

Brighton Downtown Public Realm

City Council Study Session, February 11, 2025

Today's Agenda:

- Project Overview & Current Progress
- Draft Concept Alternatives Review
- Project Schedule



DigStudio

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INTERNATIONAL

Project Overview

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



Existing Conditions

Public Realm

- A public realm that emphasizes and complements the Downtown Historic District
- A public realm that is safe and comfortable for pedestrians



Existing Conditions

Mobility & Transportation

- Several areas of concern exist in Downtown, including awkward intersections, lack of accessibility, and congestion due to traffic volumes and train crossings on Bridge Street
- Truck traffic causes congestion and a poor pedestrian experience
- Traffic calming measures installed recently on Main Street have been effective



Previous Planning Themes

- Build upon existing resources, rather than reinvent
- Celebrate Brighton's history by retaining historic architecture & improving the public realm
- Pedestrian experiences should be prioritized
- Transportation in Downtown should be more inclusive, safe, efficient, and effective



OPPORTUNITIES & CONSTRAINTS | public realm

AREAS OF OPPORTUNITY

- A. Main Street & Bridge Intersection
- B. Strong Street Connection to Public Parking Lot
- C. N. Main St. & N. Cabbage Ave. Intersection
- D. Main Street Core
- E. Bridge St. & Cabbage Ave. Intersection
- F. S. Main St. / 1st Ave. / Bush St. Intersection

LEGEND

-  Downtown Public Realm Study Area
-  Mobility & Transportation Study Area
-  Two-way Street
-  One-way Street

- Trail
- Sidewalk
- Community Asset (civic buildings, etc)
- Parks & Public Spaces

The diagram consists of three colored boxes with text labels. A red circle is positioned above the first box. The first box is red and contains the word "Gateway". The second box is orange and contains the text "Area of Opportunity" in a larger font. The third box is light blue and contains the text "Area with Significant Constraint".



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

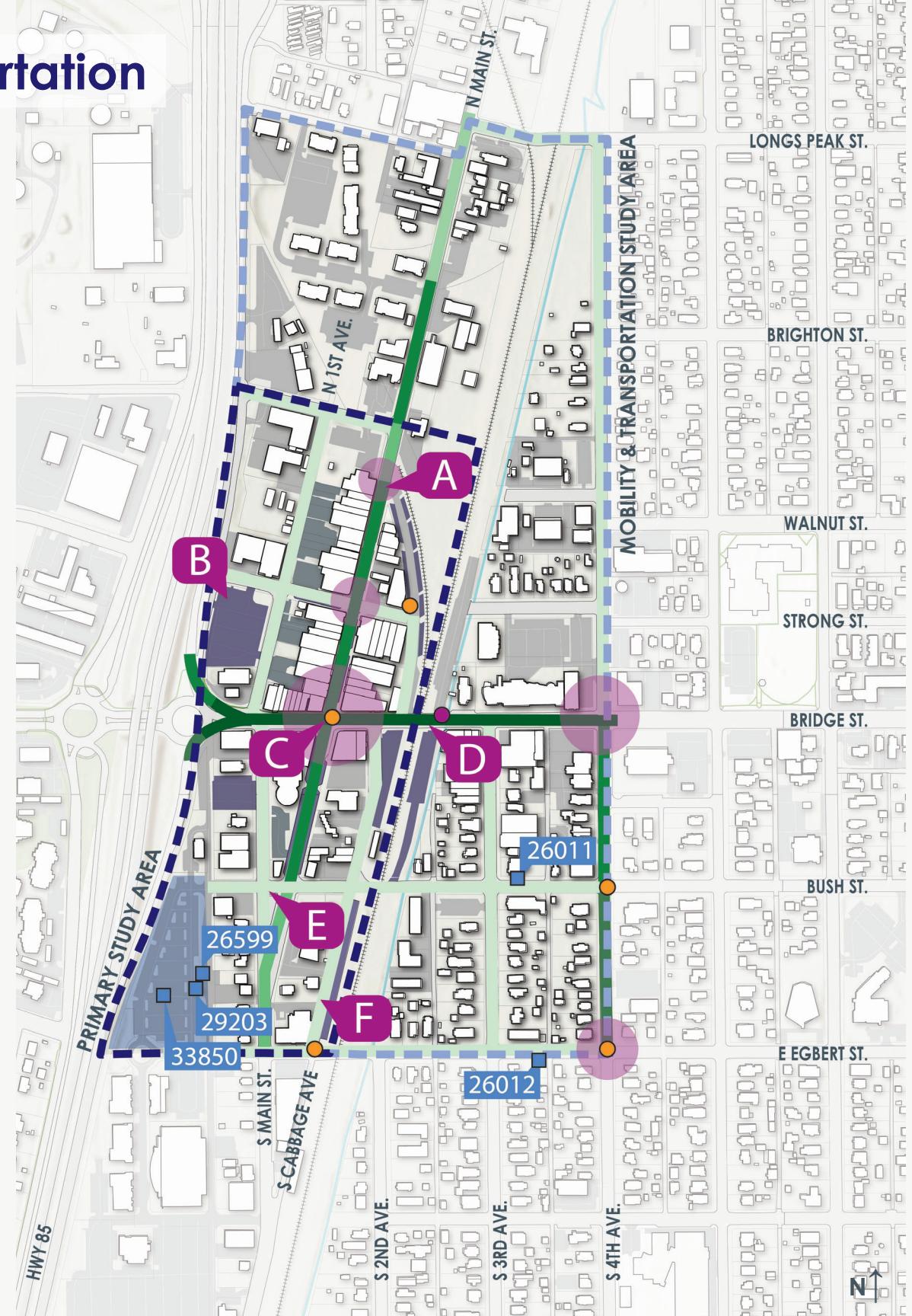
- Downtown Public Realm Study Area
- Mobility & Transportation Study Area
- Private Parking
- Public Parking

- RTD Park-n-Ride
- RTD Bus Stop
- A Area of Concern

CRASH DATA

- Fatal (K)
- Evident Incapacitating (A)
- Crash Hot Spots

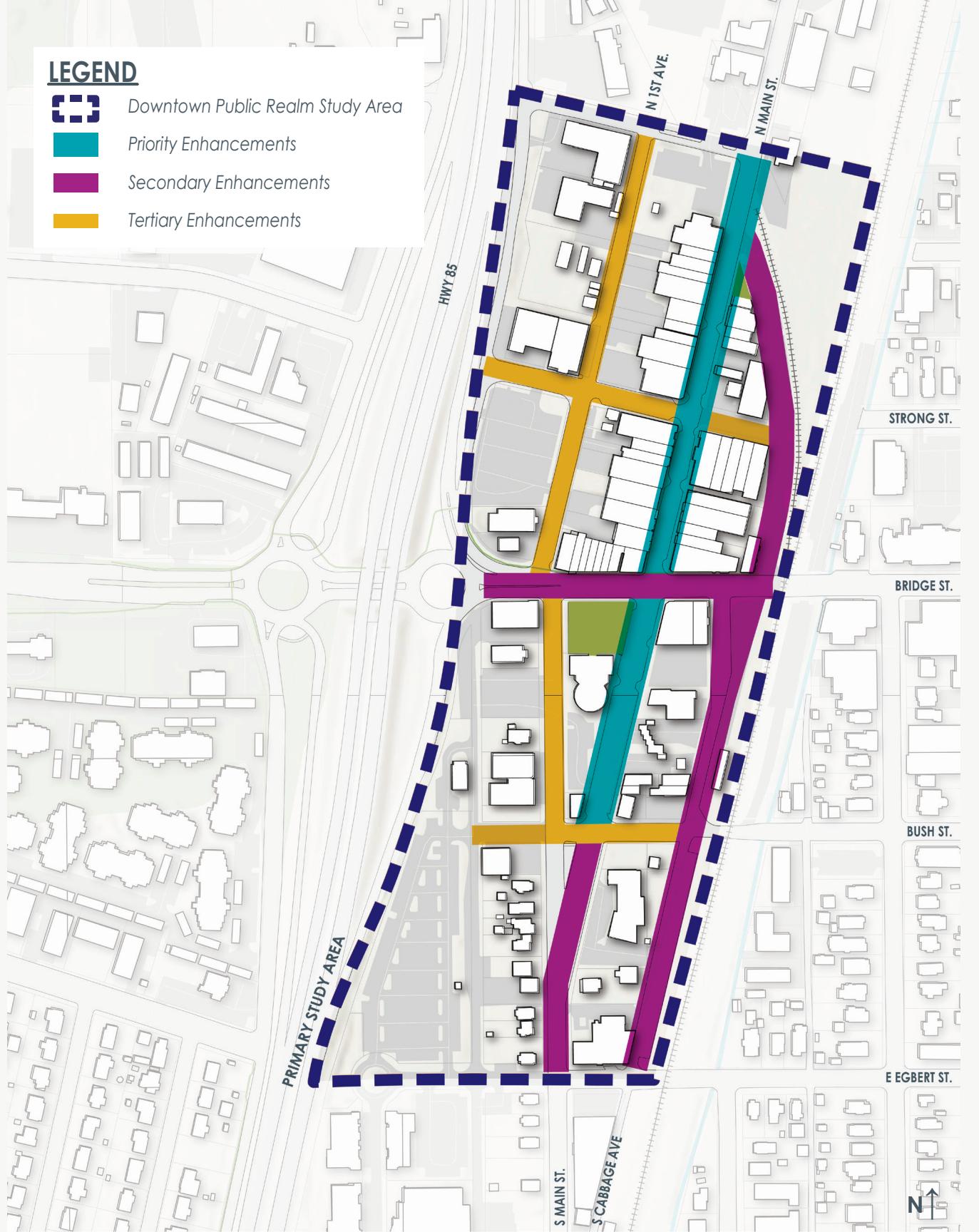
TRAFFIC VOLUME (AADT)



ENHANCEMENT HIERARCHY

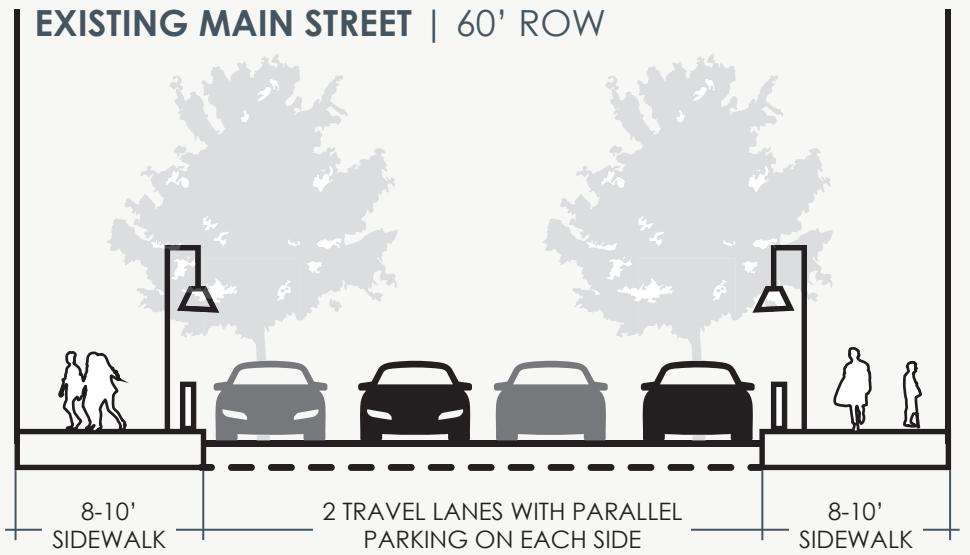
LEGEND

- Downtown Public Realm Study Area
- Priority Enhancements
- Secondary Enhancements
- Tertiary Enhancements

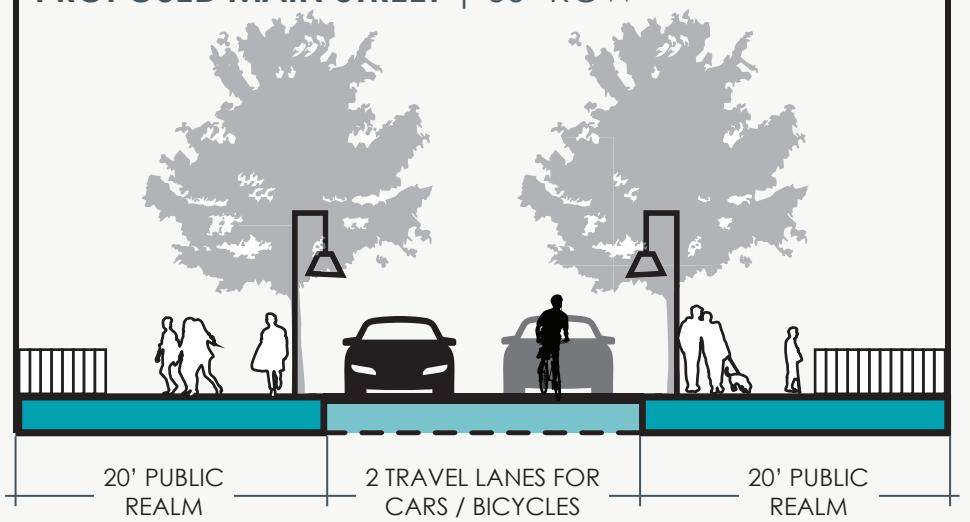


OPTION 1

EXISTING MAIN STREET | 60' ROW

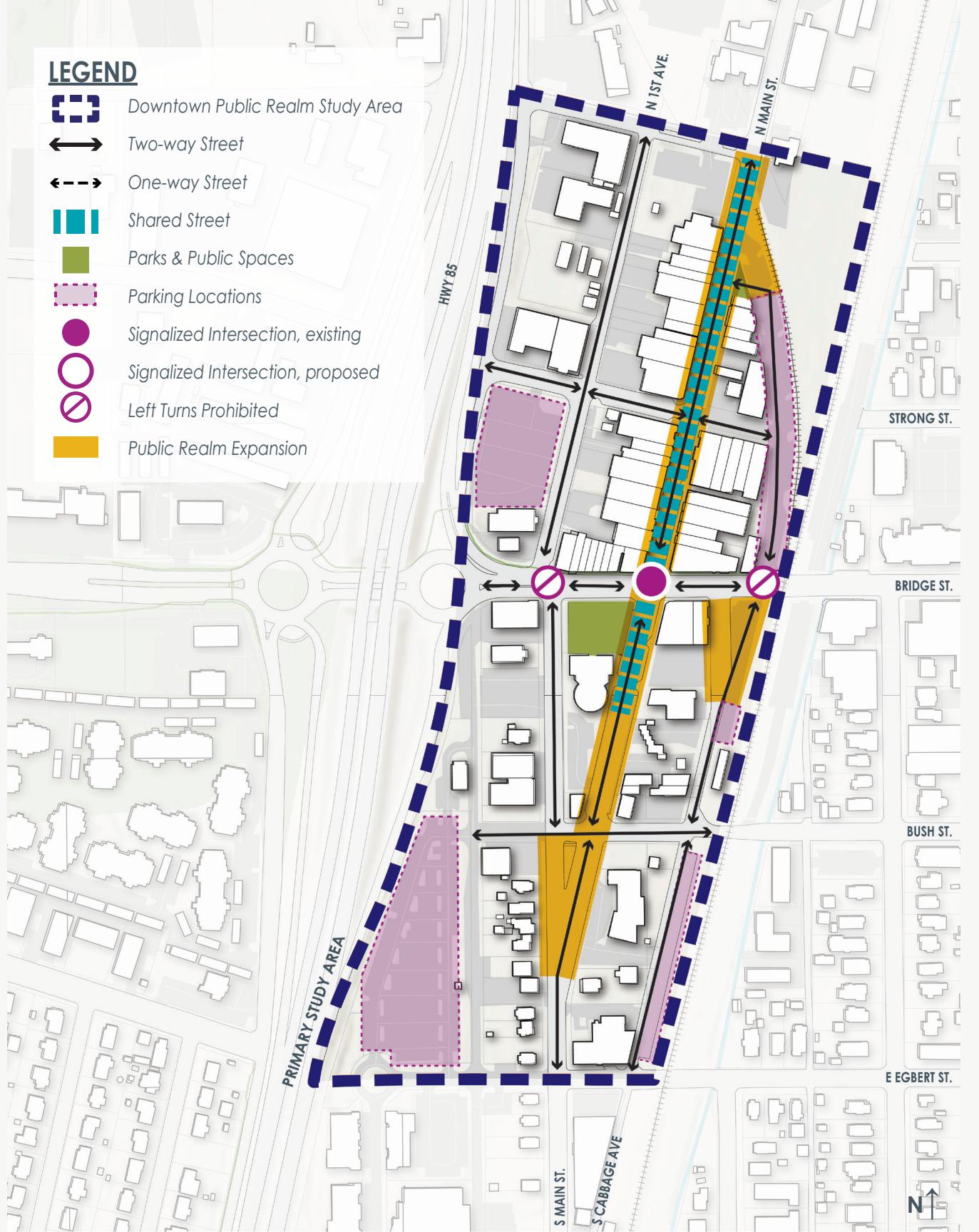


PROPOSED MAIN STREET | 60' ROW



LEGEND

- Downtown Public Realm Study Area
- Two-way Street
- One-way Street
- Shared Street
- Parks & Public Spaces
- Parking Locations
- Signalized Intersection, existing
- Signalized Intersection, proposed
- Left Turns Prohibited
- Public Realm Expansion



OPTION 1

PROS

- 2-way traffic remains the same
- 40' of enlarged public realm on major blocks of Main Street
- curbless shared street can easily be closed off for community events
- shared vehicular / bicycle travel lanes designed with slower speeds
- enlarged public realm gives space for trees, seating, patios, and other amenities

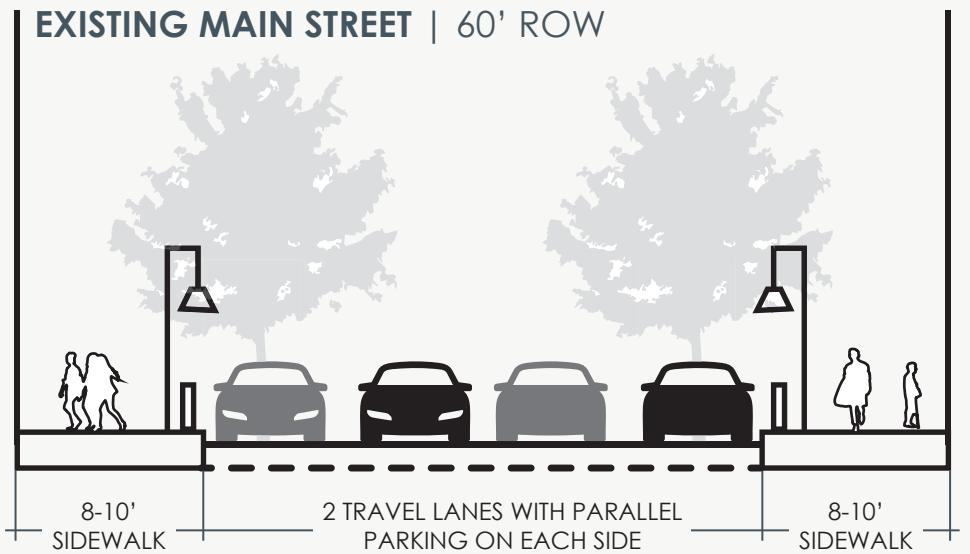
CONS

- removes 16 parking stalls along Main Street north of Bridge Street
- assumes cooperation with the Railroad
- highest cost design

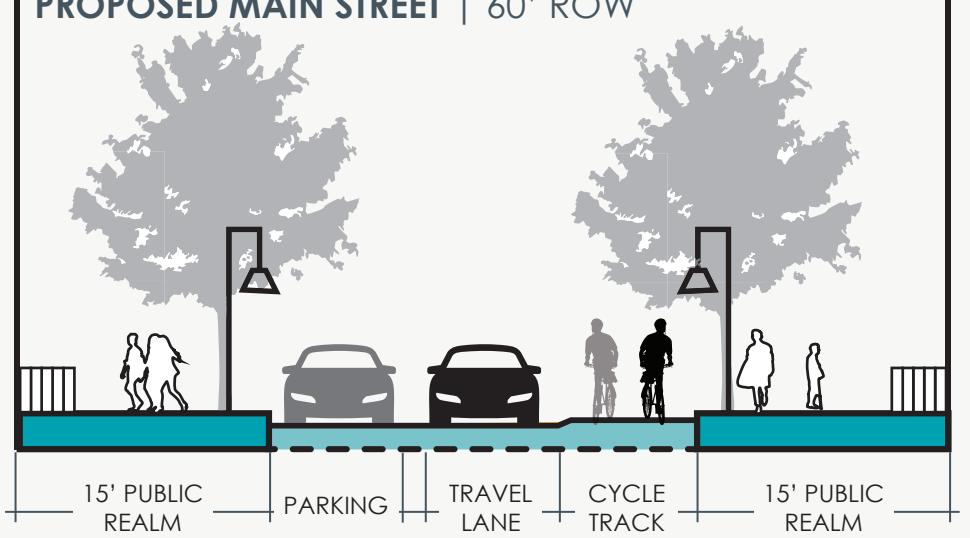


OPTION 2

EXISTING MAIN STREET | 60' ROW

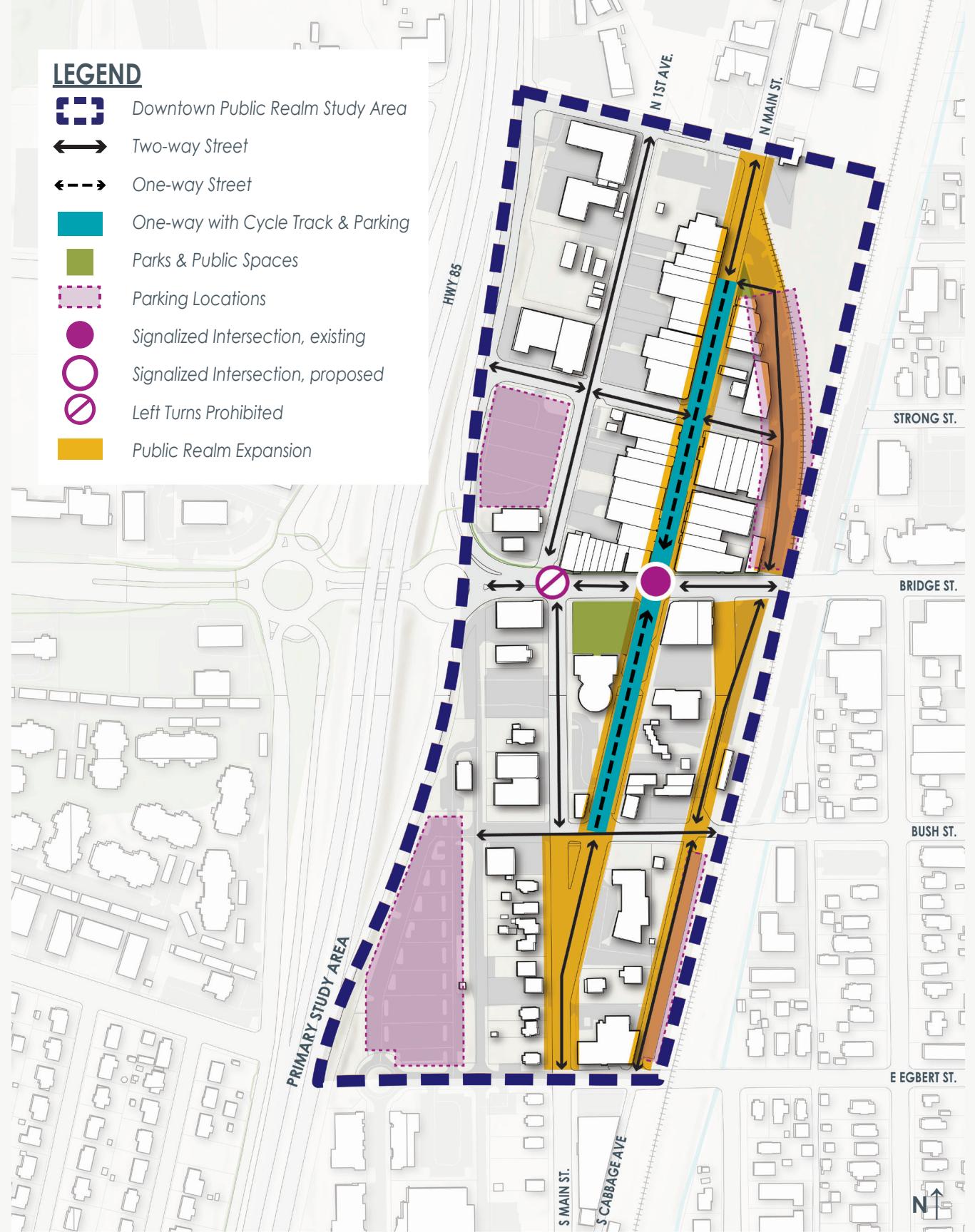


PROPOSED MAIN STREET | 60' ROW



LEGEND

- Downtown Public Realm Study Area
- Two-way Street
- One-way Street
- One-way with Cycle Track & Parking
- Parks & Public Spaces
- Parking Locations
- Signalized Intersection, existing
- Signalized Intersection, proposed
- Left Turns Prohibited
- Public Realm Expansion



OPTION 2

PROS

- 30' of enlarged public realm on major blocks of Main Street
- tightened vehicular traffic lane, parking, and roll curb cycle-track slow speed
- parking along Main Street is retained on one side of street with separation from travel
- roll curb cycle-track provides safe bike travel
- enlarged public realm gives space for trees, seating, patios, and other amenities

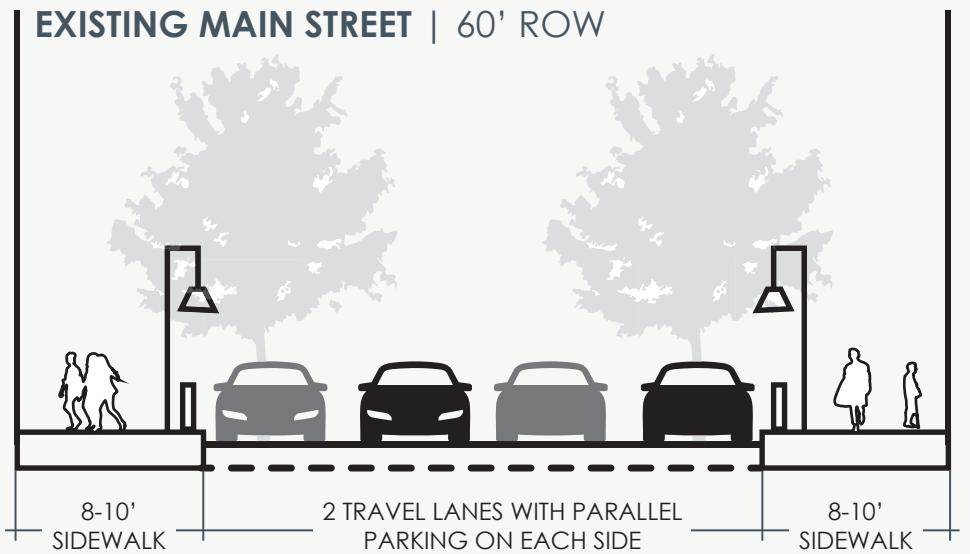
CONS

- removes parking on one side of Main Street north of Bridge Street
- assumes cooperation with the Railroad
- requires new traffic pattern

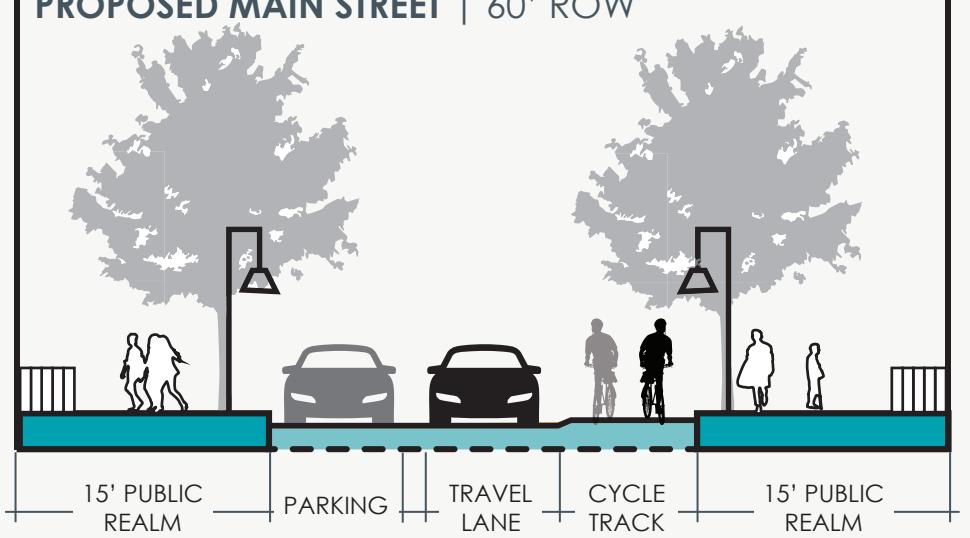


OPTION 3

EXISTING MAIN STREET | 60' ROW

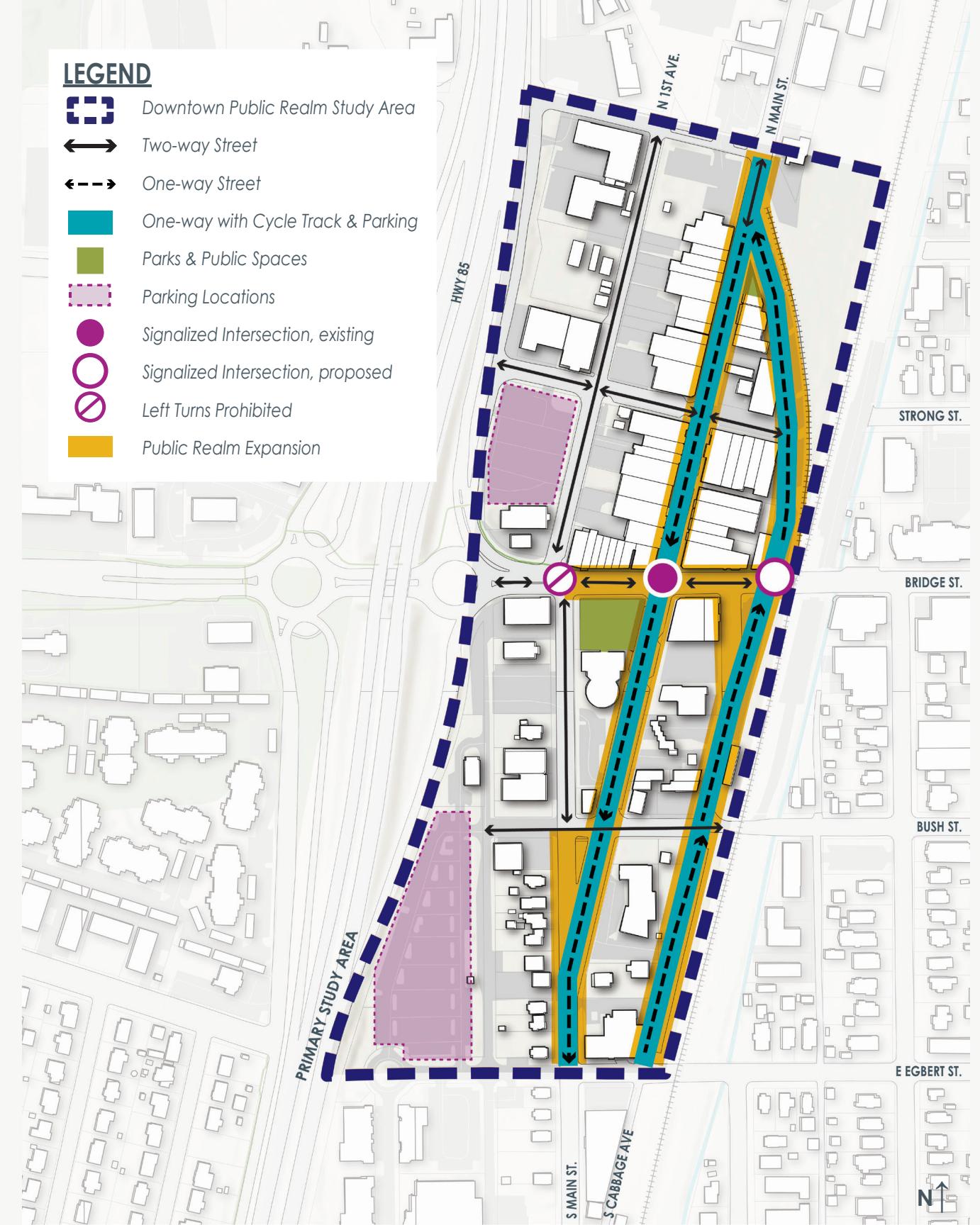


PROPOSED MAIN STREET | 60' ROW



LEGEND

- Downtown Public Realm Study Area
- Two-way Street
- One-way Street
- One-way with Cycle Track & Parking
- Parks & Public Spaces
- Parking Locations
- Signalized Intersection, existing
- Signalized Intersection, proposed
- Left Turns Prohibited
- Public Realm Expansion



OPTION 3

PROS

- 30' of enlarged public realm on major blocks of Main Street
- expanded public realm on Cabbage Avenue and Bridge Street
- tightened vehicular traffic lane, parking, and roll curb cycle-track slow speed
- parking along Main Street is retained on one side of street with separation from travel
- roll curb cycle-track provides safe bike travel
- enlarged public realm gives space for trees, seating, patios, and other amenities

CONS

- removes parking on one side of Main Street and Cabbage Avenue
- requires cooperation with the Railroad
- requires new traffic pattern



Project Schedule - 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
- Community Engagement - March 2025 (to be confirmed)
- Draft & Final Community Identity Plan - April 2025 (to be confirmed)

we are here!