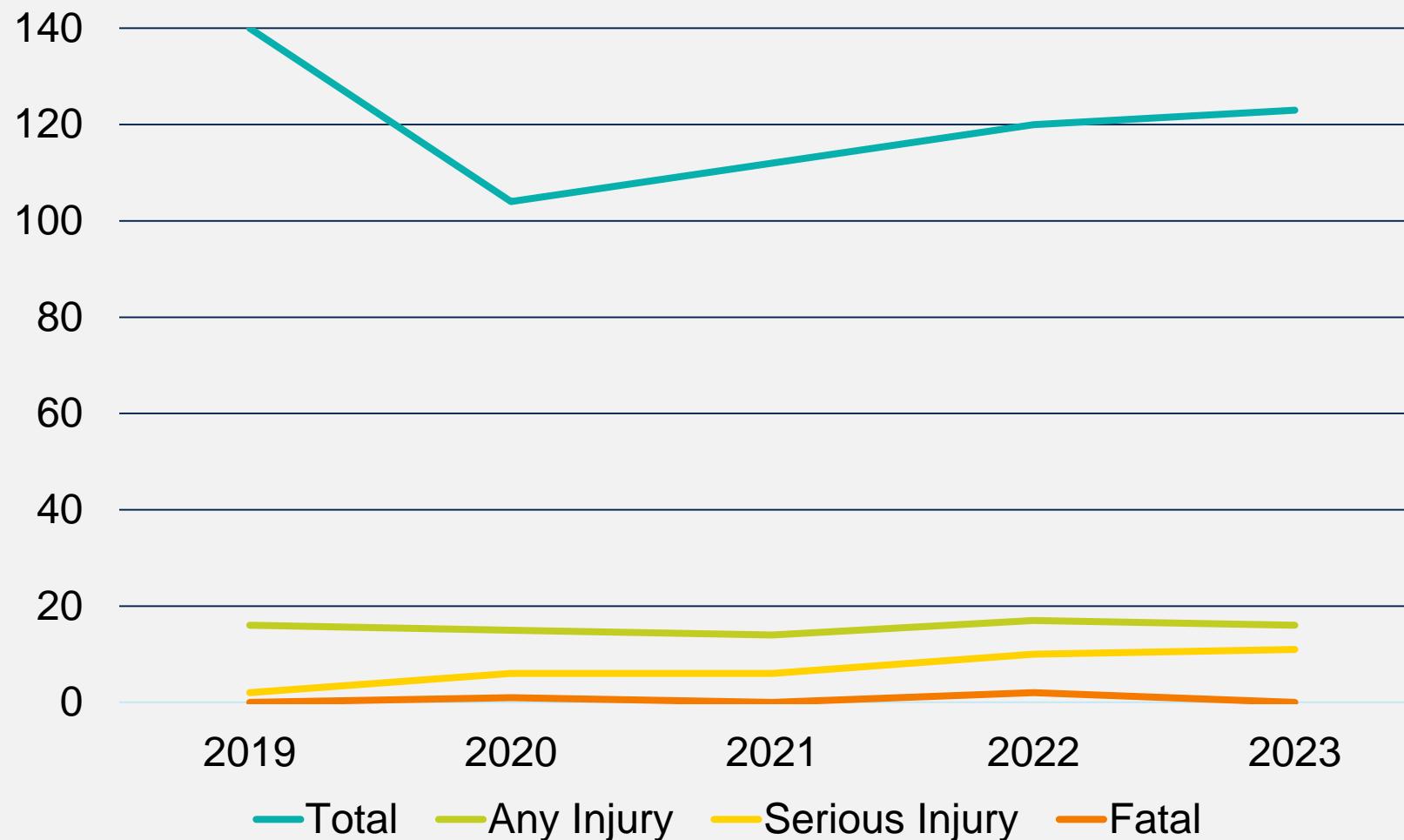
- Funded through DRCOG's new Community-Based Transportation Planning Set-Aside program
- Bridge Street is part of the high injury network in DRCOG's Taking Action on Regional Vision Zero Plan
- This technical assistance program addresses mobility challenges for historically marginalized communities in the region



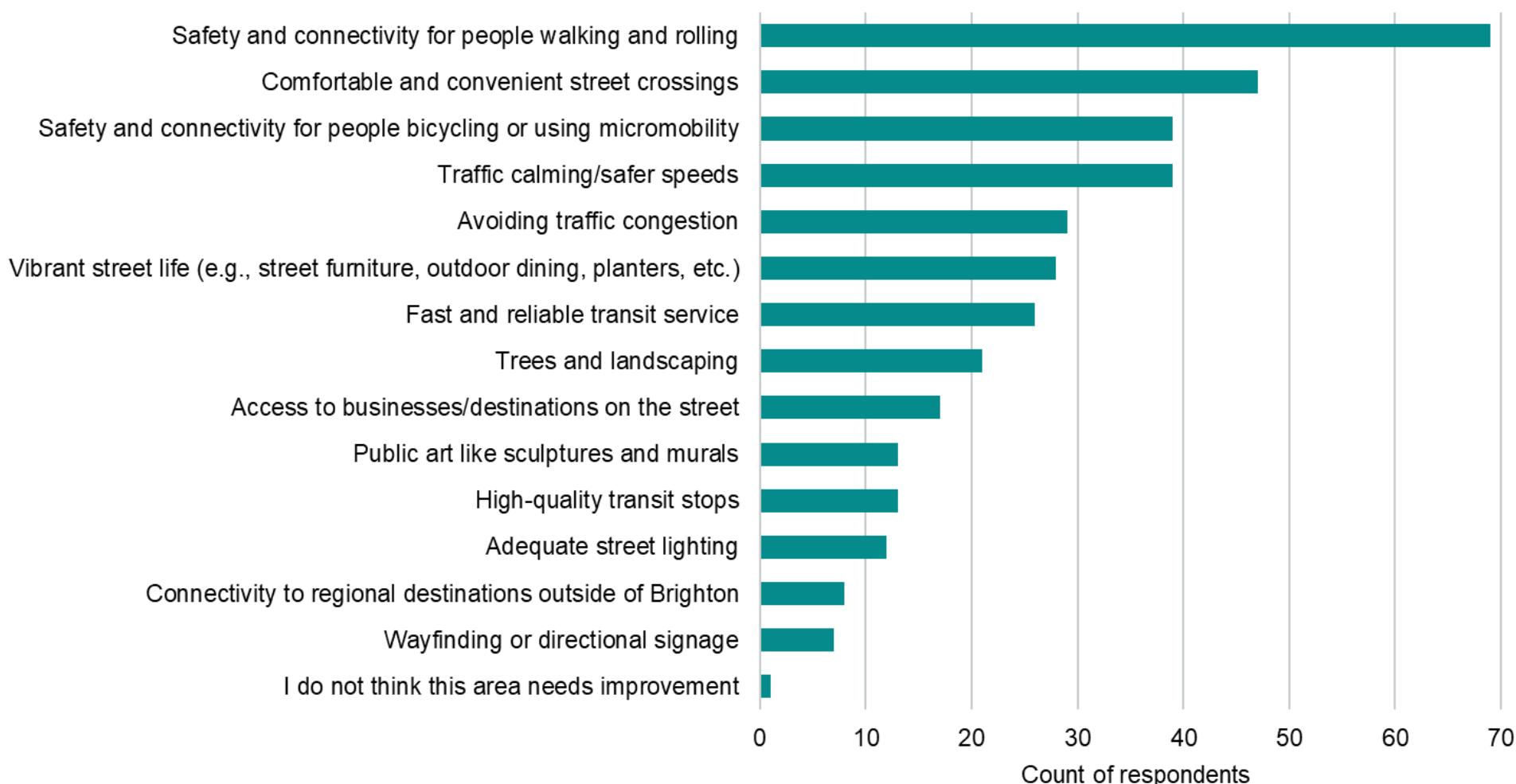
How our study fits into the broader picture

- **Brighton Core City Circulation Study:** improving transportation safety and access along Bridge St between South Platte River and 22nd Ave and connections to downtown
- **CDOT CO 7 Study between Brighton and Boulder:** study to improve multimodal travel between Boulder and US 85 – generally west of our study area – studying bus rapid transit (BRT)
- **Bridge Street Widening:** reconstruction occurring east of our study area between 22nd Ave and 42nd Ave
- **Downtown Public Realm Study:** focusing on Main St and immediate downtown area and how to improve circulation, walkability, urban design, and public amenities
- **CO 7 & US 85 Interchange Beautification:** plan to improve landscaping, urban design, and drainage at the roundabouts

Crashes along Bridge Street between South Platte River and 22nd Avenue, 2019-2023



Community's top priorities



Vision and goals

Vision

Bridge Street will continue to support mobility of the Brighton community, while expanding possible travel options for people to safely access jobs, goods, and services, and inviting people to linger and explore businesses and destinations along the corridor.

Goals

- **Prioritize safety** to reduce frequency and severity of crashes
- Provide **more space for walking, biking, and rolling**
- **Improve street crossings** and protection from traffic
- Ensure **reliable access to jobs, goods, and services**
- Create an **inviting street** with lighting and landscaping



Bridge Street alternatives

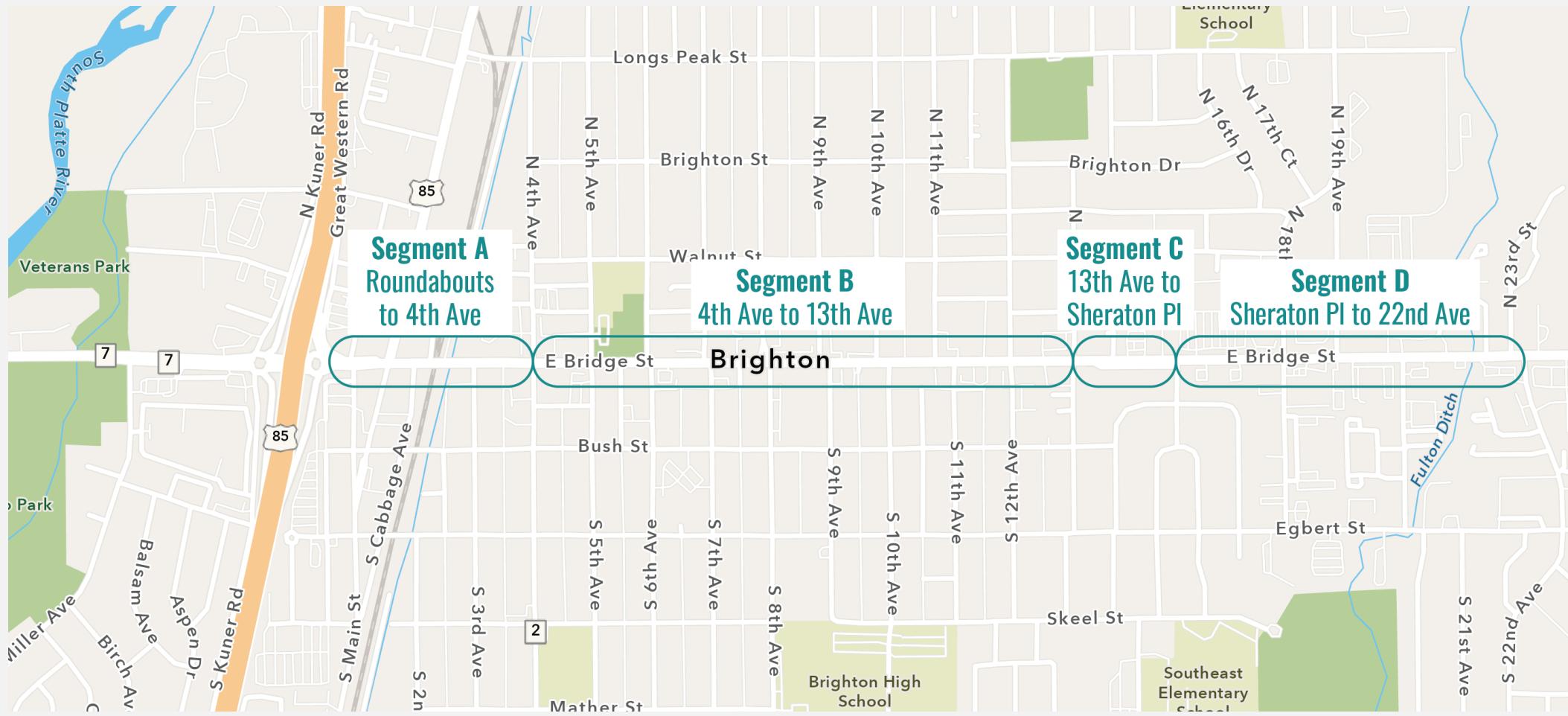
Guidance from the 2023 *Bicycle, Pedestrian, and Multimodal Plan*

- The street design must provide a high-comfort, low-stress facility for people walking, rolling, and biking that supports all ages and abilities
- Bike facility
 - Bridge Street is a vital east-west connection and should have a protected bike lane, sidewalk-level bike lane, or sidepath
- Pedestrian facility
 - With four travel lanes, ideally an eight-foot sidewalk with 12-foot buffer
 - With three or fewer travel lanes and posted speed of 30 mph or less, ideally a six-foot sidewalk with eight-foot buffer

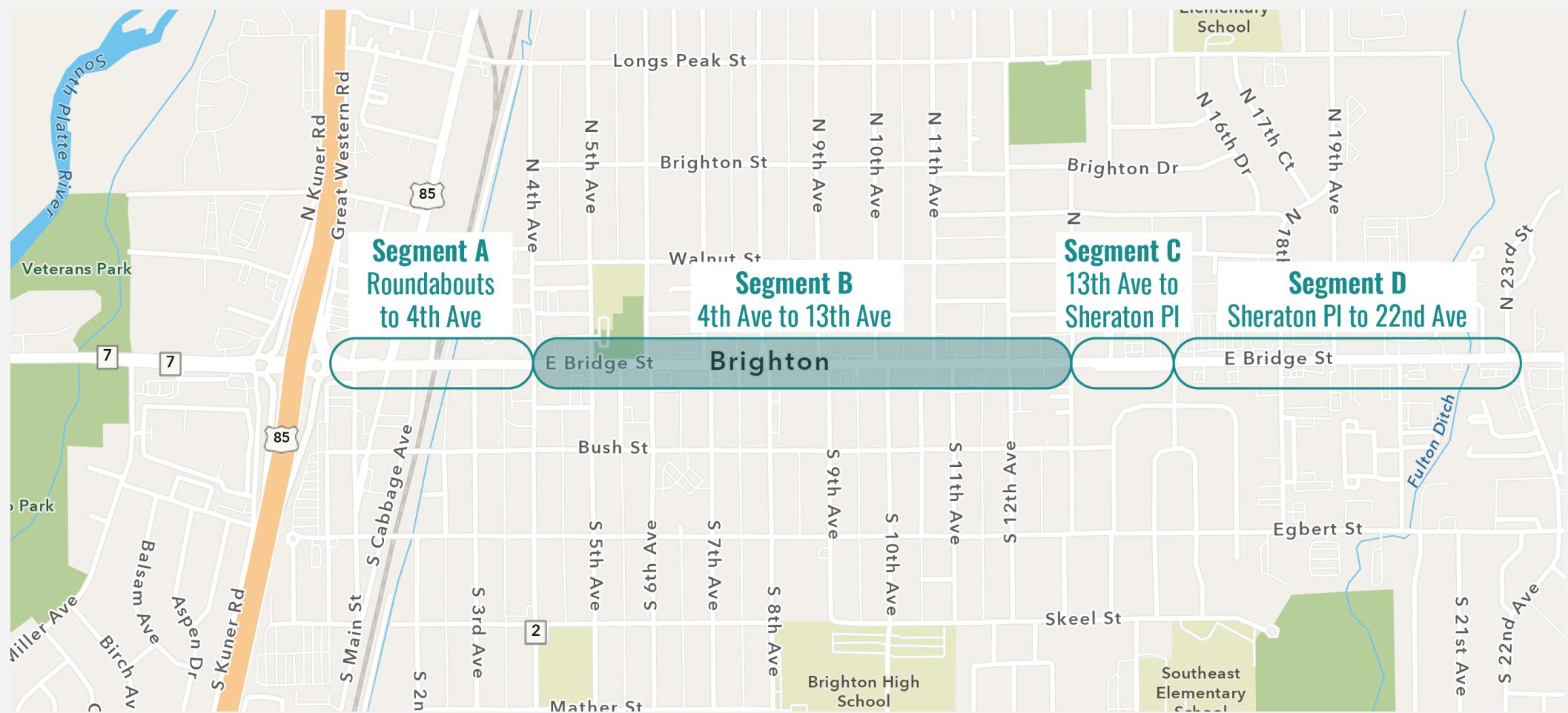
Preferred alternative selection process

 Evaluation criteria (33% of final score)	 Cost & constructability (33% of final score)	 Public feedback (33% of final score)
<ul style="list-style-type: none">• Safety criteria• Walking & biking criteria• Street crossing criteria• Access criteria• Amenities criteria	<ul style="list-style-type: none">• Construction cost (materials and impacts to curb and gutter)• Impacts to utilities	<ul style="list-style-type: none">• Survey popularity• In-person engagement event popularity

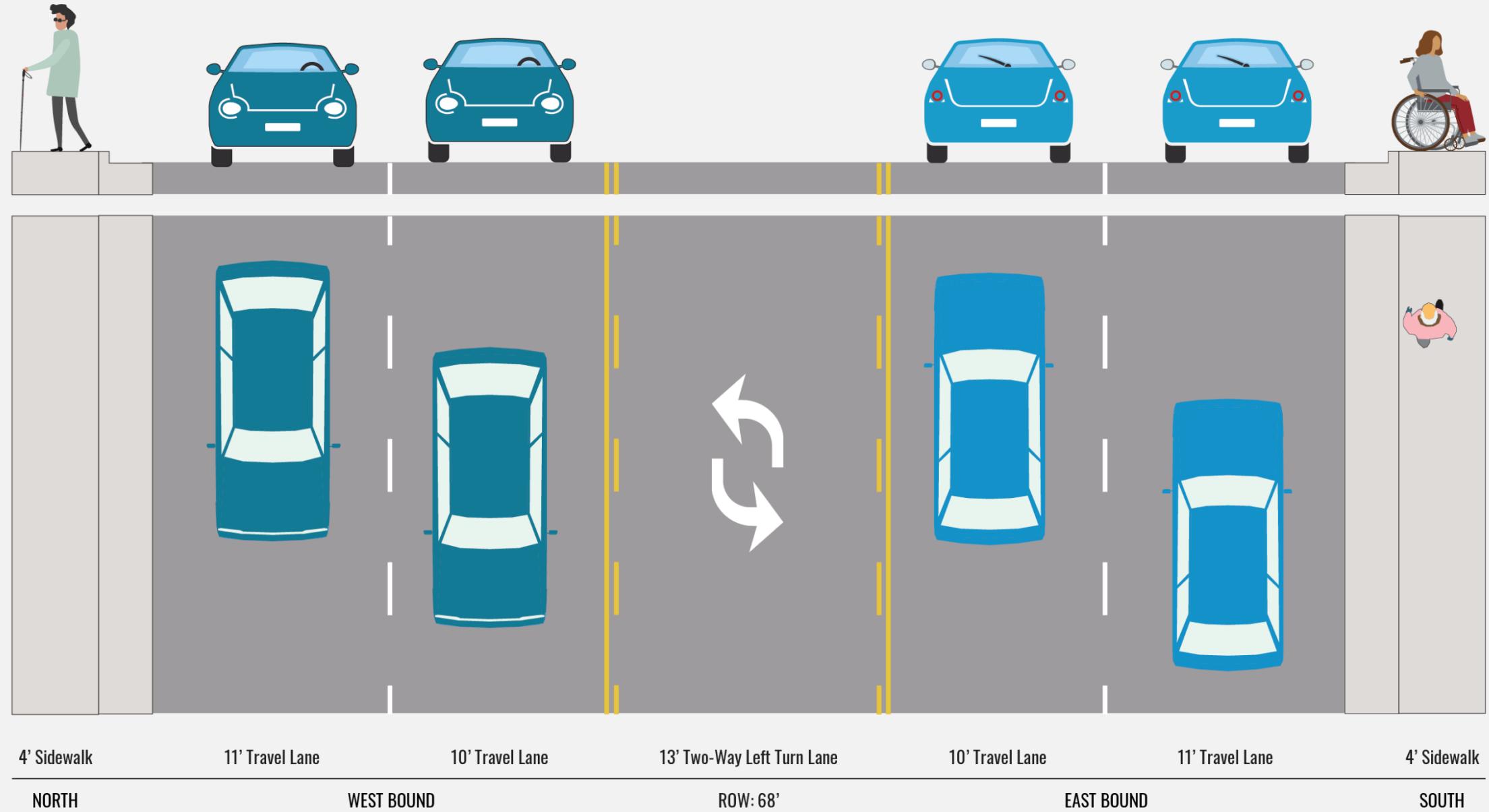
Bridge street segments



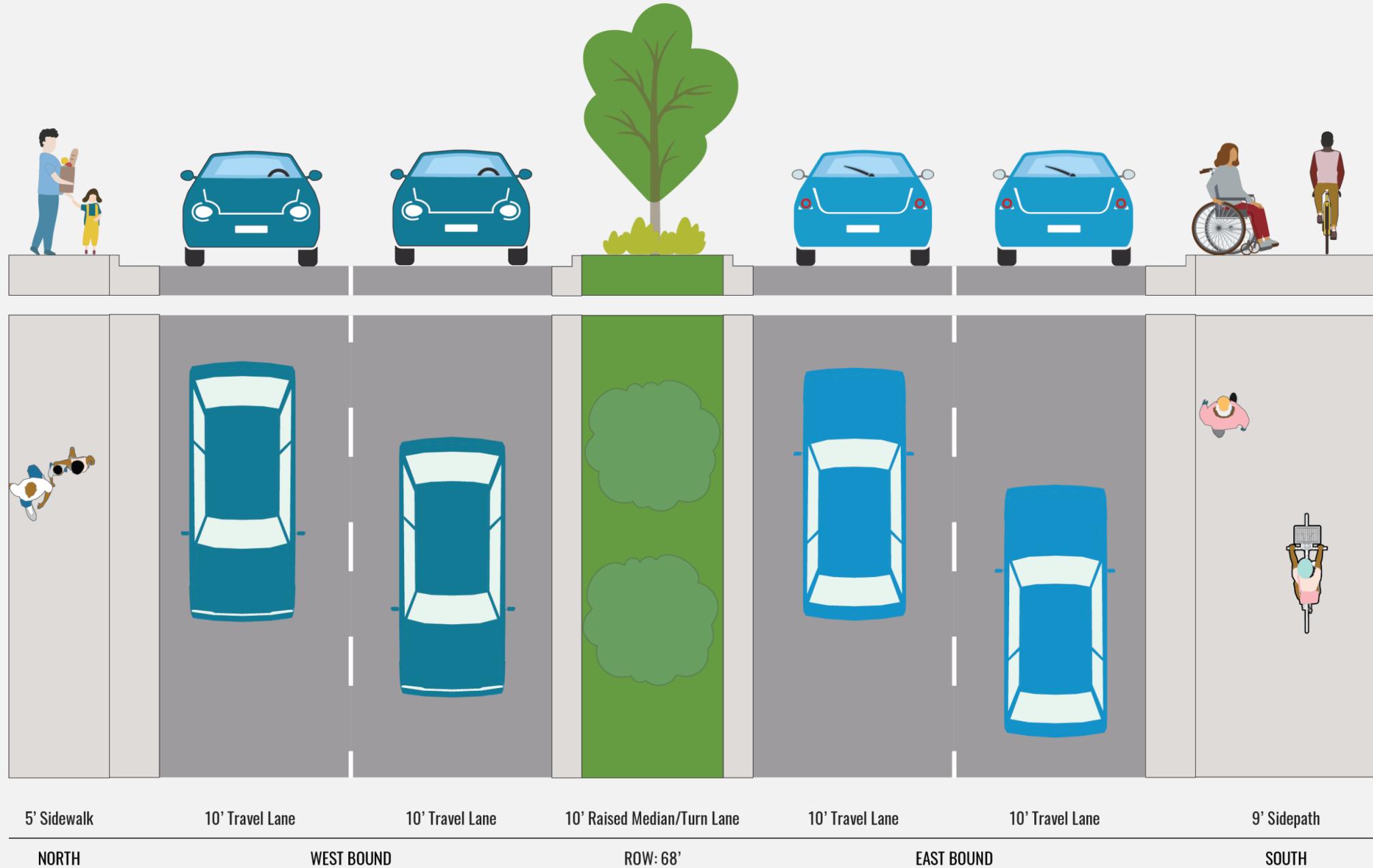
4th Ave to 13th Ave (typical section)



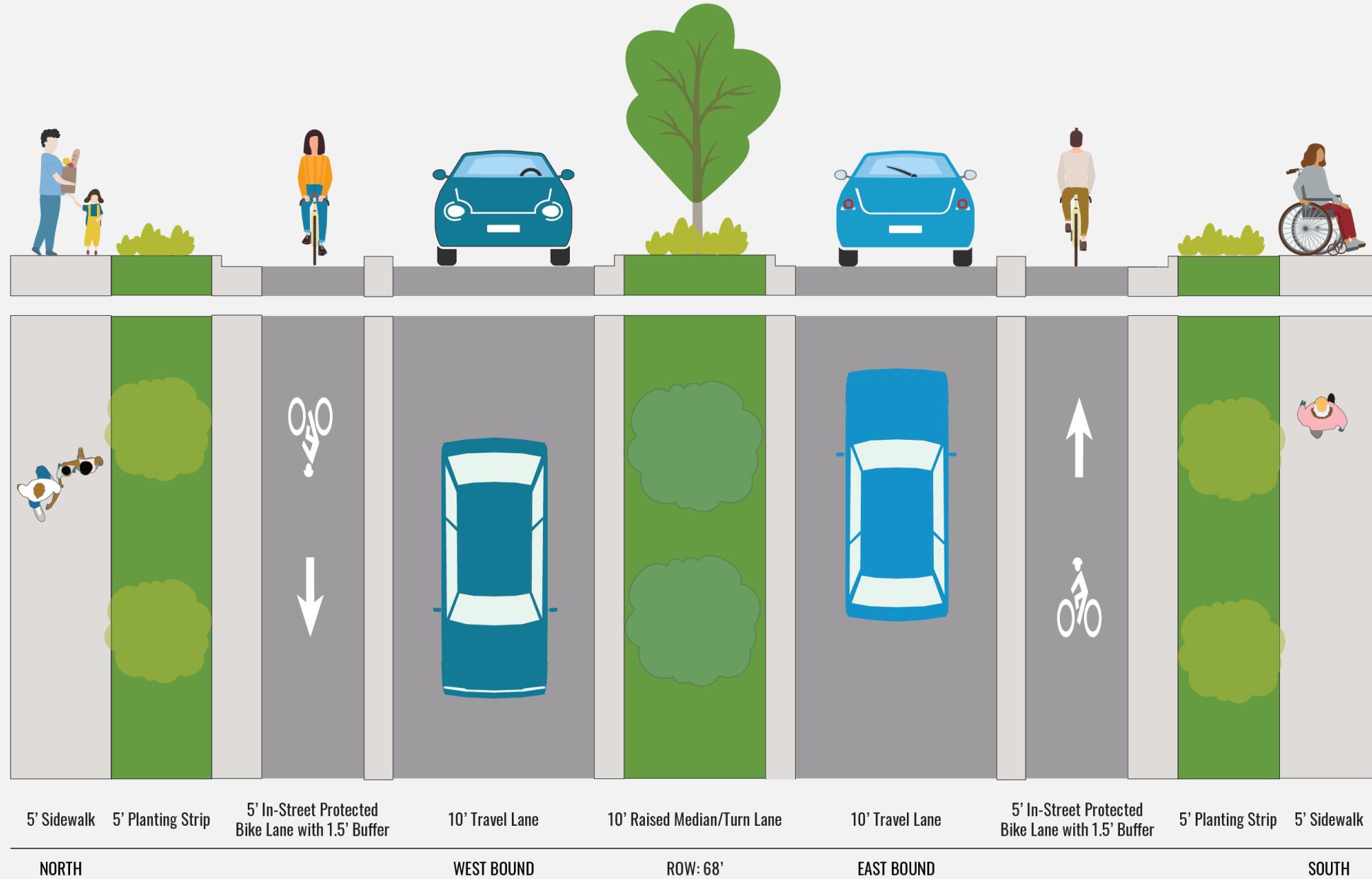
Existing cross section



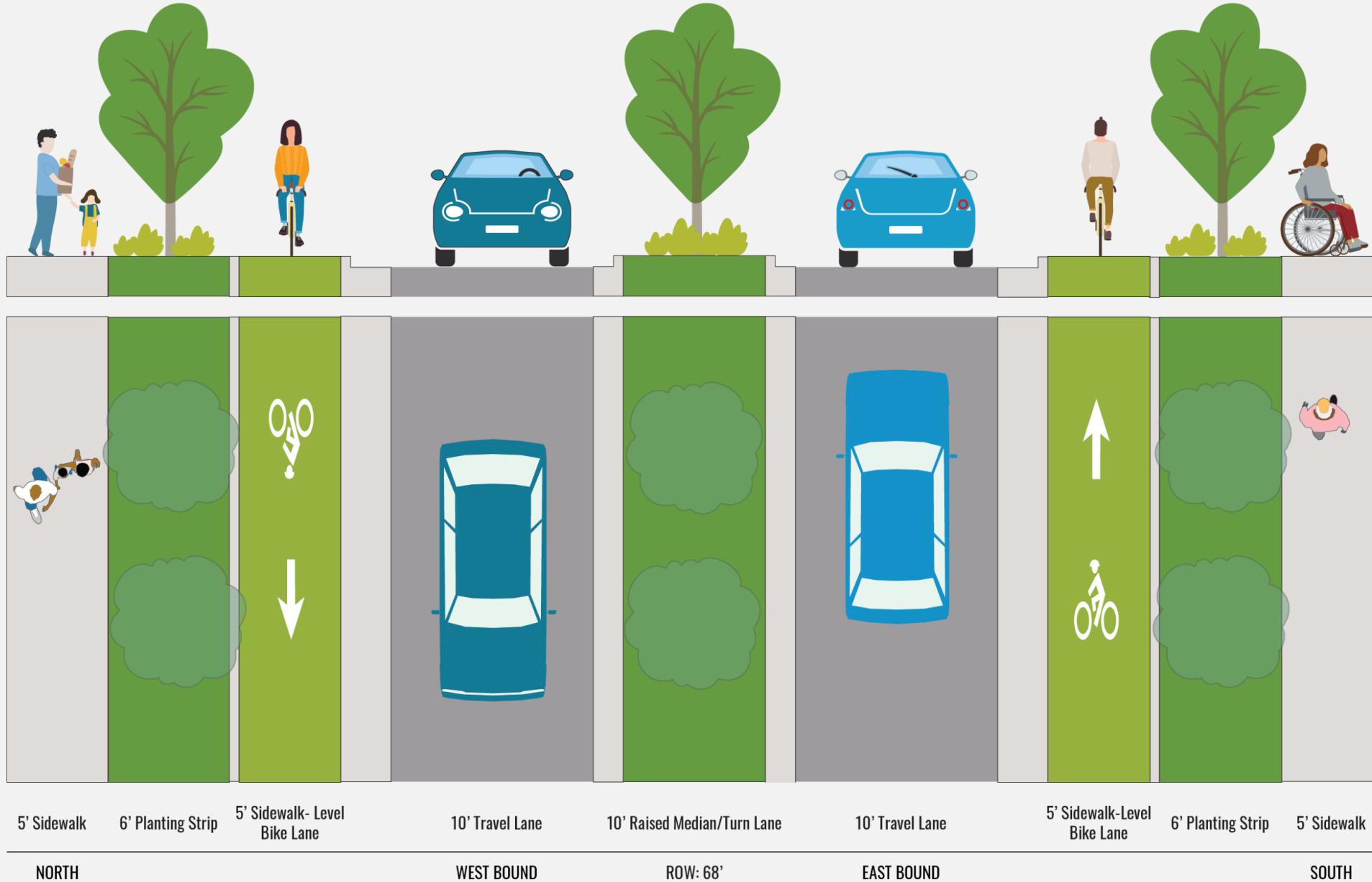
Option one – four lanes with sidepath on south side



Option two – two lanes with in-street protected bike lanes

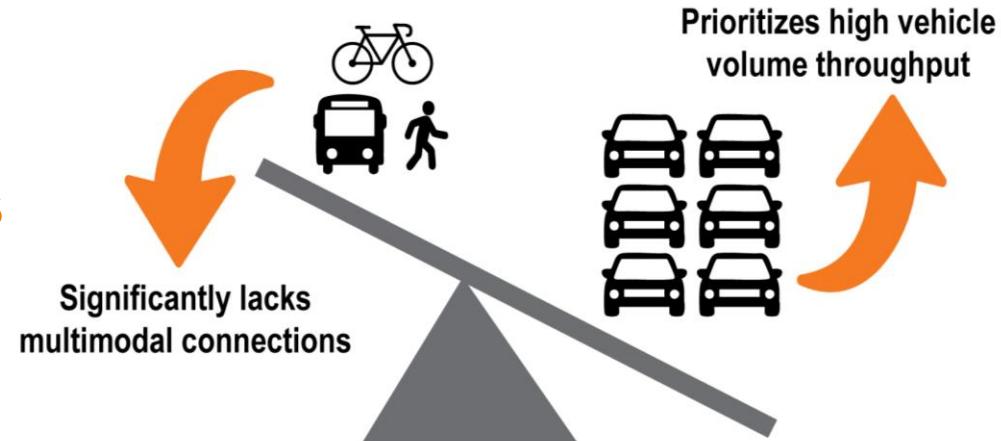


Option three – two lanes with sidewalk-level bike lanes

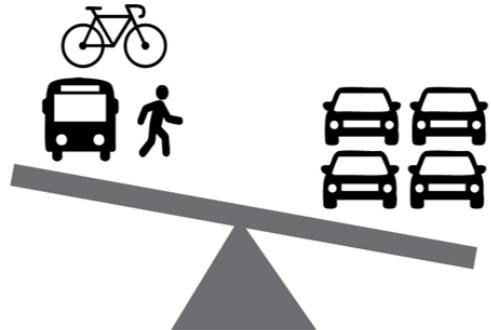


Alternative tradeoffs

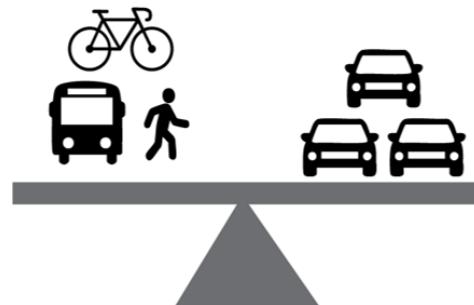
Existing conditions



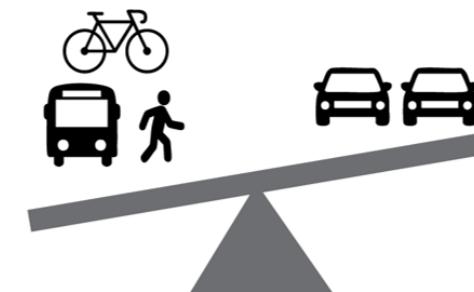
Option one



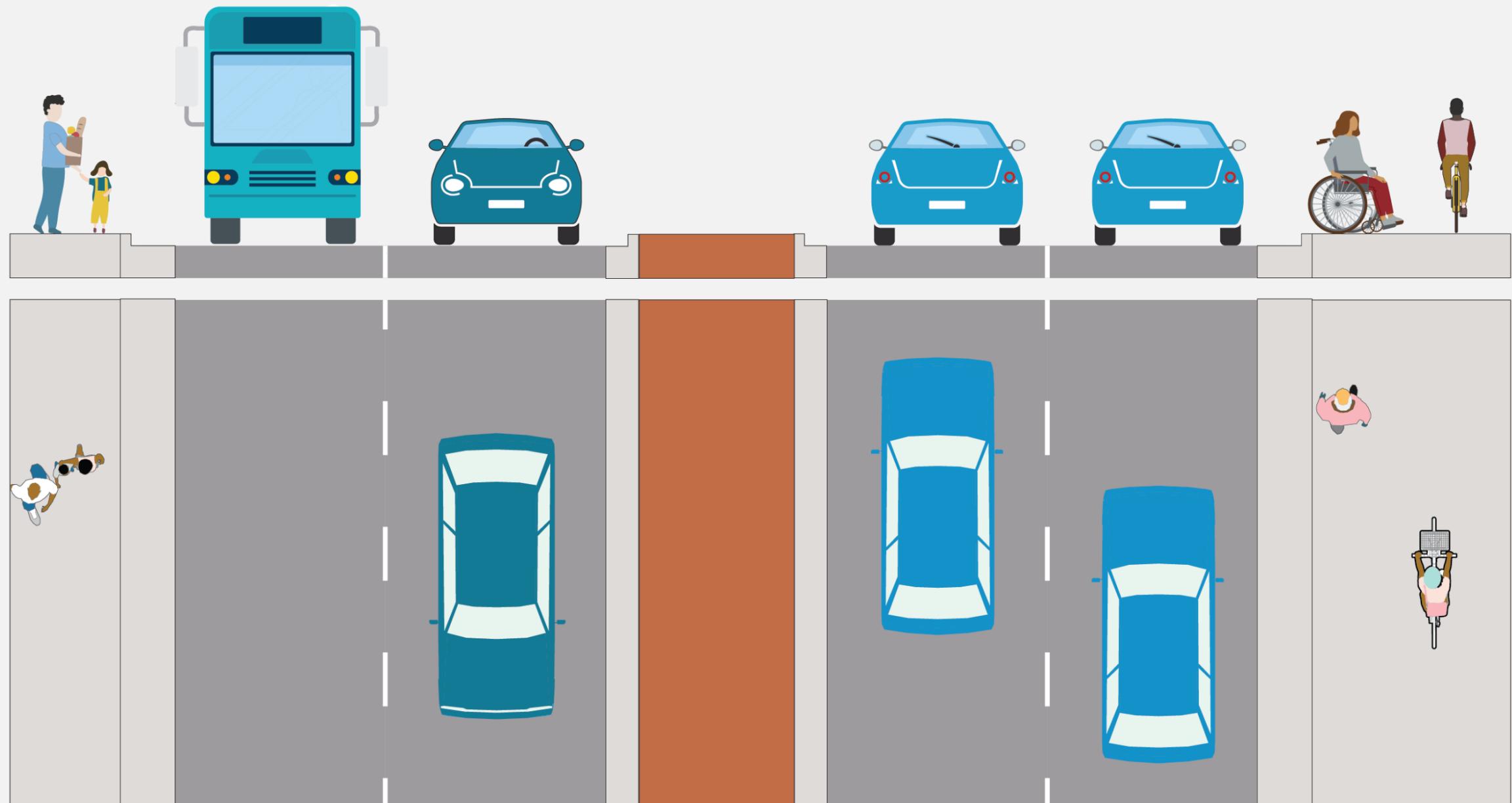
Option two



Option three



And the selected alternative...



5' Sidewalk

10' Travel Lane

10' Travel Lane

10' Raised Median/Turn Lane

10' Travel Lane

10' Travel Lane

9' Sidepath

NORTH

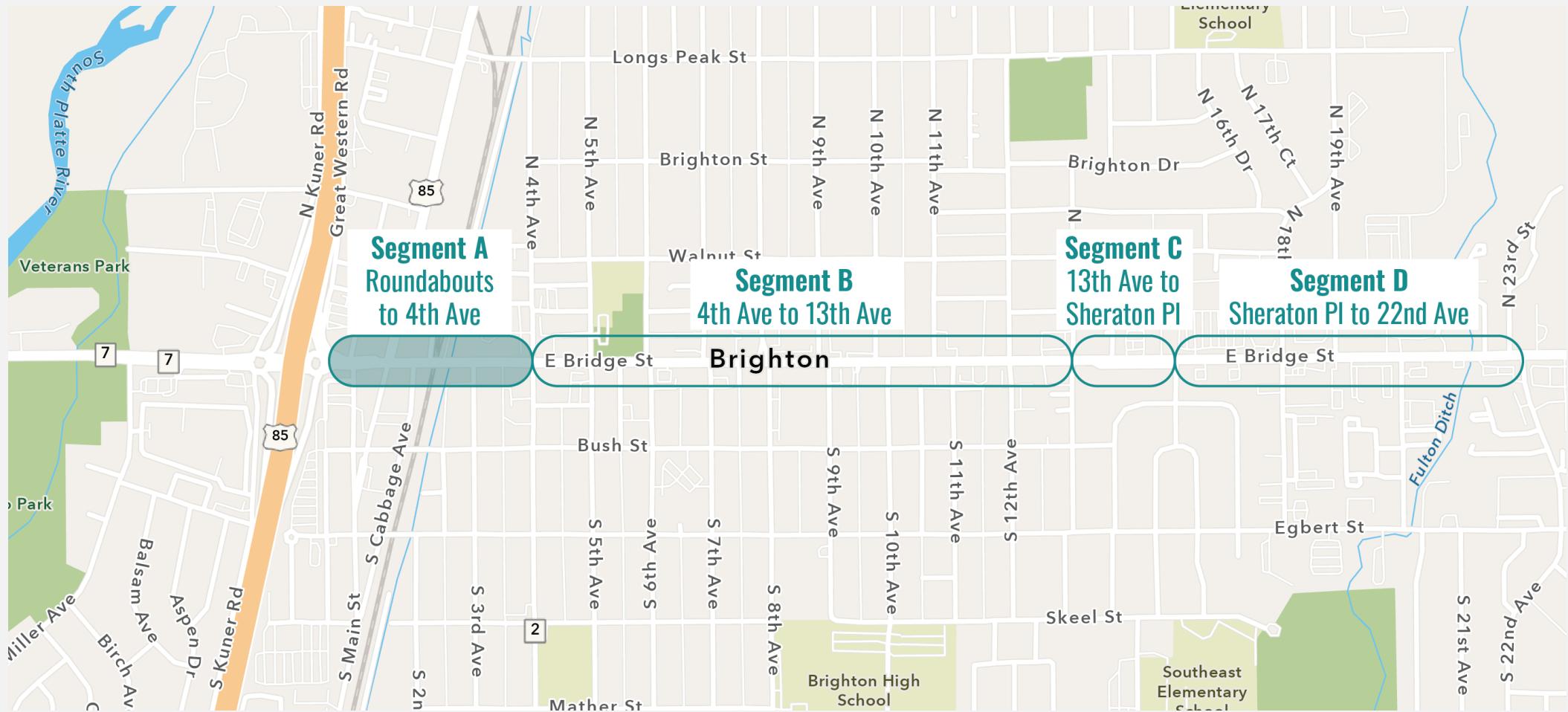
WEST BOUND

ROW: 68'

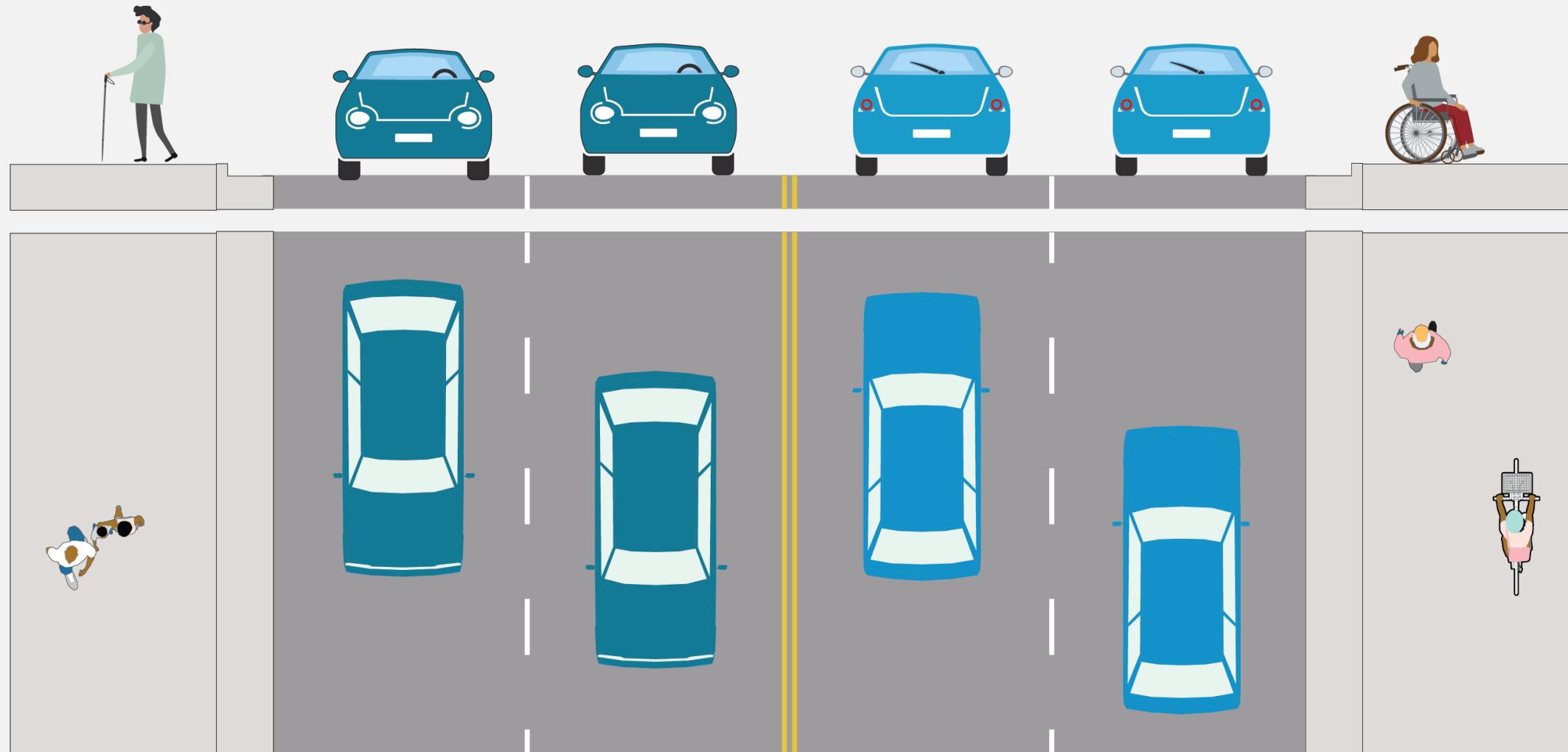
EAST BOUND

SOUTH

Roundabouts to 4th Ave



Existing cross section



9' Sidewalk

11' Travel Lane

11' Travel Lane

11' Travel Lane

11' Travel Lane

9' Sidewalk

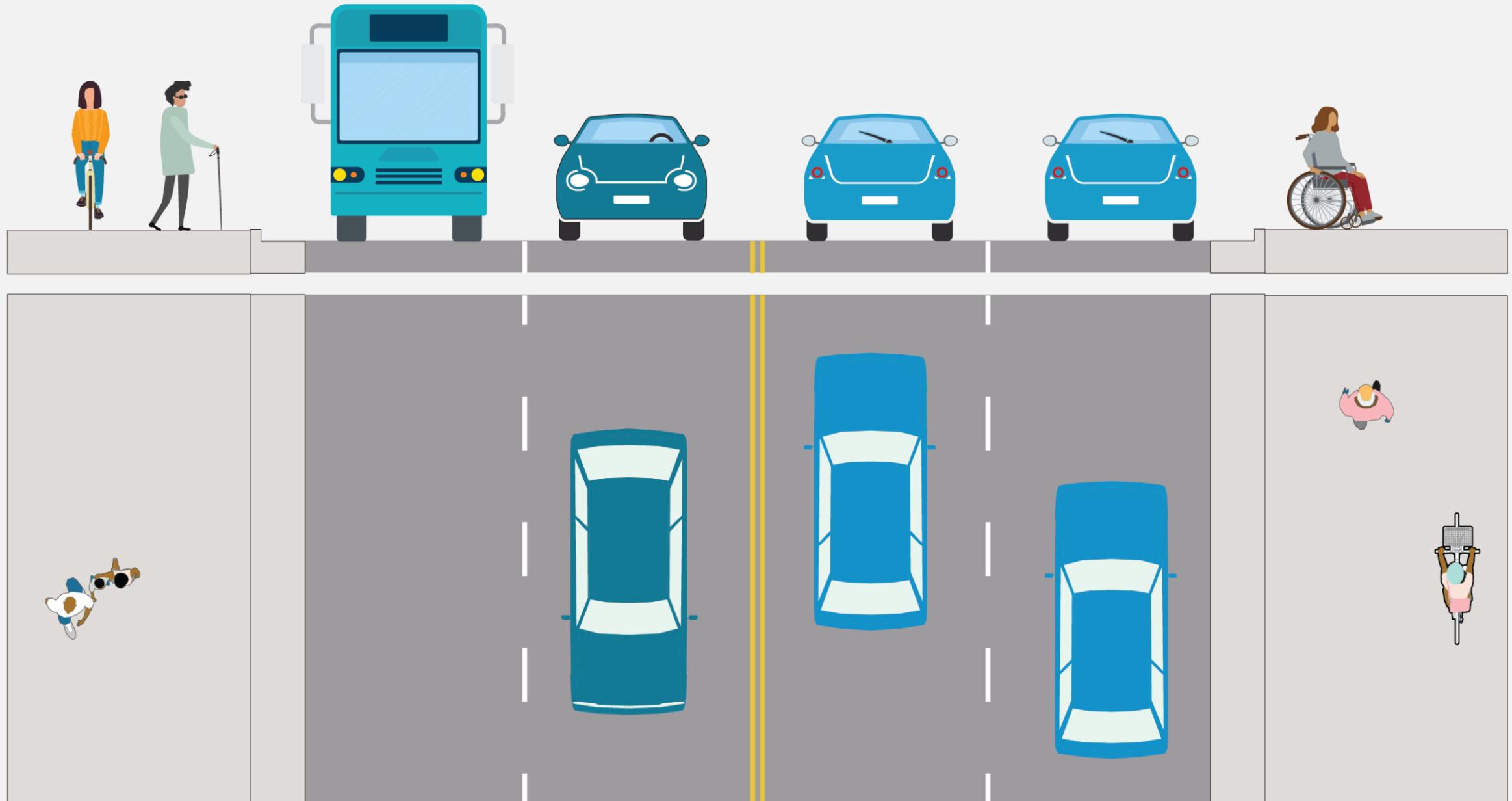
NORTH

WEST BOUND

ROW: 68'

EAST BOUND

SOUTH



11' Sidewalk

10' Travel Lane

10' Travel Lane

10' Travel Lane

10' Travel Lane

11' Sidewalk

NORTH

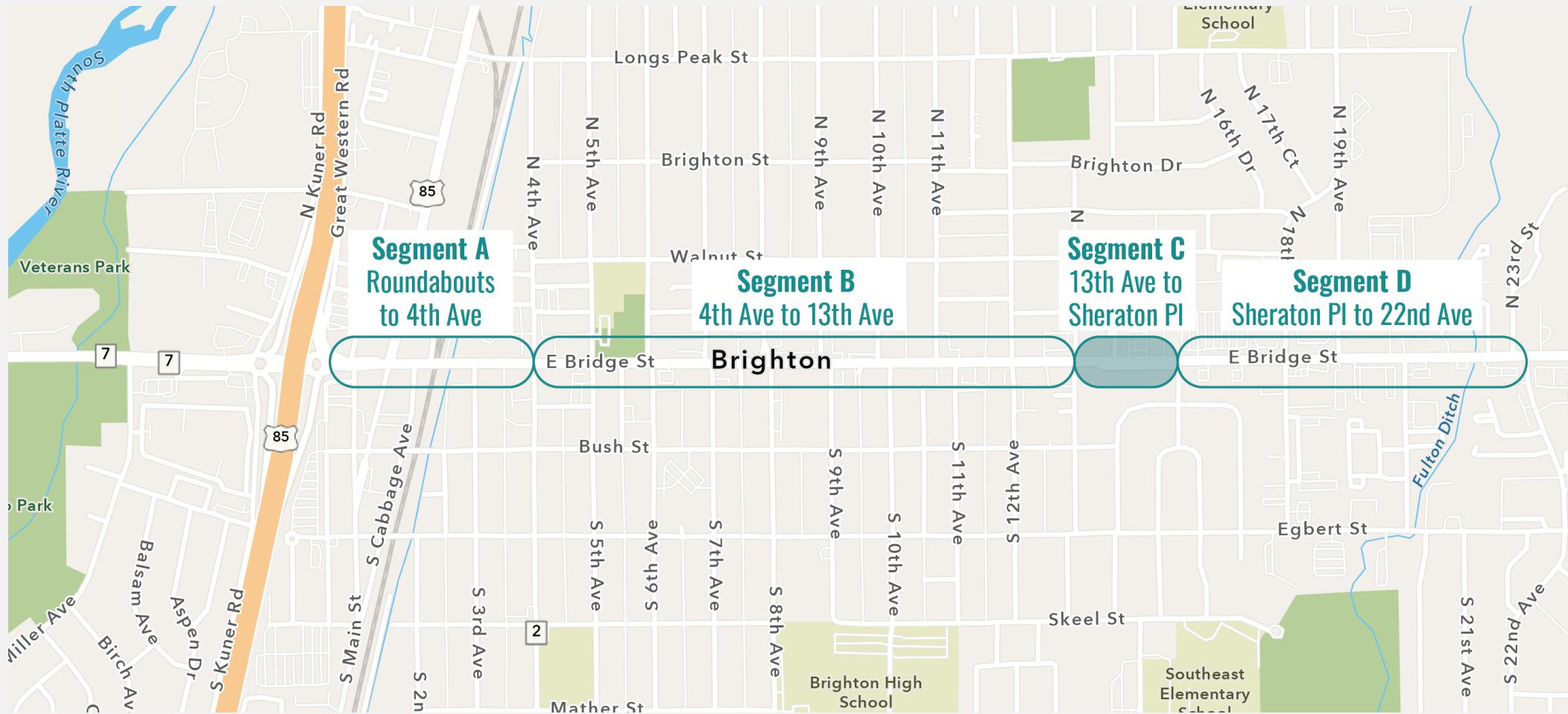
WEST BOUND

ROW: 68'

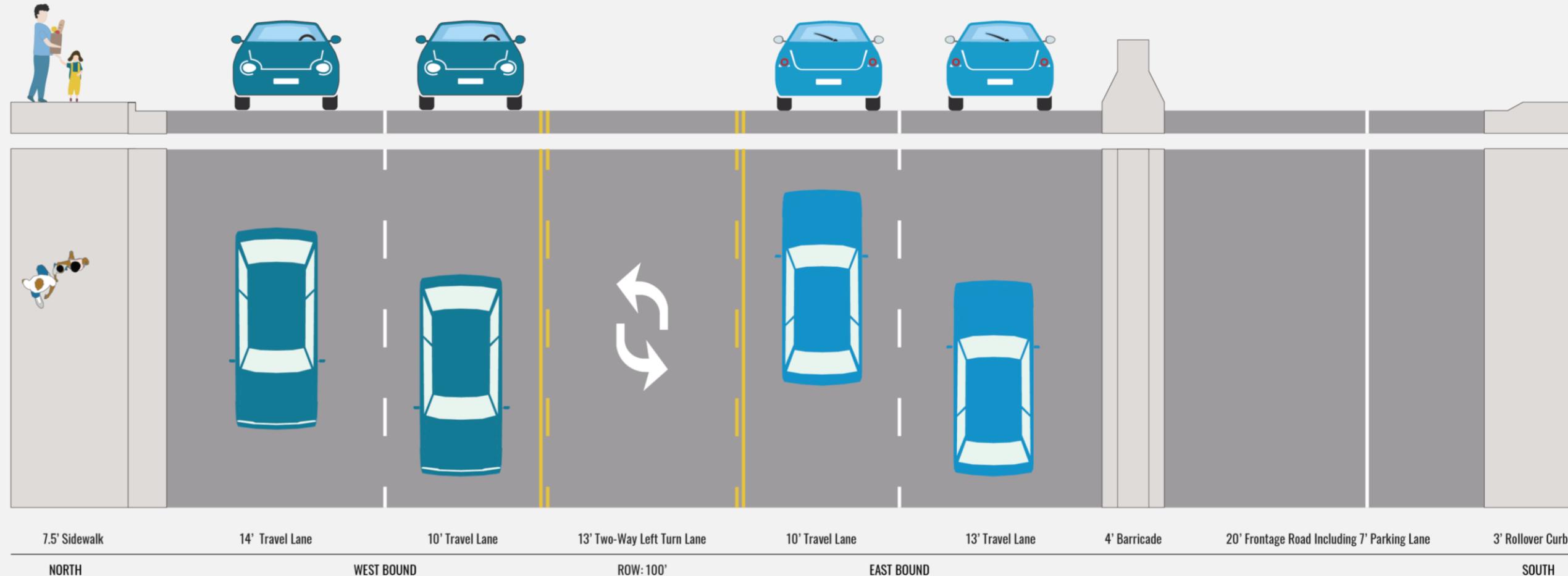
EAST BOUND

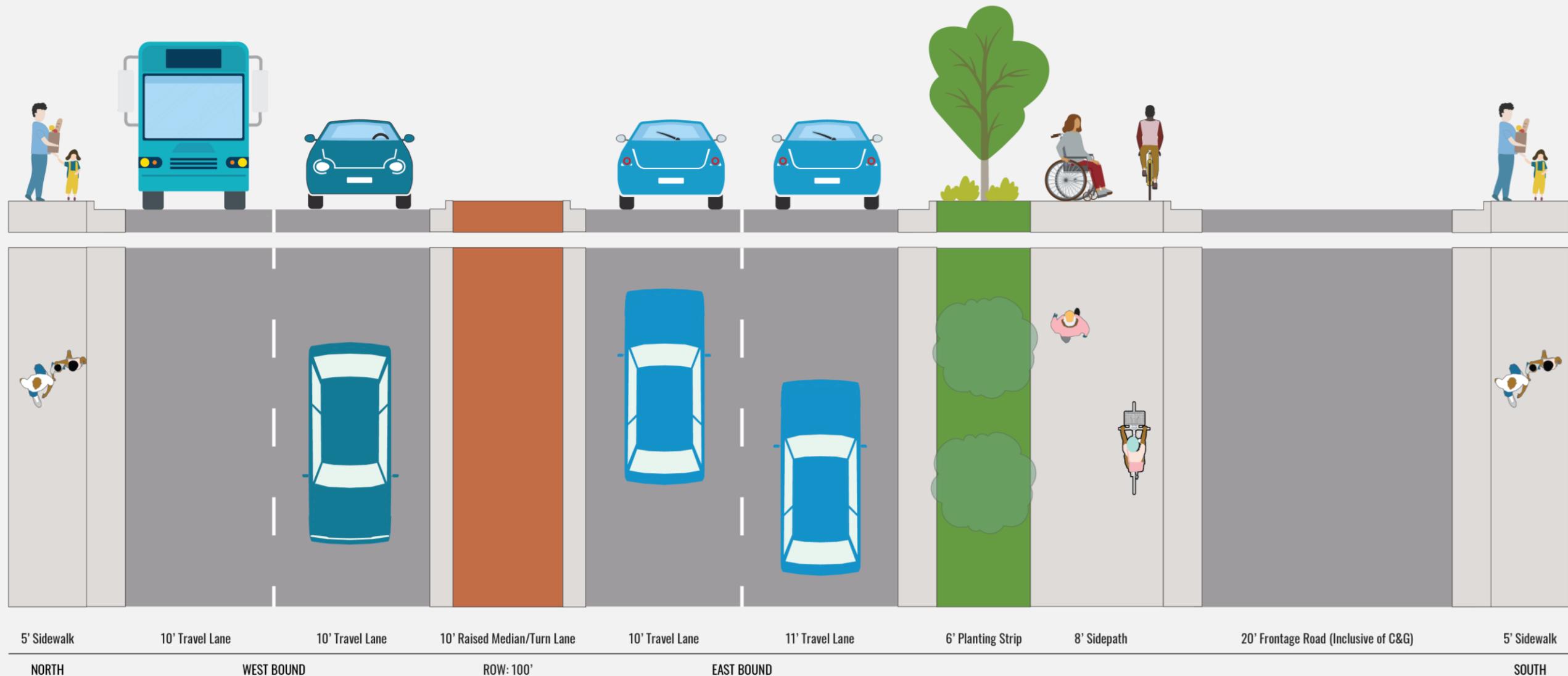
SOUTH

13th Ave to Sheraton PI

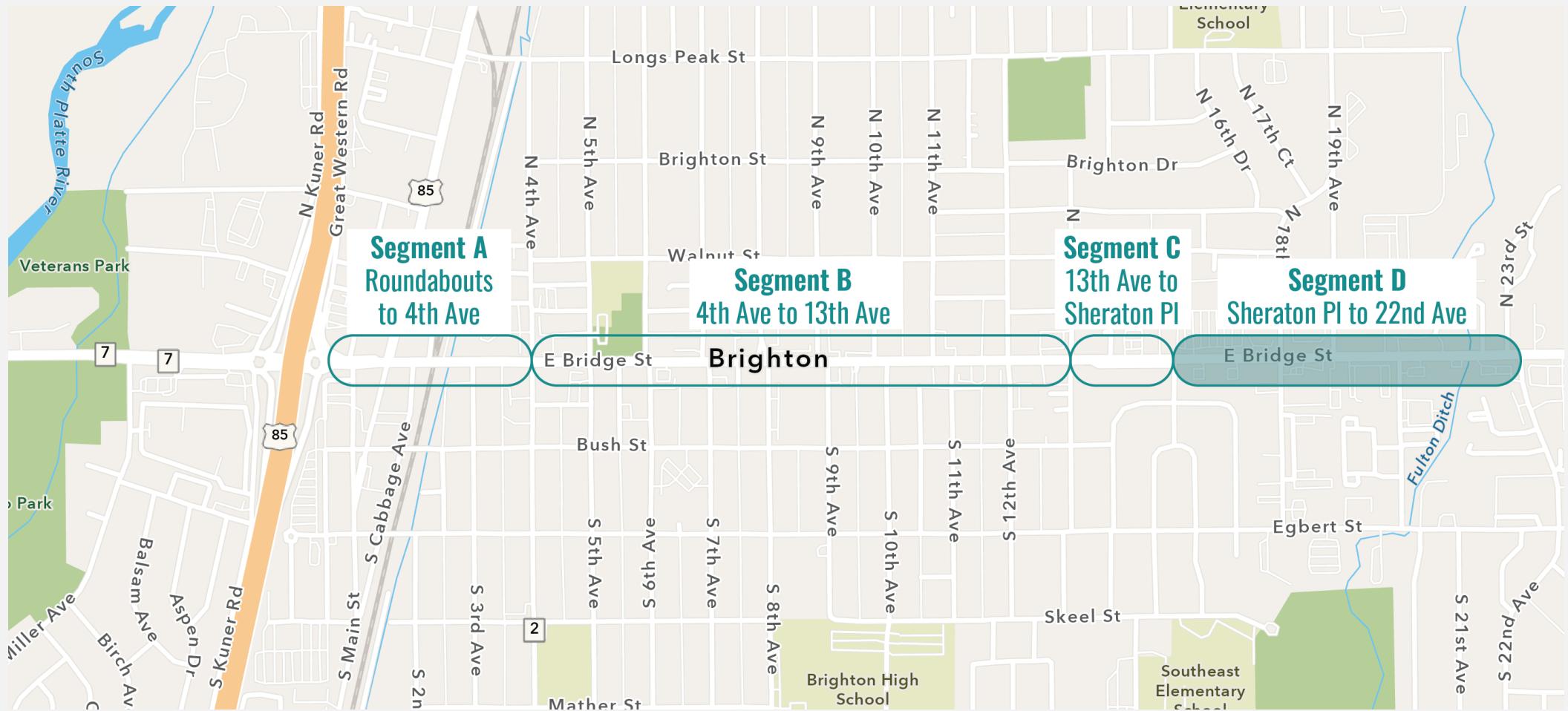


Existing cross section

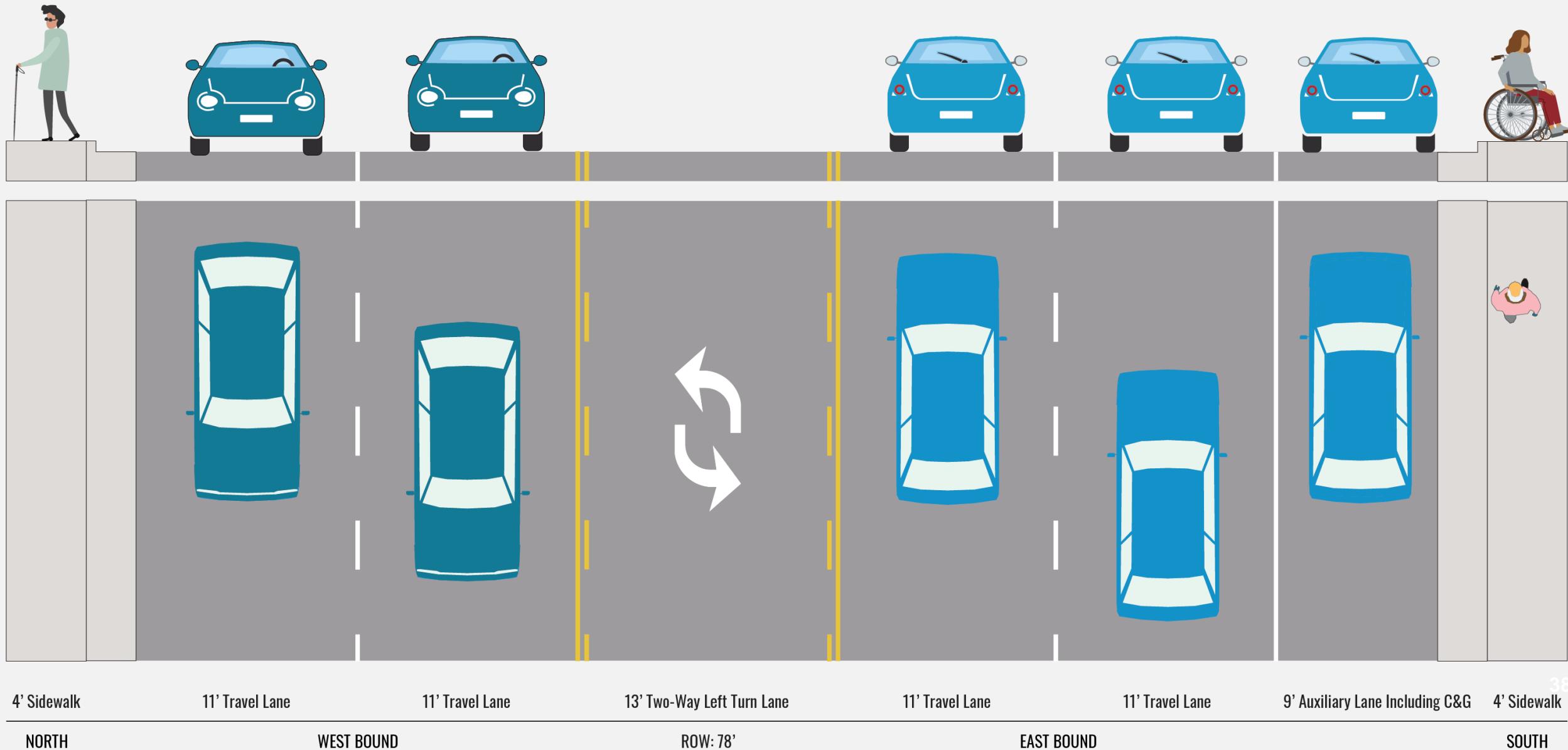


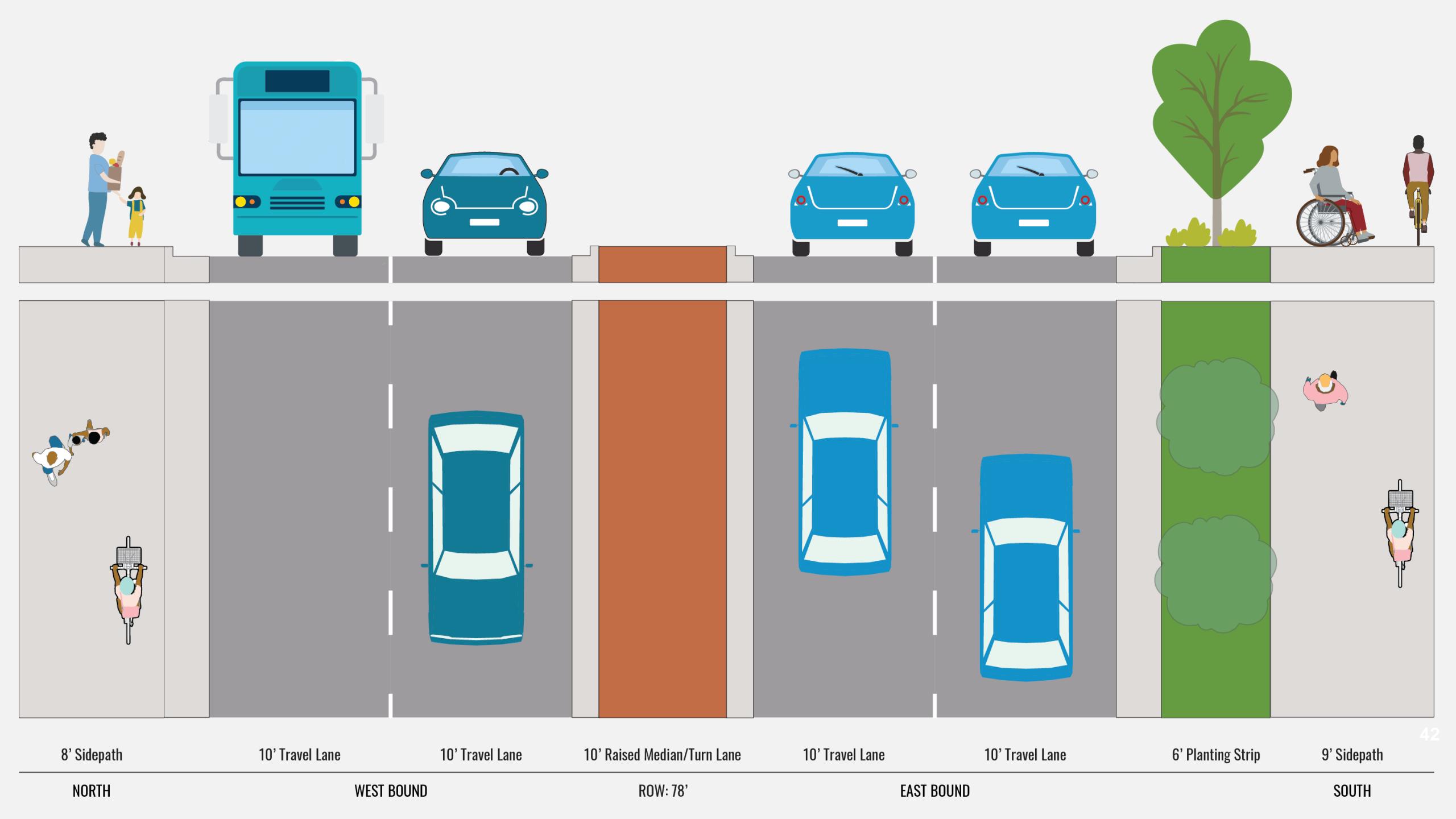


Sheraton Pl to 22nd Ave



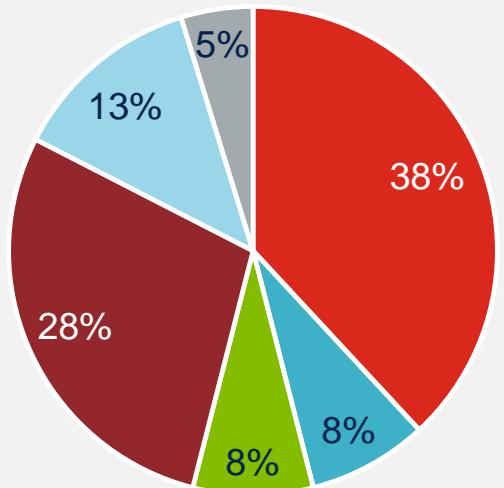
Existing cross section



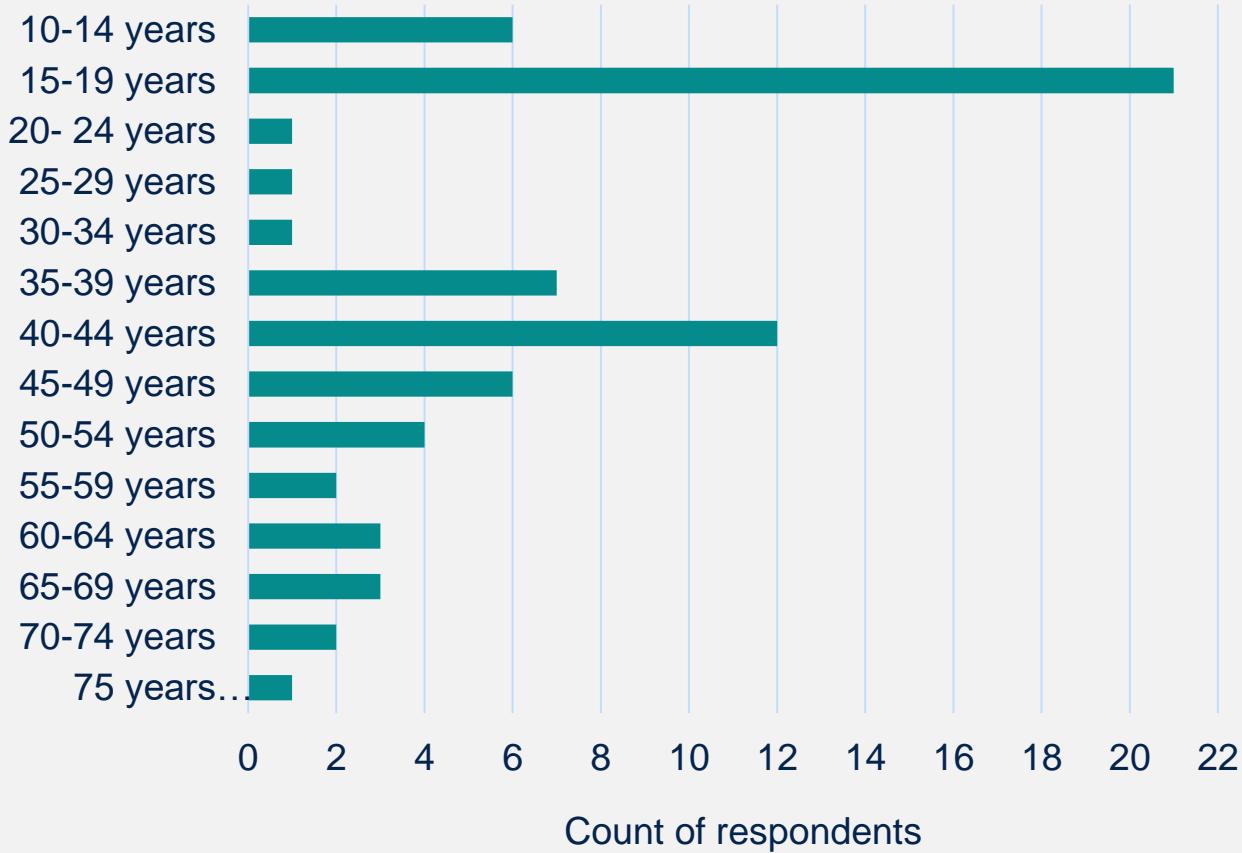


How did the community feel about the selected alternative?

Phase three survey respondents (74 total)



- Brighton Ward 1
- Brighton Ward 2
- Brighton Ward 3
- Brighton Ward 4
- Outside of Brighton, but within Adams County
- Outside of Brighton, but within Weld County

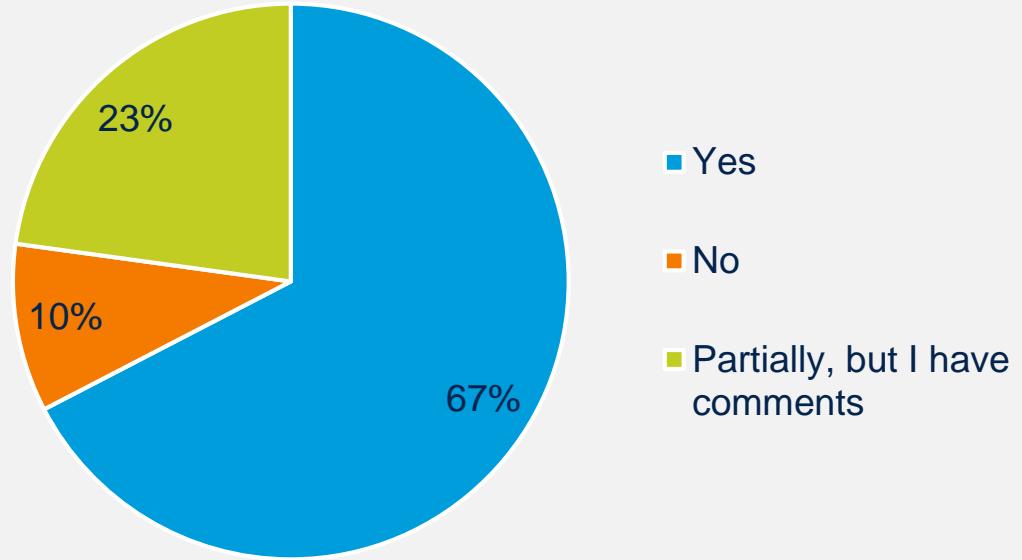


Phase three survey respondents (74 total)

- 69% White, 29% Hispanic or Latino
- 6% speak Spanish at home
- 5% have a disability that may influence how they travel along Bridge Street
- Even shares of male and female respondents

Feedback on selected alternatives

Do you support the selected alternatives?



***In-person engagement results:**
20 Yes 1 Partially 0 No

Top themes from survey comments:

Theme	Count
Concern about median visibility/maintenance of landscaping/business access or misunderstanding that they would remove left turn lanes	18
Support for widened sidewalks	10
General support	5
Dislike of roundabouts	4
Concern about narrowing travel lanes/disinterest in improving sidewalks	3
Desire for grade-separated railroad crossing	3
Openness to greater change/even more landscaping	3
Desire to further restrict speeds	2

Survey comments

“I appreciate the added space for walkers, bikers, and the added greenery.”

“I like that it helps out traffic, and there's room for people to walk.”

“I think these provide more safety for pedestrians which is the main goal and concern.”

“These that are selected are perfect... it'll help traffic and pedestrians to travel safely and more comfortably.”

“It works well with how traffic works by the roundabouts, and makes Bridge a little more pleasing. Better for pedestrians to ride bikes and walk without fear.”



Project recommendations

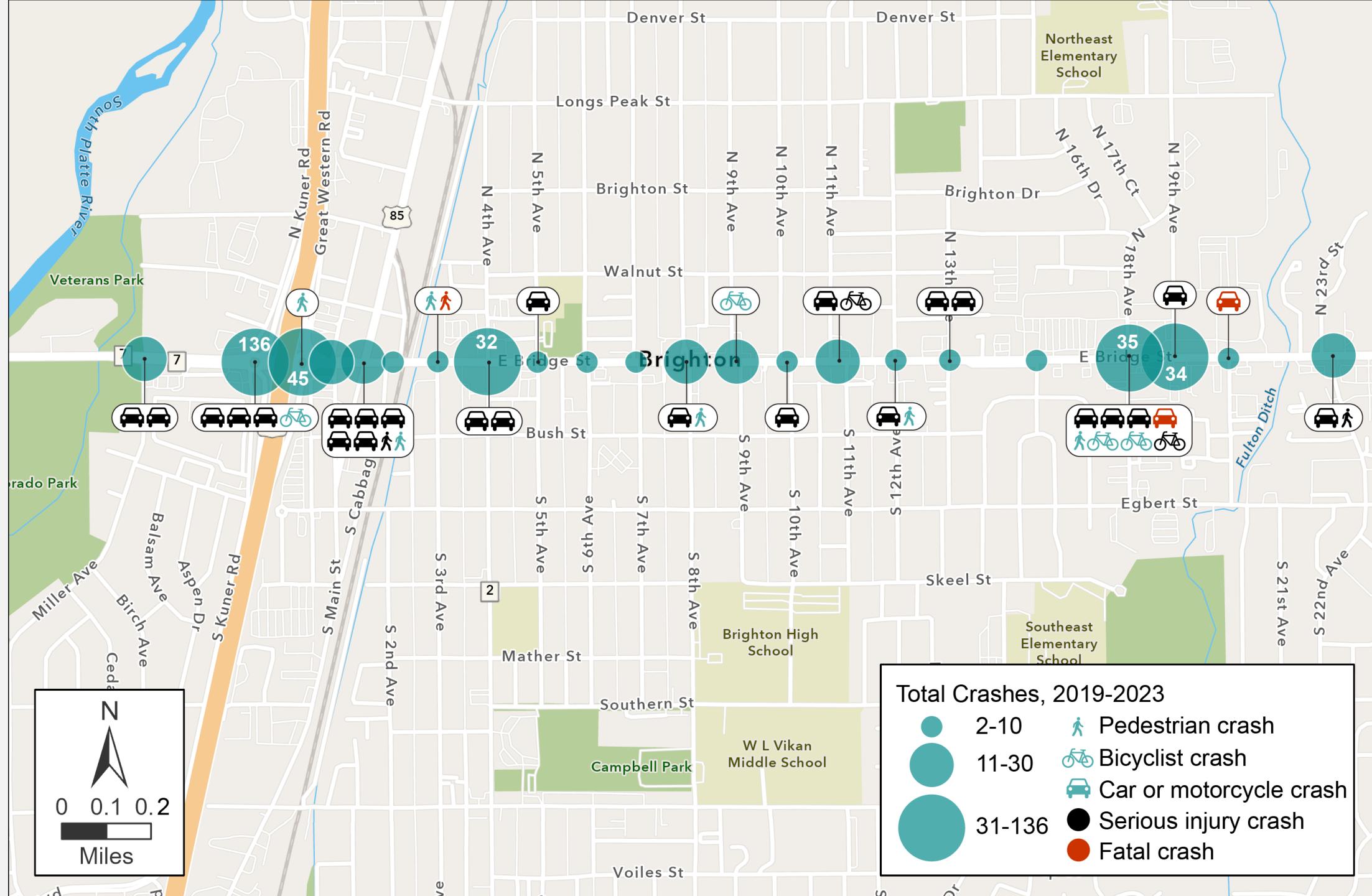
Identification of project recommendations

Developed consulting:

1. Crash map
2. Recommendations from previous plans

Refined consulting:

1. What we heard from the community in Phase 1 and 2 engagement
2. Results from operations analysis



Study area recommendations



- Intersection crossing improvements / traffic calming / signal upgrade

- Signage / wayfinding

- Sidewalk or sidepath upgrade

- Install striped bike lane

- Group of projects

Study area recommendations



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Transit recommendations

- While the selected cross section doesn't include a bus lane, the additional travel lane **supports bus service in the outside lane**
- **Coordinate parking agreement** with RTD for use of existing Park-n-Ride lot by the public
- Work with RTD to **install benches and ADA accessible landing pads** at all bus stops
- Work with local businesses to **install bus shelters and waste receptacles** at additional bus stops, establishing agreed-upon regular maintenance schedules
- Evaluate opportunity to **implement transit signal priority (TSP)** at all signals along the corridor, particularly to extend yellow time at 18th Ave for buses making the northbound left turn

Other recommendation/standards of practice

- Install regular, **pedestrian-scale**, dark-sky friendly lighting.
- Install **level concrete sidewalks across driveways** to signify the continuation of pedestrian space.
- **Add stop bars and high-visibility crosswalks** at pedestrian crossings, especially side streets along arterials.
- To **slow turning speeds**, tighten corners through radius reduction and/or curb extensions at side streets and at driveways.
- Make infrastructure **ADA-accessible** from the start. Maintain sidewalks and bike lanes to the same standard as streets.

Project phasing

Short-term projects (1-2 yrs):

Immediate priorities, “low-hanging fruit” projects simple and cost effective for the City to install, high-priority treatments to address safety concerns

- Gateway and directional signage
- Signal timing and phasing
- Signing, marking, and striping
- Curb extensions, pedestrian refuge islands, and ADA-accessible curb ramps

Medium-term projects (3-5 yrs):

Implement ASAP, possible through existing programs like repaving, need more design work or more permanent materials, opportunities during other projects or development

- Rectangular rapid flashing beacons (RRFBs), pedestrian hybrid beacons (PHBs), bike signals, and traffic signals
- Striped bike lanes
- Sidewalk construction or reconstruction
- Bus stops and pedestrian and bicycle amenities

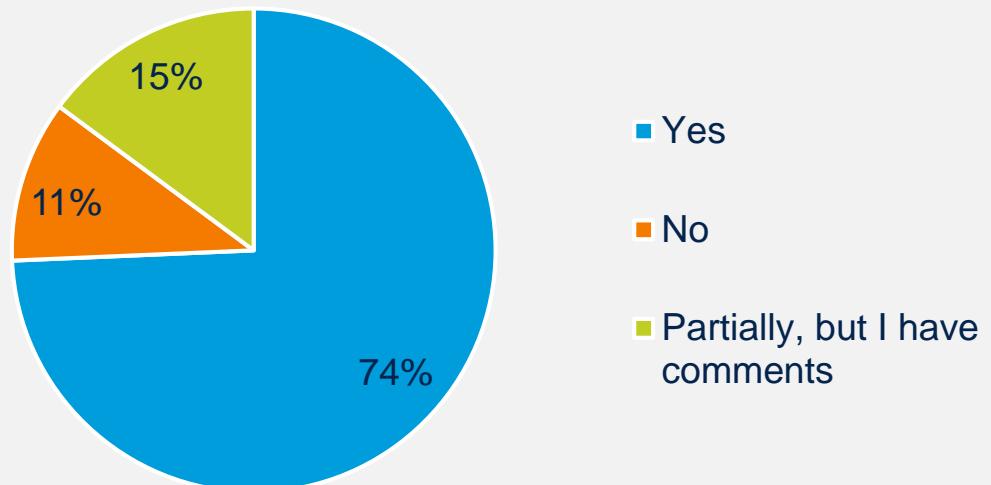
Long-term projects (10-15 yrs):

More complex or costly, may be implemented in phases, take place via full reconstruction or during redevelopment

- Corridor reconstruction
- Roundabouts

Feedback on study area recommendations

Do you support the study area recommendations?



Top themes from survey comments:

Theme	Count
Desire for signal coordination ("green wave")/continued travel reliability	11
Support for ADA improvements/improved pedestrian crossings	6
General support	4

Survey comments

“ADA should be a high priority. It's time our world starts filling the gaps in areas that meet underserved populations”

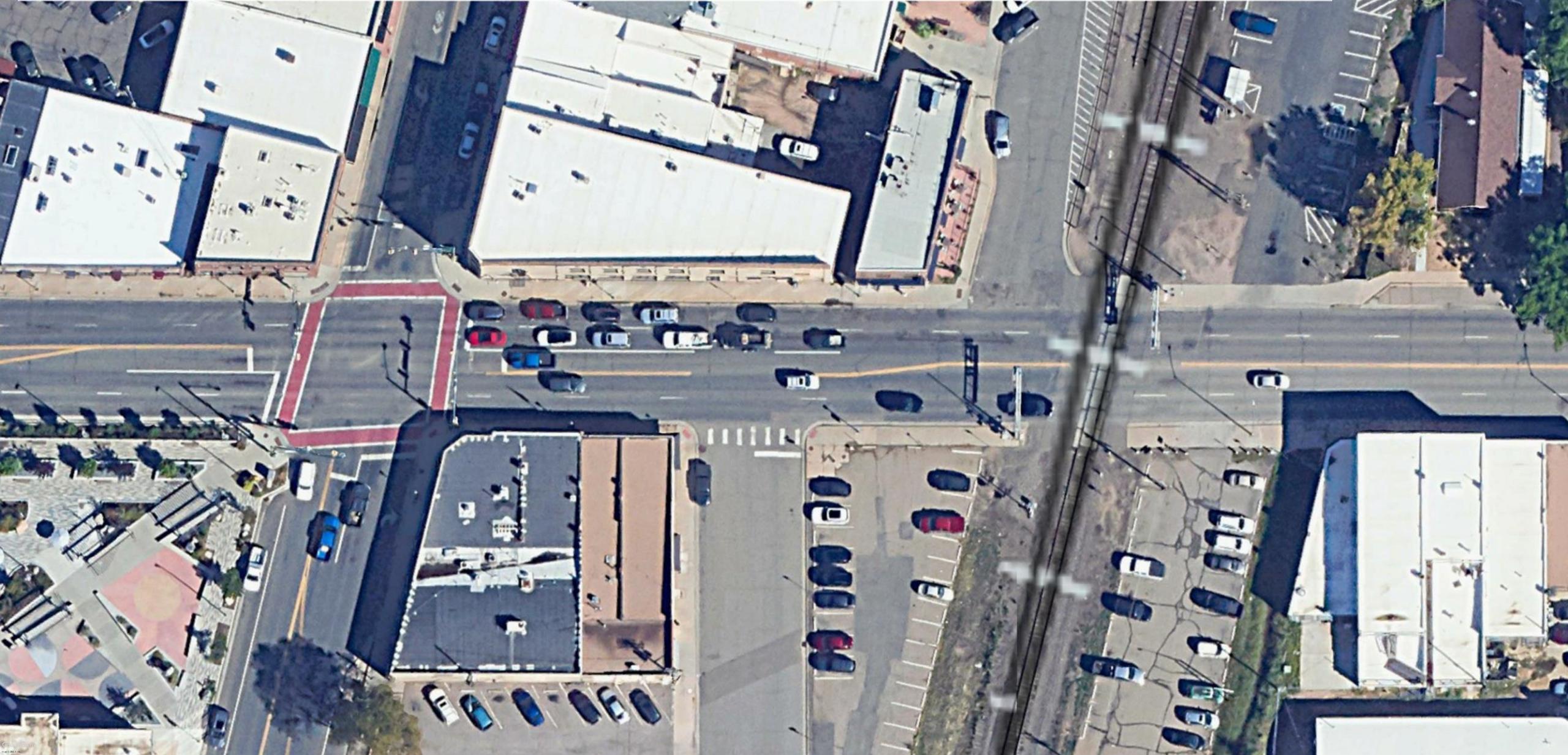
“I look forward to an improved Bridge St, that is more pedestrian friendly.”

“I like the greater sidewalk space and emphasis on safety for pedestrians.”



Concept sketches

Concept sketch 1: Main St & railroad crossing



Concept sketch 1: Main St & railroad crossing



- 1 Tightened corners to be able to accommodate directional curb ramps with detectable warning surfaces
- 2 Realigned crosswalks & stop bars

- 3 Right turn on red prohibited
- 4 Hardened centerlines at intersection

- 5 Combines current northbound through lane & right turn lane into a through-right to be able to carry the striped bike lane all the way to the intersection
- 6 Level sidepath on both sides of Bridge Street & updated railroad striping & stop bars

- 7 New bus stops for Brighton to Boulder bus service

Concept sketch 2: Roundabouts



Concept sketch 2: Roundabouts

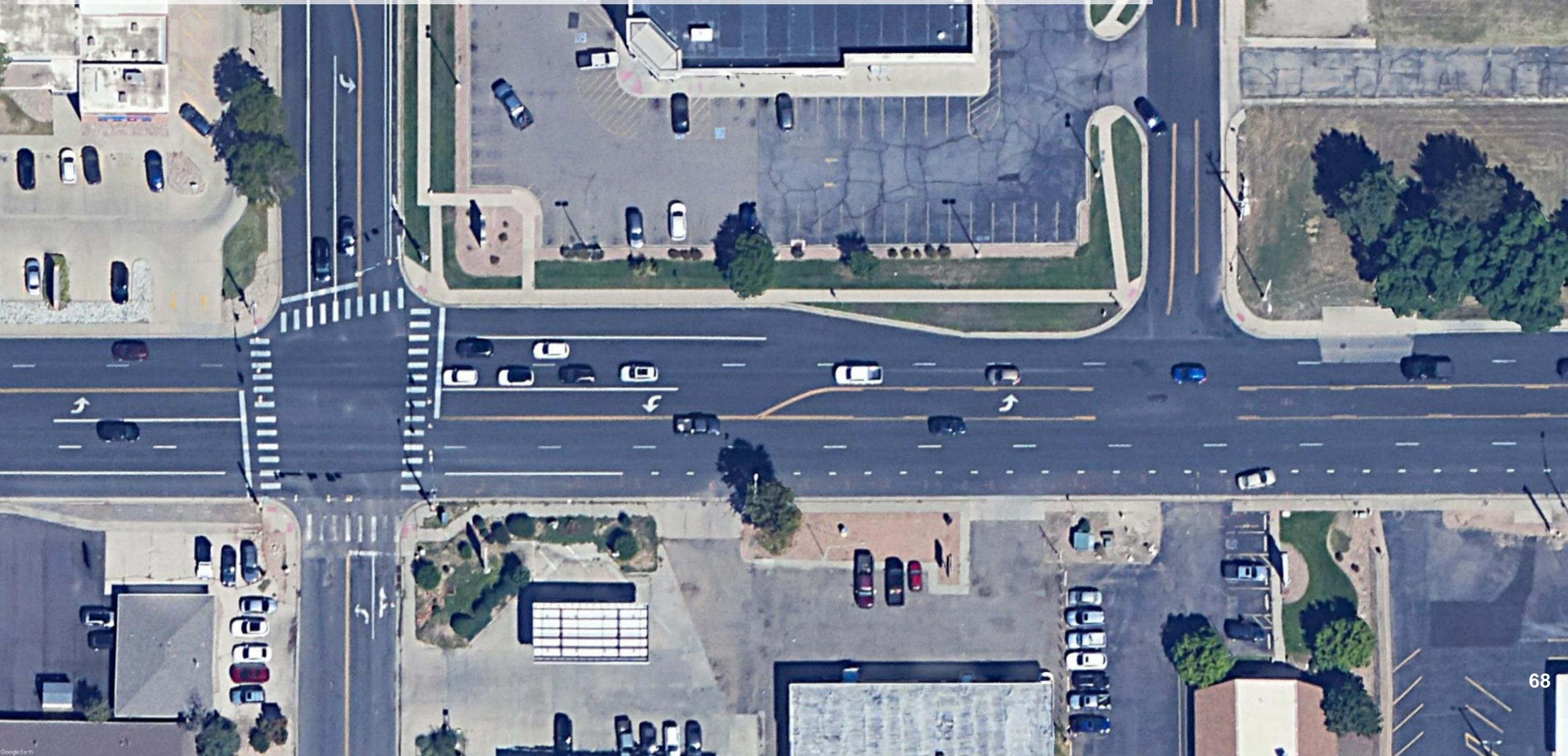


- 1 High-visibility crosswalks & pedestrian crossing signage at all legs
- 2 Updated striping & markings to be more descriptive, with clear lane markings & solid lines to indicate drivers shouldn't change lanes

- 3 Relocated pedestrian crossing of Great Western Road further south & pilot of raised crossing
- 4 Expanded islands in the roundabout to enforce lane movements, slow drivers & create pedestrian refuge islands at crossings

- 5 Delineated pathways through roundabouts for people with vision impairments using different pavement along edges

Concept sketch 3: 18th Ave & 19th Ave



Concept sketch 3: 18th Ave & 19th Ave



- 1 Widened sidewalks on both sides of the street where possible & wider landscaped buffers with trees for shade
- 2 Left turn prohibition with pedestrian refuge island

- 3 Median in place of the two-way left turn lane
- 4 Redesigned intersection to accommodate cyclists

- 5 Signage prohibiting right turn on red & reminding drivers to yield to pedestrians

Concept sketch 4: Frontage road & Sheraton Pl



Concept sketch 4: Frontage road & Sheraton Pl



1 Sidewalk widened to 6 feet

2 Concrete barricade replaced with linear park-like feature with a sidepath bordered by landscaped buffer with shade trees

3 Installation of directional curb ramps

4 Sidepath connected to south & east side of the intersection with crosswalks

Feedback on concept sketches

Top themes from survey comments:

Theme	Count
General support	14
Concern about safety at roundabouts	10
Support for widened sidewalks and landscaping	6
Concern about visibility/change to Sheraton Pl	4
Support for roundabout recommendations	4
Desire for grade-separated railroad crossing	3
Concern about restricting right and left turns	2

Survey comments

“I love these ideas and hope to see these concepts come to life in the near future to help make Brighton a more attractive and welcoming community.”

“These are fantastic, as they don't take a lane for bike traffic. We don't need any less lanes of traffic, and the center median helps to control cross traffic that is so dangerous on such a busy piece of road.”

“Bridge is going to have more a welcome feeling”

Project engagement recap

Type	Phase one events / activities	Phase two events / activities	Phase three events / activities
Online engagement	<ul style="list-style-type: none"> ▪ Project survey #1 ▪ Web map 	<ul style="list-style-type: none"> ▪ Project survey #2 	<ul style="list-style-type: none"> ▪ Project survey #3
Steering committee meetings	<ul style="list-style-type: none"> ▪ Meeting #1 	<ul style="list-style-type: none"> ▪ Meeting #2 (planning charrette) 	<ul style="list-style-type: none"> ▪ Meeting #3
Pop-ups and community presentations	<ul style="list-style-type: none"> ▪ Open House: Visions of a Brighter Downtown ▪ Founders Plaza ▪ Full Moon Bike Ride ▪ Almost Home Mapping Activity Display 	<ul style="list-style-type: none"> ▪ Full Moon Bike Ride ▪ Eagle View Friday Feast ▪ Brighton Housing Authority Hughes Station Appreciation Day ▪ City BBQ 	<ul style="list-style-type: none"> ▪ Japanese American Festival ▪ Treat Street
Focus groups and stakeholder interviews	<ul style="list-style-type: none"> ▪ Downtown Partnership Committee ▪ Brighton High School STEM Engineering Class (SD27J) ▪ Brighton Rotary Club ▪ Bike Brighton 	<ul style="list-style-type: none"> ▪ Sue Corbett Active Adult Center ▪ Parks and Recreation Advisory Board ▪ 1:1 Interview: Brook Otero, Police Department ▪ 1:1 Interview: Dick Hodge ▪ Brighton High School STEM Engineering Class (SD27J) 	<ul style="list-style-type: none"> ▪ Colorado Department of Transportation (CDOT)

Thank you! Questions?

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