PUBLIC WORKS
Streets Division

Brighton℠

Transportation Master Plan
2026 Specific Updates

Brighton

Chapter 1

Transportation Goals

Items 2, 3, and 4 of the 2016 plan were combined in item 2 in the 2026 update.

2016 Plan

1. Brighton will prioritize safety in transportation planning and design
2. Brighton will be well-connected to regional multimodal transportation networks
3. Brighton's streets will accommodate all modes (pedestrian, bicycle, vehicle, transit)
4. Brighton will be served by a well-connected streets and highways network
5. Brighton's land development will occur in walkable, complete neighborhoods
6. Brighton's transportation system will expand concurrently with development

2026 Update

1. *Brighton will prioritize safety in transportation planning and design*
2. *Brighton's transportation system will be well-connected and accommodate all modes.*
3. *Brighton's land development will contribute to a walkable, complete neighborhoods*
4. *Brighton's transportation system will expand concurrently with growth and/or demand*

Chapter 2
Strategic Objectives

Expanded objectives

2016 Plan

Six strategic priorities will be used to evaluate potential transportation infrastructure investments to meet the City's goals. These are:

- **Safety First** – Safety of all travelers will be Brighton's highest priority in planning and design of facilities serving all modes.
- **Network Approach** – Complete, well-connected multimodal networks will ensure Brighton's transportation system is efficient and resilient.
- **Modal Balance** – Brighton will balance the modes of travel (walk, bike, transit, motor vehicle) to improve quality of life and ensure the City continues to be an attractive place to live and work.
- **Growth Management** – Transportation facilities needed to support development will be built at a rate matching the pace of growth.
- **Technology** – The City will use emerging technologies to improve operational efficiencies and to monitor program effectiveness.
- **Major Capital Projects** – The City will employ a project chartering process for projects over $500,000 in construction cost to set project objectives and streamline project development.

2026 Update

1. ***Safety First*** *– Through the Vision Zero Action Plan, address safety of the transportation system.*
   - ***Strategy*** *- Use traffic calming techniques outlined in Appendix B.*
   - ***Strategy*** *- Incorporate specific safety recommendations in the Bicycle, Pedestrian, and Multi-Modal Plan*
2. ***Network Approach*** *– Complete, well-connected multimodal networks will ensure Brighton's transportation system is efficient and resilient.*
3. ***Modal Balance*** *– Brighton will balance the modes of travel (walk, bike, transit, motor vehicle) to improve quality of life and ensure the City continues to be an attractive place to live and work.*
4. ***Growth Management*** *– Ensure new development builds infrastructure supporting all modes while maintaining capacity for future population needs.*
5. ***Technology*** *– The City will use emerging technologies to improve operational efficiencies and to monitor program effectiveness.*
6. ***Major Capital Projects*** *– The City will continue to balance capital project implementation within annual budgetary constraints and prioritized need within the City*

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Chapter 2 Continued

The Integrated Capital Project List

2016 Plan

The initial transportation capital project list developed according to provisions of this chapter is contained in Appendix A. The City will update this list annually, taking into account the strategic priorities and benchmarks, as well as financial realities and funding limitations.

Strategy 2.2

Annually update the list of projects and implementation details contained within the Integrated Capital Project List.

The list in Appendix A is multimodal and is based on a corridor-by-corridor evaluation of the projects required to complete the build-out networks shown in the modal chapters. It represents a coordinated approach to project planning that integrates multiple City departments, including street and active transportation projects with street rights-of-way, as well and components of the City of Brighton Trails and Open Space Plan.

Successful completion of transportation capital projects requires that the entire project development cycle be planned and funded, from project concept planning, through project design, right of way acquisition, bid letting and construction management. The list provides estimates for each of these phases in project development, not just the actual construction phase. This approach to planning and budgeting will ensure a logical and systematic progression of project development activities based on a multi-year capital plan.

2026 Update

The initial transportation capital project list developed according to provisions of this chapter is contained in Appendix A. The City will update this list annually, taking into account the strategic priorities and benchmarks, as well as financial realities and funding limitations. Figure 6 below outlines prioritized major transportation projects to be initiated or implemented in the next 5 years. These projects include the following:

Figure 6: Integrated Capital Project List

- Baseline Road (CR2) – Widening From 50th Ave to N 60th Ave
- 50th Avenue and Longs Peak – Traffic Signal
- Bridge Street – Widening From 22nd Ave to 42nd Ave
- Bridge St. and Mt. Bierstadt – Traffic Signal
- Sable and Bromley – Intersection Improvements
- Tower (S. 40th Ave.) – Trail Improvements
- I-76 and Bromley Lane – Traffic Signal
- Sable and 144th – Intersection Improvements
- Sable and 136th – Intersection Improvements
- E-470 and Sable Blvd – Interchange Implementation
- Sable Blvd (120th Ave to Bromley Lane) - Design

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Chapter 2 Continued
Major Project Charters

This section has been removed from Chapter 2 in the 2026 Update

MAJOR PROJECT CHARTERS

A Transportation Capital Project Charter is a document that describes a project and, once approved by City Council, guides project development. Project charters should not be lengthy documents, and shall be [illegible] at three points in project development:

- [illegible] Phase – Initial preparation and adoption.
- Concept[illegible]ign Phase – At completion of concept design.
- Final Design[illegible]e – At completion of final design.

Strategy 2.3

Employ a project chartering process for projects ove[illegible]00K to streamline project development.

Qualifying Projects
A charter is required for capital projects that are specifically [illegible]d in the *2015 Transportation Master Plan* or that have an estimated capital cost over $500,000. Charters m[illegible] used for groups of projects that are interrelated parts of a network. A project charter may be used by the [illegible]s to guide local involvement in Colorado DOT projects. Charters are not required for smaller capital projec[illegible] programs, or for ongoing maintenance and operations.

Project Initiation
A project charter may be initiated at the direction of the City Council or the staff department[illegible] responsibility for capital project development. The project charter must be approved by the respe[illegible] elected body before major expenditures are made for qualifying projects.

Purpose, Need and Objectives
The charter shall identify why the project qualifies for, or requires, a charter. The transportation purpose an[illegible] need of the project – access, circulation, mobility, etc. – shall be stated in terms that reconcile the proj[illegible] with policies and strategies in the *Transportation Master Plan*.

The charter shall identify project objectives. These may include quantitative and qualita[illegible] objectives. Quantitative objectives shall include indicator metrics for a baseline condition and [illegible]esponding intended future indicator values at five and ten years following completion.

Project Location, Extents and Elements
The charter shall include a map showing the project location. Th[illegible]ents, or physical limits, of the project shall be described. The charter shall include a preliminary li[illegible] project elements.

Roles and Responsibilities
The charter shall identify agencies, entities, p[illegible]s or individuals who will share responsibility for project development and shall describe their re[illegible]ve roles, including the following:

- **Project Sponsor** – The lead de[illegible]ment or agency with direct authority and responsibility.
- **Project Manager** – The [illegible]ndividual (or position) who will serve as project manager.
- **Project Team** – Th[illegible]arter may identify other individuals (or positions) who will work on project development.
- **Elected [illegible]ies** – The charter shall identify how the City Council will be involved in the project a[illegible] what points they will review project status and/or make decisions. The charter itself shall be presented to the City Council for review and approval and is not in effect until approved.
- **Stakeholder Oversight** – The charter shall identify individuals (or organizations) who will be appointed by the City Council to serve on the stakeholder oversight committee for the specific project(s) covered by the charter. Stakeholder committees shall not have formal approval authority, shall not make decisions by voting and shall not have elected officers. Their function is to provide a sounding board for the project team and to provide advice and comme[illegible] various stages in project development. The charter shall identify the anticipated numb[illegible]d timing of stakeholder committee meetings. Notes from stakeholder committee mee[illegible]s shall become part of the project record.
- **Public Engagement** – The charter shall identify the public enga[illegible]ent process to be used for project development, including a schedule of planned pu[illegible]vents and any plans for a project website.

Required Resources
Project charters shall provide an estimate of [illegible]esources required to develop, build and open the project to service in the following categories. [illegible]rce estimates shall be updated periodically during project development.

- **Project Cost Estimate** – [illegible]ost estimate for the project shall be included in the project charter and shall be revise[illegible]each update phase. Estimated costs shall be provided for each of the major compo[illegible]s of project development, including: planning and concept design; final design; r[illegible]al way acquisition, construction and construction engineering. A contingency am[illegible] shall be included in the cost estimate for each component.
- **[illegible]aff Resources** – An estimate of staff resources required to manage the project shall be developed. This estimate need not be overly precise in hours but can be general in nature, e.g., "0.5 FTE for 6 months."
- **Professional Services** – Any contracts or work orders for consulting and other contract services [illegible]ed to complete various project components shall be described along with the planned appro[illegible] to procurement. A cost estimate for these services shall be included in the project cost estim[illegible] for each project component.
- **Funding Source[illegible]** – The charter shall identify the source of funds for each project component, based on the cost est[illegible] for that component. If a portion of the funding is speculative (e.g., federal TIGER grant), that f[illegible]shall be noted.

Risk Assessment
Project charters shall include a discussion of p[illegible]t risks. These may be qualitative, but should be as specific as possible.

- **Outcomes Risk** – This is the risk that the project will fa[illegible] achieve the Project Objectives (see above) along with the risk of unintended consequences. P[illegible]ial mitigation measures for specific risks shall be described.
- **Business Risk** – This shall include the risk that the project costs will ex[illegible] the cost estimate and the risk that adequate funding will not be available and other potential eve[illegible]r occurrences that could affect the project development process or the ability to deliver the p[illegible]t on schedule. Potential mitigation measures for specific risks shall be described.

Transparency
Project charters, including each phase update, shall be made available on the respective City website f[illegible] general public access.

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Chapter 3

Vision Zero Action Plan

The Vision Zero Action Plan was added to the 2026 Update

City of Brighton Vision Zero Action Plan

The Brighton Vision Zero Action Plan 2018 was adopted with the goal to eliminate all traffic fatalities and severe injuries on the streets of Brighton while improving safe and equitable mobility. A Technical Advisory Committee provided technical guidance and oversight to the plan while a separate Working Group composed of City leaders and agencies provided policy guidance. The plan is data-driven and informed by an analysis of all crashes that occurred on the streets of Brighton from 2011 to 2017 (it excludes highway crashes). In addition to crash data, the plan looked at existing roadway traits, traffic volumes, the context of land use, and responses from residents to a survey.

The plan identifies ways in which the City will prioritize safety when making decisions about transportation and a suggests a framework for implementation to achieve the Vision Zero goal. In addition to citywide recommendations, the plan includes separate analysis and recommendations for streets in school zones.

The plan identified a High Injury Network, or the corridors with the highest levels of crashes, and will use this information to prioritize project and focus resources. A community survey turned up several key findings, including that the top traffic safety concerns in the community are 1) speeding and 2) drivers not yielding to pedestrians. The plan also identified the top five crash profiles (representing crash types that resulted in death or severe injuries); the top crash profile is Distracted or Inattentive Driving.

Five priority project locations were identified for the City to prioritize safety improvements:

1. Bridge Street and Main Street
2. Bridge Street – 18th Ave to 27th Ave
3. Bridge Street – Telluride Ave to 45th Ave
4. Brighton Road – 136th Ave to 148th Ave
5. Bromley Lane – Prairie Center Parkway to Medical Center Drive

The plans sets forth a series of recommendations in the Action Plan, organized into five action areas: 1) Vision Zero Program, 2)Priority Project Locations, 3) Targeted Engineering, 4) Targeted Enforcement, and 5) Education.

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Chapter 3

Recommended Design Standards

2016 Plan

Recommended Design Standards

The following national guidance manuals shall be used to implement Active Transportation projects:

- ***Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities***, 2006, Institute of Transportation Engineers (ITE). Design solutions for arterial and collector roadways that are consistent with physical setting and community values.
- ***Guide for the Development of Bicycle Facilities***, American Association of State Highway Transportation Officials (AASHTO), Fourth Edition, 2012. Addresses design of on-road facilities and shared use paths.
- ***Manual on Uniform Traffic Control Devices*** (MUTCD), Federal Highway Administration (FHWA), 2009 Edition. Standards for traffic control devices on public streets, highways and bikeways.
- ***Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way*** (PROWAG), Federal Highway Administration (FHWA), 2011 draft. Forthcoming detailed guidance on how to apply the provisions of the Americans with Disabilities Act (ADA) to pedestrian facilities in the public right-of-way.
- ***Urban Bikeway Design Guide, National Association of City Transportation Officials*** (NACTO), Second Edition, 2012. Innovative infrastructure treatments to help create complete streets that are safe and enjoyable for bicyclists.

2026 Update

Recommended Design Standards

The following national guidance manuals shall be used to implement Active Transportation projects:

- ***Designing Walkable Urban Thoroughfares: A Context Sensitive Approach,*** 2010, Institute of Transportation Engineers (ITE). Design solutions for arterial and collector roadways that are consistent with physical setting and community values.
- ***Guide for the Development of Bicycle Facilities,*** American Association of State Highway Transportation Officials (AASHTO), Fourth Edition, 2012. Addresses design of on-road facilities and shared use paths.
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- ***Urban Bikeway Design Guide,*** National Association of City Transportation Officials (NACTO), Second Edition, 2012. Innovative infrastructure treatments to help create complete streets that are safe and enjoyable for bicyclists.
- ***Bikeway Selection Guide,*** 2019, FHWA. Highlights linkages between the bikeway selection process and the transportation planning process.

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Chapter 3

The 2026 update incorporated these design factors for arterial and collector streets

Arterial Streets

Planning for this integration will require consideration of potential safety conflicts between buses and bicycle through traffic, specifically at bus stop locations.

Far-Side In-Lane Stop With Shared Bus-Bike Lane

When ROW prevents dedicated bike and transit facilities from being provided separately

- *Mark advisory bike lane to the left of the bus stop.*
- *Place the seam of the concrete bus pad to either side of the advisory lane.*
  - ◊ *Seams and cracks pose a hazard to bicycle wheels.*

Collector Streets

From Vision Zero:

3.2 Incorporate Vision Zero safety principles in street design efforts, including:

- *Street retrofits (street design guidelines, reduce operating speed, address top five crash profiles)*
- *New streets (street design guidelines, design speed, address top five crash profiles)*
- *Design review process*

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Chapter 3

Off-Street Bike Paths

2016 Plan

Type B/C cyclists will be provided with a continuous multi-use trail within the street right-of-way.

- A 10' wide regional trail, developed to AASHTO bike standards, will be provided on one side of all arterial streets.
  - South of Bridge Street, the 10' trail shall be developed on the south side of the street.
  - North of Bridge Street, the 10' trail shall be developed on the north side of the street.
  - An 8' wide sidewalk/local trail shall be provided on the opposite side of the street.
- Where multi-use trails intended to accommodate bicycles are implemented parallel to streets, special design attention will be paid to all intersections. Mid-block, the bike trail may meander slightly and/or be located at edge of right-way, but the trail will shift laterally into the intersection envelope at approaches to all street and driveway crossings. NACTO guidance for cycle track intersection approaches and intersection crossing treatments will be followed to minimize conflicts between bicycles and motor vehicles.
- Once construction of a parallel 10' multi-use trail is continuous for >2.5 miles in length and connects with another facility in the bicycle network, NACTO green pavement marking treatments may be used on crosswalks to increase visibility of the parallel path as a bicycle facility offering connectivity for cross-town travel.

2026 Update

Type B/C cyclists will be provided with a continuous multi-use trail within the street right-of-way.

- A 10' wide regional trail, developed to AASHTO bike standards, will be provided on one side of all arterial streets.
  - *Note: In general, and where right of way allows, an 8' wide sidewalk/local trail shall be provided on the opposite side of the street*
- Implementation on arterial streets throughout the City shall be designed on a case-by-case basis to ensure a context sensitive approach that considers continued regional connections, right of way constraints, and general origins and destinations in the network.
- Where multi-use trails intended to accommodate bicycles are implemented parallel to streets, special design attention will be paid to all intersections. Mid-block, the bike trail may meander slightly and/or be located at edge of right-way, but the trail will shift laterally into the intersection envelope at approaches to all street and driveway crossings. NACTO guidance for cycle track intersection approaches and intersection crossing treatments will be followed to minimize conflicts between bicycles and motor vehicles.
- Once construction of a parallel 10' multi-use trail is continuous for >2.5 miles in length and connects with another facility in the bicycle network, NACTO green pavement marking treatments may be used on crosswalks to increase visibility of the parallel path as a bicycle facility offering connectivity for cross-town travel.

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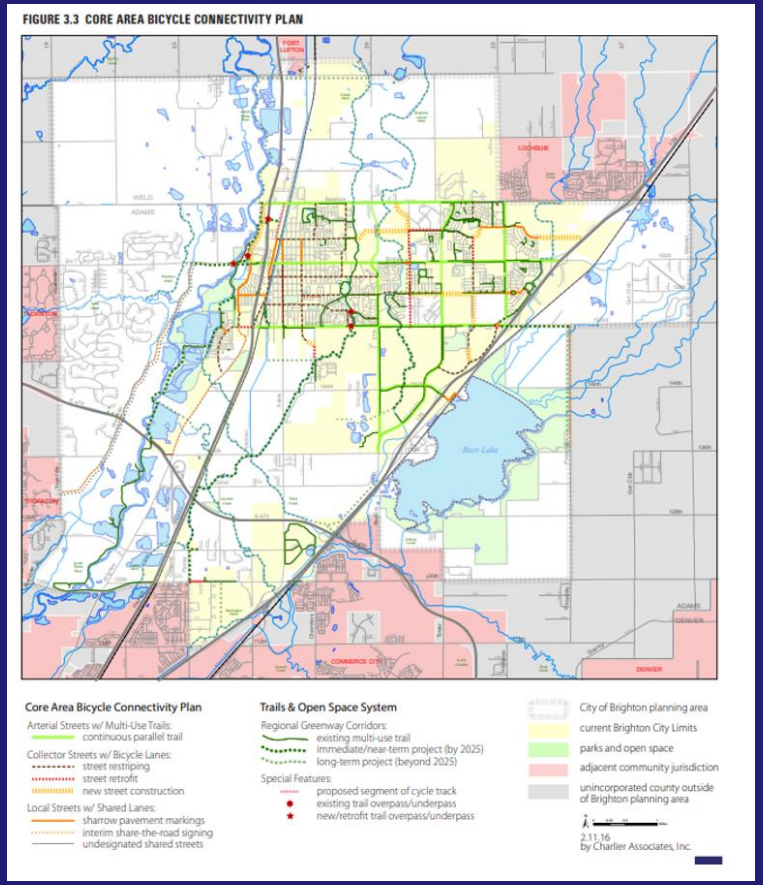
Chapter 3

2016 Plan



2026 Update

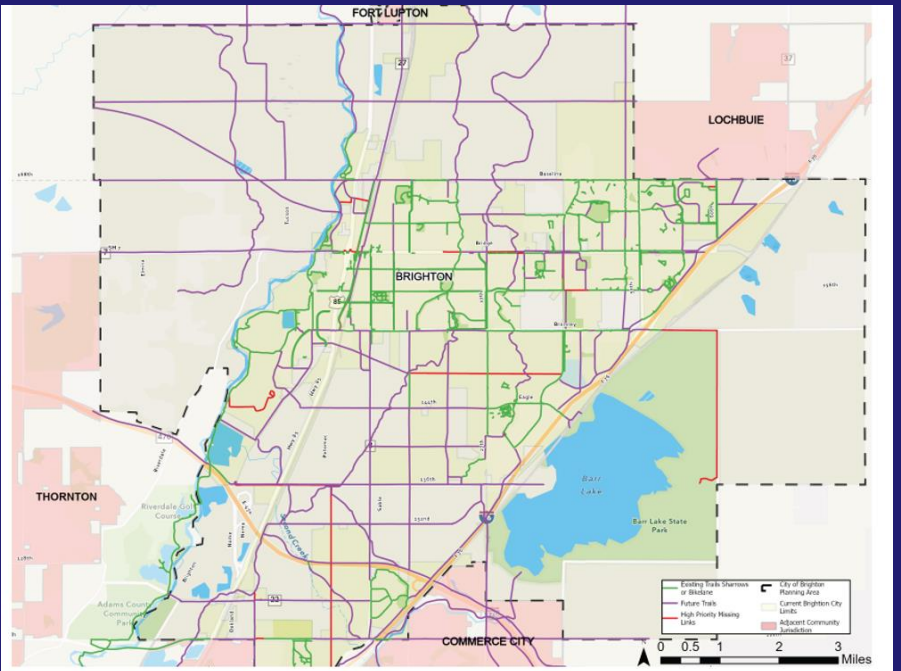


Figure 10: Core Area Bicycle Connectivity Plan

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Chapter 3

Bike Plan Application

2016 Plan	2026 Update
Segments of cycle track will be developed within Brighton as special solutions within two corridors. A raised one-way, eastbound cycle track will be built along Southern Street, adjacent to the ball fields where on-street parking is desired to remain on both sides of the street (westbound travel will be accommodated within a traditional on-street bicycle lane). A raised, two-way cycle track is proposed on the west side of N. Main, from Baseline Road south to Denver Street. The bicycle facility will then transition to a two-way, on-street protected bike lane for one block between Denver and Longs Peak streets.	The City of Brighton will implement this approach to bicycle accommodation along all major and minor arterial corridors, with a regional multi-use trail to be provided on at least one side of all arterial streets.

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Chapter 3

Sidewalks

Minimum width change from 4’ to 5’

2016 Plan

Key Design Elements

- All new sidewalks within Brighton will be detached from back-of-curb by a 6'-8' furnishing zone that accommodates utility placement, snow storage, street signs, tree planting, etc.
- All sidewalks will exceed the minimum ADA PAR clear width requirement (4'), with Brighton walkway widths ranging from 6'-8' depending on street corridor context.
- Sidewalks will be constructed of stable, firm and slip resistant materials with smooth and continuous surfaces.
- Cross slopes will be 2% max. and shall be maintained across all driveways.
- In select, limited locations where there is inadequate right-of-way or other constraints to construct detached sidewalks, attached sidewalks shall be a minimum 6' wide, with a 7' width encouraged to provide additional buffer from street edge.
- In locations where a furnishing zone is not provided, obstacles may not be placed on or protrude into the attached sidewalk. All utility poles, fire hydrants, signs, trash collection dumpsters, mail boxes, etc. must be located to ensure a minimum 4' clear PAR walkway width will be maintained in all locations.
- Driveway crossings of attached sidewalks shall not create steep cross slopes that cause difficulties for pedestrians using wheelchairs and walkers. Driveway crossings shall be level (<2% cross slope) and not force sidewalk users to repeatedly travel over flared sides of driveway ramps.

2026 Update

Key Design Elements

- All new sidewalks within Brighton will be detached from back-of-curb by a 6'-8' furnishing zone that accommodates utility placement, snow storage, street signs, tree planting, etc.
- All sidewalks will exceed the minimum ADA PAR clear width requirement (5'), with Brighton walkway widths ranging from 6' to 8' depending on street corridor context.
- Sidewalks will be constructed of stable, firm and slip resistant materials with smooth and continuous surfaces.
- Cross slopes will be 2% max, and shall be maintained across all driveways.
- In locations where a furnishing is not provided, obstacles may not be placed on or protrude into the attached sidewalk. All utility poles, fire hydrants, signs, trash collection dumpsters, mail boxes, etc. must be located to ensure a minimum 4'; clear PAR walkway will be maintained in all locations.
- Attached sidewalks are only allowed where needed to connect to existing attached sidewalks on adjacent properties. Driveway crossings of attached sidewalks shall not create steep cross slopes that cause difficulties for pedestrians using wheelchairs and walkers. Driveway crossings shall be level (<2% cross slope) and not force sidewalk users to repeatedly travel over flared sides of driveway ramps.

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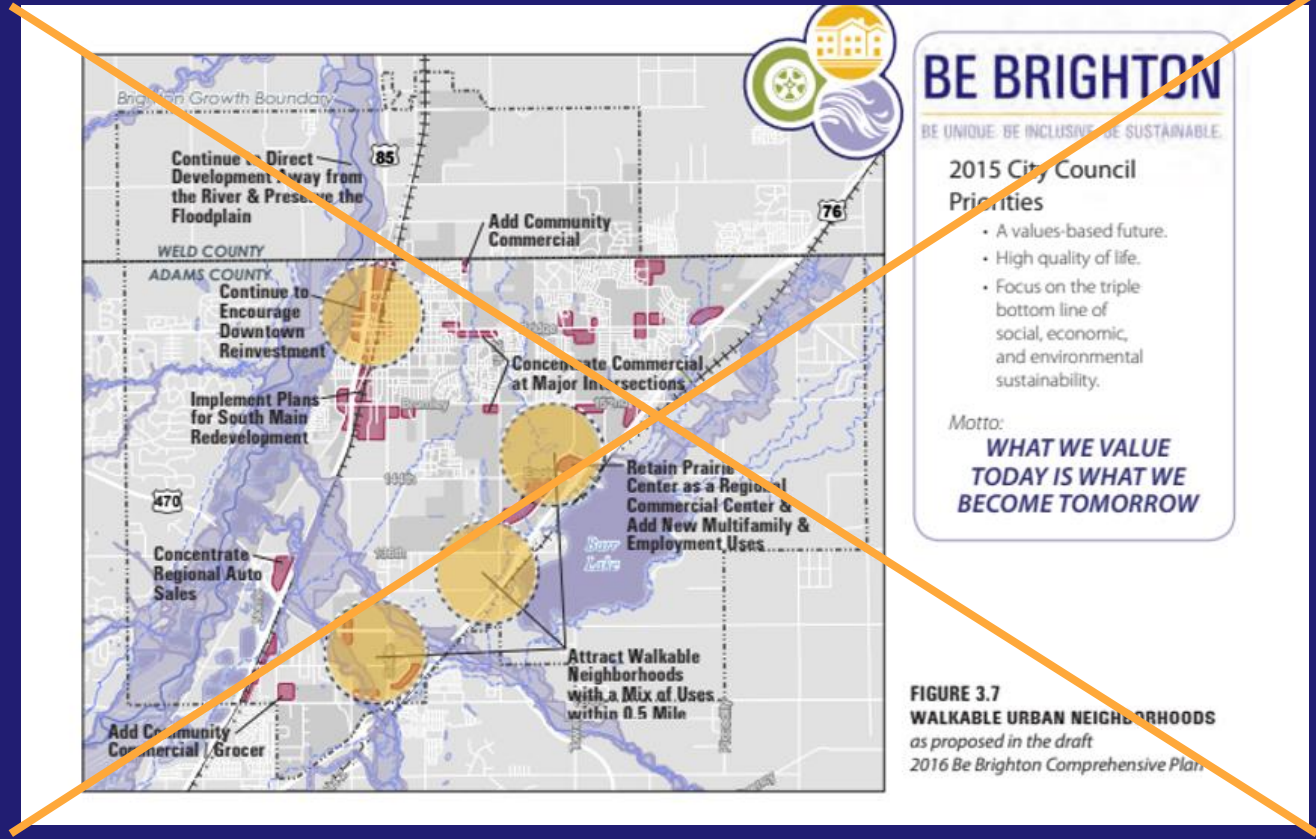
Chapter 3

This figure was not included in the 2026 update



Chapter 3

A Sustainable + Complete Community

2016 Plan

Key to realizing these goals will be addressing the link between land use and transportation. The City of Brighton will incorporate recommendations of the adopted *2016 Transportation Master Plan* into the subsequent *2016 Comprehensive Plan Update*, as well as future revisions to the *City of Brighton Land Use and Development Code* that will be needed to enforce implementation of key principles for creating walkable neighborhoods.

These concepts are appropriate within most of the core area of the City of Brighton, and will be prioritized within the community's four proposed Urban Centers, as depicted in Figure 3.7:

- Downtown
- Bromley Park
- Prairie Center
- Adams Crossing

Urban Centers

Areas designated for a higher intensity mix of uses that support a range of housing, job and mobility options amid high-quality urban design; eligible for special funding from the Denver Regional Council of Governments.

Traffic-Calmed Streets

Traffic will move at a slow, human-scaled pace through Urban Centers. By design, street corridors and intersections will not encourage motor vehicle speeds over 25mph within the Urban Centers. Travel lanes will be narrow, with on-street parking allowed. People on foot will have priority over cars.

2026 Update

Key to realizing these goals will be addressing the link between land use and transportation. The City of Brighton will need to coordinate the recommendations of the adopted 2016 Transportation Master Plan and the 2025 update with the latest Comprehensive Plan Update, as well as future revisions to the City of Brighton Land Use and Development Code that will be needed to enforce implementation of key principles for creating walkable neighborhoods.

Traffic-Calmed Streets

As Brighton continues to grow, there will be an increased need for managing the vehicle speeds and traffic that comes with additional amounts of drivers on the city's roadway network. To achieve this task, the City of Brighton will need to be strategic in its implementation of traffic calming in key locations throughout the City. According to the FHWA and ITE, the primary purpose of traffic calming is to "support the livability and vitality of residential and commercial areas through improvements in non-motorist safety, mobility, and comfort. These objectives are typically achieved by reducing vehicle speeds or volumes on a single street or a street network."

To achieve traffic calming, four main techniques are utilized: vertical treatments, horizontal shifts, and roadway narrowing are intended to reduce vehicle speeds and enhance the street environment for non-motorists, while roadway closures are intended to reduce cut-through traffic by preventing vehicular travel in one or more directions. It is important to note that any of the traffic calming techniques described within this section may be used in combination with other treatments to achieve greater speed and traffic reductions.

In deciding the most-appropriate traffic calming technique for a given situation, the cost of a specific treatment must also be considered, especially when deciding between an infrastructure-based or paint-based treatment. Infrastructure improvements are typically more expensive to install, but they last longer and require less maintenance than paint-based techniques. Conversely, paint-based treatments are cheaper to install than additional infrastructure, but they require regular reapplication of paint to maintain their effectiveness. Please see the Appendix for a list of treatments that may be supportive of the City's efforts in calming traffic.

Chapter 3

In the 2026 TMP Update, the Active Transportation Action Plan has been omitted.

All proposed strategies have been successfully executed, with numerous projects reaching completion.

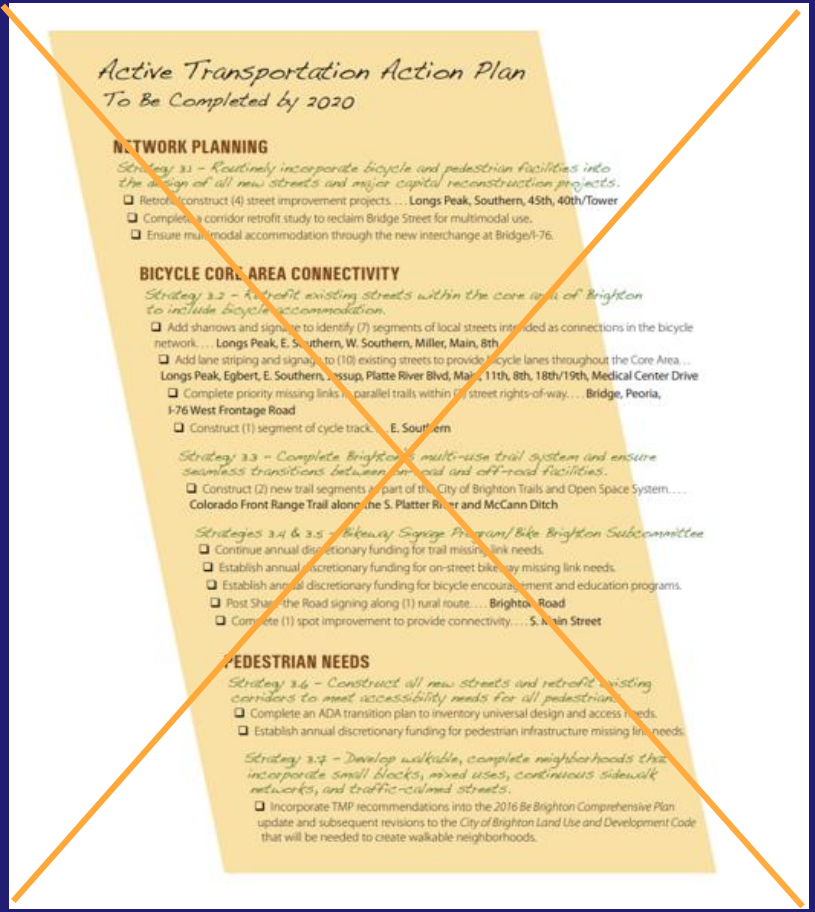
Notable accomplishments include:

*Installation of bicycle signage and sharrows on the streets.

*Implementation of bicycle lane striping.

*Installation of missing links in bikeways and trails.

*Completion of pedestrian missing links.



Active Transportation Action Plan
To Be Completed by 2020

NETWORK PLANNING

Strategy 3.1 – Routinely incorporate bicycle and pedestrian facilities into the design of all new streets and major capital reconstruction projects.

- ❑ Retrofit/construct (4) street improvement projects. . . . Longs Peak, Southern, 45th, 40th/Tower
- ❑ Complete a corridor retrofit study to reclaim Bridge Street for multimodal use.
- ❑ Ensure multimodal accommodation through the new interchange at Bridge/I-76.

BICYCLE CORE AREA CONNECTIVITY

Strategy 3.2 – Retrofit existing streets within the core area of Brighton to include bicycle accommodation.

- ❑ Add sharrows and signage to identify (7) segments of local streets intended as connections in the bicycle network. . . . Longs Peak, E. Southern, W. Southern, Miller, Main, 8th
- ❑ Add lane striping and signage to (10) existing streets to provide bicycle lanes throughout the Core Area. . . Longs Peak, Egbert, E. Southern, Bossup, Platte River Blvd, Main, 11th, 8th, 18th/19th, Medical Center Drive
- ❑ Complete priority missing links in parallel trails within the street rights-of-way. . . . Bridge, Peoria, I-76 West Frontage Road
- ❑ Construct (1) segment of cycle track. . . . E. Southern

Strategy 3.3 – Complete Brighton's multi-use trail system and ensure seamless transitions between on-road and off-road facilities.

- ❑ Construct (2) new trail segments as part of the City of Brighton Trails and Open Space System. . . . Colorado Front Range Trail along the S. Platter River and McCann Ditch

Strategies 3.4 & 3.5 – Bikeway Signage Program/Bike Brighton Subcommittee

- ❑ Continue annual discretionary funding for trail missing link needs.
- ❑ Establish annual discretionary funding for on-street bikeway missing link needs.
- ❑ Establish annual discretionary funding for bicycle encouragement and education programs.
- ❑ Post Share-the-Road signing along (1) rural route. . . . Brighton Road
- ❑ Complete (1) spot improvement to provide connectivity. . . . S. Main Street

PEDESTRIAN NEEDS

Strategy 3.6 – Construct all new streets and retrofit existing corridors to meet accessibility needs for all pedestrians.

- ❑ Complete an ADA transition plan to inventory universal design and access needs.
- ❑ Establish annual discretionary funding for pedestrian infrastructure missing link needs.

Strategy 3.7 – Develop walkable, complete neighborhoods that incorporate small blocks, mixed uses, continuous sidewalk networks, and traffic-calmed streets.

- ❑ Incorporate TMP recommendations into the *2016 Be Brighton Comprehensive Plan* update and subsequent revisions to the *City of Brighton Land Use and Development Code* that will be needed to create walkable neighborhoods.

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Chapter 4

Transit Plan Major Goals

2016 Plan	2026 Update
• Regional High-Capacity Transit • Local Transit • Supporting Capital Investments	• Regional High-Capacity Transit • Local Transit • Supporting Capital Investments • Mobility on Demand

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Chapter 4
Transit Plan

Figure 15: Existing Brighton Transit Service

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Chapter 4

Brighton's Role in Providing Transit

2016 Plan

- **Planning** – Provide direction to RTD, DRCOG and CDOT on the planned locations and corridors for transit service.
- **Capital Infrastructure** - Invest in infrastructure that will support transit, such as a well-connected road network, bicycle/pedestrian facilities, improved bus stops, park-n-rides, transit centers and dedicated (on-street or off-street) bus layover facilities.
- **Service Buy-Ups** – Seek grants and partnerships to fund new or increased service on RTD routes beyond the minimum service standards (see sidebar). If the service increases are successful, RTD may take over costs of the additional service.
- **Ridership Incentives** – encourage and support provision of Eco-Passes to residents and employees (see TDM section in Chapter 6).

2026 Update

- **Planning** – collaborate with RTD, DRCOG and CDOT on locations and corridors for transit service identified through planning processes.
- **Capital Infrastructure** - Invest in infrastructure that will support transit, such as a well-connected road network, bicycle/pedestrian facilities, improved bus stops, park-n-rides, transit centers and dedicated (on-street or off-street) bus layover facilities.
- **Ridership Incentives** – encourage and support provision of Eco- Passes to residents and employees (see TDM section in Chapter 6).

Chapter 4
Transit Plan

2016 Plan

Location, Location, Location

Brighton's geographic location within the Denver region (at the crossroads of several major highways and rail corridors and within close proximity to downtown Denver, DIA and other north Metro communities) presents an opportunity for the City to become a node of a future regional high-capacity transit network. Implementation of such a transit network (as described in this chapter) with connecting routes intersecting in Brighton would enhance the City's regional appeal as a location for business and commercial activity as well as its livability.

Strategy 4.1

Work closely with state and regional agencies and with neighboring jurisdictions on planning for regional high-capacity transit.

2026 Update

Location, Location, Location

Brighton's geographic location within the Denver region (at the crossroads of several major highways and rail corridors and within close proximity to downtown Denver, DIA, and other north Metro communities) presents an opportunity for the City to be come a node of a future regional high-capacity transit network. Implementation of such a transit network (as described in this chapter) coupled with increasing density and demand to more efficiently connect Brighton to the metro area would enhance the City's regional appeal as a location for business and commercial activity as well as its livability. By supporting the density necessary and incentivizing strategic connections to origins and destinations, the City could leverage transit as a successful part of the overall strategy increase connectivity.

Strategy 4.1

Work closely with state and regional agencies and with neighboring jurisdictions on planning for transit. Work with RTD and Adams County to establish a local fixed-route transit network in Brighton.

Brighton℠

Chapter 4
Transit Plan
Future BRT/Express Bus Corridors

The City of Brighton and other jurisdictions and agencies identified several high-capacity regional transit corridors that would serve Brighton in the future (see Figure 19). In most cases these routes will be initiated as enhanced regional bus routes and, as ridership warrants, upgraded to BRT and eventually (where feasible) rail corridors.

In January of 2020, RTD released its Regional BRT Network Feasibility Study which aimed to understand increases in regional travel demand, assess the viability of pursuing Small Starts funding to support the region's transportation demands, identify opportunities to leverage existing investments, and identify BRT investments that complement local and regional planning goals. The Regional BRT Network Feasibility Study identified the most promising BRT projects though a 4-tier evaluation process. Evaluation ranking is outlined as the following:

Tier 1 – Identify High Demand Travel Corridors

- Tasks – Evaluate candidate corridors
- Results – Identify top 20 – 30 corridors for advancement to tier 2 evaluation

Tier 2 – Identify Congestion and/or Delay

- Tasks – evaluate top 20 – 30 corridors retained in tier 1
- Results – identify top 10 – 20 corridors/segments for advancement to tier 3 evaluation

Tier 3 – Identify Viability of Capital Investments

- Tasks – evaluate top 10 – 20 corridors/ segments retained in tier 2
- Results – identify top 5 – 10 corridors/corridor segments for advancement to their 4 evaluation

Tier 4 – Conduct Final Evaluation

Brighton
2016 Plan

Chapter 4
Transit Plan

FUTURE BRT/ EXPRESS BUS CORRIDORS

The City of Brighton and other jurisdictions and agencies identified several high-capacity regional transit corridors that would serve Brighton in the future (see Figure 4.5). In most cases these routes will be initiated as enhanced regional bus routes and, as ridership warrants, upgraded to BRT and eventually (where feasible) rail corridors. Future routes Brighton will plan for and encourage include:

- **Downtown Denver** - Service will connect downtown Brighton with Union Station in Downtown Denver following the fastest and most direct route (either US-85 to I-76 to I-25 or I-76 to I-25). This corridor was consistently identified by the public and stakeholders in Brighton as the highest priority for future high-capacity regional transit. RTD's route R provides the only service to downtown Denver today, including nine round-trips on weekdays, mostly during peak hours in the peak direction to/from Civic Center station. Future commuter rail could use the existing Union Pacific rail corridor between downtown Brighton and downtown Denver.
- **SH-7** - Future service will connect downtown Brighton with Lafayette and Boulder via SH-7. This route will connect Brighton into the planned regional high-capacity transit network including along the US-85 corridor, RTD's North Metro Commuter line (N-line), the I-25 corridor, the US-287 corridor, the US-36 corridor and the SH-119 corridor. A future BRT route in the western portion of the SH-7 corridor was identified in RTD's 2014 Northwest Area Mobility Study (NAMS). BRT to Brighton was identified in both the 2012 Boulder County Transportation Plan and the 2014 Adams County Council of Governments (ADCOG) priorities. Future bus service was also included as part of the SH-7 PEL by CDOT in 2014. In 2016 Boulder County and Adams County will be conducting a SH-7 BRT Study. Currently no transit service operates along the SH-7 corridor to Brighton.
- **Commerce City/A-line** - Future service will connect downtown Brighton with Commerce City and the future RTD A-line commuter rail (planned to open in 2016). This corridor was identified in preliminary drafts of RTD's NATE (Northeast Area Transit Evaluation) II Study (final report to be released in 2016). Service would operate from downtown Brighton and follow Bridge Street, 27th Avenue and 136th Avenue in Brighton to the Adams County Government Center, continuing on SH-2 through Commerce City, with a southern terminus at either the Colorado Station or Central Park Station of the future A-line. No transit service currently operates along this corridor.
- **Denver International Airport** - Future service will connect downtown Brighton with DIA. E-470 is the most direct route, but other corridors including Tower Road and Piccadilly Road could be evaluated based on ridership potential. RTD's route 145X provides two round-trips via Sable Boulevard and E-470 today. A potential interim measure to increase service to DIA would be to connect Brighton to the future Pena Blvd station of the A-line.

2026 Update

- **North I-25 (Downtown Denver) Tier 4** - Service will connect downtown Brighton with Union Station in Downtown Denver following the fastest and most direct route (either US-85 to I-76 to I-25 or I-76 to I-25). This corridor was consistently identified by the public and stakeholders in Brighton as the highest priority for future high-capacity regional transit. RTD's route RX provides the only service to downtown Denver today, including nine round-trips on weekdays, mostly during

peak hours in the peak direction to/from Civic Center station. Future commuter rail could use the existing Union Pacific rail corridor between downtown Brighton and downtown Denver.

- **SH-7 Tier 2** - Future service will connect downtown Brighton with Lafayette and Boulder via SH-7. This route will connect Brighton into the planned regional high-capacity transit network including along the US-85 corridor, RTD's North Metro Commuter line (N-line), the I-25 corridor, the US-287 corridor, the US-36 corridor and the SH-119 corridor. A future BRT route in the western portion of the SH-7 corridor was identified in RTD's 2014 Northwest Area Mobility Study (NAMS). BRT to Brighton was identified in both the 2012 Boulder County Transportation Plan and the 2014 Adams County Council of Governments (ADCOG) priorities. Future bus service was also included as part of the SH-7 PEL by CDOT in 2014. In 2016 Boulder County and Adams County conducted a SH-7 BRT Study and determined that BRT is a feasible option along SH-7 and funding is being explored. Currently no transit service operates along the SH-7 corridor to Brighton.

Commerce City/A-line - Future service will connect downtown Brighton with Commerce City and the future RTD A-line commuter rail (planned to open in 2016). This corridor was identified in preliminary drafts of RTD's NATE (Northeast Area Transit Evaluation) II Study (final report to be released in 2016). Service would operate from downtown Brighton and follow Bridge Street, 27th Avenue and 136th Avenue in Brighton to the Adams County Government Center, continuing on SH-2 through Commerce City, with a southern terminus at either the Colorado Station or Central Park Station of the future A-line. No transit service currently operates along this corridor.

120th Ave - Future service will connect downtown Brighton and the Adams County Government Center with Thornton, Broomfield and the US-36 corridor via 120th Avenue. Similar to SH-7, this route would provide connections to several planned future high-capacity bus or rail corridors including the US-85 corridor, RTD's North Metro Commuter line (K line), the I-25 corridor, the US-287 corridor and the US-36 corridor. A future BRT route along 120th Avenue is identified in the Adams County Council of Government 2014 Regional Priorities. The 120 local route provides the only service along this route today.

Greeley - Future service will connect downtown Brighton with Greeley via the US-85 corridor. A regional bus between Denver and Greeley along the US-85 corridor (including a stop in Brighton) was identified as a high priority corridor in the Colorado Statewide Transit Plan (2015) and the North I-25 EIS, both published by CDOT. Since this corridor is outside of RTD's district, service may be provided through the expansion of CDOT's Bustang program (which began operating three intercity bus routes along the I-25 and I-70 corridors in 2015). Brighton will work with CDOT on the provision of future regional bus service between Brighton and Greeley.

Chapter 4
Transit Plan

This figure was not included in the 2026 Update

FIGURE 4.6 POTENTIAL BRIGHTON RIDERSHIP DEMAND ALONG PROPOSED BRT CORRIDORS

Route/ Destination	percent of daily work trips to/from Brighton (2015)		Existing Transit Service	Route referenced by others?
	to Brighton	from Brighton		
Downtown Denver	2%	3%	RTD route R	none
SH-7	3%	3%	none	ADCOG 2014 Regional Priorities; Boulder County Transportation Plan; RTD Northwest Area Mobility Study (NAMS)
Commerce City/ A-line	2%	2%	none	RTD NATE II Study
DIA	0%	4%	RTD route 145X	none
120th Avenue	5%	5%	RTD route 120	ADCOG 2014 Regional Priorities
Greeley	2%*	1%*	none	CDOT Statewide Transit Plan (2015); North I-25 EIS
Total Work Trips	15,978	19,194		

source: DRCOG Focus Model (2014 cycle); includes all work trips between TAZ's in the Brighton Planning Area and TAZ's within a 1/2 mile of the proposed BRT corridor (see Appendix C for more data)
*Work trips between Brighton and Greeley are based on the 2006-2010 CTPP as these trips are not included in the DRCOG Focus Model

Chapter 4
Transit Plan

2016 Plan

FUTURE CORRIDORS

The most successful local transit routes are those that connect major community destinations with frequent service along a direct route with few deviations.

Bridge Street

Given the types of local routes most likely to succeed, the highest priority corridor for local transit service in Brighton today is a route along Bridge Street that connects downtown Brighton and the Prairie Center Shopping Mall. The existing 120 bus provides service along this corridor. Future service along this corridor will be improved to provide more frequent and reliable service at more times of day.

Other Corridors

As Brighton's population grows and demand increases additional local routes will be added along other corridors (see Figure 4.5). Priority will be given to routes that provide direct connections to commercial activity centers, major employment centers and schools in Brighton (see sidebar below). Future routes will be planned to provide convenient connections between other local and regional routes.

Future Local Transit Corridors

- Bridge Street (highest priority)
- Bromley Lane
- Baseline Road
- 136th Avenue
- 27th Avenue
- 4th Avenue/Sable Blvd
- Chambers Road/11th Avenue
- 52nd Avenue
- Prairie Center Parkway

Major Destinations in Brighton

- Downtown (Main Street/Pavilions)
- Prairie Center
- Adams County Government Center
- Adams County Justice Center
- Bridge Street Commercial Corridor
- City Hall
- Bridge Street/50th Avenue
- Bromley Lane/US-85
- Brighton Recreation Center
- Public Schools

Strategy 4.2

Work with RTD and Adams County to establish a local fixed-route transit network in Brighton.

Strategy 4.3

Encourage and support new development as well as infill development in identified mixed-use centers that will serve as destinations and service nodes for local and regional transit routes.

2026 Update

Future Corridors

The most successful local transit routes are those that connect major community destinations with frequent service along a direct route with few deviations.

Bridge Street

Given the types of local routes most likely to succeed, the highest priority corridor for local transit service in Brighton today is a route along Bridge Street that connects downtown Brighton and the Prairie Center Shopping Mall. The existing 520 bus provides service along this corridor. Future service along this corridor will be improved to provide more frequent and reliable service at more times of day.

Strategy 4.2

Work with RTD and other mobility providers to include transit and mobility access in designated Urban Centers.

Strategy 4.3

Assess existing and proposed bus stops and transfer locations for suitability for service as mobility hubs to provide first and last mile connections and improve transit ridership.

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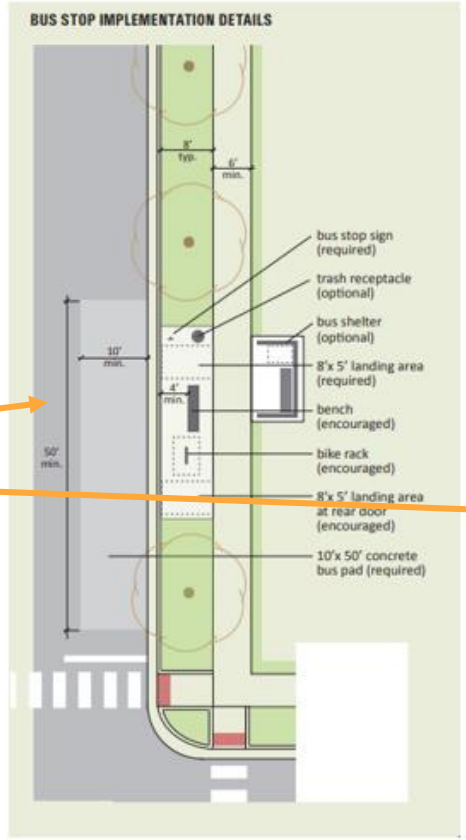
Chapter 4
Bus Stop Implementation Details

Bus Pad dimension change
2016- 50’ L x 10’ W
2024- 40’ L x 12’ W

2016 Plan



2026 Update

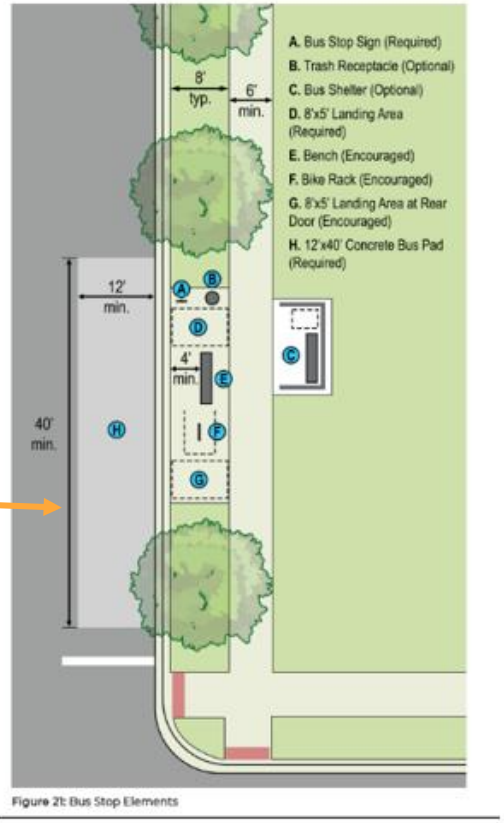


Figure 2t: Bus Stop Elements

Brighton

Chapter 4

Transportation Plan Update

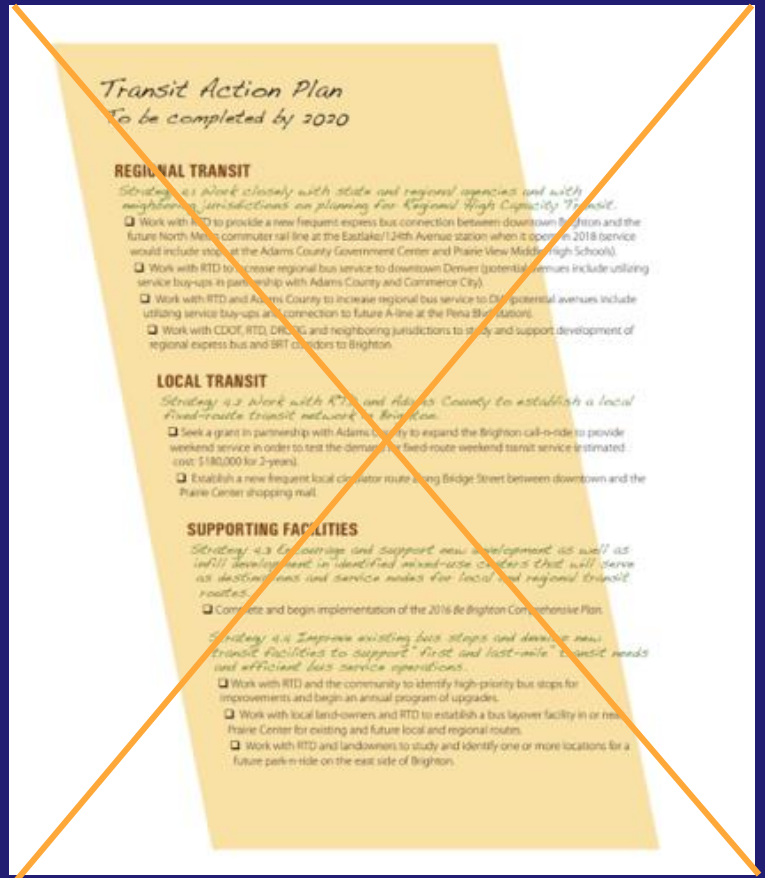
The Transit Action Plan has been omitted from the 2026 TMP Update.

All proposed strategies have been implemented.

Two projects were initiated from the proposed strategies.

*Collaboration with CDOT, RTD, DRCOG, and neighboring jurisdictions to study and endorse the BRT corridor to Brighton.

*Partnership with RTD to establish a bus layover facility at the Prairie Center.



Transit Action Plan
To be completed by 2020

REGIONAL TRANSIT

Strategy 4.1 Work closely with state and regional agencies and with neighboring jurisdictions on planning for Regional High Capacity Transit.

- ❑ Work with RTD to provide a new frequent express bus connection between downtown Brighton and the future North Metro commuter rail line at the Eastlake/124th Avenue station when it opens in 2018 (service would include stops at the Adams County Government Center and Prairie View Middle/High Schools).
- ❑ Work with RTD to increase regional bus service to downtown Denver (potential revenues include utilizing service buy-ups in partnership with Adams County and Commerce City).
- ❑ Work with RTD and Adams County to increase regional bus service to DIA (potential avenues include utilizing service buy-ups and connection to future A-line at the Pena Blvd station).
- ❑ Work with CDOT, RTD, DRCOG and neighboring jurisdictions to study and support development of regional express bus and BRT corridors to Brighton.

LOCAL TRANSIT

Strategy 4.2 Work with RTD and Adams County to establish a local fixed-route transit network in Brighton.

- ❑ Seek a grant in partnership with Adams County to expand the Brighton call-n-ride to provide weekend service in order to test the demand for fixed-route weekend transit service (estimated cost: $180,000 for 2-years).
- ❑ Establish a new frequent local circulator route along Bridge Street between downtown and the Prairie Center shopping mall.

SUPPORTING FACILITIES

Strategy 4.3 Encourage and support new development as well as infill development in identified mixed-use centers that will serve as destinations and service nodes for local and regional transit routes.

- ❑ Complete and begin implementation of the 2016 *Be Brighton* Comprehensive Plan.

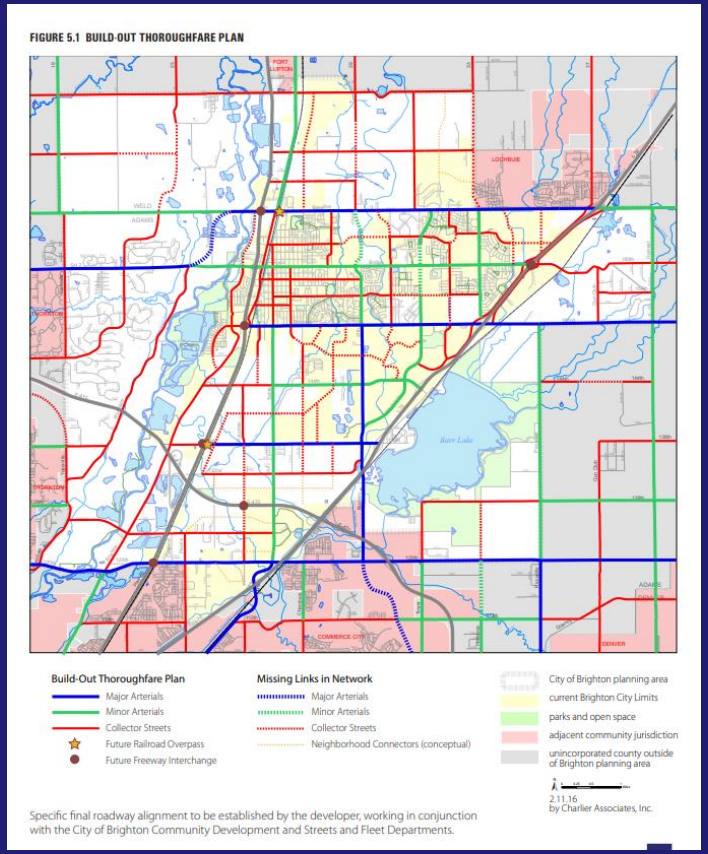
Strategy 4.4 Improve existing bus stops and develop new transit facilities to support "first and last-mile" transit needs and efficient bus service operations.

- ❑ Work with RTD and the community to identify high-priority bus stops for improvements and begin an annual program of upgrades.
- ❑ Work with local land-owners and RTD to establish a bus layover facility in or near Prairie Center for existing and future local and regional routes.
- ❑ Work with RTD and landowners to study and identify one or more locations for a future park-n-ride on the east side of Brighton.

Brighton

Chapter 5
Functional Classification of Streets

2016 Plan



2026 Update

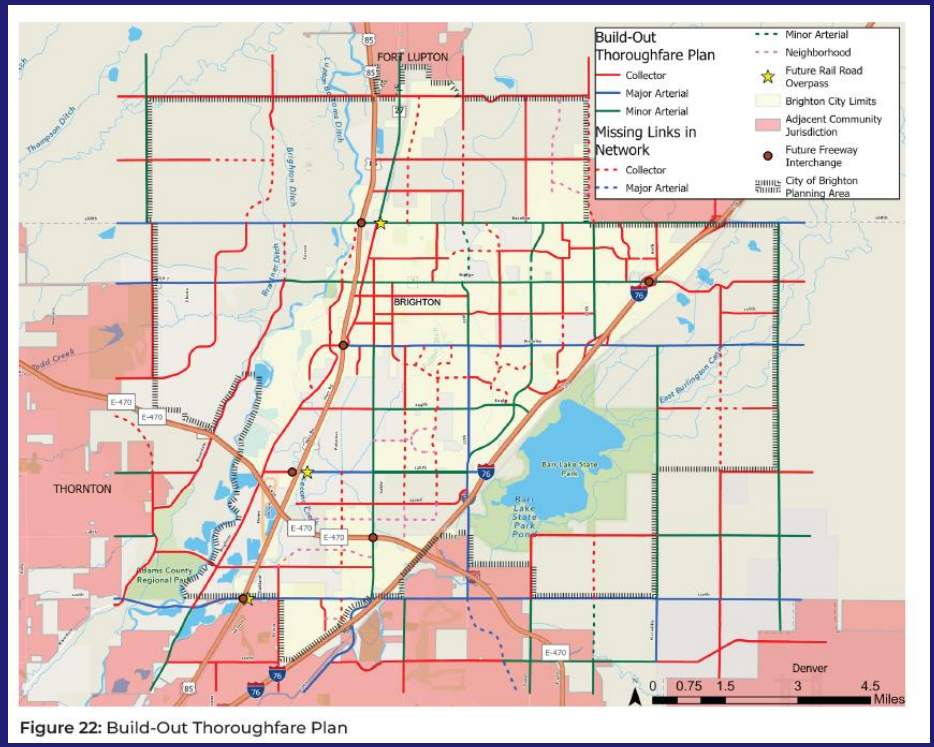


Figure 22: Build-Out Thoroughfare Plan

Chapter 5
Street Design Standards

2016 Plan

STREET DESIGN STANDARDS

Brighton will use street design standards to integrate the design of facilities built by the City with those built by developers and to maximize network performance, cost effectiveness and improve safety. These design standards will ensure that the City establishes the minimum rights-of-way needed for the Build-Out Transportation System, while at the same time allowing for gradual development of increased capacity as growth occurs. The design standards will also preserve the ability of agricultural entities to operate efficiently and safely.

Cross-sections for each street classification presented following are based upon the interim *City of Brighton Public Works Streets Standards*, dated 12/16/2014, and reflect planning and design based upon targeted posted speed limits. For each street type, modifications to the City's existing standards include options for interim designs that will be used for the years between initial establishment of the corridor and full build-out of the street width; provisions for detached sidewalks and tree-planted furnishing zones; and a series of options for context-sensitive implementation based upon characteristics of the adjacent land use.

2026 Update

Street Design Standards

Brighton will use street design standards to integrate the design of facilities built by the City with those built by developers and to maximize network performance, cost effectiveness and improve safety. These design standards will ensure that the City establishes the minimum rights-of-way needed for the Build-Out Transportation System, while at the same time allowing for gradual development of increased capacity as growth occurs. The design standards will also preserve the ability of agricultural entities to operate efficiently and safely.

Roundabouts and Signalized Intersections

When conditions allow, the City of Brighton has a preference for the utilization of roundabouts, as opposed to signalized intersections, when ecxpanding the roadway network.

Cross Sections

Cross-sections for each street classification presented below are a direct reference to the Street Design Standards included in the Land Use update as of February 25, 2021, and reflect planning and design based upon targeted posted speed limits. For each street type full build-out of the street width; provisions for detached sidewalks and tree-planted furnishing zones; and a series of options for context-sensitive implementation based upon characteristics of the adjacent land use. For complete design details, including planning & urban design considerations and description and context for each roadway type, please see the City of Brighton Land Use and Development Code, Article 3.-Subdivision Standards, 3.03 – Blocks and Lots.

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Chapter 5

2016 Plan

Key Design Elements

- Acquire 50' right-of-way for all collector streets
  - Requires additional 16' pedestrian easements outside of R.O.W.
- 30mph posted speeds
- Provide 11' travel lanes and 5' min. bike lanes
- Include center turn lanes at intersections
- Midblock where turn lanes are not needed, provide either a center median island or narrower travelway
  - Plant island with approved landscape materials (medium sized shrubs, ornamental grasses, etc.) for ease of maintenance
  - Maintain a 20' clear zone on either side of island to meet Fire Code
- In rural contexts, provide paved shoulders 5' min. width for bicycle accommodation.
  - Within the local food district and agricultural zoning areas, provide additional unpaved, stabilized shoulder width to accommodate large farm equipment
  - Interim design for context-appropriate sidewalks in rural areas may be constructed of compacted, crusher-fines

2026 Update

Key Design Elements

- Acquire 70'-92' right-of-way for all collector streets.
  - ◊ Includes pedestrian realm within ROW
- 30 mph posted speeds
- Provide 11' travel lanes and 5' min. bike lanes
- Include center turn lanes at intersections
- Midblock, where turn lanes are not needed, provide either a center median island or narrower travelway
  - ◊ Plant island with approved landscape materials (medium sized shrubs, ornamental grasses, etc.) for ease of maintenance
  - ◊ Maintain a 20' clear zone on either side of island to meet Fire Code
- In rural contexts, provide paved shoulders 5' min. width for bicycle accommodation
  - ◊ Within the local food district and agricultural zoning areas, provide additional unpaved, stabilized shoulder width to accommodate large farm equipment
  - ◊ Interim design for context-appropriate sidewalks in rural areas may be constructed of compacted, crusher-fines

Commercial/Mixed-Use Design

Key Design Elements for Main Street-Commercial Corridors

- Acquire 50' right-of-way as per all collector streets
  - Requires additional 16' pedestrian easements outside of R.O.W.
- 25 mph posted speeds
- Provide 11' travel lanes and 5' min. bike lanes
- Include 12' center turn lanes at intersections and 8' parking lanes midblock
- Create a high-quality pedestrian environment by addressing three distinct sidewalk zones within the pedestrian realm:
  - Maintain an 8' min. width furnishing zone/ tree planting space at back of curb – shall be hardscape as part of the wider sidewalk space
  - Maintain an 8' min. through, unobstructed walkway to allow two pair of pedestrians to meet and pass each other
  - Provide an additional 2' min. frontage zone (building shy zone, located on private property) to accommodate opening doors, signs, planters, benches, sidewalk merchandise displays, etc.

Key Design Elements for Main Street-Commercial Corridors

- Acquire 82'-92' right-of-way as per all collector streets.
- 25 mph posted speeds
- Provide 11' travel lanes and 5' min. bike lanes
- Create a high-quality pedestrian environment by addressing three distinct sidewalk zones within the pedestrian realm
  - ◊ Maintain an 8' min. width furnishing zone/tree planting space at back of curb - shall be hardscape as part of the wider sidewalk space
  - ◊ Maintain an 8' min. through, unobstructed walkway to allow two pairs of pedestrians to meet and pass each other
  - ◊ Provide an additional 2' min. frontage zone (building shy zone, located on private property) to accommodate opening doors, signs, planters, benches, sidewalk merchandise displays, etc.

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Chapter 5

Connector Streets

2016 Plan	2026 Update
Key Design Elements • Acquire 44' right-of-way for neighborhood connectors – Requires additional 16' pedestrian easements outside of R.O.W. • 25 mph posted speeds • Provide on-street parking – Within rural contexts, provide stabilized shoulders to accommodate parking • Provide 11' travel lanes to accommodate occasional use by emergency vehicles, school buses, and other large vehicles • *Optional*: May limit parking to one-side of street where desired to stripe on-street bicycle lanes	**Key Design Elements** • Acquire 78' right-of-way for neighborhood connectors • 25 mph posted speeds • Provide on-street parking ◊ Within rural contexts, provide stabilized shoulders to accommodate parking • Provide 11' travel lanes to accommodate occasional use by emergency vehicles, school buses, and other large vehicles • *Optional*: May limit parking to one-side of street where desired to stripe on-street bicycle lanes

Local Streets

Key Design Elements • Acquire 38' of right-of-way for local streets – Requires additional 12' pedestrian easements outside of R.O.W. • 25 mph posted speeds • Provide on-street parking – Within rural contexts, provide stabilized shoulders to accommodate parking • Context-sensitive design for lower intensity residential land uses include 6' sidewalks and 10' travel lanes	**Key Design Elements** • Acquire 62' right-of-way for local streets • 25 mph posted speeds • Provide on-street parking ◊ Within rural contexts, provide stabilized shoulders to accommodate parking • Context-sensitive design for lower intensity residential land uses include 6' sidewalks and 10' travel lanes

Chapter 5

2016 Plan

Grade-Separated Railroad Crossings

Traffic backups at at-grade railroad crossings was a common comment received through TMP public input. Due to the proximity of the Union Pacific tracks to Highway 85, the potential to construct a grade-separated railroad crossing to relieve congestion caused by train travel will be most feasible if constructed in conjunction with proposed US 85 PEL interchanges.

- **136th** – Proximity of the Union Pacific tracks to Highway 85 will necessitate an integrated design for ramps and structures across both corridors at 136th.
- Baseline – Further removed from the Highway 85 corridor, the railroad crossing at Baseline will need to involve multiple structures to accommodate grade clearances of the various transportation corridors.

Realigning Highway 7 & Reclaiming Bridge Street

These two projects, realignment of SH-7 and reclaiming of Bridge Street, are interrelated and would address the public and stakeholders desire to relieve traffic congestion, improve multimodal connections, and beautify Bridge Street through Downtown.

- Rerouting State Highway 7 onto Baseline/County Road 2 through Brighton is mentioned in the SH-7 PEL. This project will provide through regional capacity to the existing interchange at I-76 and will relieve traffic congestion on Bridge Street within the heart of Brighton. A proposed new arterial street segment will need to be constructed beginning around Riverdale, heading northeast along the existing alignment of Tucson Street to connect to Baseline Road near the Platte River.
- Bridge Street is considered by many to be Brighton's "Main Street." The realignment of Highway 7 to the north will allow the City of Brighton to re-envision what this corridor may become when through traffic is rerouted onto Baseline. Land uses would continue to support the Main Street character along with improvements to the multimodal travel options through the corridor. Assessment of pavement widths, number of needed travel lanes, transit service options, bicycle accommodation, on-street parking, and desired elements of an enhanced pedestrian realm will be considered in reinventing Bridge Street as a local travel corridor instead of a State Highway.

2026 Update

Grade-Separated Railroad Crossings

Traffic backups at at-grade railroad crossings was a common comment received through TMP public input. Due to the proximity of the Union Pacific tracks to Highway 85, the potential to construct a grade separated railroad crossing to relieve congestion caused by train travel will be most feasible if constructed in conjunction with proposed US 85 PEL inter-changes.

Chapter 5

The Thoroughfare Action Plan has been excluded from the 2026 TMP Update.

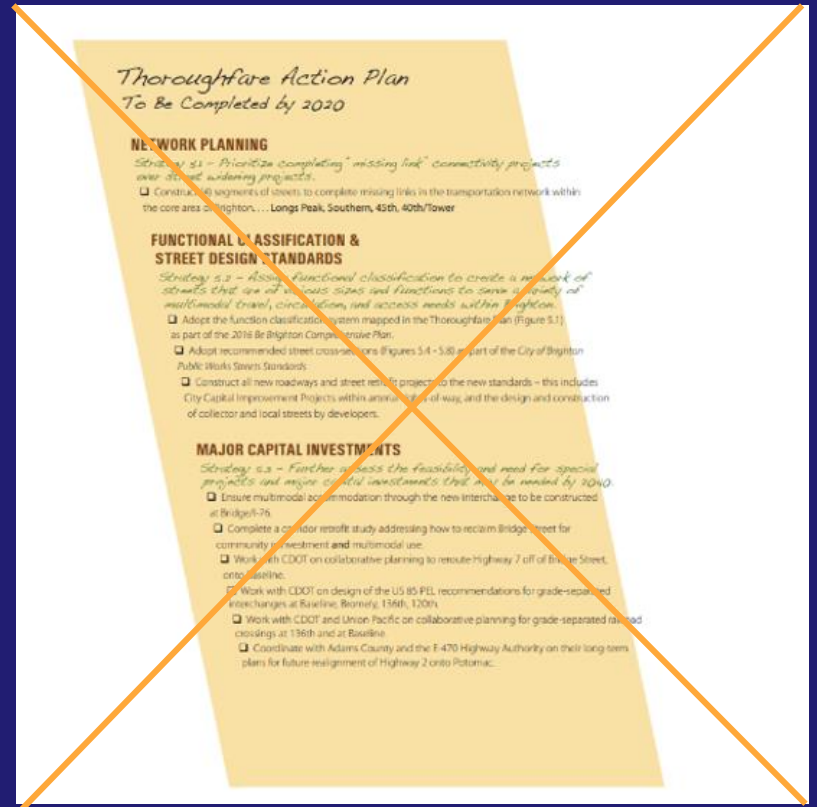
All strategies have been implemented, with several projects already underway.

*Adoption of the functional classification system map.

*Implementation of recommended street cross-sections.

*Construction of all new roadways and street retrofit projects adhering to the new standards.

*Ongoing coordination with Adams County and the E-470 Highway Authority.


Thoroughfare Action Plan
To Be Completed by 2020

NETWORK PLANNING

Strategy 5.1 – Prioritize completing "missing link" connectivity projects over street widening projects.

- Construct new segments of streets to complete missing links in the transportation network within the core area of Brighton. . . . Longs Peak, Southern, 45th, 40th/Tower

FUNCTIONAL CLASSIFICATION & STREET DESIGN STANDARDS

Strategy 5.2 – Assign functional classification to create a network of streets that are of various sizes and functions to serve a variety of multimodal travel, circulation, and access needs within Brighton.

- Adopt the function classification system mapped in the Thoroughfare Plan (Figure 5.1) as part of the *2016 Be Brighton Comprehensive Plan*.
- Adopt recommended street cross-sections (Figures 5.4 - 5.8) as part of the *City of Brighton Public Works Streets Standards*
- Construct all new roadways and street retrofit projects to the new standards – this includes City Capital Improvement Projects within annual [illegible] of-way, and the design and construction of collector and local streets by developers.

MAJOR CAPITAL INVESTMENTS

Strategy 5.3 – Further assess the feasibility and need for special projects and major capital investments that may be needed by 2040.

- Ensure multimodal accommodation through the new interchange to be constructed at Bridge/I-76
- Complete a corridor retrofit study addressing how to reclaim Bridge Street for community investment and multimodal use.
- Work with CDOT on collaborative planning to reroute Highway 7 off of Bridge Street, onto Baseline.
- Work with CDOT on design of the US 85 PEL recommendations for grade-separated interchanges at Baseline, Bromley, 136th, 120th.
- Work with CDOT and Union Pacific on collaborative planning for grade-separated railroad crossings at 136th and at Baseline.
- Coordinate with Adams County and the E-470 Highway Authority on their long-term plans for future realignment of Highway 2 onto Potomac.

Chapter 6

2016 Plan

This Chapter outlines strategies and actions the City of Brighton will take to manage the build-out of the future transportation system. Transportation System Management (TSM) will include four general elements:

- **Transportation Metrics** – The City will maintain and update a transportation data book every five years.
- **Performance Monitoring and Reporting** – The City will maintain a dashboard of key metrics to track progress toward reaching the City's transportation goals.
- **Travel Demand Management (TDM)** – Following implementation of the 5-year modal Action Plans the City will establish a TDM program to compliment development of the modal networks.
- **Development Review** – The City will use development review to implement certain aspects of the TMP.

2026 Update

Transportation System Management (TSM) will include three general elements:

- **Performance Monitoring and Reporting** – The City will maintain a dashboard of key metrics to track progress toward reaching the City's transportation goals.
- **Travel Demand Management (TDM)** – Following implementation of the 5-year modal Action Plans the City will establish a TDM program to compliment development of the modal networks.
- **Development Review** – The City will use development review to implement certain aspects of the TMP.

Brighton

Chapter 6

TRANSPORTATION METRICS

As part of developing the Brighton Transportation Master Plan, relevant data on existing conditions, trends and forecasts within the Brighton Planning Area were compiled into a spreadsheet-based Transportation Data Book (a PDF version of the Transportation Data Book is available in Appendix C - see Chapter 1, Figure 1.3 for a map of and descirption of the Brighton Planning Area). Data was collected from the U.S. Census Bureau, the Denver Regional Council of Governments (DRCOG), the Regional Transportation District (RTD) and the City of Brighton. DRCOG provided all forecast data used in this Plan, which extends out to 2040.

Transportation Data Book

Available in Appendix C, the data book includes data, trends and forecasts on the following topics within the Brighton Planning Area:

- Population & Demographics
- Commuting & Mode Share
- Transit
- VMT & Traffic
- Vehicle Crashes

Strategy 6.1

Maintain and regularly update a database of transportation metrics and a dashboard of key indicators within the Brighton Planning Area to monitor performance and trends over time.

Chapter 6

The TSM Action Plan excluded from The 2026 TMP Update.

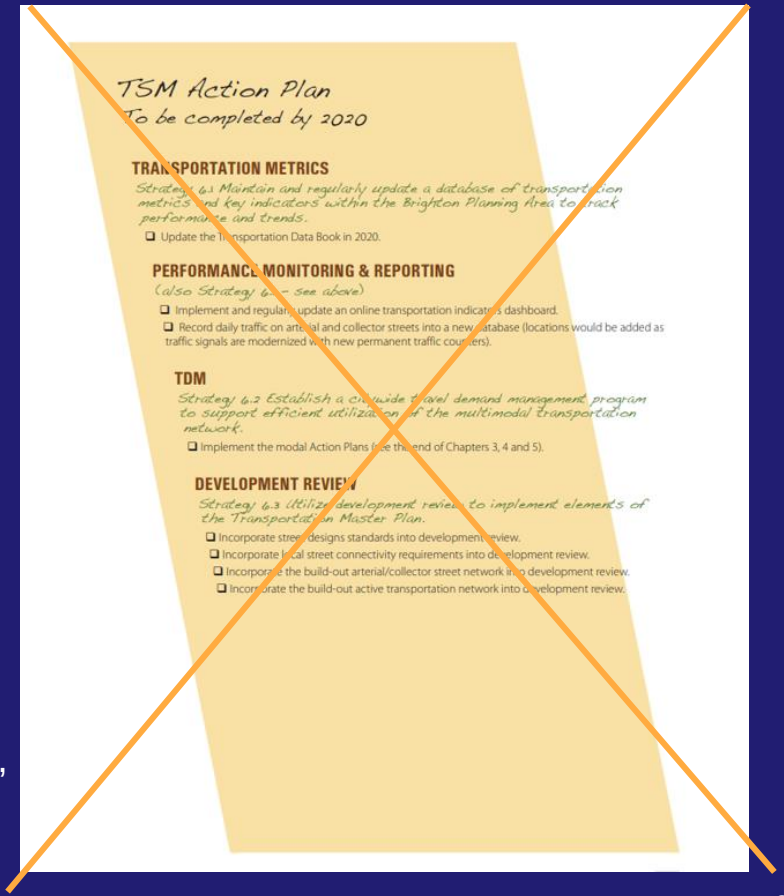
All of the strategies were initiated and many of the projects were completed.

Acquired daily traffic data on arterial, collector and local streets through Urban SDK software.

Incorporated street design standards into development review projects.

Incorporated local street connectivity requirements into development review projects

Incorporated the build-out of arterial/collector streets, and active transportation network into development review projects.



TSM Action Plan
To be completed by 2020

TRANSPORTATION METRICS

Strategy 6.1 Maintain and regularly update a database of transportation metrics and key indicators within the Brighton Planning Area to track performance and trends.

- ❑ Update the Transportation Data Book in 2020.

PERFORMANCE MONITORING & REPORTING

(also Strategy 6.1 – see above)

- ❑ Implement and regularly update an online transportation indicators dashboard.
- ❑ Record daily traffic on arterial and collector streets into a new database (locations would be added as traffic signals are modernized with new permanent traffic counters).

TDM

Strategy 6.2 Establish a citywide travel demand management program to support efficient utilization of the multimodal transportation network.

- ❑ Implement the modal Action Plans (see the end of Chapters 3, 4 and 5).

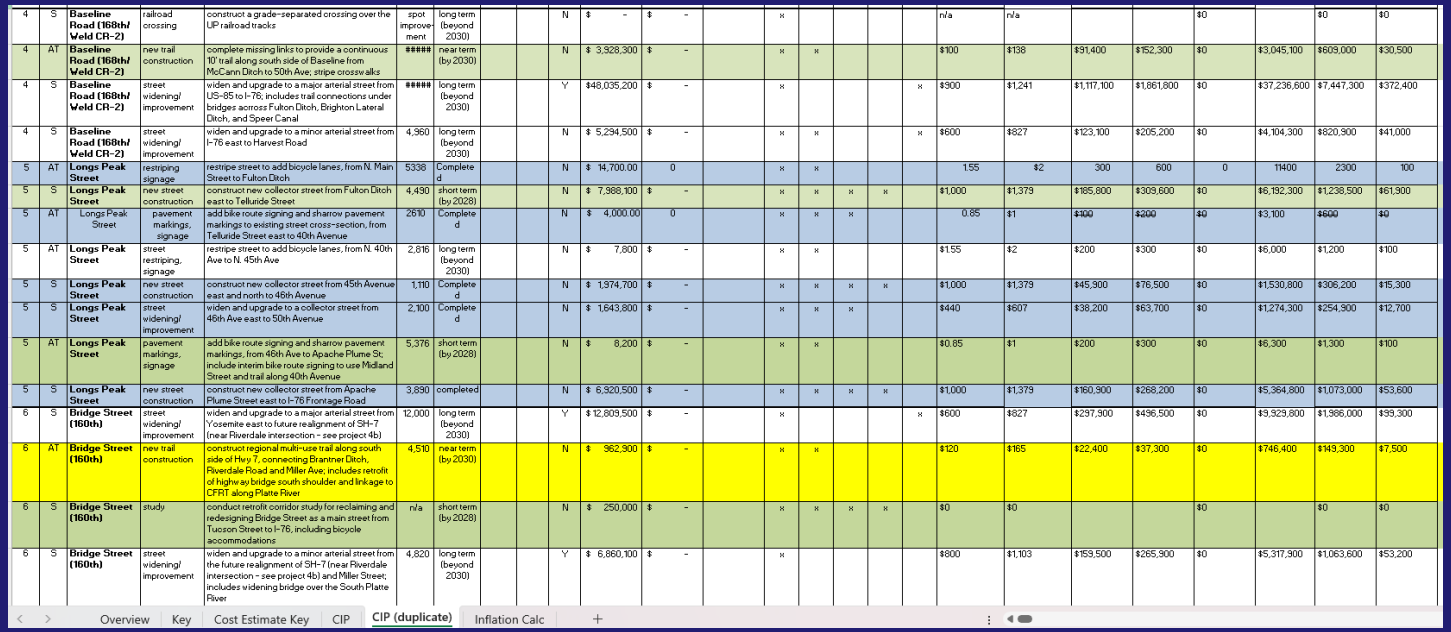
DEVELOPMENT REVIEW

Strategy 6.3 Utilize development review to implement elements of the Transportation Master Plan.

- ❑ Incorporate street designs standards into development review.
- ❑ Incorporate local street connectivity requirements into development review.
- ❑ Incorporate the build-out arterial/collector street network into development review.
- ❑ Incorporate the build-out active transportation network into development review.

Brighton℠

Appendix A- Capital Project List



4	S	**Baseline Road (168th/ Weld CR-2)**	railroad crossing	construct a grade-separated crossing over the UP railroad tracks	spot improvement	long term (beyond 2030)			N	$ -	$ -		x					n/a	n/a			$0		$0	$0
4	AT	**Baseline Road (168th/ Weld CR-2)**	new trail construction	complete missing links to provide a continuous 10' trail along south side of Baseline from McCann Ditch to 50th Ave; stripe crosswalks	#####	near term (by 2030)			N	$ 3,928,300	$ -		x	x				$100	$138	$91,400	$152,300	$0	$3,045,100	$609,000	$30,500
4	S	**Baseline Road (168th/ Weld CR-2)**	street widening/ improvement	widen and upgrade to a major arterial street from US-85 to I-76; includes trail connections under bridges across Fulton Ditch, Brighton Lateral Ditch, and Speer Canal	#####	long term (beyond 2030)			Y	$48,035,200	$ -		x				x	$300	$1,241	$1,117,100	$1,861,800	$0	$37,236,600	$7,447,300	$372,400
4	S	**Baseline Road (168th/ Weld CR-2)**	street widening/ improvement	widen and upgrade to a minor arterial street from I-76 east to Harvest Road	4,960	long term (beyond 2030)			N	$ 5,234,500	$ -		x	x			x	$600	$827	$123,100	$205,200	$0	$4,104,300	$820,900	$41,000
5	AT	**Longs Peak Street**	restriping signage	restripe street to add bicycle lanes, from N. Main Street to Fulton Ditch	5338	Completed			N	$ 14,700.00	0		x	x				1.55	$2	300	600	0	11400	2300	100
5	S	**Longs Peak Street**	new street construction	construct new collector street from Fulton Ditch east to Telluride Street	4,490	short term (by 2028)			N	$ 7,988,100	$ -		x	x	x	x		$1,000	$1,379	$185,800	$309,600	$0	$6,192,300	$1,238,500	$61,900
5	AT	Longs Peak Street	pavement markings, signage	add bike route signing and sharrow pavement markings to existing street cross-section, from Telluride Street east to 40th Avenue	2610	Completed			N	$ 4,000.00	0		x	x	x			0.85	$1	~~$100~~	~~$200~~	~~$0~~	$3,100	~~$600~~	~~$0~~
5	AT	**Longs Peak Street**	street restriping, signage	restripe street to add bicycle lanes, from N. 40th Ave to N. 45th Ave	2,816	long term (beyond 2030)			N	$ 7,800	$ -		x	x				$1.55	$2	$200	$300	$0	$6,000	$1,200	$100
5	S	**Longs Peak Street**	new street construction	construct new collector street from 45th Avenue east and north to 46th Avenue	1,110	Completed			N	$ 1,974,700	$ -		x	x	x	x		$1,000	$1,379	$45,900	$76,500	$0	$1,530,800	$306,200	$15,300
5	S	**Longs Peak Street**	street widening/ improvement	widen and upgrade to a collector street from 46th Ave east to 50th Avenue	2,100	Completed			N	$ 1,643,800	$ -		x	x	x			$440	$607	$38,200	$63,700	$0	$1,274,300	$254,900	$12,700
5	AT	**Longs Peak Street**	pavement markings, signage	add bike route signing and sharrow pavement markings, from 46th Ave to Apache Plume St; include interim bike route signing to use Midland Street and trail along 40th Avenue	5,376	short term (by 2028)			N	$ 8,200	$ -		x	x				$0.85	$1	$200	$300	$0	$6,300	$1,300	$100
5	S	**Longs Peak Street**	new street construction	construct new collector street from Apache Plume Street east to I-76 Frontage Road	3,890	completed			N	$ 6,920,500	$ -		x	x	x	x		$1,000	$1,379	$160,900	$268,200	$0	$5,364,800	$1,073,000	$53,600
6	S	**Bridge Street (160th)**	street widening/ improvement	widen and upgrade to a major arterial street from Yosemite east to future realignment of SH-7 (near Riverdale intersection - see project 4b)	12,000	long term (beyond 2030)			Y	$ 12,609,500	$ -		x				x	$600	$827	$297,900	$496,500	$0	$9,929,800	$1,986,000	$99,300
6	AT	**Bridge Street (160th)**	new trail construction	construct regional multi-use trail along south side of Hwy 7, connecting Brantner Ditch, Riverdale Road and Miller Ave; includes retrofit of highway bridge south shoulder and linkage to CFRT along Platte River	4,510	near term (by 2030)			N	$ 962,300	$ -		x	x				$120	$165	$22,400	$37,300	$0	$746,400	$149,300	$7,500
6	S	**Bridge Street (160th)**	study	conduct retrofit corridor study for reclaiming and redesigning Bridge Street as a main street from Tucson Street to I-76, including bicycle accommodations	n/a	short term (by 2028)			N	$ 250,000	$ -		x	x	x	x		$0	$0			$0		$0	$0
6	S	**Bridge Street (160th)**	street widening/ improvement	widen and upgrade to a minor arterial street from the future realignment of SH-7 (near Riverdale intersection - see project 4b) and Miller Street; includes widening bridge over the South Platte River	4,820	long term (beyond 2030)			Y	$ 6,860,100	$ -		x					$800	$1,103	$159,500	$265,900	$0	$5,317,900	$1,063,600	$53,200

Overview | Key | Cost Estimate Key | CIP | CIP (duplicate) | Inflation Calc

Integrated Capital Project List was removed from Appendix A

An updated 5-year Integrated Capital Project List was included in Chapter 2 of TMP