

BRIGHTON DOWNTOWN PUBLIC REALM STUDY



June 2025

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00.

Project Introduction



EXECUTIVE SUMMARY

The Brighton Downtown Public Realm (BDPR) Study is a forward-looking planning initiative launched by the City of Brighton in late 2024, aimed at reshaping the function, form, and experience of Downtown Brighton. Prompted by community interest in a more walkable and people-focused downtown the city partnered with planning and design consultants to evaluate existing conditions (*Section 1*), engage the public, and formulate a roadmap for transformation.

The study identifies two overarching areas for improvement: **the public realm**, which encompasses parks, plazas, streetscapes, and civic spaces; and **transportation and mobility**, including traffic patterns, pedestrian access, transit connectivity, and the impact of vehicular congestion. Through site visits, GIS mapping, and an analysis of previous city plans, the planning team found multiple opportunities to enhance safety, aesthetics, accessibility, and usability within the downtown corridor.

Among the most pressing issues highlighted were narrow sidewalks, insufficient pedestrian infrastructure, traffic speeds that discouraged foot traffic, and an over-abundance of truck traffic on streets not designed for heavy vehicles. Despite these constraints, the downtown area was found to have significant assets, including historic architecture, civic and cultural landmarks, a recently completed public plaza (Founders Plaza), and a growing appetite among residents and business owners for revitalization.

The planning process included community engagement, including public workshops, surveys, and presentations to both the City Council and the Brighton Urban Renewal Authority (BURA). These efforts culminated in the development and presentation of three alternative concepts (*Section 2 & 4*) for improving the downtown area, each offering varying approaches to street design, circulation, and public space enhancements. The community overwhelmingly favored the “Shared Streets” model, which retains two-way vehicle access while reallocating significant portions of the

streetscape to pedestrians. This model includes wider sidewalks, curbless streets that can be temporarily closed for events, and a more flexible layout that supports outdoor dining, seating, landscaping, and other street-level amenities.

Guided by four core principles—**safety, cohesion, sustainability, and appeal**—the Study emphasizes the preservation of Brighton’s architectural character and cultural identity while encouraging reinvestment in small businesses and public infrastructure. It also supports a transportation model that balances walking, biking, public transit, and automobile use, with an intentional effort to reduce truck traffic on Main Street by enforcing designated freight routes.

Implementation of the plan (*Section 3*) is structured across three time frames: short-term (2025–2028), medium-term (2025–2030), and long-term (2025–2033). **Short-term** actions include upgrades to pedestrian crossings, signage and wayfinding improvements, and traffic calming measures. **Medium-term** projects focus on the full reconstruction of Main Street, including the creation of curbless shared space, improvements to lighting and safety at intersections, and the development of small-scale green spaces. **Long-term** goals involve more complex infrastructure work such as railroad quiet zones, improved crossings, and full sidewalk build-out throughout downtown.

While exact costs will depend on future design and engineering decisions, the study provides a general cost framework using tiered dollar symbols to help prioritize and phase investments based on available funding and resources.

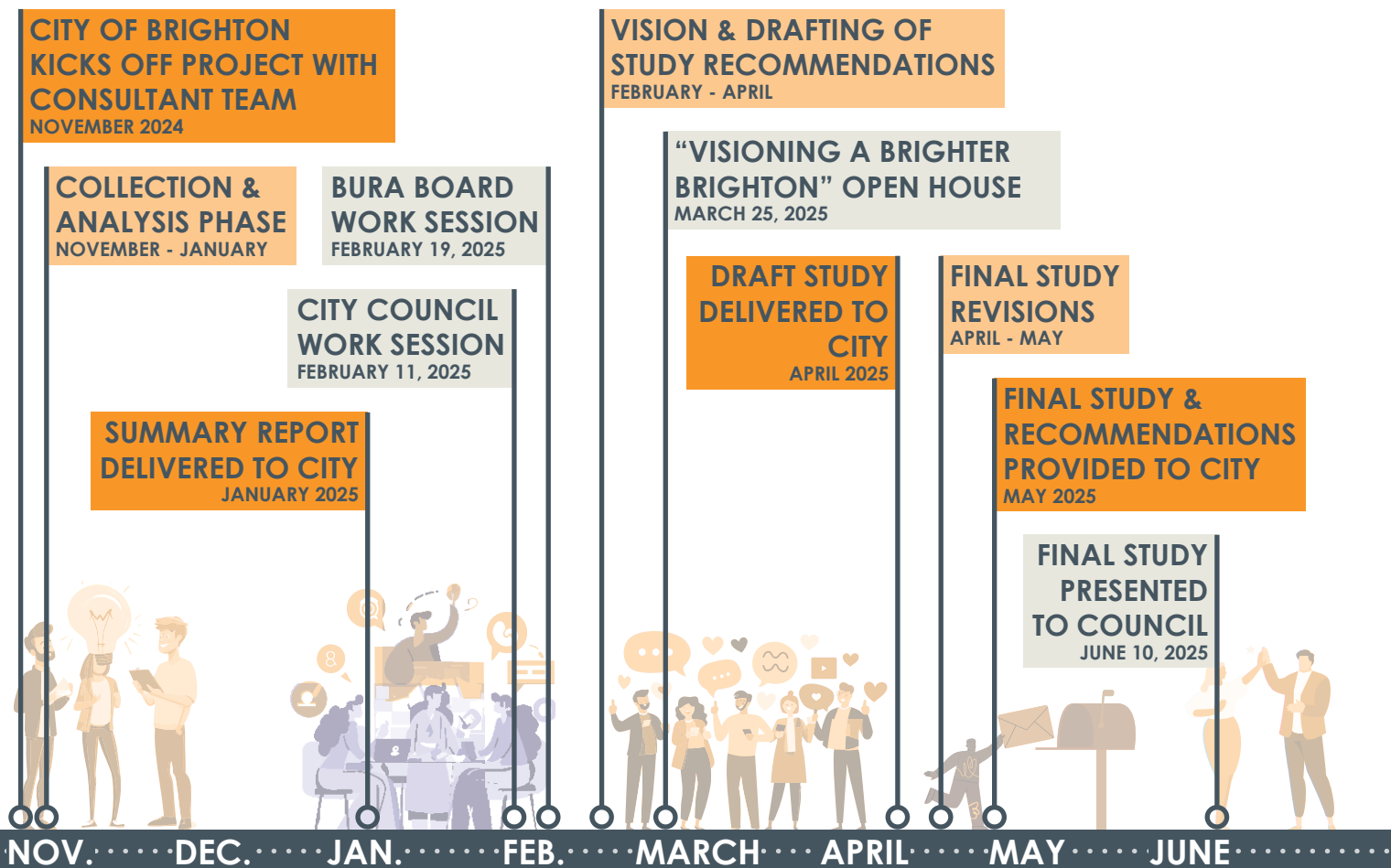
Ultimately, the BDPR Study provides Brighton with a **comprehensive and actionable vision** for transforming its historic downtown into a safer, more attractive, and economically resilient hub for residents, visitors, and businesses alike. With strong community support and a clear roadmap, the City of Brighton is well-positioned to implement this vision and build a brighter future for its downtown core.

PROJECT OVERVIEW + PROCESS

The Brighton Downtown Public Realm Study is a comprehensive effort by the City to rethink how Downtown functions, particularly for pedestrians. Initially brought about by the request to see a no-cars model on Main Street, the Consultant's planning team, through close collaboration with City staff from various departments and City Council, conducted a thorough analysis of existing conditions with the Downtown study area and a review of previous planning efforts conducted through the City in the past.

By studying this area to see opportunities and constraints from the lenses of both the public realm and circulation, the planning team was able to workshop three alternatives for Downtown to reimagine circulation patterns in the study area, each with varying levels of expanded public space. These alternatives were presented to the City at large to gauge interest and support to move forward with one alternative. The selected alternative, Shared Streets, led to a series of recommendations for the City to begin implementing over the next several years.

The illustration below outlines the planning process and timeline, as well as key milestones along the way.





Family

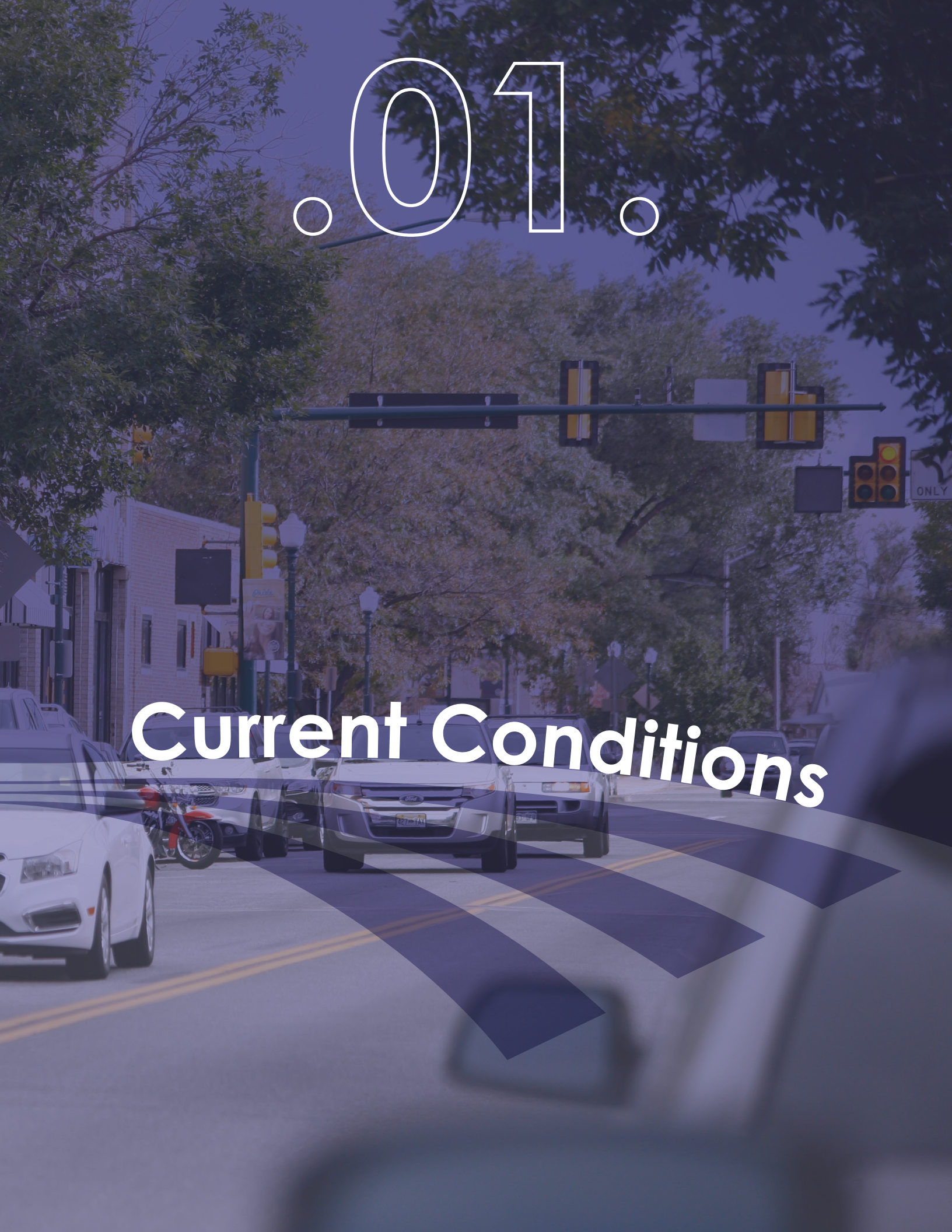
Family
FAMILY TRAINING CENTER



AC

01.

Current Conditions



PREVIOUS PLAN SUMMARY

RELATED PLANNING DOCUMENTS

As the last few years have shown, downtowns across the country are changing – and rapidly. With populations across the Front Range in Colorado booming, cities such as Brighton are seeing this as an exciting time to rethink the future of our public spaces.

City leaders are committed to the success of Brighton, as exemplified through previous work within the City in recent years, along with ongoing projects and future plans. Previous work done by the City takes a close look at Brighton's downtown to see existing strengths and future opportunities for revitalization through a variety of lenses, as summarized below.

The following summary brings forward a series of major themes that are relevant to this larger Downtown Public Realm study. First and foremost, the City is highly invested in Downtown and the work that has been done already should continue to be expanded on, rather than be reinvented. Second, Brighton has a rich history which should be evident through retaining historical architecture and finding ways to celebrate this through the public realm. Next is an acknowledgment that investments in the pedestrian experience are highly valued and should continue to be prioritized. Finally, transportation needs to be evaluated for a more inclusive model that provides safe, efficient, and effective strategies to bring people into Downtown Brighton.



Source: Brighton Downtown Visioning Plan (2013)



Source: Brighton Downtown Visioning Plan (2013)

1. Brighton Downtown Visioning (2013)

Starting with a look at Brighton Downtown Visioning, the City identified an opportunity for a gateway entering downtown from the south, at North Main Street. The City further identified a series of projects to improve downtown spaces:

1. Parking lot landscape improvements
2. Bridge Street gateway banner
3. Main Street seasonal boardwalk
4. Main Street repurposed alley
5. Bridge Street landscape improvements
6. Celebrate Brighton's railroad history
7. Historic building remodel into hotel
8. Convert residence for commercial use
9. New mixed-use infill development

2. Brighton Downtown Plan (2014)

The focus of this publication was to call attention to projects completed prior to 2014 and use that momentum to push energy towards future projects. Key accomplishments called out include the following:

1. Replacement of aging infrastructure
2. Electrical lines went underground
3. Lights changed to a downtown-style fixture
4. Streetscaping on Main St.
5. Roundabout traffic improvements
6. 4th Avenue improvements, including zoning
7. Cabbage Street improvements
8. South Main Master Plan
9. New City Hall in downtown
10. Wayfinding added to Historic District

PREVIOUS PLAN SUMMARY

RELATED PLANNING DOCUMENTS (CONTINUED)



2. Brighton Downtown Plan (2014) [continued]

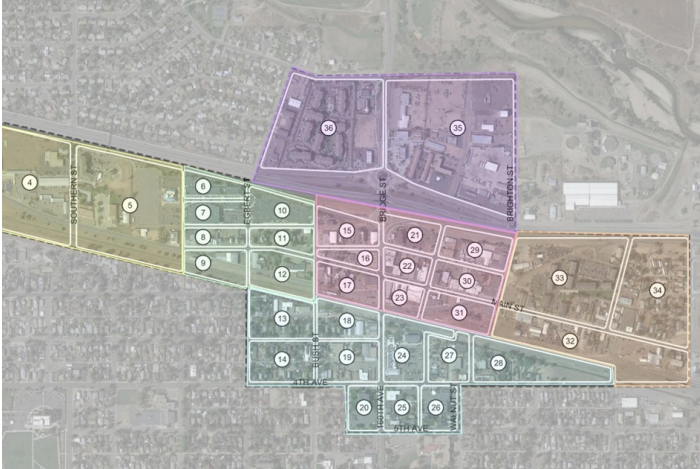
This extensive list showcased early support for Brighton’s continuing success in creating a vibrant downtown, with the following plans to be implemented in the future.

1. Branding of “Historic Downtown Brighton”
2. Strong Street Parking Improvements
3. Bridge Street improvements
4. Landscaping in Downtown
5. Alley improvements
6. Safer track crossings
7. Train track overpass
8. Downtown stimulus package
9. Connect Platte Bike Trail to Historic District
10. Connection to Pavilions
11. Downtown Park (Founder’s Plaza)
12. Clean up the North Gateway to Downtown
13. Major infrastructure updates (including sidewalks)



3. Be Brighton - Chapter 3, Land Use (2016)

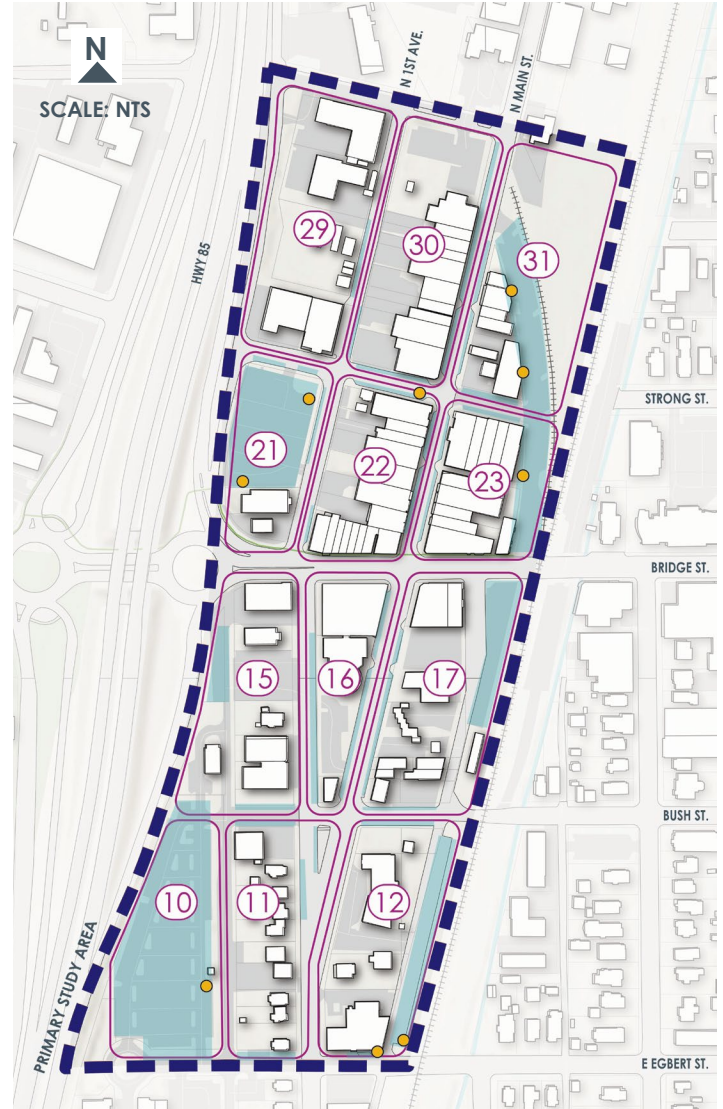
Be Brighton is Brighton’s Comprehensive Plan, issued in 2016. The most applicable key takeaway from this was in regards to Chapter 3, which looks at Land Use. Downtown is a uniquely identified land use that states that downtown is meant to be the focal point of the community. This goes into further detail by directing development to encourage preservation of historic character, redevelopment, and infill, and to create a compact Downtown that focuses on a highly amenitized, comfortable pedestrian environment amidst a complete transportation network.







4. Parking Management Plan (2018)

The key takeaway from the Parking Management Plan confirms that existing parking within the City does currently meet parking demands and is expected to remain that way for the next decade. Recommendations coming from this Plan discuss parking management strategies, rather than adding additional inventory, and the following list:

1. Develop & install a comprehensive signage and wayfinding system
2. Create a downtown parking website, including downloadable map
3. Augment the City's multimodal environment
4. Formalize ownership and/or long-term agreements for public use and management of all off-street parking facilities to be used for public parking
5. Identify opportunities for downtown businesses / property owners to contribute to costs (such as via a tax assessment)
6. Amend existing off-street parking requirements for new and intensified developments



LEGEND

-  PRIMARY STUDY AREA
-  PUBLIC PARKING LOCATIONS
-  ADA PARKING LOCATIONS
-  01 BLOCKS (AS DEFINED BY 2018 PARKING MANAGEMENT PLAN)

PREVIOUS PLAN SUMMARY

RELATED PLANNING DOCUMENTS (CONTINUED)

With the movement and success of many of these previous plans, Brighton is poised to make significant headway on creating a revitalized Downtown Public Realm. Understanding where these previous plans were successful and seeing where improvements can be made will inform the recommendations laid out in this study. As with a rapidly changing world, some of the recommendations made previously may be adjusted to reflect current needs or expected future trends.



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EXISTING CONDITIONS ANALYSIS

PUBLIC REALM

The public realm is arguably one of the largest factors in a successful downtown. This study of the public realm focuses on community assets, pedestrian-centered connectivity, and pedestrian experiences, shown in Map 1. The next section and corresponding map will discuss other transportation and mobility opportunities and constraints that expand slightly further from our primary study area.

Community Assets

With such a rich history in Brighton, the Downtown area has identified a large majority of the buildings within our study area as having historical significance. Branding for the downtown area is specifically tailored to this through the coined “Historic Downtown Brighton” - and many of the civic buildings and facilities within this area place emphasis on that. As shown on Map 1, many of these community assets (such as the library, the armory, and the arts center) are centrally located to the Downtown and provide opportunities for activation year-round.

Parks & Public Spaces

Similar to the Community Assets, the Downtown area hosts two parks / public spaces – a small park space at Main and Cabbage to the north and Founders Plaza, which is centrally located. Founders Plaza, recently completed, helps reinforce the “Historic Downtown Brighton” brand with a large mural on the neighboring building while giving space to the community that complements the forward-thinking branding that the City of Brighton has recently adopted.

Pedestrian Experiences and Connectivity

A busy downtown brings pedestrians in...and entices them to stay. Improving the public realm to create a more inviting space for pedestrians is a key component in revitalizing Brighton’s downtown. Currently, the main thoroughfare through Downtown is a busy two-way street with parking on both sides and narrow sidewalks adjacent to traditional main street storefronts. Many businesses utilize alternative entrances to their buildings that come from a disconnected system of sidewalks or “back of house” locations. Improvements should be made to fill in connectivity gaps, introduce traffic calming

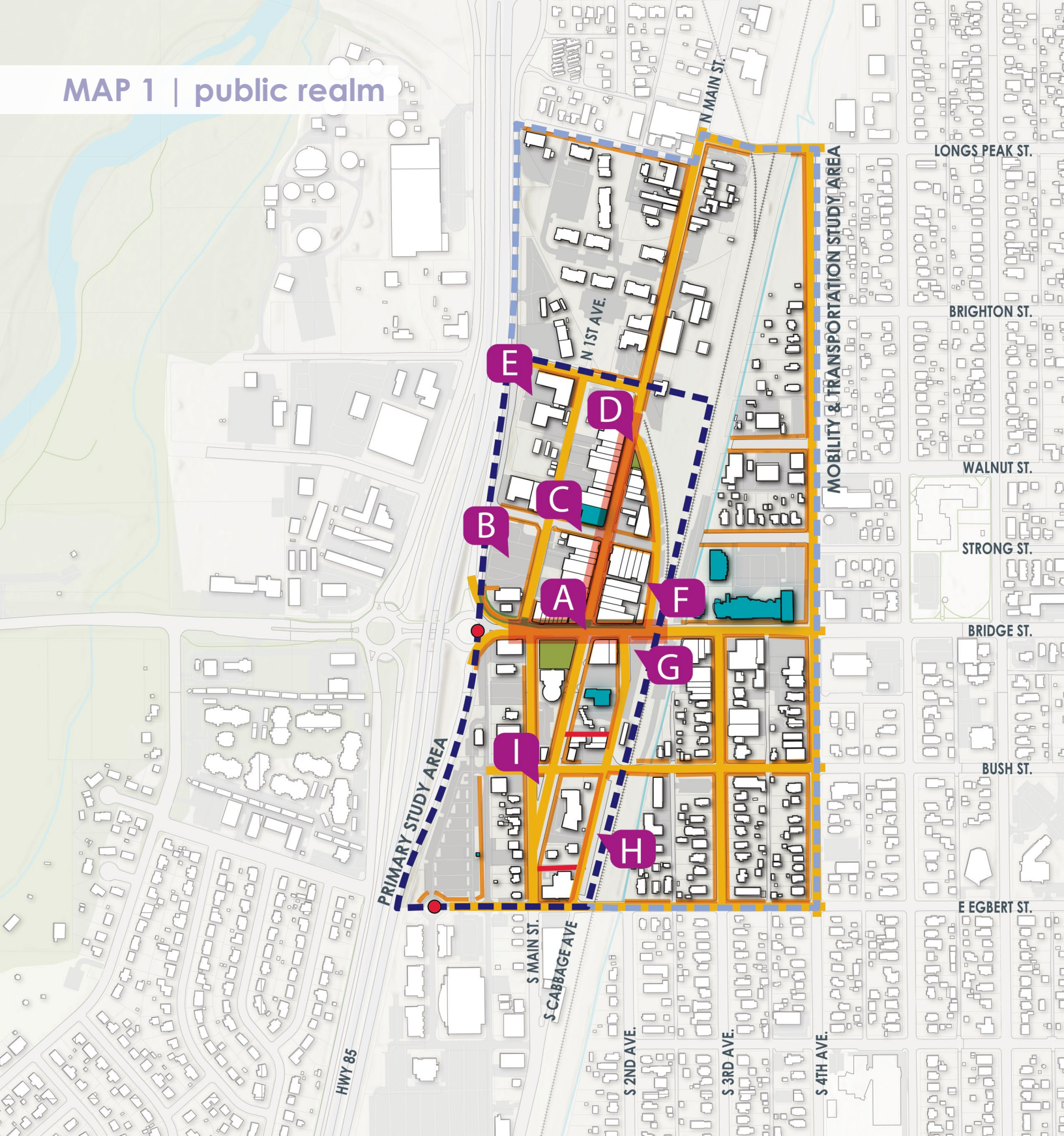
measures and/or reroute specific types of traffic, further expand on landscaping and furnishings, and a multitude of other options that will be explored in the next section.

Areas of Opportunity

Shown on Map 1 are a series of opportunity areas that have been identified as strategic locations for downtown public realm improvements.

- A. Main & Bridge Intersection** (*major intersection into downtown*)
- B. Public Parking Lot** (*adjacent to downtown businesses*)
- C. Strong Street** (*connection point from major parking lot to downtown businesses*)
- D. Intersection of N. Main & N. Cabbage** (*conflict area*)
- E. Intersection of Freedom Way & Great Western Road** (*connection out of downtown*)
- F. Alley** (*connects N. Cabbage parking to Main Street business fronts*)
- G. Bridge & Cabbage** (*conflict area*)
- H. Parking along S. Cabbage** (*underutilized space*)
- I. Main / 1st / Bush Intersection** (*underutilized space*)

MAP 1 | public realm



LEGEND

-  PRIMARY STUDY AREA
-  CIRCULATION STUDY AREA
-  TWO-WAY TRAFFIC
-  ONE-WAY TRAFFIC
-  TRAIL
-  SIDEWALK
-  COMMUNITY ASSET
-  PARKS & PUBLIC SPACES
-  GATEWAY
-  AREA OF OPPORTUNITY
-  AREA WITH SIGNIFICANT CONSTRAINT

EXISTING CONDITIONS ANALYSIS

TRANSPORTATION NETWORK

The design and operation of a transportation network directly influences safety and accessibility for all users. Improved safety and accessibility support economic activity and the efficient movement of people and goods. The following analysis provides insight into current travel patterns, safety conditions, and areas requiring infrastructure improvements to support a safer and more efficient transportation network for Downtown Brighton.

Traffic Volumes & Vehicle Classification

Traffic data retrieved from Urban SDK in November 2024 shows that Bridge Street is the busiest road in the study area, with over 20,000 vehicles per day (vpd). Main Street (between Bridge and Cabbage) and Fourth Avenue (south of Bridge) also carry significant volumes, averaging 10,000 vpd while other roads in the project area typically see less than 5,000 vpd.

In February 2024, two speed bumps were installed on Main Street between Bridge Street and Cabbage Avenue. Post-installation traffic counts taken in March 2024 show a 13% reduction in daily traffic volumes on Main Street, with even greater reductions during peak hours. The distribution of vehicles also changed, showing an increase in passenger cars and a decline in single and multi-unit trucks. The traffic volumes shown on Map 2 are representative of these reduced volumes.

Vehicle Speeds

Speed data collected on Main Street, before and after the speed bump installation, showed that the installation of speed bumps had a dramatic effect on average speeds and enforceable violations. The average speed for northbound vehicles dropped from 20 mph to 9 mph, the southbound average speed dropped from 24 mph to 10 mph, and enforceable violations fell from 134 to 2 (northbound) and from 2,195 to 3 (southbound).

Data collected from Urban SDK in November 2024 confirmed that most vehicles driving through Downtown Brighton drive below the posted 25 mph limit. Compliance with the posted speed limit is usually measured based on the 85th percentile speed, or the speed at or below which 85% of all vehicles are observed traveling.

The three road segments with the highest 85th percentile speeds are:

- 4th Ave. (between Court & Egbert): 28 mph
- Bridge St. (between Cabbage & 4th): 29 mph
- Main St. (between Cabbage & Longs Peak): 27 mph

Crash Data

Crash data was evaluated in Downtown Brighton between January 1, 2018, and December 31, 2022. During that time frame, one fatal crash was reported in the study area, involving a pedestrian on East Bridge Street near the train tracks. Additionally, five serious injury crashes were reported. Of those, one involved a pedestrian and nearly all of them occurred on higher speed roads in Downtown Brighton, while the vehicle was making or attempting to make a turn. The top five crash hot spots, based on crash frequency, are listed below.

1. Bridge St. & N Main St.: 60 crashes
2. N 4th Ave. & Bridge St.: 46 crashes
3. E Egbert St. & N 4th Ave.: 26 crashes
4. Strong Ave. & N Main St.: 17 crashes
5. N Main St. & Cabbage Ave.: 15 crashes

Transit & Ridership

As seen in Map 2, there are three RTD bus stops located within the project study area and Stop 29203. Table 7 indicates the typical weekday ridership per day by stop.

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EXISTING CONDITIONS ANALYSIS

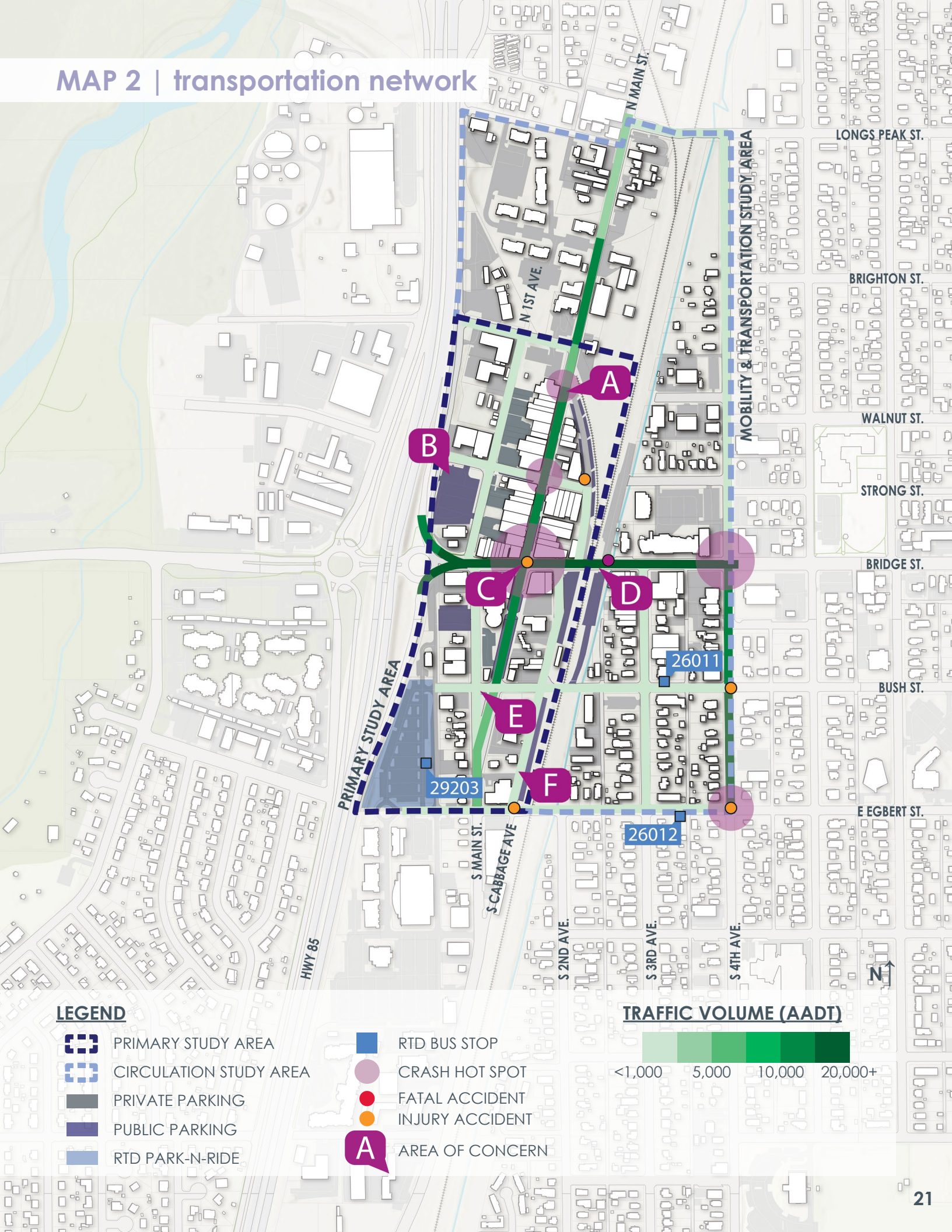
TRANSPORTATION NETWORK (CONTINUED)

Areas of Concern

Map 2 indicates several areas of concern, based on the site walk that was conducted in November 2024. The letters indicate where on the map the concern is located within the study area.

- A. Cabbage & Main Intersection** (*awkward and difficult for drivers to make a left-turn due to sight line issues resulting from on-street parking*)
- B. Public Parking Lot** (*disconnected from downtown; it lacks ADA accessibility due to steep grades on Strong Street, the sidewalk connection on Bridge Street is narrow with no separation from adjacent vehicles, and there are no opportunities for pedestrian connections between Main Street and 1st Avenue*)
- C. Bridge & Main Intersection** (*signal operations allow pedestrians to cross during the left turn vehicle phase causing conflicts between these two roadway users.*)
- D. Railroad Crossing on Bridge** (*congestion and traffic backups on Bridge Street*)
- E. Main / 1st / Bush Intersection** (*awkward and confusing for vehicles and pedestrians to navigate*)
- F. Cabbage Avenue** (*lacks a sidewalk, north of Egbert Street, for safe passage of pedestrians*)

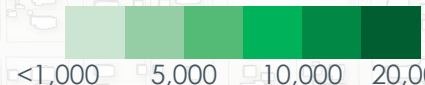
MAP 2 | transportation network



LEGEND

-  PRIMARY STUDY AREA
-  CIRCULATION STUDY AREA
-  PRIVATE PARKING
-  PUBLIC PARKING
-  RTD PARK-N-RIDE
-  RTD BUS STOP
-  CRASH HOT SPOT
-  FATAL ACCIDENT
-  INJURY ACCIDENT
-  AREA OF CONCERN

TRAFFIC VOLUME (AADT)





THE UNIVERSITY OF MICHIGAN
MEDICAL CENTER

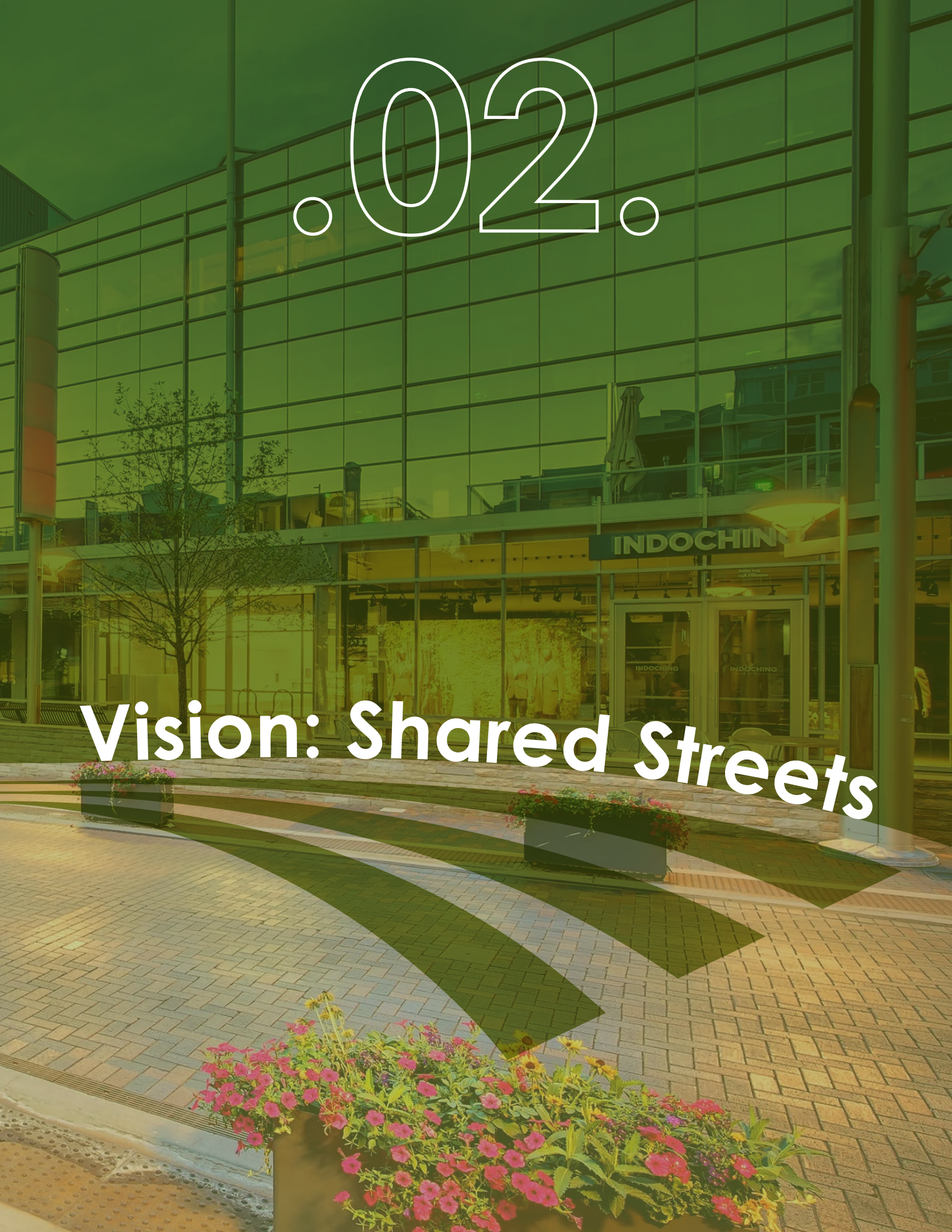
University of Michigan
Medical Center

STOP

OUR MANIFESTO

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Vision: Shared Streets



PROJECT GOALS

BRIGHTON'S DOWNTOWN PUBLIC REALM VISION

Downtown Brighton is a distinct historic downtown that is safe, walkable, sustainable, and welcoming for people of all ages and backgrounds. The rich agricultural heritage and character of Downtown is celebrated through an inviting network of public spaces that enhances community and encourages long-term growth.

GUIDING PRINCIPLES & STRATEGIES

The Downtown Public Realm Improvements Study was initially brought to life with the dream of creating a pedestrian-focused Downtown in Brighton. The City of Brighton staff, City officials, and the consultant team utilized study sessions and workshops to further develop this dream, analyzing current conditions and providing recommendations for investment to create a more pedestrian-friendly and vibrant Downtown.

The following Guiding Principles and their corresponding Strategies create the framework for achieving this vision:

Safe

- Reduce vehicular speeds
- Activate the edges and streetscapes throughout Downtown

Cohesive

- Expand the pedestrian-only public realm
- Connect to nearby assets and amenities
- Link into the broader Front Range network of trails and transit-ways
- Embrace the character and architecture of the historic district

Sustainable

- Encourage walking, biking, and transit through clear, consistent, and beautiful routes
- Install and maintain resilient, adaptable landscapes that are “of the place”
- Explore opportunities for green infrastructure
- Support and promote small businesses to protect economic vitality

Appealing

- Reduce truck traffic along Main Street
- Provide flexible, active public space
- Create incentives for reinvestment and quality development
- Enforce a quiet-zone for train traffic

IMPLEMENTATION PRIORITIES

The Downtown Public Realm Improvements Study considers Downtown Brighton at multiple scales:

1. As part of the greater fabric of the City;
2. As a larger downtown area connected to nearby amenities;
3. As a primary study area for the public realm.

This last scale arms Brighton with an approachable area to study and, most importantly, implement projects that aim to achieve the vision of Downtown Brighton.

In hearing concerns from the community on how best to focus projects, the consultant team worked with the City to create the priority map to the right. The intent of this map is to help allocate resources where they'll have the largest impact.

Priority Blocks

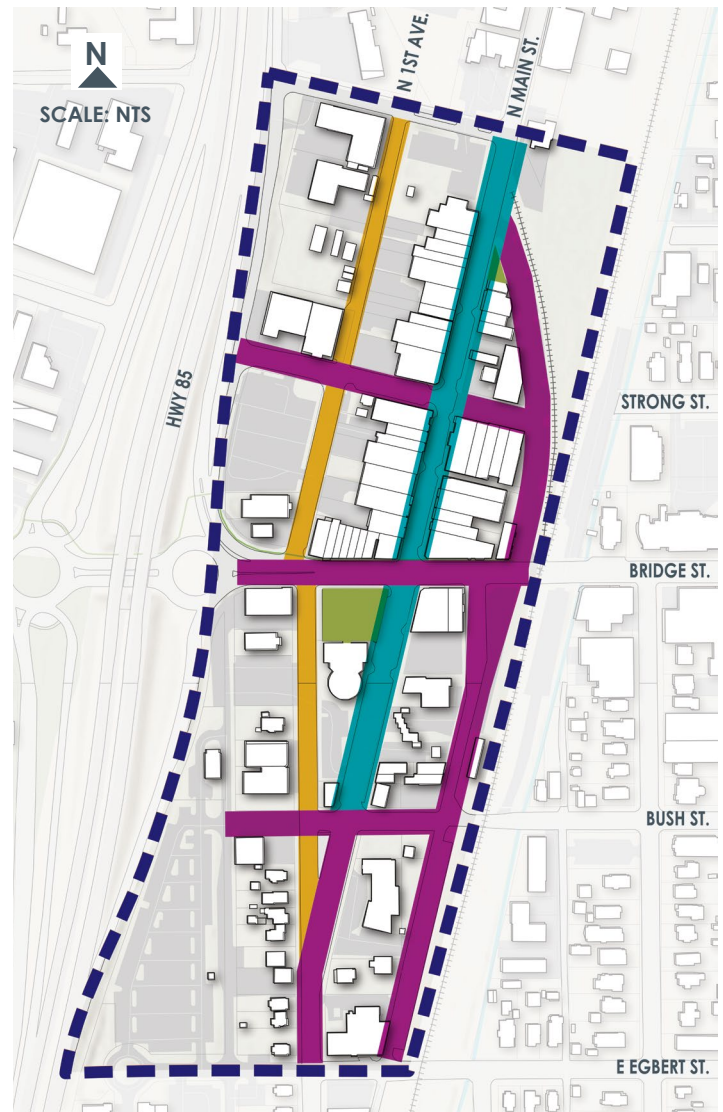
- Main Street - core blocks that connect Founders' Plaza to the first two blocks north of Bridge

Secondary Blocks

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

Tertiary Blocks

- 1st Avenue



LEGEND

-  PRIMARY STUDY AREA
-  EXISTING PUBLIC PARK
-  PRIORITY BLOCK
-  SECONDARY BLOCK
-  TERTIARY BLOCK

SHARED STREETS

VISIONING A VIBRANT BRIGHTON

Once establishing the project vision and goals, the City and consultant team further studied what exactly it would take to create a fundamentally pedestrian-focused Downtown Brighton.

By taking a close look at the existing opportunities - and constraints - of the existing fabric of Downtown, three concepts were developed. Some of the challenges that these options aimed to solve for are listed below:

- Narrow sidewalks
- Unsafe crossings
- Truck traffic on Main Street
- Traffic speeds
- Railroad concerns

The three concepts presented addressed these concerns through altered vehicular circulation patterns, which allowed for prioritizing expanded public spaces, reducing truck traffic and traffic speeds, enhancing economic vitality, and ultimately - a more pedestrian-focused Downtown (see *Appendix for alternative concepts*).

This further exploration was met with an overwhelmingly positive response by residents and business owners in Brighton. Of the options presented to the Community and to the City throughout the study, preference was given to Option 1 - "Shared Streets." With a focus on Main Street and this "shared streets" model, space in Downtown is given back to pedestrians by taking away minimal amounts of parking and expanded the existing public realm. This expansion allows for businesses to open towards Main Street, rather than their back of house areas, and provide safe, activated, and inviting spaces for the community.





A SHARED MAIN STREET

SHARED STREETS

FLEXIBLE SPACES

The Shared Streets model proposes removing parking* from parts of Main Street with a restricted right-of-way and expanding the public realm into that now open space. Also proposed in this design would be a curbless roadway that could be closed for events - while simultaneously slowing traffic and creating enhanced public spaces.

*Accessible parking would be retained as needed, particularly north of Bridge Street.

Pros

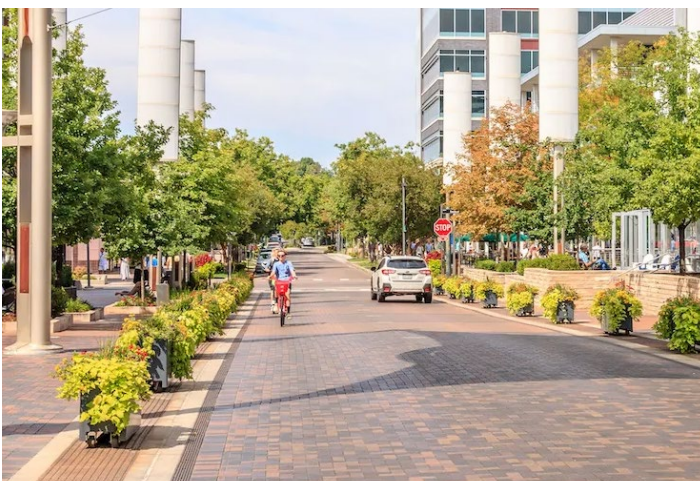
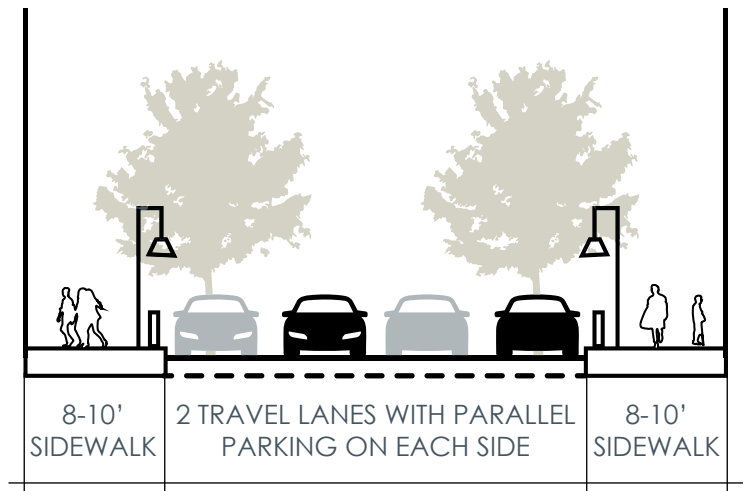
- 20' sidewalks on both sides of Main St.
- Traffic circulation remains the same
- Curbless design is ideal for events
- Special paving & shared street design slow traffic speeds
- Adds space for trees, seating, outdoor dining, and other amenities

Cons

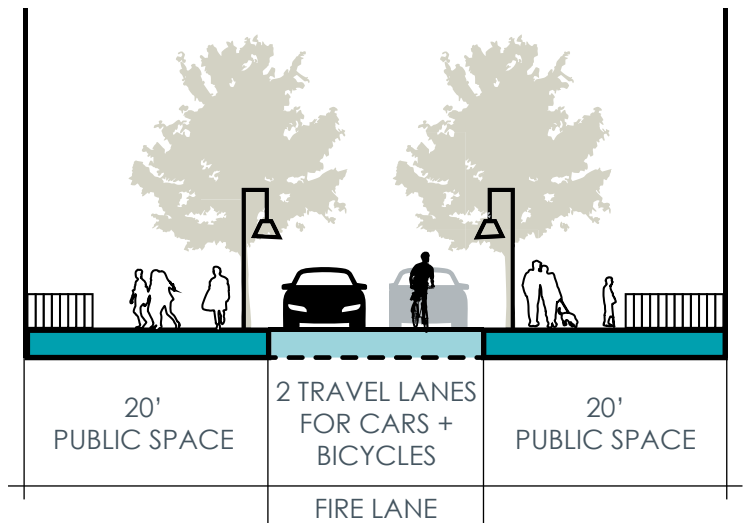
- Removes on-street parking from 2 blocks of Main Street, north of Bridge



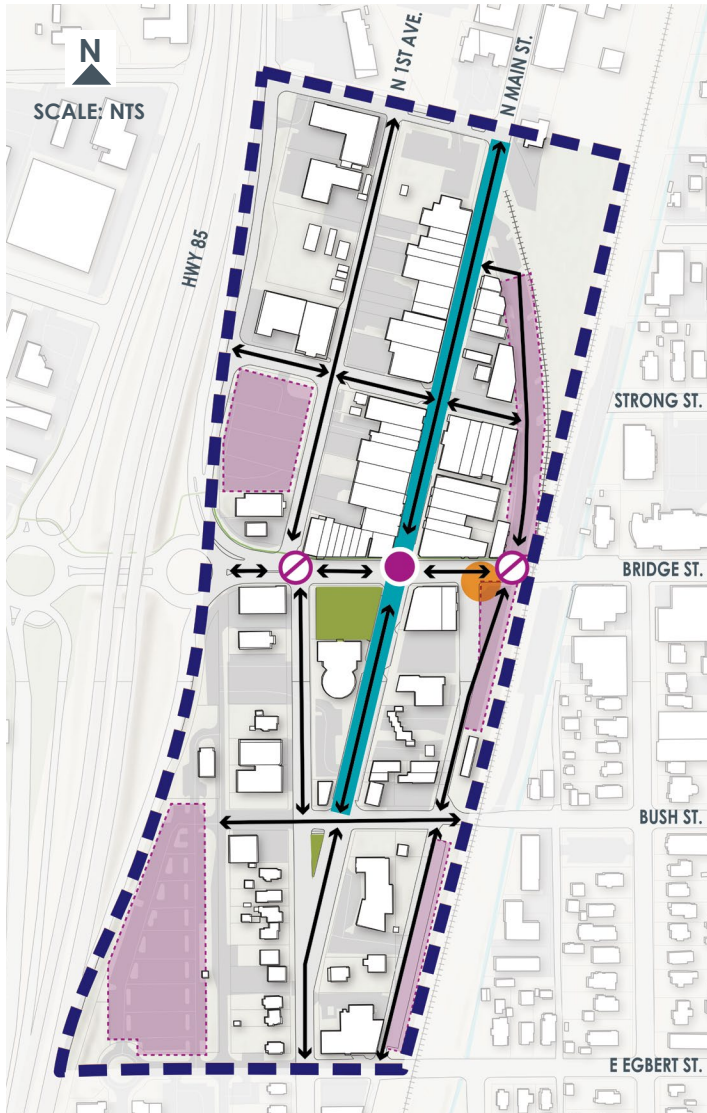
NORTH MAIN STREET (EXISTING CONDITIONS)



FILLMORE STREET (EXAMPLE OF PROPOSED SECTION)



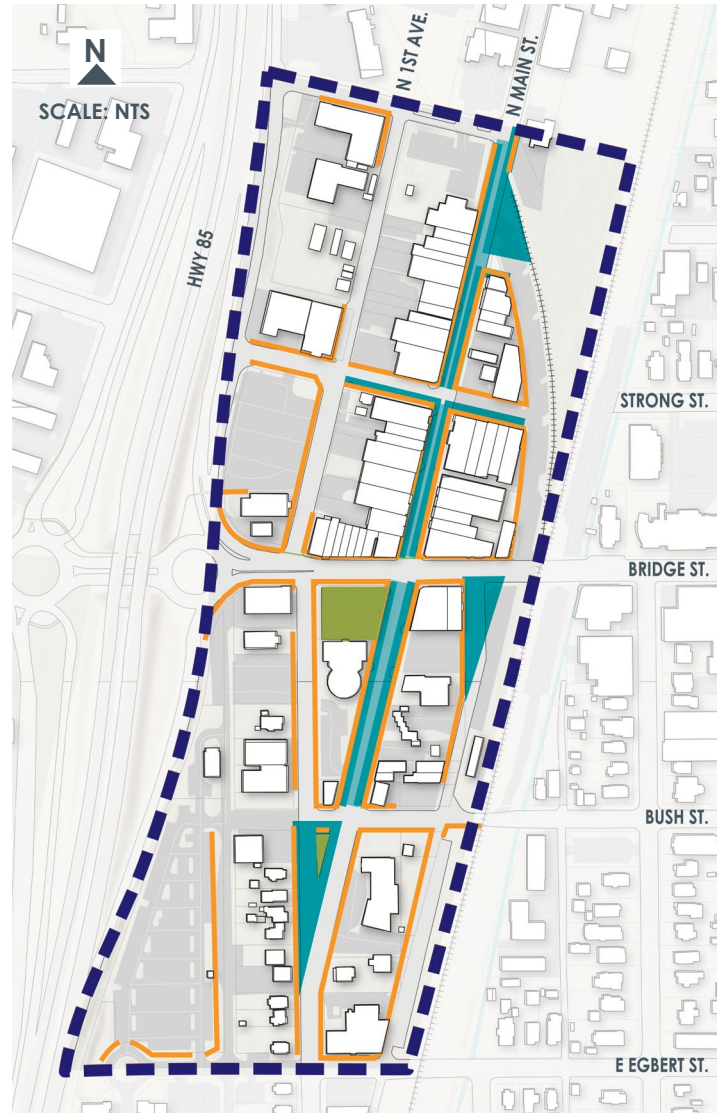
CIRCULATION MAP



LEGEND

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

PUBLIC REALM MAP



LEGEND

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







.03.

Implementation



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RECOMMENDATIONS & NEXT STEPS

INTRODUCTION

This chapter provides a framework for the City to implement recommended improvements from the Downtown Public Realm Improvements Study. This plan should be implemented using a variety of funding sources and partnerships. The goal for full implementation is desired within eight years (by 2033) but many improvements can be realized in a shorter time frame.

The implementation matrix in this chapter should be used to track progress over-time. It is organized in three sections:

- 1. Short-Term Projects (2025-2028)** - these projects take less financial resources and are more geared toward design of larger projects, activation, wayfinding, and marketing programs to enhance the experience of Downtown Brighton. These should have immediate focus of resources and should include projects that can be accomplished within the next two years.
- 2. Medium-Term Projects (2025-2030)** - these projects will take longer to implement and include the construction of major streetscape elements, rebuilding of Main Street, and secondary phases of bicycle facilities and alleys. Design work should begin as soon as funds are available with the goal of accomplishing build-out within 4-5 years.
- 3. Long-Term Projects (2025-2033)** - these projects require ongoing support and/or should be completed as resources and funding become available.

The matrix and timelines suggested are guidelines for the city to assemble and prioritize resources. Items are subject to change at the city's discretion and dependent on funding and resources availability.

For the purposes of this document, cost implications as indicated on the following pages are shown with a number of "\$" rather than true numbers. Further study will be required on all recommended projects to determine true costs. The chart below is meant to give an idea of where a project may fall within the indicated ranges, with the caveats that these costs are subject to change based on timeline, material costs, inflation, design, planning, and many other variable factors.

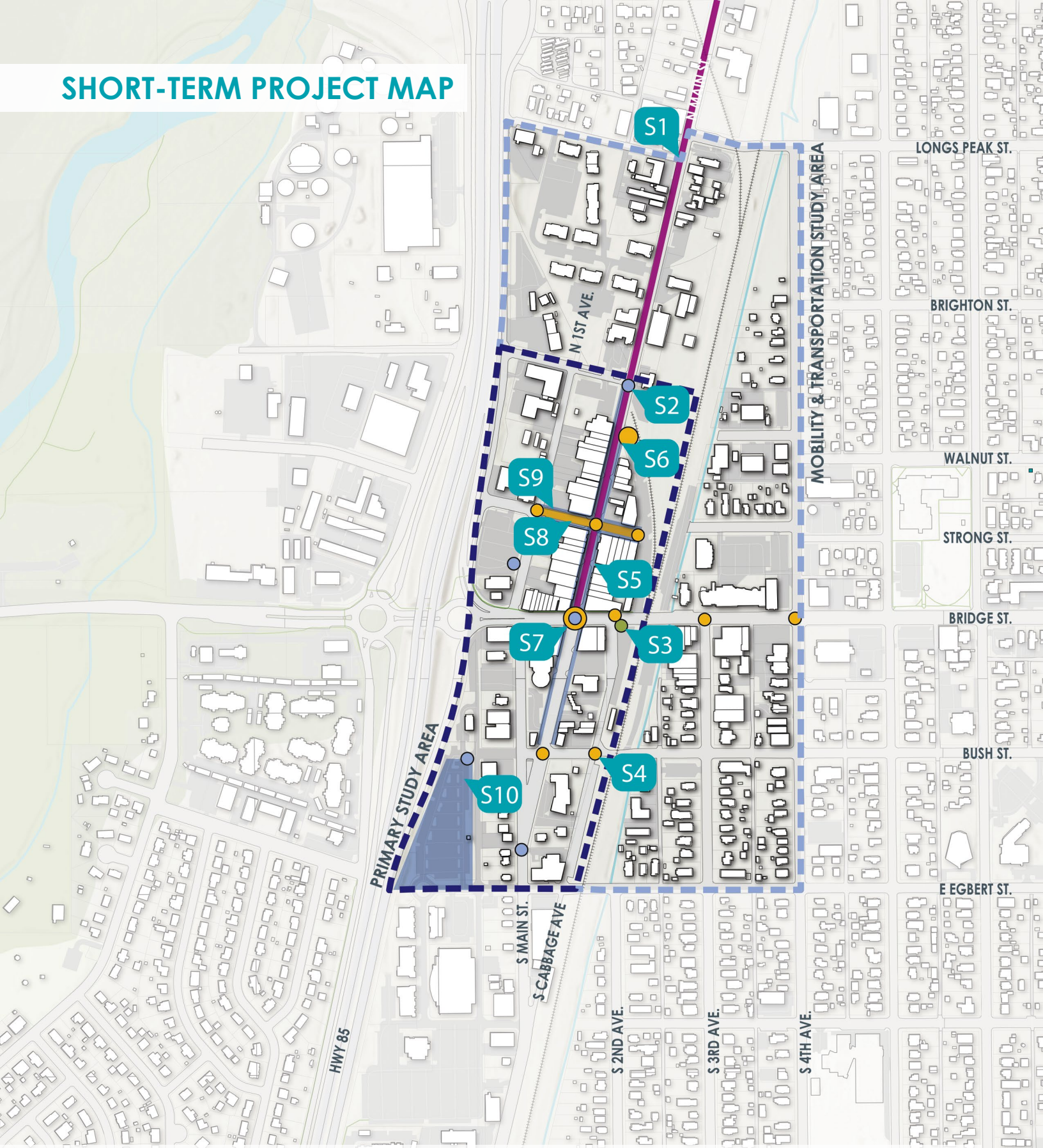
Cost Implication Symbol	Project Cost Estimate (subject to change)
\$	\$0-\$99,999
\$\$	\$100,000-\$249,999
\$\$\$	\$250,000-\$999,999
\$\$\$\$	\$1,000,000+

RECOMMENDATIONS & NEXT STEPS

SHORT-TERM PROJECTS (2025-2028)

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

SHORT-TERM PROJECT MAP



LEGEND



STUDY AREA



PROJECT NUMBER
(REFERENCE CHART TO THE LEFT)



"SAFE" PROJECTS



"SUSTAINABLE" PROJECTS



"COHESIVE" PROJECTS



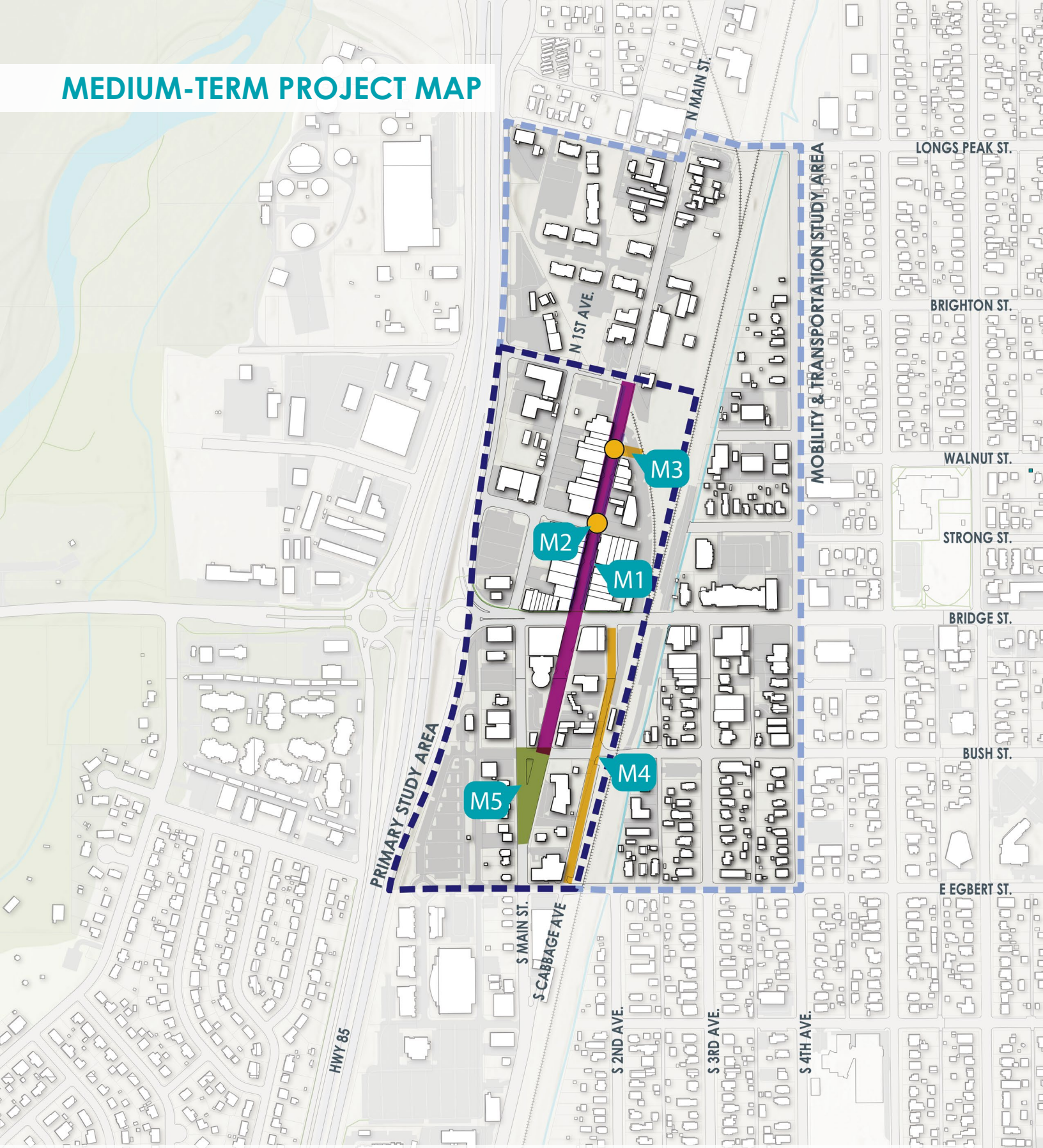
"APPEALING" PROJECTS

RECOMMENDATIONS & NEXT STEPS

MEDIUM-TERM PROJECTS (2025-2030)

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

MEDIUM-TERM PROJECT MAP



LEGEND



STUDY AREA



PROJECT NUMBER
(REFERENCE CHART TO THE LEFT)



"SAFE" PROJECTS



"SUSTAINABLE" PROJECTS



"COHESIVE" PROJECTS



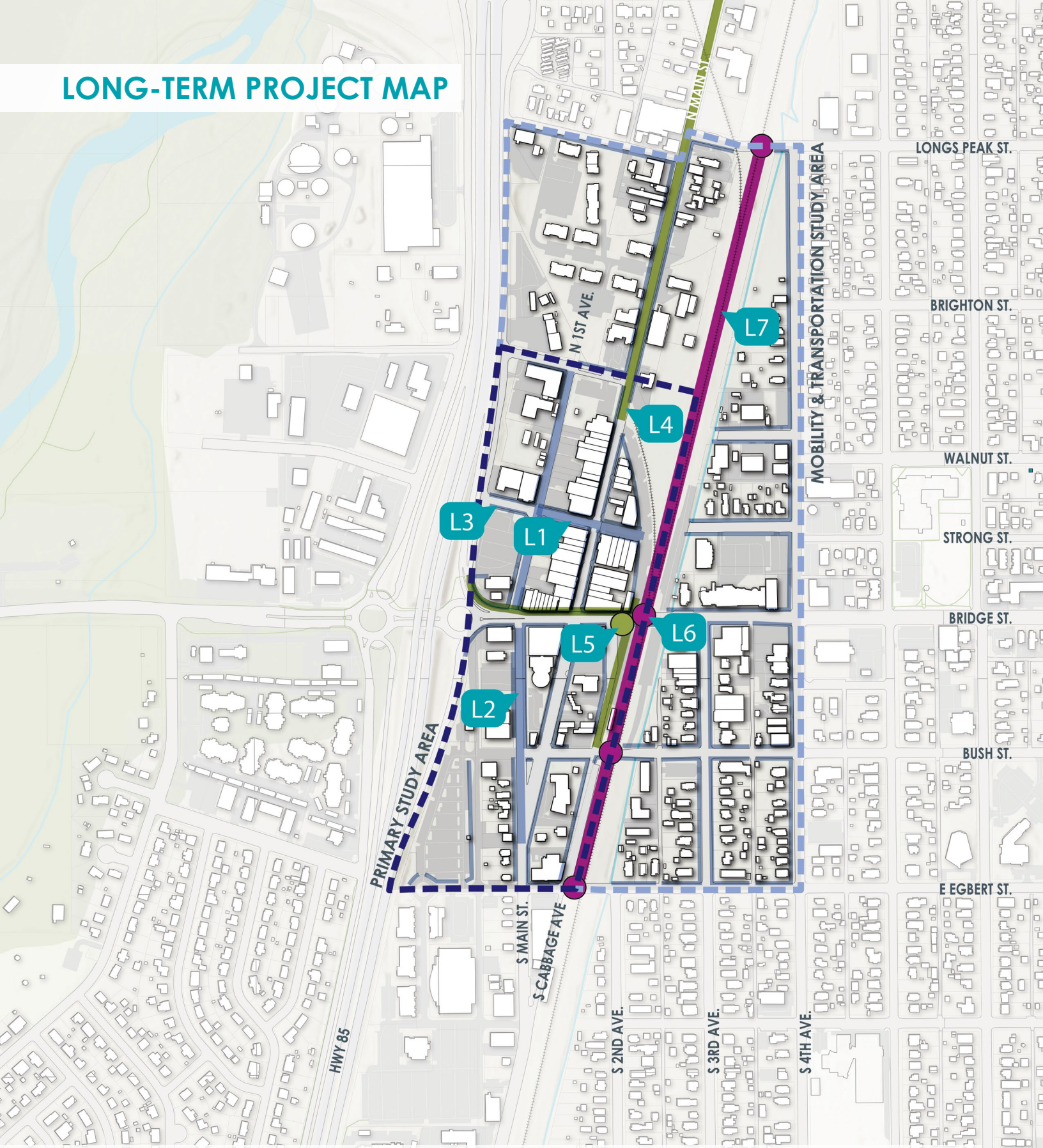
"APPEALING" PROJECTS

RECOMMENDATIONS & NEXT STEPS

LONG-TERM PROJECTS (2025-2033)

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

LONG-TERM PROJECT MAP



LEGEND



STUDY AREA



PROJECT NUMBER
(REFERENCE CHART TO THE LEFT)



"SAFE" PROJECTS



"SUSTAINABLE" PROJECTS



"COHESIVE" PROJECTS



"APPEALING" PROJECTS

TICE
VIDEO SURVEILLANCE
IN USE ON
THESE PREMISES
ISO
ESTE RECENTO
DE UTILIZACI
DE VIDEOS



.04.



Appendix



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APPENDIX CONTENTS

TRUCK TRAFFIC MAP	48
ALTERNATIVE CONCEPTS	50
PUBLIC ENGAGEMENT SUMMARY	54
PUBLIC ENGAGEMENT SURVEY RESULTS	60

TRUCK TRAFFIC MAP

CORRECTING CONFLICT

Thriving downtowns are picturesque - buzzing with activity, people meandering about, and the scents of a busy dining scene filling the air. Not pictured? Exhaust fumes and air pollution wafting from large trucks cruising through the heart of a downtown.

Unfortunately, those large trucks are prominent in Downtown Brighton - and unnecessarily so. The map to the right shows the City's official truck traffic routes in orange, while the Downtown Public Realm study area boundary highlights a thick red line going down the center on Main Street. This red line represents the route that many trucks are taking from Highway 2 to Bridge Street (and vice versa), rather than the designated route that utilizes Highway 85.

Concern from residents, business owners, Council members, and other people within Brighton have shown that truck traffic on Main Street is a problem. These trucks (large haulers, 18-wheelers, and the link) are loud, spew fumes, create unwelcoming spaces for pedestrians, and are simply too large to be there. The current roadways and intersections through this study area are not designed to accommodate these vehicles, particularly with their turning radii at intersections, and cause conflicts from holding up traffic to even damaging the existing public realm.

Recommendations earlier in this document give the City of Brighton a game plan in which to enact stricter regulations about the types of traffic allowed on Main Street, from placing signage, enforcing the existing routes, and designing smaller roadways to naturally deter large trucks from driving through Downtown.

ALTERNATIVE CONCEPTS

ONE-WAY TO MAIN

The One-Way to Main model proposed a one-way Main Street, with the section north of Bridge traveling south and the section south of Bridge traveling north.

Pros

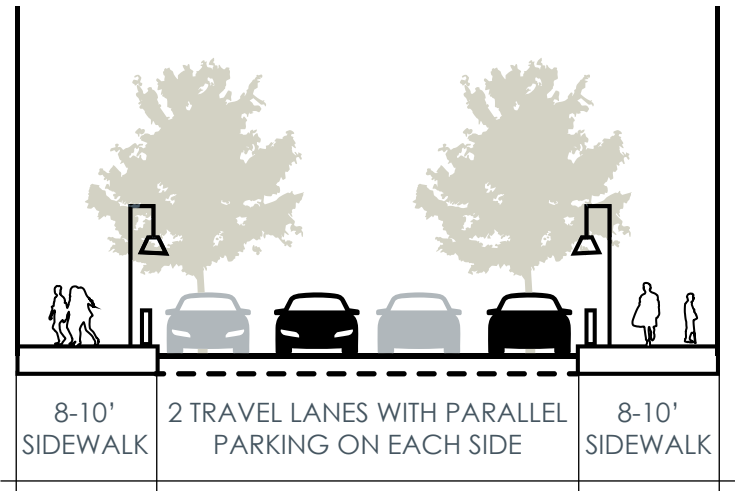
- 15' sidewalks on both sides of Main St.
- Parking along Main St. is retained on one side of street with separation from travel
- Roll curb cycle-track provides safe bike travel
- Tightened traffic lane, parking, and cycle-track slow speed
- Adds space for trees, seating, outdoor dining, and other amenities

Cons

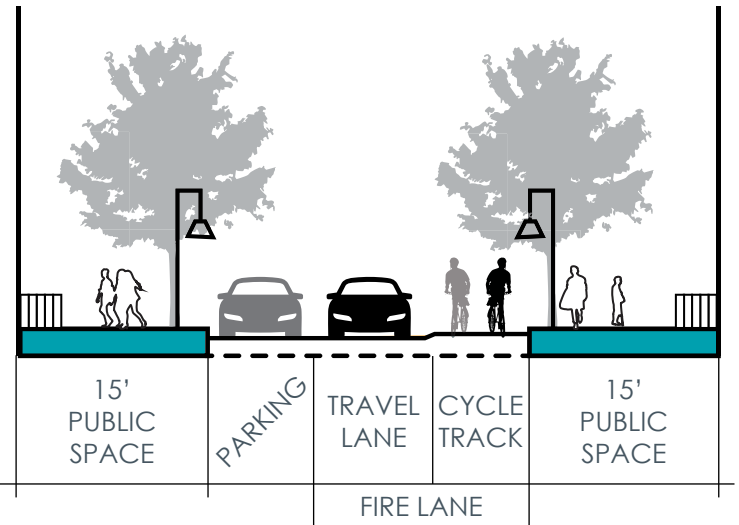
- Removes parking on one side of Main Street
- Requires new traffic pattern



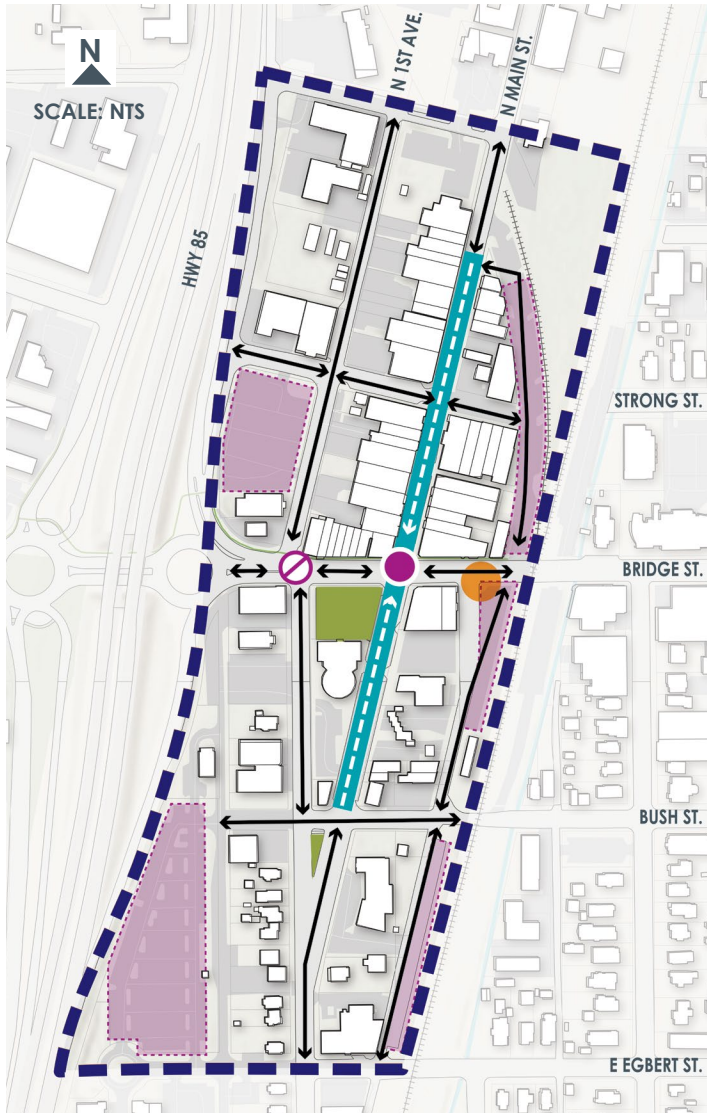
NORTH MAIN STREET (EXISTING CONDITIONS)



EXPANDED PUBLIC REALM EXAMPLE



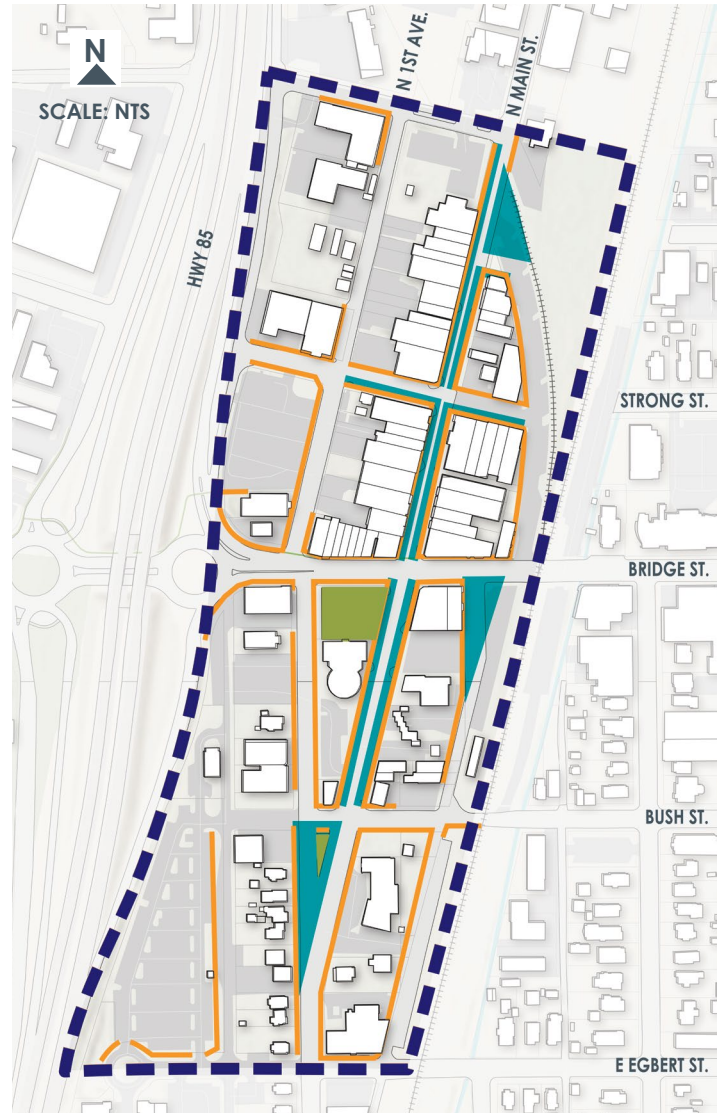
CIRCULATION MAP



LEGEND

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

PUBLIC REALM MAP



LEGEND

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

ALTERNATIVE CONCEPTS

ONE-WAY ALTERNATIVES

The One-Way Alternatives model proposed altering Main Street and Cabbage Street to be a one-way couplet, with one lane of travel per road, parking on one side, and a cycle-track.

Pros

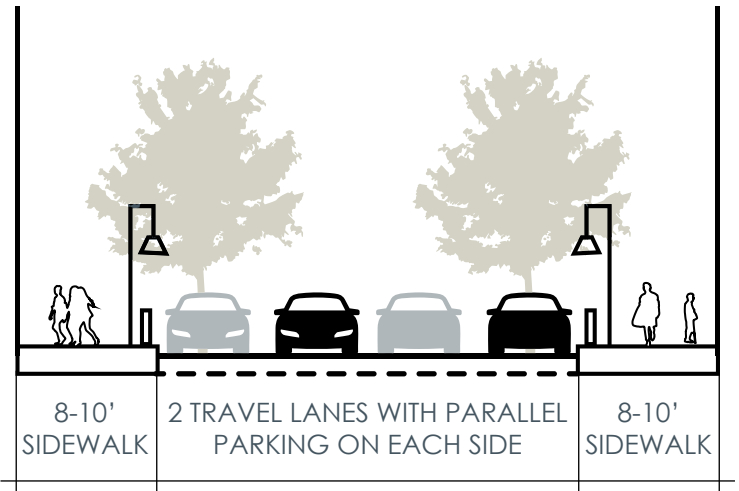
- 15' sidewalks on both sides of Main St. and Cabbage Avenue
- Parking along Main St. and Cabbage Ave. is retained on one side of street with separation from travel
- Roll curb cycle-track provides safe bike travel
- Tightened traffic lane, parking, and cycle-track slow speed
- Adds space for trees, seating, outdoor dining, and other amenities

Cons

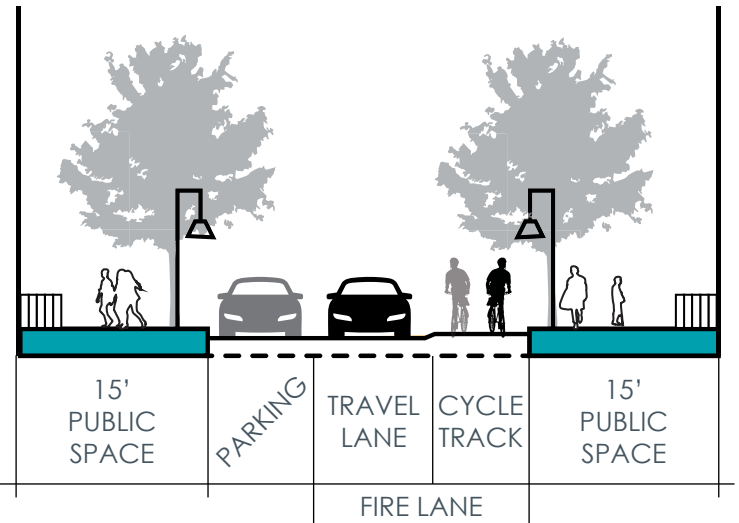
- Removes parking on one side of Main St. and Cabbage Ave.
- Requires new traffic pattern
- Requires coordination with Railroad`



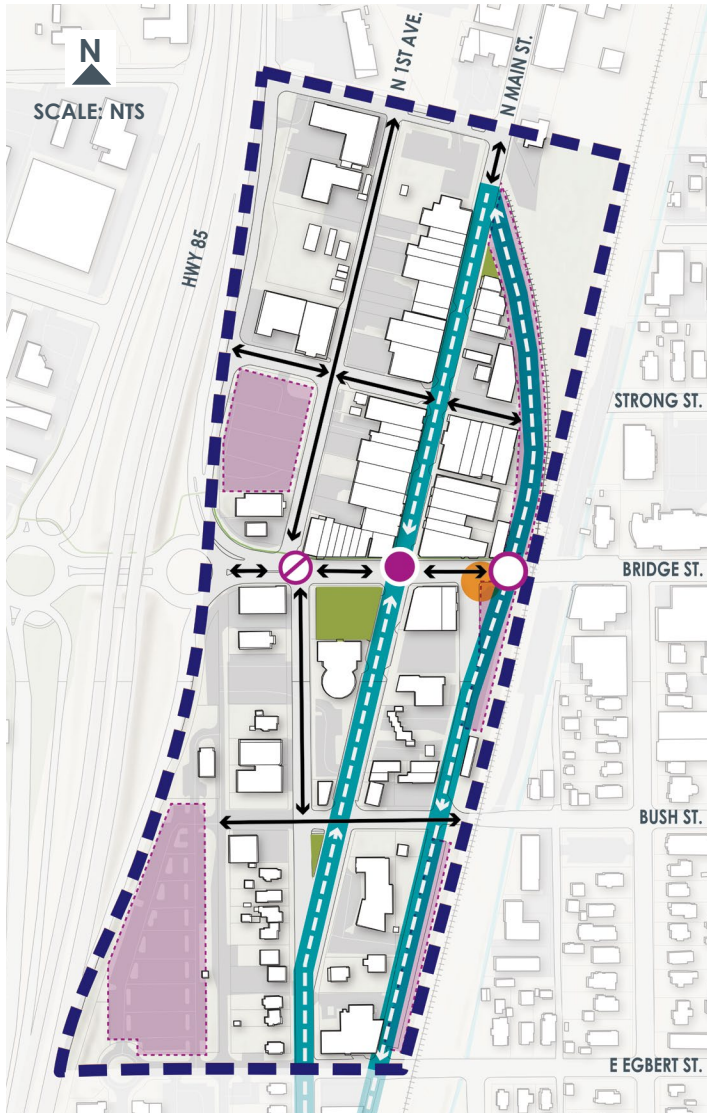
NORTH MAIN STREET (EXISTING CONDITIONS)



EXPANDED PUBLIC REALM SECTION



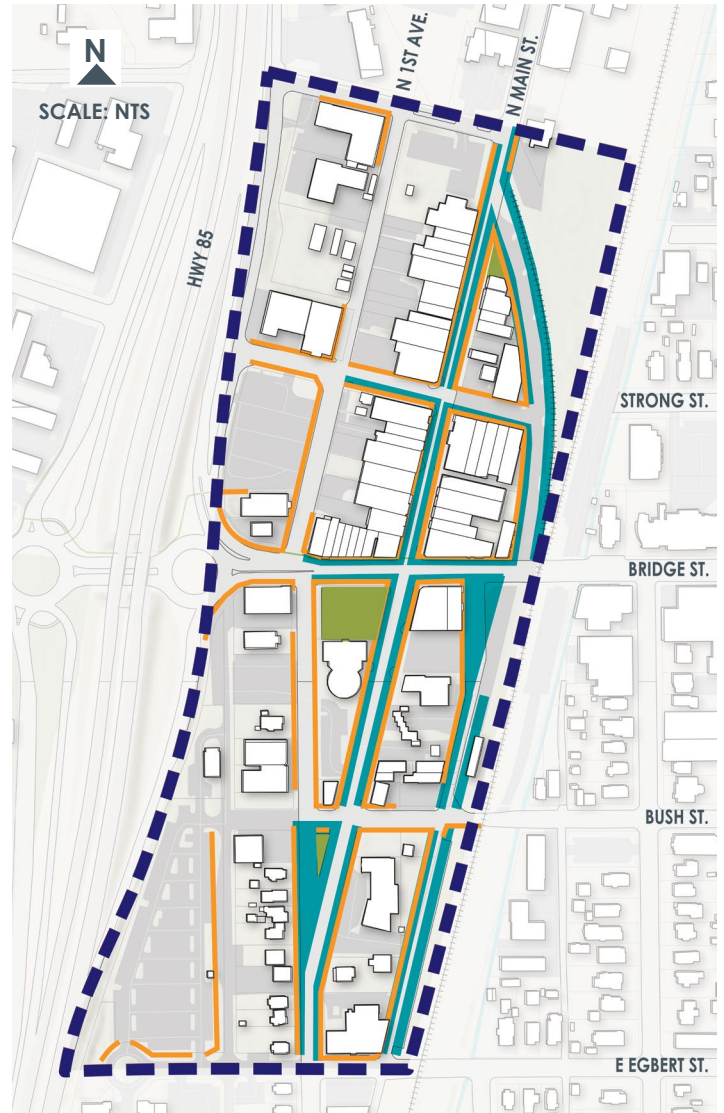
CIRCULATION MAP



LEGEND

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

PUBLIC REALM MAP



LEGEND

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

PUBLIC ENGAGEMENT SUMMARY

DOWNTOWN OPEN HOUSE & CORRESPONDING SURVEY

In March 2025, the City and consultant team participated in an open house event called “Visions of a Brighter Downtown” that showcased several projects that are ongoing within Downtown Brighton, listed below:

- Downtown Development Authority (DDA)
- Downtown Public Realm Study
- Brighton Core City Circulation Study
- Brownfields Grants Project
- Boulder to Brighton Bus Rapid Transit (BRT)
- Micro-Transit Project
- City’s Comprehensive Plan

This event drew in dozens of attendees from across the City (and beyond!), giving valuable insight to all project teams. The Brighton Downtown Public Realm Study drew a lot of attention and the planning team was able to discuss the project in depth with residents, answering questions and alleviating concerns specific to the scope of the project.

By the end of the open house, the public had given a clear preference for Alternative 1, *Shared Streets*, which was strengthened further through a follow-up survey that ran online for several weeks following the event for anyone that could not attend in person. Both English and Spanish surveys were made available to the public, with approximately 40 responses gathered specifically from the English survey.

Boards presented at the open house are on the next 5 pages (pages 55-59). Detailed survey results follow on pages 60-72.

Brighton Downtown: *Public Realm Improvement Study* Centro de Brighton: *Estudio para Mejorar el Espacio Público*

What is this project?

An analysis of current conditions and recommendations for investment to create a more pedestrian-friendly and vibrant Downtown.

¿De qué trata el Proyecto?

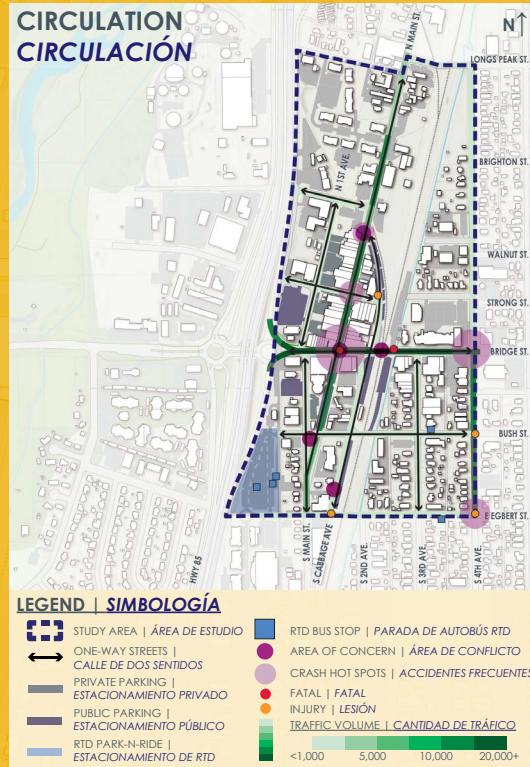
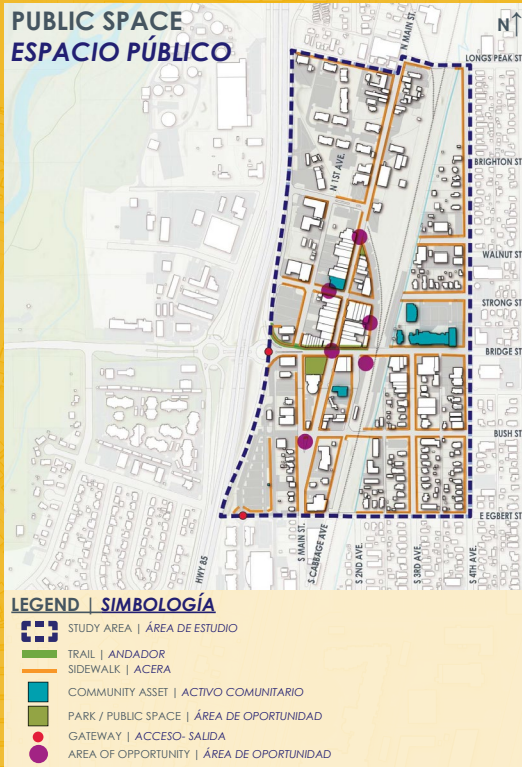
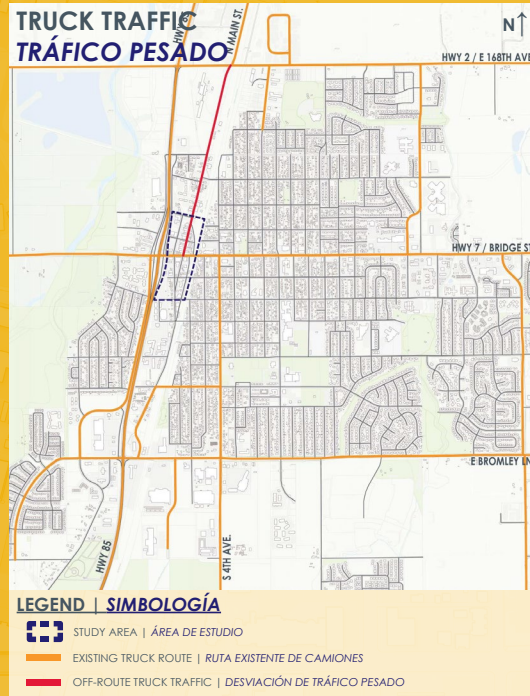
El proyecto hace un análisis de las condiciones actuales del Centro de Brighton y da recomendaciones para inversión, con el fin de crear un área más vibrante y amigable para el peatón.

What are the challenges?

- Narrow sidewalks
- Unsafe crossings
- Truck traffic on Main Street
 - Traffic speeds
 - Railroad concerns

¿Cuáles son los desafíos?

- Aceras estrechas
- Cruces peatonales peligrosos
- Tráfico de camiones en Main Street
 - Velocidades de tráfico
 - Inquietudes por vía de tren.



Brighton Downtown: *Public Realm Improvement Study*

Centro de Brighton: *Estudio para Mejorar el Espacio Público*

What are the project goals?

- A pedestrian-focused Downtown
 - Expanded public space
 - Reduced truck traffic
 - Reduced traffic speeds
 - Economic vitality

How is this happening?

This study presents three (3) concepts for prioritizing and expanding pedestrian and public space in Downtown through a variety of circulation changes. Your input on these concepts will help guide future recommendations and investment.

¿Cuáles son los objetivos del proyecto?

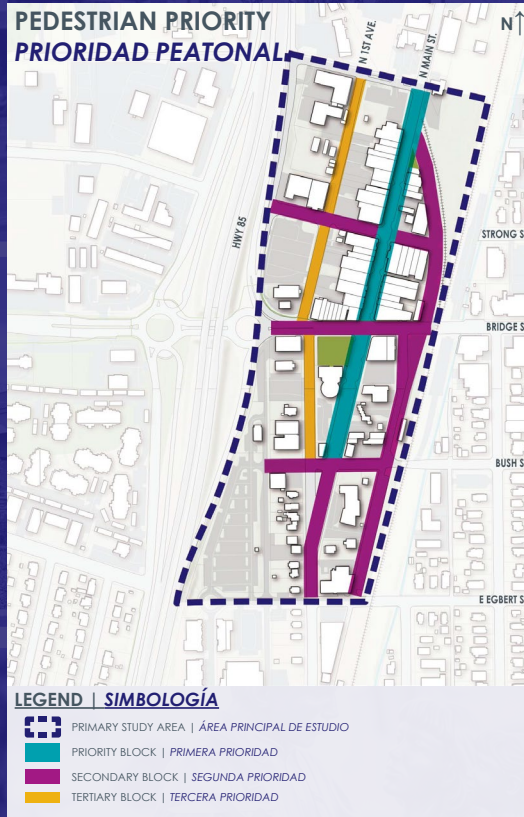
- Un Centro enfocado en los peatones
 - Ampliación del espacio público
 - Reducción de tráfico pesado
 - Reducción de velocidades de tráfico
 - Vitalidad económica

¿Cómo se llevará a cabo?

Este estudio presenta tres (3) conceptos para priorizar y expandir el espacio peatonal y público en el Centro mediante diversos cambios en la circulación. Tu opinión sobre estos conceptos ayudará a guiar las futuras recomendaciones e inversiones.

Talk to our team, ask questions, and use stickers to **vote on your favorite ideas!**

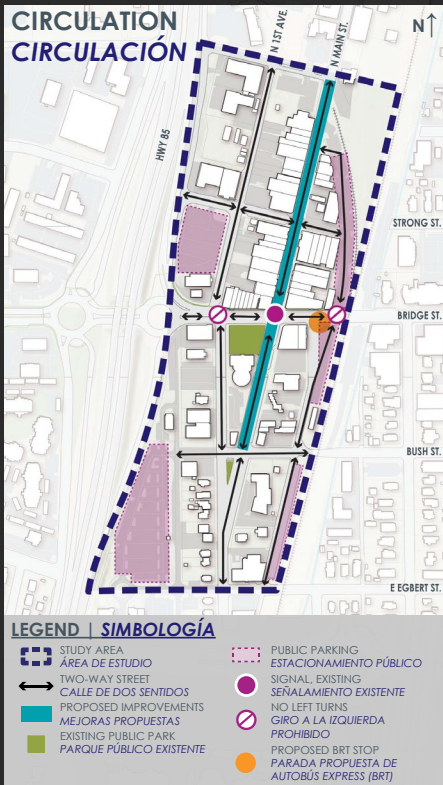
¡Habla con nosotros, pregúntanos y usa las etiquetas para **votar por tus ideas favoritas!**



ENLACE A ENCUESTA

1 | Shared Street

1 | Calle Compartida



PROS

- 20' wide sidewalks on both sides of Main Street
Aceras de 20' de ancho en ambos lados de Main Street
- Traffic circulation remains the same
La circulación del tráfico permanece igual
- Curbless design is ideal for events
El diseño sin banquetas sobre nivel es ideal para eventos
- Special paving & shared street design slow traffic speeds
El pavimento especial y el diseño de calle compartida reducen la velocidad del tráfico
- Adds space for trees, seating, outdoor dining, and other amenities
Añade espacio para árboles, asientos, mesas en exterior y otras amenidades.

CONS

- Removes 16 on-street parking spaces north of Bridge Street | *Elimina 16 espacios de estacionamiento al norte de Bridge Street*

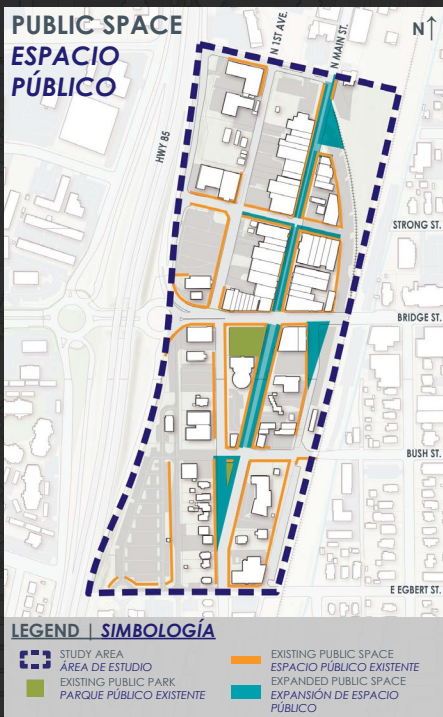
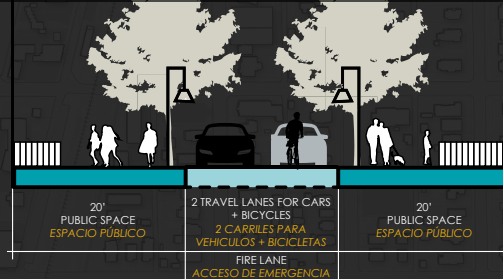
MAIN ST. EXISTING CONDITION (NORTH OF BRIDGE)

MAIN ST. SECCIÓN EXISTENTE (NORTE DE BRIDGE)



MAIN ST. PROPOSED CONDITION (NORTH OF BRIDGE)

MAIN ST. SECCIÓN PROPUESTA (NORTE DE BRIDGE)



SHORT TERM IMPLEMENTATION

IMPLEMENTACIÓN A CORTO PLAZO



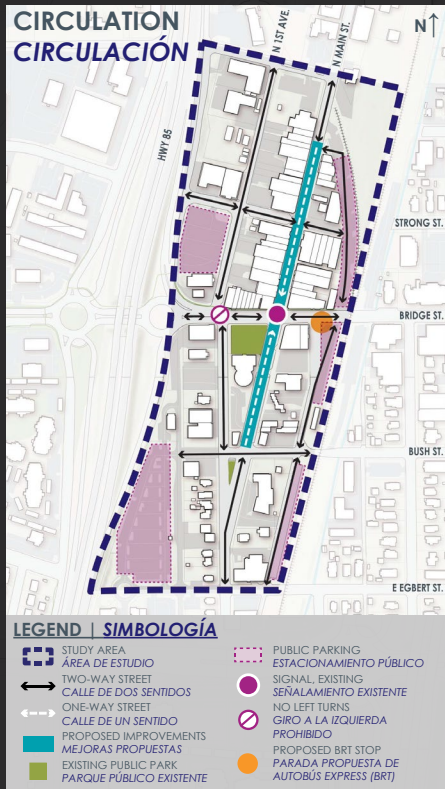
LONG TERM IMPLEMENTATION

IMPLEMENTACIÓN A LARGO PLAZO



2 | One-Way to Bridge

2 | Carril de 1 Sentido hacia Bridge



PROS

- 15' wide sidewalks on both sides of Main Street
Aceras de 15' de ancho en ambos lados de Main Street
- Parking along Main Street is retained on one side of street with separation from travel
El estacionamiento a lo largo de Main Street se mantiene en un lado de la calle con separación del tráfico
- Roll curb cycle-track provides safe bike travel
El carril de bicicleta con borde proporciona seguridad a ciclistas
- Tightened traffic lane, parking, and cycle-track slow speed
El estrechamiento del carril de tráfico, estacionamiento y ciclovia ayudan a reducir la velocidad
- Adds space for trees, seating, outdoor dining, and other amenities
Añade espacio para árboles, asientos, mesas en exterior y otras amenidades

CONS

- Removes parking on one side of Main Street, north of Bridge Street
Elimina estacionamiento en un lado de Main Street al norte de Bridge Street
- Requires new traffic pattern
Requiere nuevo patrón de tráfico

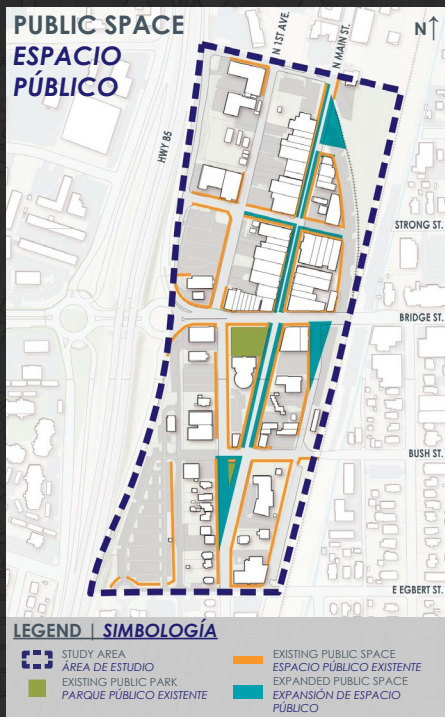
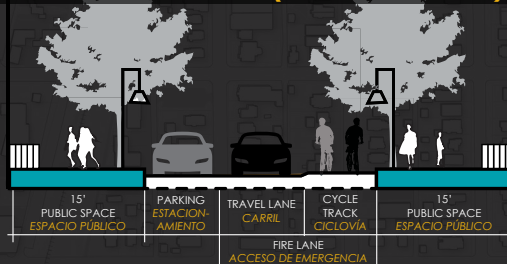
MAIN ST. EXISTING CONDITION (NORTH OF BRIDGE)

MAIN ST. SECCIÓN EXISTENTE (NORTE DE BRIDGE)



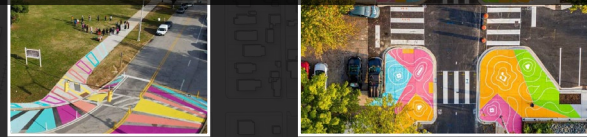
MAIN ST. PROPOSED CONDITION (NORTH OF BRIDGE)

MAIN ST. SECCIÓN PROPUESTA (NORTE DE BRIDGE)



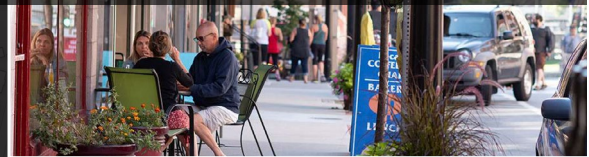
SHORT TERM IMPLEMENTATION

IMPLEMENTACIÓN A CORTO PLAZO



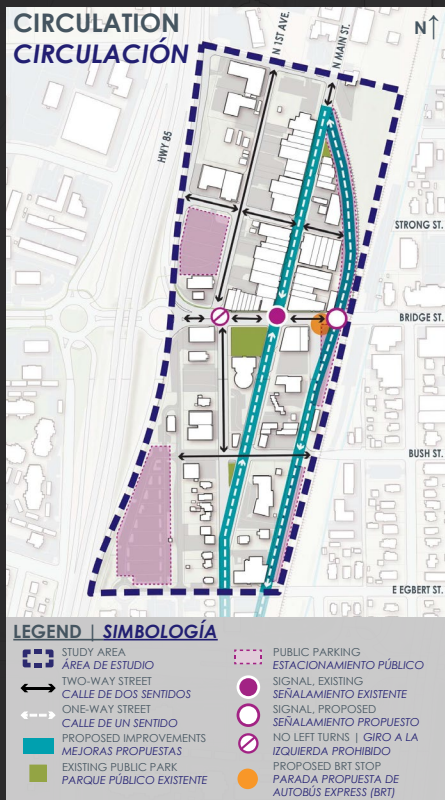
LONG TERM IMPLEMENTATION

IMPLEMENTACIÓN A LARGO PLAZO



3 | One-Way Pairs

3 | Pares de Carril de 1 Sentido



PROS

- 15' wide sidewalks on both sides of Main Street and Cabbage Avenue
Aceras de 15' de ancho en ambos lados de Main Street y la Avenida Cabbage
- Parking along Main Street is retained on one side of street with separation from travel
El estacionamiento a lo largo de Main Street se mantiene en un lado de la calle con separación del tráfico
- Roll curb cycle-track provides safe bike travel
El carril de bicicleta con borde proporciona seguridad al ciclista
- Tightened traffic lane, parking, and cycle-track slow speed
El estrechamiento del carril de tráfico, el estacionamiento y ciclovia ayudan a reducir la velocidad
- Adds space for trees, seating, outdoor dining, and other amenities
Añade espacio para árboles, asientos, mesas en exterior y otras amenidades

CONS

- Removes parking on one side of Main Street and Cabbage Avenue
Elimina estacionamiento en un lado de Main Street y la Avenida Cabbage
- Requires new traffic pattern
Requiere nuevo patrón de tráfico
- Requires coordination with Railroad
Requiere coordinación con vía de tren

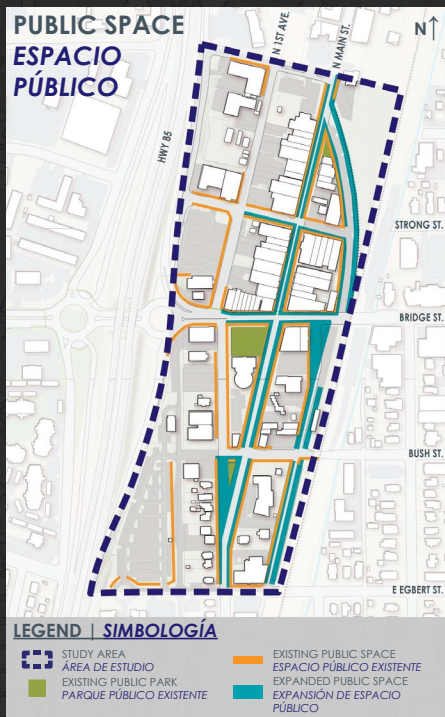
MAIN ST. EXISTING CONDITION (NORTH OF BRIDGE)

MAIN ST. SECCIÓN EXISTENTE (NORTE DE BRIDGE)



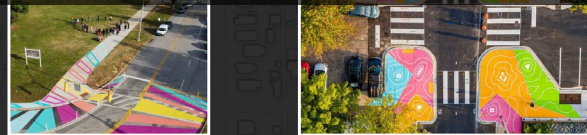
MAIN ST. PROPOSED CONDITION (NORTH OF BRIDGE)

MAIN ST. SECCIÓN PROPUESTA (NORTE DE BRIDGE)



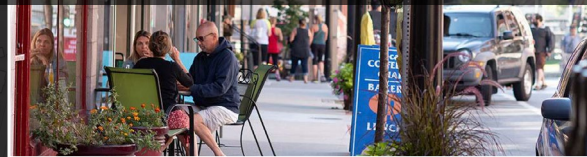
SHORT TERM IMPLEMENTATION

IMPLEMENTACIÓN A CORTO PLAZO



LONG TERM IMPLEMENTATION

IMPLEMENTACIÓN A LARGO PLAZO

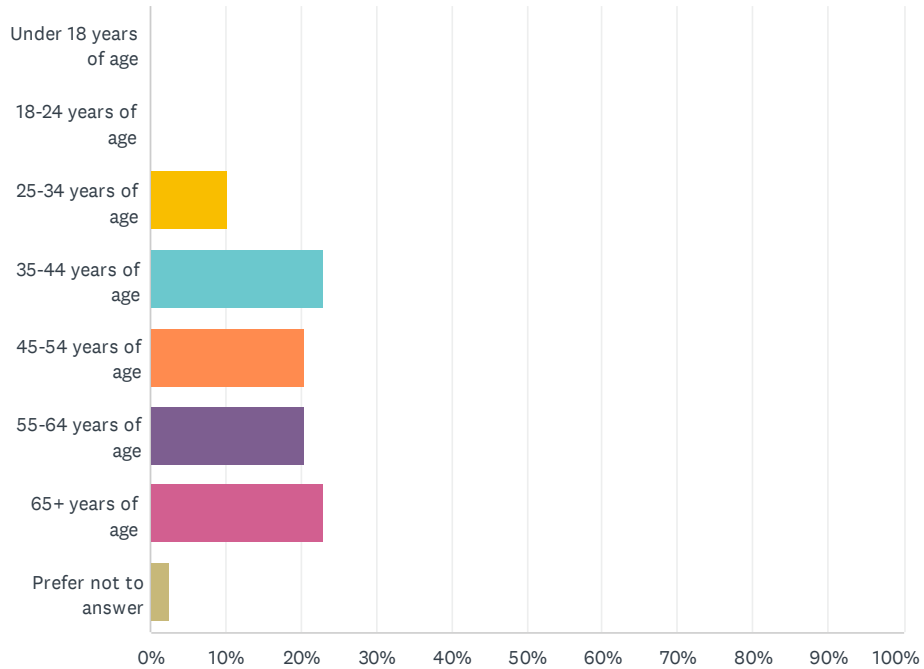


PUBLIC ENGAGEMENT SURVEY RESULTS

SURVEY DATA - QUESTION 1

Q1 Please select the age group that best represents you:

Answered: 39 Skipped: 0



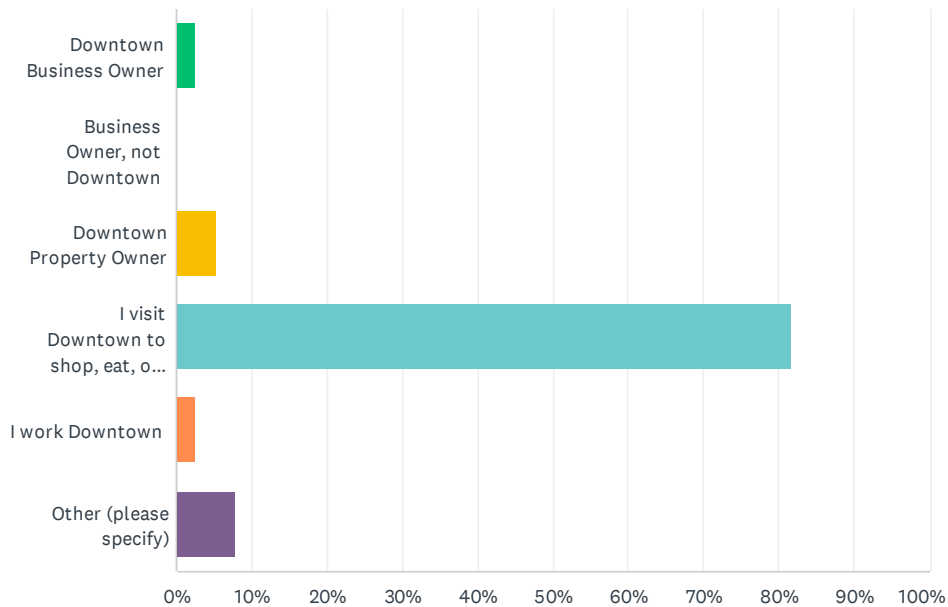
ANSWER CHOICES	RESPONSES
Under 18 years of age	0.00% 0
18-24 years of age	0.00% 0
25-34 years of age	10.26% 4
35-44 years of age	23.08% 9
45-54 years of age	20.51% 8
55-64 years of age	20.51% 8
65+ years of age	23.08% 9
Prefer not to answer	2.56% 1
TOTAL	39

PUBLIC ENGAGEMENT SURVEY RESULTS

SURVEY DATA - QUESTION 2

Q2 What is your relationship to Downtown Brighton?

Answered: 38 Skipped: 1



ANSWER CHOICES	RESPONSES
Downtown Business Owner	2.63% 1
Business Owner, not Downtown	0.00% 0
Downtown Property Owner	5.26% 2
I visit Downtown to shop, eat, or drink	81.58% 31
I work Downtown	2.63% 1
Other (please specify)	7.89% 3
TOTAL	38

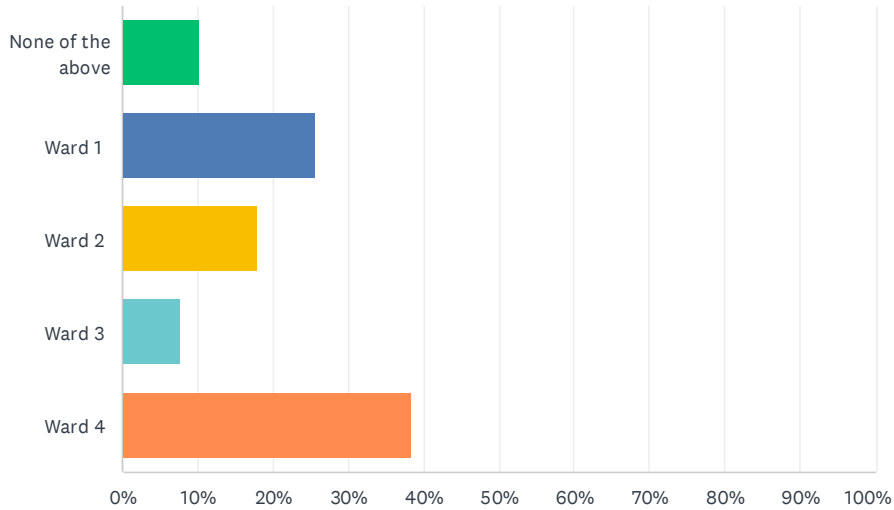
#	OTHER (PLEASE SPECIFY)	DATE
1	I visit downtown only to bring my daughter to dance	4/11/2025 8:58 AM
2	I don't use downtown Brighton reasons are trains not many shops mostly bars	4/4/2025 9:45 PM
3	I live downtown	4/4/2025 6:47 PM

PUBLIC ENGAGEMENT SURVEY RESULTS

SURVEY DATA - QUESTION 3

Q3 Where in Brighton do you live?

Answered: 39 Skipped: 0



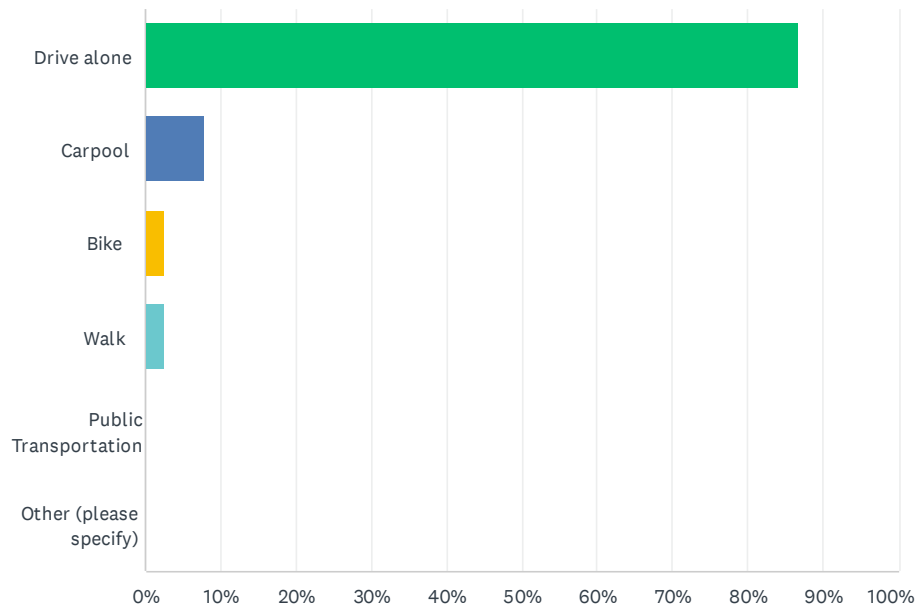
ANSWER CHOICES	RESPONSES
None of the above	10.26% 4
Ward 1	25.64% 10
Ward 2	17.95% 7
Ward 3	7.69% 3
Ward 4	38.46% 15
TOTAL	39

PUBLIC ENGAGEMENT SURVEY RESULTS

SURVEY DATA - QUESTION 4

Q4 How do you primarily travel to Downtown Brighton?

Answered: 38 Skipped: 1



ANSWER CHOICES	RESPONSES
Drive alone	86.84% 33
Carpool	7.89% 3
Bike	2.63% 1
Walk	2.63% 1
Public Transportation	0.00% 0
Other (please specify)	0.00% 0
TOTAL	38

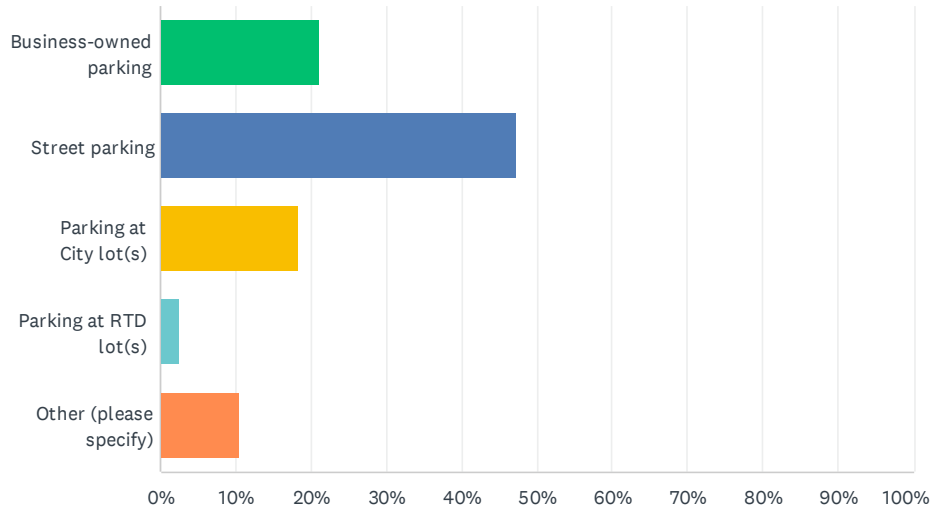
#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

PUBLIC ENGAGEMENT SURVEY RESULTS

SURVEY DATA - QUESTION 5

Q5 If you drive to Downtown, where do you primarily park?

Answered: 38 Skipped: 1



ANSWER CHOICES	RESPONSES
Business-owned parking	21.05% 8
Street parking	47.37% 18
Parking at City lot(s)	18.42% 7
Parking at RTD lot(s)	2.63% 1
Other (please specify)	10.53% 4
TOTAL	38

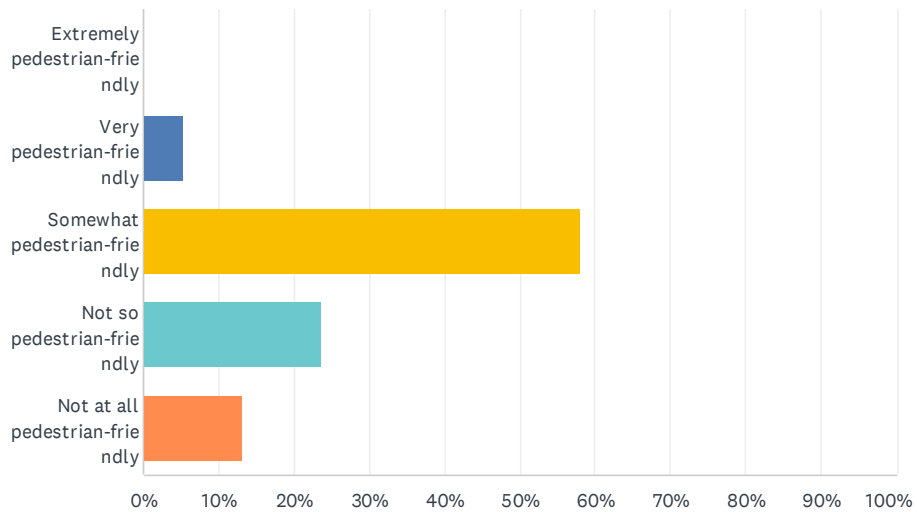
#	OTHER (PLEASE SPECIFY)	DATE
1	where ever I can	4/11/2025 8:06 AM
2	Wherever is available	4/9/2025 8:54 AM
3	Wherever I can find	4/4/2025 10:23 PM
4	In the parking lot across from La Estrellita or on Main Street	4/4/2025 3:43 PM

PUBLIC ENGAGEMENT SURVEY RESULTS

SURVEY DATA - QUESTION 6

Q6 How would you rank Downtown Brighton as a pedestrian-friendly place?

Answered: 38 Skipped: 1



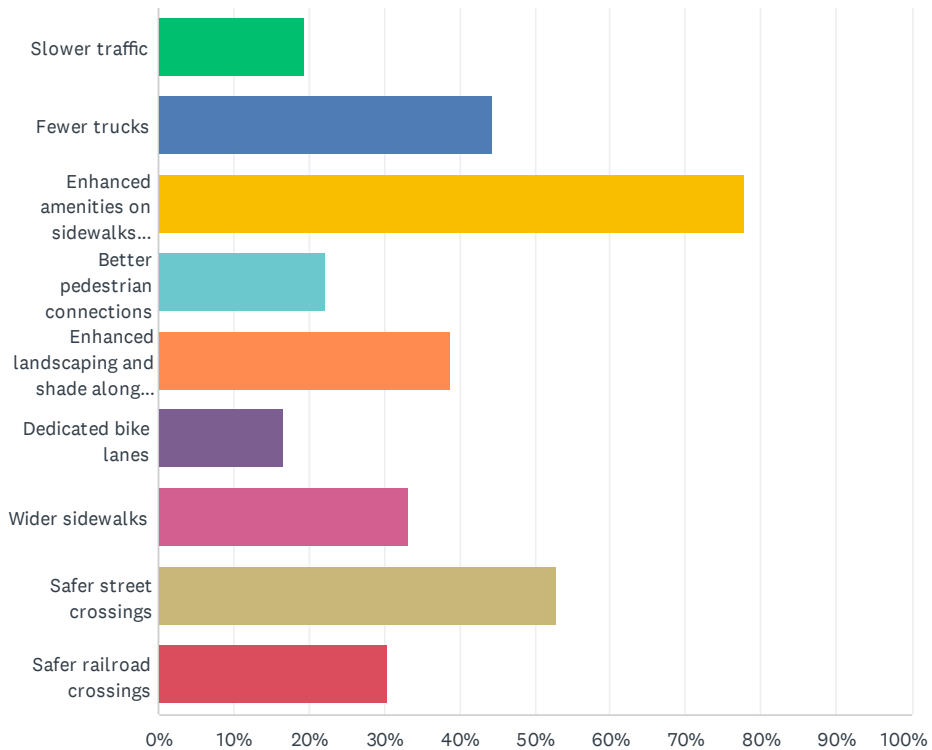
ANSWER CHOICES	RESPONSES	
Extremely pedestrian-friendly	0.00%	0
Very pedestrian-friendly	5.26%	2
Somewhat pedestrian-friendly	57.89%	22
Not so pedestrian-friendly	23.68%	9
Not at all pedestrian-friendly	13.16%	5
TOTAL		38

PUBLIC ENGAGEMENT SURVEY RESULTS

SURVEY DATA - QUESTION 7

Q7 What improvements would you consider to be top priority for making Downtown Brighton an enjoyable and safe place for pedestrians? Choose up to 5.

Answered: 36 Skipped: 3



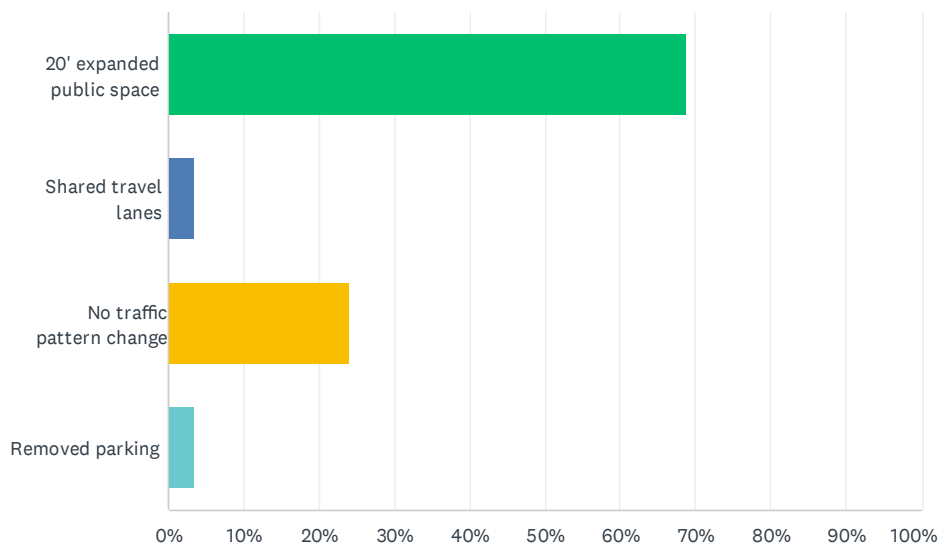
ANSWER CHOICES	RESPONSES
Slower traffic	19.44% 7
Fewer trucks	44.44% 16
Enhanced amenities on sidewalks (seating, trash cans, patio spaces, lighting, etc.)	77.78% 28
Better pedestrian connections	22.22% 8
Enhanced landscaping and shade along sidewalks	38.89% 14
Dedicated bike lanes	16.67% 6
Wider sidewalks	33.33% 12
Safer street crossings	52.78% 19
Safer railroad crossings	30.56% 11
Total Respondents: 36	

PUBLIC ENGAGEMENT SURVEY RESULTS

SURVEY DATA - QUESTION 8

Q8 Considering Option 1, with shared streets and no traffic pattern change, what do you like the most?

Answered: 29 Skipped: 10



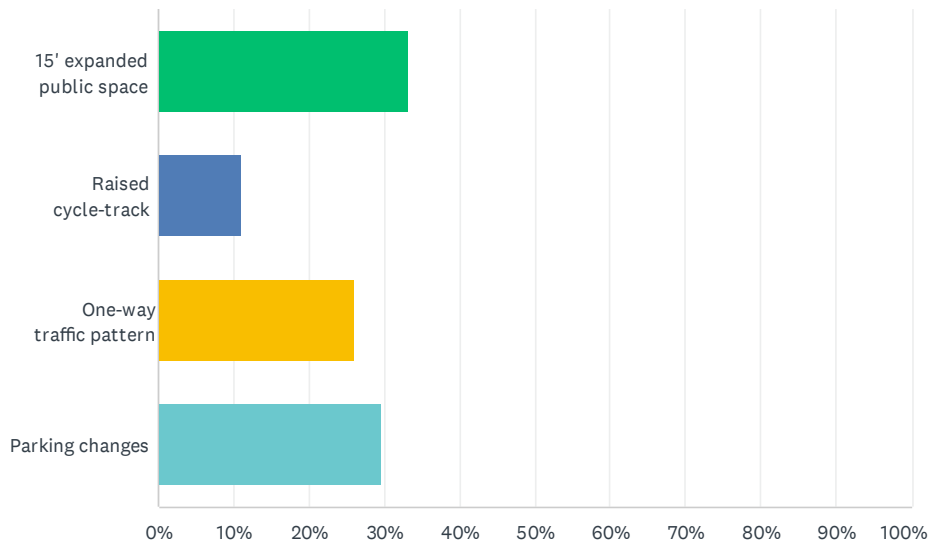
ANSWER CHOICES	RESPONSES	
20' expanded public space	68.97%	20
Shared travel lanes	3.45%	1
No traffic pattern change	24.14%	7
Removed parking	3.45%	1
TOTAL		29

PUBLIC ENGAGEMENT SURVEY RESULTS

SURVEY DATA - QUESTION 9

Q9 Considering Option 2, with Main Street becoming a one-way street in the primary study area, what do you like the MOST?

Answered: 27 Skipped: 12



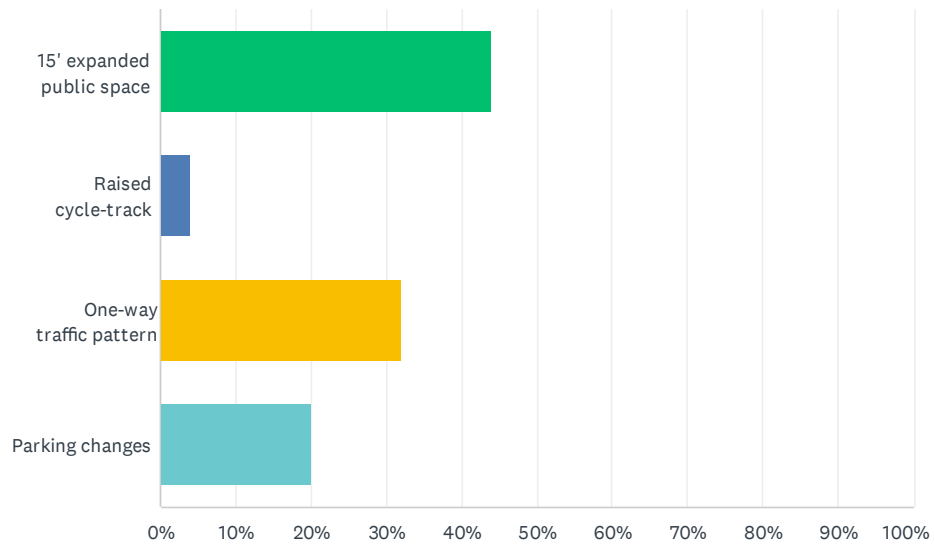
ANSWER CHOICES	RESPONSES	
15' expanded public space	33.33%	9
Raised cycle-track	11.11%	3
One-way traffic pattern	25.93%	7
Parking changes	29.63%	8
TOTAL		27

PUBLIC ENGAGEMENT SURVEY RESULTS

SURVEY DATA - QUESTION 10

Q10 Considering Option 3, with Downtown traffic becoming one-way on multiple streets, what do you like the MOST?

Answered: 25 Skipped: 14



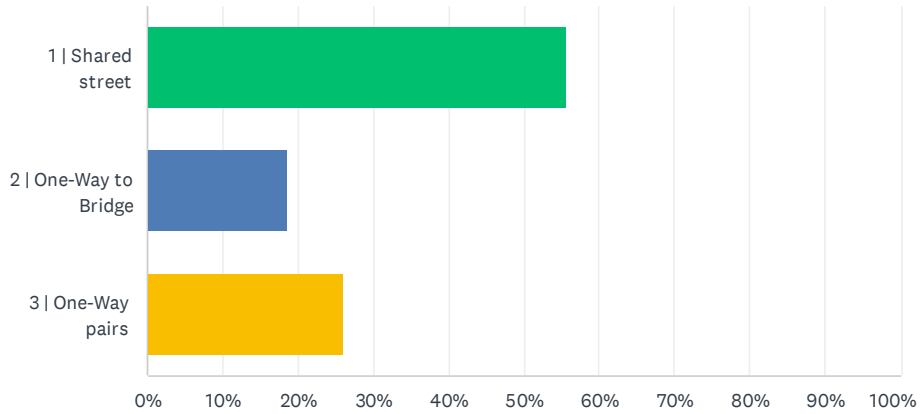
ANSWER CHOICES	RESPONSES
15' expanded public space	44.00% 11
Raised cycle-track	4.00% 1
One-way traffic pattern	32.00% 8
Parking changes	20.00% 5
TOTAL	25

PUBLIC ENGAGEMENT SURVEY RESULTS

SURVEY DATA - QUESTION 11

Q11 Which of the 3 presented options do you like the MOST?

Answered: 27 Skipped: 12



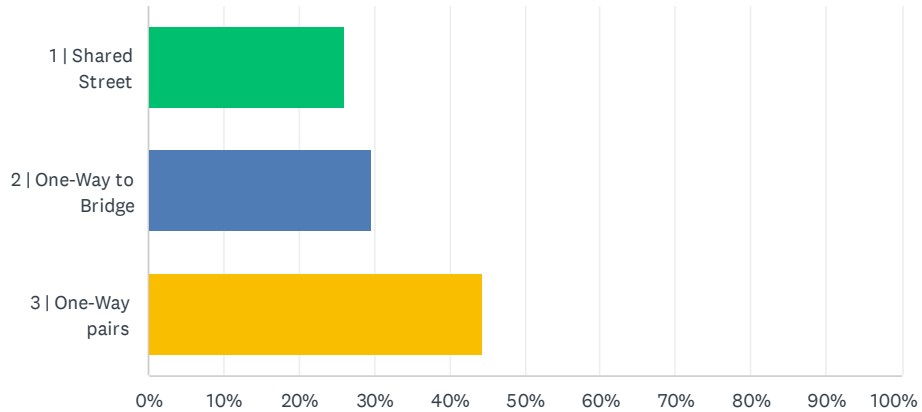
ANSWER CHOICES	RESPONSES
1 Shared street	55.56% 15
2 One-Way to Bridge	18.52% 5
3 One-Way pairs	25.93% 7
TOTAL	27

PUBLIC ENGAGEMENT SURVEY RESULTS

SURVEY DATA - QUESTION 12

Q12 Which of the 3 presented options do you like the LEAST?

Answered: 27 Skipped: 12



ANSWER CHOICES	RESPONSES
1 Shared Street	25.93% 7
2 One-Way to Bridge	29.63% 8
3 One-Way pairs	44.44% 12
TOTAL	27

PUBLIC ENGAGEMENT SURVEY RESULTS

SURVEY DATA - QUESTION 13

Q13 Is there anything not covered above that you would like to comment on?

Answered: 13 Skipped: 26

#	RESPONSES	DATE
1	All would be a good change to downtown. Right now it is not an attractive place to go	4/13/2025 7:11 AM
2	I would like to see Main Street Closed to vehicle traffic between Bridge an Southern. This would allow this area to be used for by-cycle and pedestrain travel and havea great area for city events that would draw more customers to the business on Main Street. This has been done in Old Town Arvada on Old Wadsworth and in Ft. Collins and has been a huge success and draw to these downtown areas.	4/11/2025 10:40 AM
3	Concerned that enhancing the sidewalk areas, while enjoyable for the majority, will encourage settlement of the homeless population downtown, further decreasing safety.	4/11/2025 9:21 AM
4	It's difficult to change with the buildings and streets already in place. Downtown Brighton is just old. Other cities that have done this similar thing have created a major headache for drivers. where the drivers just give up and don't visit the "downtown areas".	4/11/2025 8:29 AM
5	We need alot more parking n one way street down town in back by railroad	4/5/2025 11:58 AM
6	Good work on those that put the study together and asking for continued public comment	4/5/2025 10:44 AM
7	I live in Ward 3, between Bromley and Voiles on South 10th Avenue. I would like to see speed limit signs on our street. We have City Utility trucks on our street that do not obey the 25mph limit. We also have the ball field traffic. These people may not be from the community and do not understand it is only 25 mph and speed down the street. There are many kids playing here. Parents are trying to police the speeders and drunk drivers in order to protect their children. I have asked for 2 years for signage and Brighton cannot get it done. Brighton can't place a few signs, but can spend thousands of dollars on Downtown improvements and skate parks, etc. Are our children not important enough? Does VisionZero not apply to homes in our ward with less market value than those east of us?	4/5/2025 9:08 AM
8	If possible, it'd be nice to have a greater variety of shops and businesses along main	4/4/2025 10:16 PM
9	We need new shopping businesses, and restaurants other than Mexican restaurants.	4/4/2025 9:48 PM
10	The only reason I don't shop downtown Brighton is the trains you can sit for sometimes up to 20 minutes waiting for them to pass something needs to be done with them	4/4/2025 9:45 PM
11	Security! What will they improve as far as the homeless relocation and safety on North Main St ?	4/4/2025 8:47 PM
12	None of those sound great ! Definitely do not take away parking.	4/4/2025 4:18 PM
13	Are we ever going to revamp the round-a-bouts just west on Bridge!?	4/4/2025 3:31 PM

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