Brighton Core City Circulation Plan

December 2025

DENVER REGIONAL COUNCIL OF GOVERNMENTS

Brighton℠

Acknowledgments

The *Brighton Core City Circulation Study* is led and funded by DRCOG in close partnership with the City of Brighton. The study is part of DRCOG's Community Based Transportation Planning program after being nominated for the program by the City of Brighton.

Project Management Team

Greg Labrie, *Director of Public Works (City of Brighton)*

Brittney Compton, *Multimodal Planner (DRCOG)*

Nora Kern, *Subarea and Project Planning Program Manager (DRCOG)*

Jeanne Shreve, *Planning Consultant*

Steering Committee

Michelle Riccio, *Adams County*

Jessica Fiedler, *Almost Home*

David McWilliams, *Bike Brighton*

Brent Reed, *Brighton Care Center*

Robin Martinez, *Brighton Economic Development*

Julie Ramsey, *Brighton Economic Development*

Debra Bristol, *Brighton Housing Authority*

Megan Shibao, *Brighton Japanese American Association*

Yvette Martinez, *Brighton Legacy Foundation*

Tara Gallegos, *Brighton Rotary Club*

Andrew Sword, *Brighton Shares the Harvest*

Aaron Herrera, *Brighton Urban Renewal Authority*

John Gardocki, *CDOT*

Emma Lane, *Brighton Community Development*

Travis Haines, *Brighton Parks and Recreation*

Veronyka Navarro, *Brighton Parks and Recreation*

Brook Otero, *Brighton Police Department*

Gary Montoya, *Downtown Partnership Committee*

Nataly Handlos, *RTD*

Prepared by:

TOOLE DESIGN

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Project background

The *Brighton Core City Circulation Plan* seeks to improve transportation options and safety along Bridge Street and access to Brighton's historic downtown, which offers community members and visitors places to shop, dine, work and play. However, while Bridge Street supports downtown access for people driving, it is less welcoming to people walking, rolling, biking, and riding the bus. In previous planning processes, residents have cited inconsistent sidewalks along the corridor, a lack of bikeways, and uncomfortable crossings. These factors make it challenging to travel along or across this vital corridor in the core of the city.

This 12-month study evaluated improvements that can be made for all modes of travel along the corridor and in the surrounding study area (**Figure 1**). The Denver Regional Council of Governments (DRCOG) funded this project through their Community-Based Transportation Planning Program set-aside, which is a technical assistance program that supports member jurisdictions in addressing mobility and safety challenges for historically marginalized communities in the region. Bridge Street is part of both Brighton's and DRCOG's High Injury Networks, reflecting its disproportionate share of serious injury and fatal crashes. Overall, this project seeks to:

1) Identify current transportation barriers and safety concerns for people traveling to Brighton's historic downtown and along Bridge Street between the South Platte River and 22nd Avenue, including the neighborhoods immediately surrounding the corridor.

2) Create community-informed recommendations, backed by technical analysis, that address the most relevant transportation issues.

3) Develop an implementation plan that City of Brighton can use for future improvements and funding opportunities.

4) Build strong relationships with people who live and work in this community, in partnership with the City of Brighton and DRCOG.

Reimagining Bridge Street and improving access to Brighton's historic downtown ultimately means more space for people—to walk or bike, to gather in cafés or public parks, and to simply enjoy the amenities along the corridor. Through this planning process, the project team identified investments along Bridge Street to improve access to businesses, restaurants, and economic opportunity for all members of the community, while also creating a pleasant destination for visitors and residents alike.

In recent years, the City of Brighton has invested in multiple studies and adopted plans which aim to improve safety, connectivity, mobility and quality of life for residents. The *Brighton Core City Circulation Plan* supports the goals of these plans, aligns recommendations with related regional efforts, and builds on local momentum to improve multimodal mobility for all.

Study area overview

The study area includes Bridge Street between Veteran's Park and the South Platte River to the west and 22nd Avenue to the east, as well as the surrounding half-mile area (**Figure 1**). Bridge Street provides the main east-west connection through Brighton's historic downtown, crossing US 85, Main Street, and the railroad. US 85 runs north-south through Brighton and the west side of the study area. It provides regional connections for drivers, but is a major barrier for pedestrians and bicyclists. Public feedback collected during engagement for this plan and previous plans repeatedly indicates difficulty navigating the roundabouts

on either side of US 85, which provide access from the highway to the City. Brighton's historic downtown lies directly east of US 85 along Main Street and the surrounding blocks, sandwiched between the highway and rail lines that run parallel to US 85. Bridge Street provides access to destinations across the City and itself hosts many businesses and restaurants.

The western end of the study area includes large parks and extensive trail infrastructure, with Veterans' Park being one of the major parks located at this end. The area just east of US 85 and the Brighton's historic downtown is characterized by older housing with a denser development pattern. Moving further east, many schools, parks, medical clinics, churches, and newer residential developments make up the study area. Near the eastern end is Fulton Ditch, as well as a shared-use path which runs north-south along the natural feature and extends the full length of the study area.

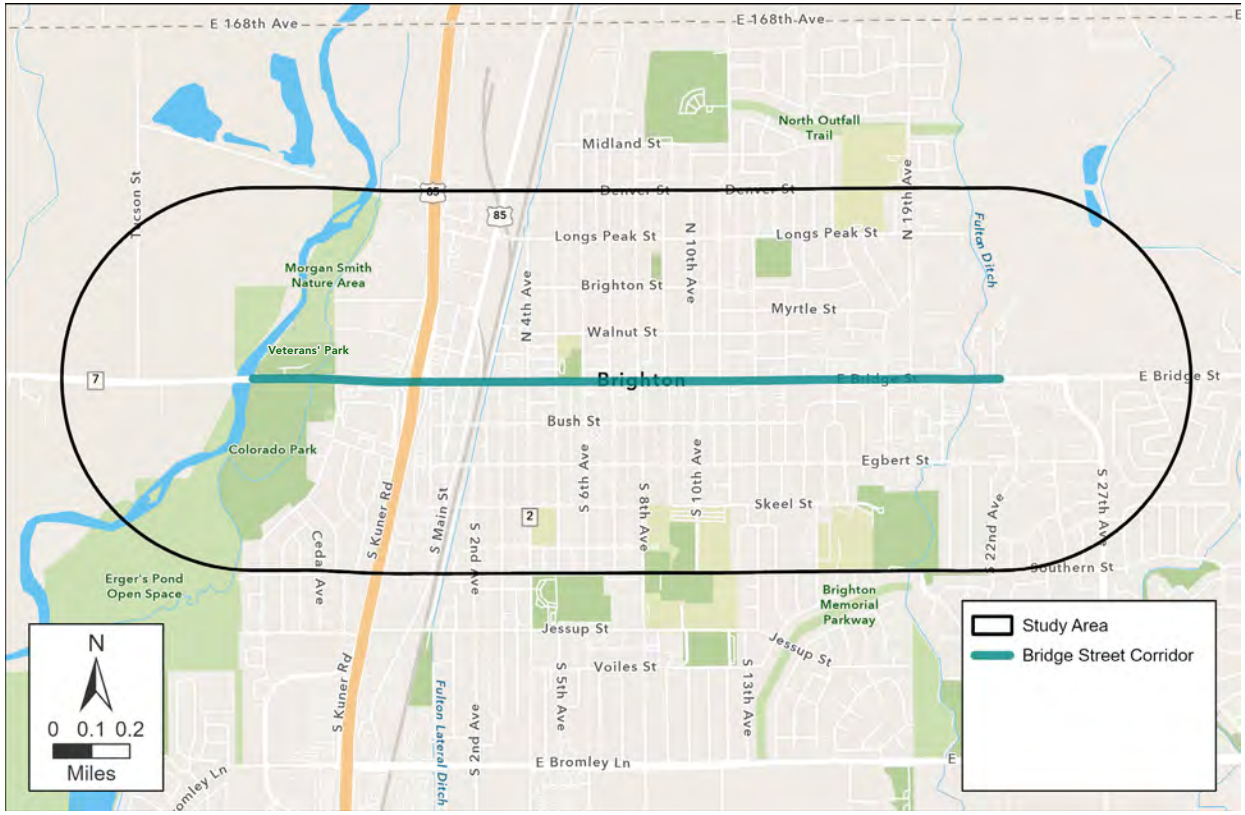


Figure 1. Project study area

Study process

This study was conducted in three phases: existing conditions and visioning, project and alternatives evaluation, and the development of the corridor plan. For more information on specific engagement events and results, see **Appendix D: Engagement Summary.**

Figure 2. Project timeline

Phase one: existing conditions and visioning

During phase one, the project team sought to understand what travel challenges community members face in the study area and community members' vision and goals for Brighton's historic downtown. To do so, the project team reviewed existing land use, travel patterns, and forecasted growth, and analyzed the pedestrian, bicycle, transit, and roadway networks to identify barriers and opportunities.

Meetings, events, and activities

Engaging a diversity of people was a top priority of this planning effort. The project team attended a broad range of local events, connected with community groups and associations, and provided multiple opportunities and mediums to provide feedback.

During the first phase of the project, project staff **engaged over 200 people across one steering committee meeting, four pop-up events, four focus groups and community presentations, and one online survey and web map.** See **Table 1** for the comprehensive list of phase one engagement activities.

Table 1. Phase one engagement activities

Type	Event / Activity
Online engagement	• Project survey #1 • Web map
Steering committee meetings	• Meeting #1
Pop-ups and community presentations	• Open House: Visions of a Brighter Downtown • Founders Plaza • Full Moon Bike Ride • Almost Home Mapping Activity Display
Focus groups and stakeholder interviews	• Downtown Partnership Committee • Brighton High School STEM Engineering Class (SD27J) • Brighton Rotary Club • Bike Brighton

Community feedback

Community engagement during this phase focused on gaining insight into the following questions:

- What travel challenges do community members experience in the study area?
- What are community members' vision and goals for Brighton's historic downtown?

Community members identified a range of travel challenges in the study area, with safety as a top concern. High vehicle speeds, traffic congestion, and poor visibility make walking and biking uncomfortable. Participants pointed to missing or damaged sidewalks, unsafe crossings, inadequate biking and rolling infrastructure, poor network connectivity, and lack of traffic-calming measures as major barriers to walking, rolling, biking, and using micromobility in the study area. Bridge Street's inconsistent character and gaps in transit access further limit mobility, especially for those relying on walking or public transportation. Roundabouts and intersections were frequently referred to as major conflict points between vehicles and people using active modes.

Looking ahead, the community envisions a Bridge Street that is safe, connected, and welcoming for all users. Residents

want a multimodal street that balances vehicle access with comfortable, accessible options for walking, biking, rolling, and transit. There is a strong desire for wider sidewalks, safer crossings, and dedicated space for biking. A vibrant, inviting downtown with outdoor seating and street furniture is a common desire. Community members also emphasized the importance of long-term maintenance, improved signage, and connections to neighborhoods and parks. Overall, the community's vision reflects a desire for a functional, safe, accessible, and attractive Bridge Street and downtown.

Phase two: project and alternatives evaluation

During phase two, the project team transitioned from existing conditions assessment to concept development by creating potential design alternatives for Bridge Street. Alternatives were evaluated using a matrix grounded in the project goals.

Meetings, events, and activities

During the second phase of the project, project staff **engaged 176 people** across **one steering committee meeting, four pop-up events, five focus groups, and one online survey.** See **Table 2** for the comprehensive list of phase two engagement activities.

Table 2. Phase two engagement activities

Type	Event / Activity
Online engagement	• Project survey #2
Steering committee meetings	• Meeting #2 (planning charette)
Pop-ups and community presentations	• Full Moon Bike Ride • Eagle View Friday Feast • Brighton Housing Authority Hughes Station Appreciation Day • City BBQ
Focus groups and stakeholder interviews	• Sue Corbett Active Adult Center • Parks and Recreation Advisory Board • One-on-one interview: Brook Otero, Police Department • One-on-one interview: Dick Hodge • Brighton High School STEM Engineering Class (SD27J)

Phase one event highlight: Brighton High School STEM Engineering Class (SD27J)

As part of phase one outreach, the project team met with a sophomore engineering class at Brighton High School (SD27J) to hear directly from youth about their travel experiences and priorities. Students participated in a mapping activity and live polling to share how they move through the city, challenges they face, and what improvements they'd like to see. Youth perspectives often aligned with adult feedback when it came to prioritizing traffic safety, better signage, more transit options, and improved conditions for walking and biking. However, student feedback was more focused on improving the everyday travel experience, particularly sidewalks for people walking and rolling. The event highlighted the value of including youth voices in shaping Brighton's transportation future.

Figure 3. Students working together during the Brighton High School STEM engineering class focus group

Phase two event highlight: Steering Committee Meeting #2 (planning charrette)

The project team kicked off engagement activities with the second steering committee meeting, which took the format of a planning charrette. During this intensive, collaborative workshop, stakeholders and project team members worked together to explore design solutions and generate ideas in real-time. Attendees took part in two main activities:

1) Attendees developed design options through a cross-section activity, creating their own typical cross-sections for Bridge Street using stickers representing different roadway design elements, including travel lanes, sidewalks, buffers, and bike facilities.

2) Attendees examined a large roll plot map of the Bridge Street corridor to study key intersections and discuss potential spot improvements such as pedestrian crossings, signal upgrades, curb extensions, and bike treatments.

The collaboration during the charrette directly informed the design options and spot treatments the project team developed for public review during phase two engagement.

Figure 4. Steering Committee members engage in hands-on activities during the June planning charrette meeting

Community feedback

Community engagement during this phase sought to answer the following questions:

- How do community members feel about potential alternatives for the Bridge Street corridor and specific intersection improvements in the study area?
- Which options have more support?

Community members expressed support for corridor alternatives that balance vehicle access with improved safety for people walking, biking, and rolling. While many emphasized the need to maintain traffic flow, especially for downtown access, there was strong support for wider sidewalks, safer crossings, and protected bike lanes.

Spot and intersection improvements also received broad support. Key priorities included areas with safety concerns, visibility issues, and high pedestrian activity such as Bridge Street at Fulton Ditch, the roundabouts, and Main Street. Participants often noted the need for safer crossings, better accessibility, and consistent design. The community supports practical, low-maintenance solutions that improve safety without compromising traffic operations.

Phase three: corridor plan

During phase three, the project team moved forward with the selected alternative for Bridge Street, finalizing project recommendations, and putting together the final plan.

Meetings, events, and activities

During the third phase of the project, project staff **engaged 105 people across one steering committee meeting, two pop-up events, one focus group, and one online survey.** See **Table 3** for the comprehensive list of phase three engagement activities.

Table 3: Phase three engagement activities

Type	Event / Activity
Online engagement	• Project survey #3
Steering committee meetings	• Meeting #3
Pop-ups and community presentations	• Japanese American Festival • Treat Street
Focus groups and stakeholder meetings	• Colorado Department of Transportation (CDOT)

Community feedback

Community engagement during this phase sought to answer the following questions:

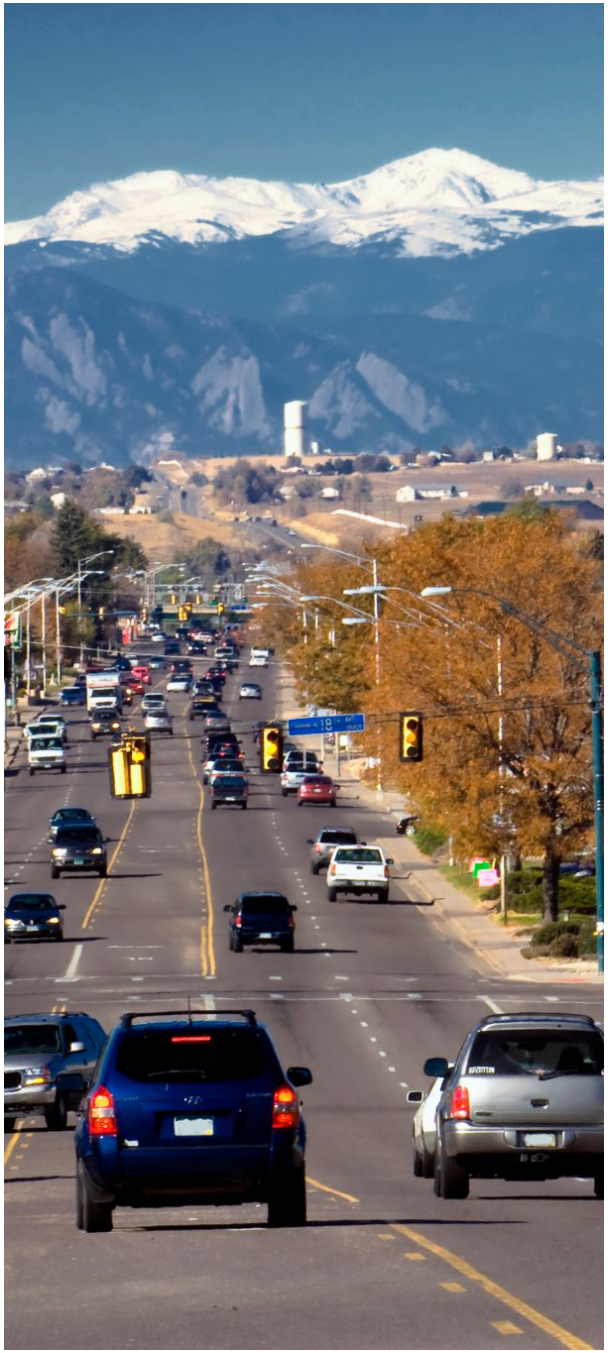
- Do community members support the Plan's recommendations?

Community feedback during phase 3 showed strong support for the Plan's direction and proposed recommendations, with most participants agreeing that the concepts would enhance safety, connectivity, and the overall travel experience in the study area. While feedback was largely positive, some community members expressed concerns about driver behavior at intersections and the effectiveness of bike boxes, as well as potential conflicts where bicyclists and pedestrians share the same space. Others emphasized the importance of balancing new landscaping and trees with the need to preserve clear sightlines for safety, with many preferring hardscaped medians over landscaped ones to reduce maintenance needs.

Phase three event highlight: Treat Street pop-up

The project team attended Brighton's annual free trick-or-treating event, Treat Street, hosted by the Brighton Recreation Center. Many local organizations attended and set up tables to share information, engage with the community, and hand out candy to the 900 attendees. The team engaged with a wide range of youth and adults from across Brighton to discuss the project's final recommendations. Feedback was overwhelmingly positive, with many attendees expressing excitement about improvements that enhance pedestrian safety, especially at the roundabouts. Some participants also emphasized the importance of maintaining visibility with proposed tree placement and landscaping.

Figure 5. Trick-or-treaters visit the project booth



Credit: Scott Beitendorf

Existing conditions summary

Bridge Street was originally built as rural Colorado State Highway 7 (CO 7) to support the surrounding communities' local commerce and vehicular traffic. Rural highways were not typically designed to accommodate future right-of-way needs or travel modes other than driving. Times have changed for Brighton, including significant growth that transitioned the city from a small, rural community into a substantial stand-alone suburban area. Brighton's growth was a compelling reason for the city's decision to transition CO 7 into a locally-owned arterial street. This action allowed Brighton to better accommodate the community's desire to manage access and plan for more choices on how people move along the corridor, including walking, rolling, biking, and riding the bus.

Indicative of a former rural highway, previous planning efforts have repeatedly cited challenges such as inconsistent sidewalks, a lack of bikeways, and uncomfortable crossings as contributing factors for people not using any other mode besides driving along Bridge Street. The *Brighton Core City Circulation Plan* will build on these previous efforts while relying on today's best practices to help identify a set of practical transportation and safety improvements that can be implemented over the short, medium, and long-term. Step one in the process is to first understand the existing conditions along Bridge Street. Having a thorough understanding of a variety of variables from the historic number of car crashes to the types of current and future land uses are key inputs that the study will use to inform each subsequent step in the planning process. This will ultimately lead to a set of street cross sections that reflect realistic multi-modal and safety improvements. The study area includes Bridge Street between the South Platte River to the west and 22nd Avenue to the east, as well as the surrounding half-mile radius on either side of the corridor, which extends to Denver Street to the north and Southern Street to the south.

Public feedback collected for this plan and previous plans repeatedly highlight barriers to mobility. These include how difficult it is to navigate the roundabouts on either side of US 85, the delays and safety concerns related to the active freight rail lines that bifurcate the Downtown Historic District and run parallel to US 85 to the east, and the uncontrolled, individual access points that increase conflict points between motorized and nonmotorized traffic in the eastern portion of the corridor.

Land use and development along Bridge Street

New planned development will spur significant growth in employment and households by 2040.

The types and ages of land uses present surrounding Bridge Street vary. Examining the study area from west to east, land use from the South Platte River to Miller Avenue is comprised of parcels zoned for agriculture and open space. Between Miller Avenue and the US 85 roundabouts, land use transitions to residential, strip commercial, and industrial uses. The Downtown district lies between the US 85 roundabouts and 4th Avenue. Between 4th Avenue and 22nd Avenue, the corridor primarily supports strip commercial uses adjacent to the roadway as well as residential in the remainder of the study area. 19th Avenue eastward includes higher density residential uses as well as Planned Unit Developments.

The study area contains several land uses that generate travel demand for goods and services. These uses include:

- Schools: Brighton High School, South Elementary School, Southeast Elementary School, Northeast Elementary School, North Elementary School
- Retail stores including several shopping centers
- Public/government facilities: Anythink Library, Brighton City Museum, Post Office, Adams County Business and Workforce Center, Adams County Sheriff's Detention Facility

According to the DRCOG Small Area Forecast for the study area, by 2040 there will be an approximately 30% increase in employment opportunities (from 6,606 in 2020) and a 20% increase in the number of households (from 5,860 in 2020) in the study area. There are several developments planned near the downtown core and on the east end of the study area.

Takeaway:

To accommodate travel demand today and the additional trips anticipated in the future, recommendations for improvements to Bridge Street must acknowledge the constrained right-of-way along the corridor and determine how to best allocate limited space to support a variety of travelers. This may include safety improvements, and pedestrian and bicycle facilities that efficiently facilitate trips.

Common travel origins and destinations and potential for mode shift

People make the most trips to and from the southwest portion of the study area, primarily by driving, but also by walking, biking, and taking transit.

This southwest area includes dense residential development, including apartment complexes and smaller lot sizes for single family homes. It also includes activity centers and open spaces including Carmichael Park, City Hall, the Brighton Pavilions shopping center, the Downtown Historic District, and the US 85 and Bridge Street RTD Park-n-Ride, the City's main transit hub with the highest number of bus boardings in the study area.

The distance that is comfortably reachable within 10 minutes for someone walking, rolling, or biking within the study area is limited by narrow or missing sidewalks and high-stress bikeways or connectivity gaps in the network; as well as barriers like US 85 and the railroad tracks. There is a pedestrian bridge over US 85 near the south end of the study area that facilitates trips from the South Platte River Trail to the southern part of the study area. With a bicycle and pedestrian network designed for all ages and abilities – as set forth in the *Brighton Bicycle, Pedestrian, and Multi-modal Plan* – much of Brighton and most transit stops could be accessible by walking, rolling, or biking from the corridor.

Credit: Toole Design Group

What it's like travelling along Bridge Street

Walking and rolling

In the central, more historic neighborhoods of the study area closest to downtown Brighton, many of the sidewalks along the local streets are four feet wide or narrower, which can be inaccessible for those using wheelchairs or assisted mobility devices, and uncomfortable for people walking side-by-side. There are also streets missing sidewalks altogether, which can make traveling inaccessible for someone using a mobility device, while dissuading others. Newer neighborhoods surrounding the study area have been required to build complete streets that include sidewalks to form a connected sidewalk network.

Crossings on this section of Bridge Street are between 1,000 feet (roughly a fifth of a mile) and 2,300 feet (just under a half mile) apart, which at the upper end can drastically increase out-of-direction travel for someone in between two crossings trying to reach a destination directly across the street. The largest crossing gap exists between 11th Avenue and 18th Avenue. Existing crossings of Bridge Street have wide crossing distances and place people walking and rolling in close proximity to

Figure 6. Missing and deficient sidewalk conditions along Bridge Street

vehicles. Side street crossings are also wide due to large corner radii, which can increase vehicle turning speeds and make it more difficult for drivers to see people walking and rolling.

Physical infrastructure barriers like US 85 and the railroad tracks make it challenging for people walking and rolling to comfortably access Main Street and Brighton's Downtown Historic District and Veterans' Park on the western edge of the study area next to the South Platte River Trail. US 85 runs north-south on the western side of the study area and presents an obstacle for pedestrians travelling east or west across the highway, due to limited available crossings and missing sidewalk infrastructure in the surrounding area. Crossings of US 85 are limited to the pedestrian bridge across the highway just north of Southern Street and intersections with major arterials like 168th Avenue, Bridge Street, and Bromley Lane. However, these intersections can be uncomfortable for people walking and rolling due to relatively narrow attached sidewalks adjacent to higher speed, high-volume traffic. The pedestrian bridge over US 85 accommodates people walking, rolling, and biking, but the structure needs a cleaning and a coat of paint, with better lighting to promote use.

Sidewalk quality varies within the study area, with some cracked, upheaving, crumbling, or in need of vegetation removal and maintenance. Deficient sidewalks can pose accessibility challenges for people rolling.

Street lighting along Bridge Street varies in quality, scale, and frequency. Along the west end of the corridor closer to Main Street, streetlights are spaced more regularly and are designed at a pedestrian scale, with City signage welcoming visitors to downtown. Lighting makes this section of Bridge Street feel more walkable and pedestrian friendly. However, on the eastern end of the study area, streetlights are spaced much further apart, and are at a more auto-oriented scale, which leaves dark sections of sidewalk at night and does not welcome evening strolling by pedestrians. Public feedback clearly indicated a desire for more lighting to not only make Bridge Street feel more walkable, but also increase the perception of personal safety.

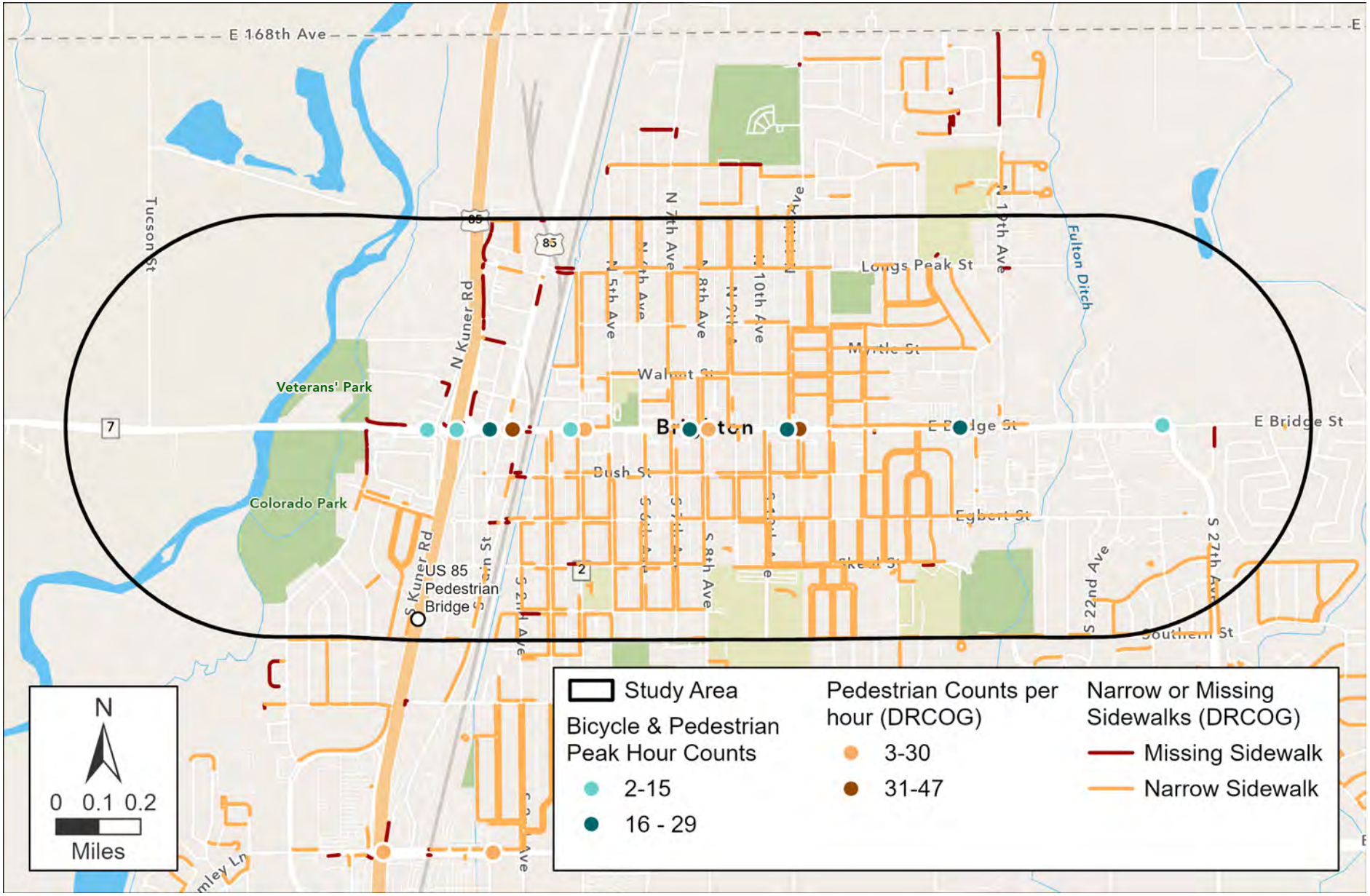


Figure 7. Pedestrian network

Bike or micromobility

The study area today lacks protected spaces for people biking, scooting, or using other micromobility options. Streets with bike infrastructure like bike lanes and sharrows today, such as 4th Avenue, 8th Avenue, 11th Avenue, and 18th Avenue are not connected to one another. While they cross Longs Peak Street and Egbert Street, Bridge Street represents a large gap in the network, that if completed, could better integrate these facilities.

For a bicyclist traveling along Bridge Street, the options are the frequently narrow sidewalks which are shared with pedestrians or biking on the arterial roadway in mixed traffic, with heavy traffic volumes and high speeds. Narrow sidewalks are difficult to navigate via bike. However, there are short segments of wider sidewalks – some with a buffer between the roadway and sidewalk – where people biking can pass others more comfortably.

Additionally, the sharrows and striped bike lanes on adjacent streets are not comfortable for all ages and abilities. These facilities do not offer protection from people driving, with bicyclists either sharing a travel lane, or forced to ride directly adjacent to cars without a horizontal or vertical buffer. There are trails and sidepaths present on the eastern and western sides of the study area, which connect bicyclists to regional destinations. The Colorado Front Range Trail, which passes through Veterans' Park, connects bicyclists to Denver and major points in between, including Adams County's Riverdale Park and Fairgrounds, and the N-Line commuter rail station at 72nd Avenue. The Fulton Ditch Trail on the east end of the study area crosses Bridge Street at the pedestrian signal and connects to Brighton's broader recreational trail system. However, like the pedestrian network, both US 85 and the railway present barriers for bicyclists.

Takeaway:

Recommendations should prioritize installation of high-comfort sidewalks, sidepaths, and bikeways along Bridge Street and around bus stops to improve access to downtown and to transit; as well as high-comfort crossings of US 85 at the roundabouts and of the railroad tracks. By making it more comfortable and convenient to walk, roll, and bike for short trips in the study area, demand for roadway space and parking could be alleviated to better support long-distance trips.

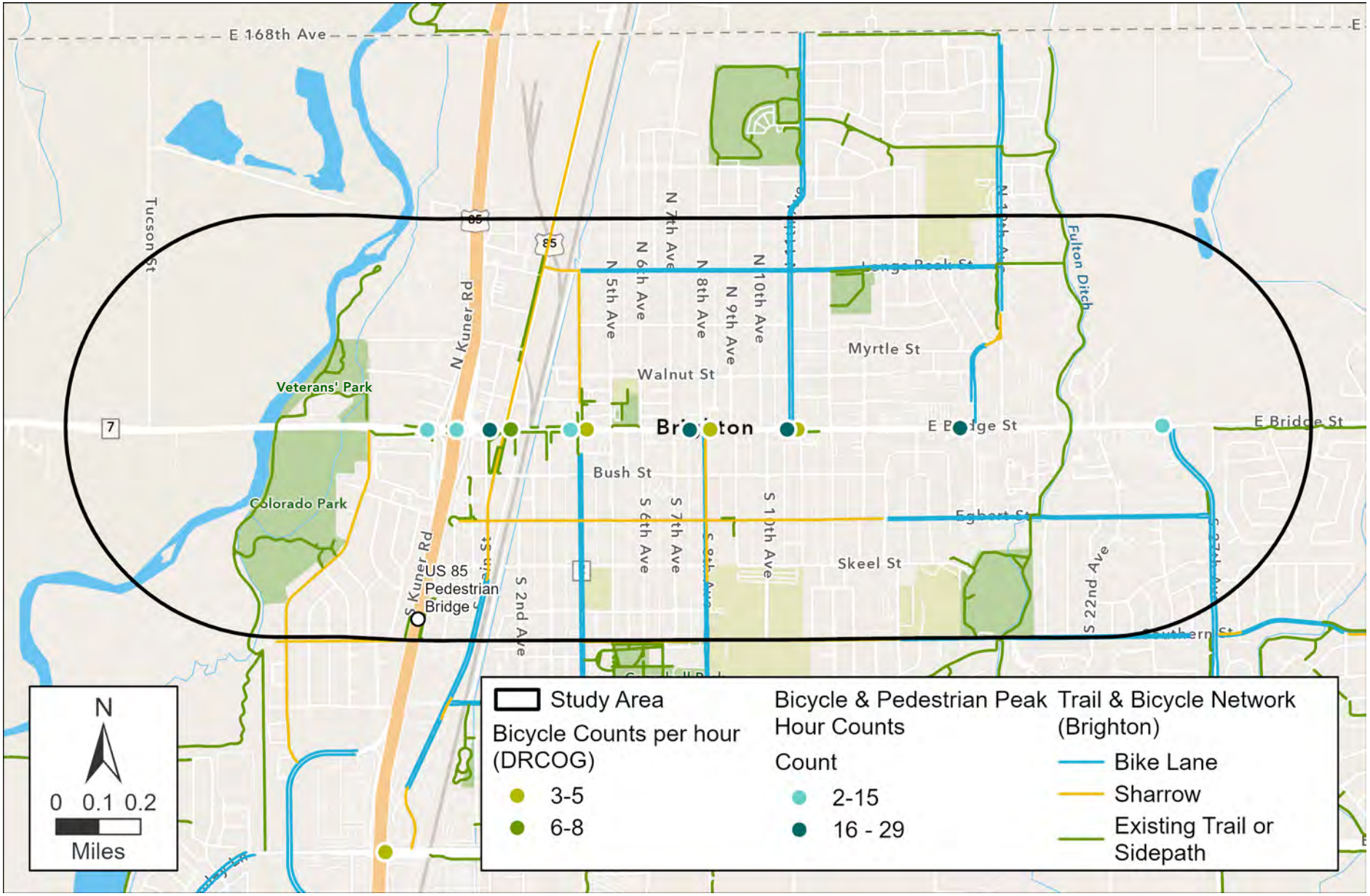


Figure 8. Bicycle network

Bus

While fixed route bus service is relatively infrequent in Brighton, regional connections are available, and transit service will improve in the near-term with the implementation of the Brighton On-Demand Local Transit (BOLT) microtransit service and Brighton to Boulder Flyer (B2B Flyer) bus service.

The study area, and Brighton at large, is served by four fixed route bus services – Route 120L (120th Avenue Limited), Route 520, Route 145X (Brighton / Denver Airport), and Route RX (Brighton Denver Express) – as well as the Brighton FlexRide. Existing services generally only run during peak hours between 6 AM and 6 PM, with hour frequencies. Ridership is highest at the US 85 and Bridge Street RTD Park-n-Ride, Bridge Street and 4th Avenue, Bridge Street and 18th Avenue, and Bridge Street and 19th Avenue. However, most bus stops along Bridge Street lack basic rider amenities like a bench, bus shelter, and trash can. Several bus stops along Bridge Street are at locations without signalized crossings, making it nearly impossible for riders to safely access these stops.

In the near term, Brighton is starting a three-year on-demand demonstration of the BOLT microtransit service in November 2025. Service will initially concentrate in the north core city area, which encompasses the entire study area, with plans to expand throughout the city's growth area as demand rises. Additionally, Brighton is participating with the jurisidictions along CO 7 to launch a bus starter service between Boulder and Brighton in 2026. The B2B Flyer is funded for the first two years and is accompanied by a conceptual design project that includes bus lanes, high quality stations, and transit signal priority. The route will connect the downtown of each city, with two stops in Brighton – one located in the Downtown Historic District and the far eastern terminus on 27th Avenue.

Takeaway:

The study should support transit by identifying signal timing improvements for bus reliability, crossing improvements for bus stop accessibility, and stop amenities to improve the rider experience.

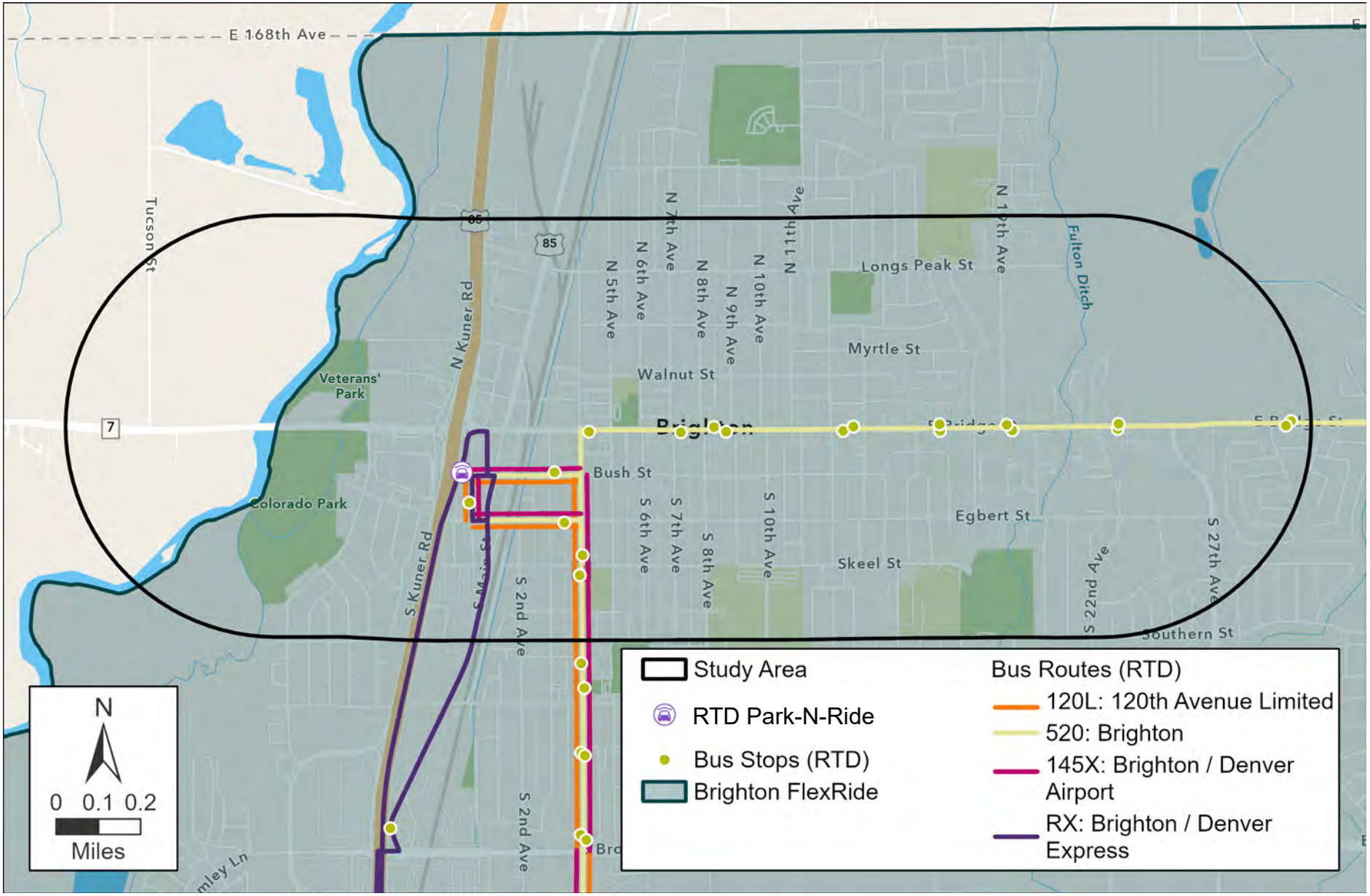


Figure 9. Existing transit routes

Car

The study area features six signalized intersections and two roundabouts along Bridge Street. The project team evaluated traffic operations performance on Bridge Street at the AM and PM peak, measured through Level of Service (LOS) ratings of A-F (**Figure 10**) and summarized in **Table 3**. The AM and PM peak represent worst-case conditions throughout the day, when most drivers are travelling along Bridge Street.

Bridge Street operates in free flowing or stable flow conditions during the morning peak, meaning there is minimal congestion. Delays tend to be longer during the afternoon peak period. Only one intersection experiences significant traffic delays, indicated via LOS scores of E and F, with drivers most likely to experience delays at the US 85 roundabouts. Drivers exiting US 85 at either roundabout and heading northbound on Kuner Road experience the most delay due to the high volume of traffic on the approaches and on Bridge Street, limiting the number of gaps available for a vehicle to enter the roundabout.

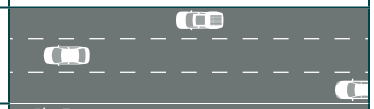
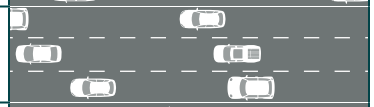
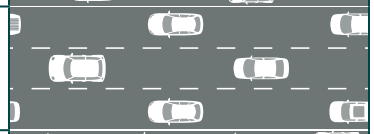
LOS A	Low volumes and no delays	
LOS B	Speeds restricted by travel conditions, minor delays	
LOS C	Speeds and maneuverability closely controlled because of higher volumes	
LOS D	Speeds considerably affected by change in operation conditions. High density traffic restricts maneuverability; volume near capacity	
LOS E	Low speeds; considerable delay; volume at or slight over capacity	
LOS F	Very low speeds; volumes exceed capacity; long delays with stop-and-go traffic	

Figure 10. Level of service definitions

Source: Transportation for America

Table 3. Study Area Traffic Performance

	AM Existing LOS	PM Existing LOS
Bridge Street and US 85 SB Off-Ramp (Roundabout)	D	F
Bridge Street and US 85 NB Off-Ramp (Roundabout)	B	D
Bridge Street and Main St (Signalized)	B	C
Bridge Street and 4th Ave (Signalized)	C	D
Bridge Street and 8th Ave (Signalized)	B	C
Bridge Street and 11th Ave (Signalized)	B	B
Bridge Street and 18th Ave (Signalized)	C	C
Bridge Street and Midblock Ped Crossing (Signalized)	A	A
Bridge Street and 27th Ave (Signalized)	A	B

The operational analysis found that eastbound and westbound vehicle movements on Bridge Street perform better than northbound and southbound (i.e., side street) movements crossing Bridge Street. This suggests that signal operations are currently optimized for vehicle throughput on Bridge Street, which may result in tradeoffs for people walking, rolling, and biking, such as longer wait times to cross Bridge Street.

The traffic operations analysis also simulated the impact of the at-grade railroad crossing east of Main Street to understand disruptions from train crossings. Eastbound vehicles queue (i.e., back up) past Main Street and westbound vehicles queue approximately to 4th Avenue. It takes several traffic signal cycles for the corridor to resume normal operations once a train has passed.

Takeaway:

While Bridge Street currently experiences minimal congestion, travel delays are more common near both US 85 roundabouts and the at-grade rail crossing. The traffic signals along Bridge Street are optimized for east-west vehicle throughput, which can create tradeoffs for north-south travel, particularly for people walking, rolling, and biking. Based on this initial analysis, there is potential to evaluate signal timing changes that could improve comfort for people outside of a vehicle crossing the street and improve safety at intersections, while maintaining traffic operations.

Transportation safety along Bridge Street

Half of all crashes, crashes involving non-motorists, and crashes in which someone was killed or seriously injured in the study area occurred along Bridge Street.

An average of 120 crashes occurs each year in this segment of Bridge Street, with severe crashes steadily rising since 2019. Intersections with crashes occurring most frequently include both roundabouts at US 85, 4th Avenue, 18th Avenue, and 19th Avenue. Intersections with the most severe crashes and crashes involving non-motorists include the western roundabout, Main Street, and 18th Avenue.

The most common and severe crash types along Bridge Street – broadside crashes, rear-end crashes, approach turn crashes, and bicyclist and pedestrian-involved crashes – are related to speeding and drivers making left turns and right turns at these key intersections along the corridor.

Study Area		Bridge Street	
1,221	**Total crashes**	**566**	**Total crashes**
82	Number of fatal or serious crashes 6.7% of total crashes	**38**	Number of fatal or serious crashes 6.3% of total crashes
32	Number of crashes involving non-motorists 2.6% of total crashes	**15**	Number of crashes involving non-motorists 2.5% of total crashes

Figure 11. Summary of Bridge Street and study area crashes

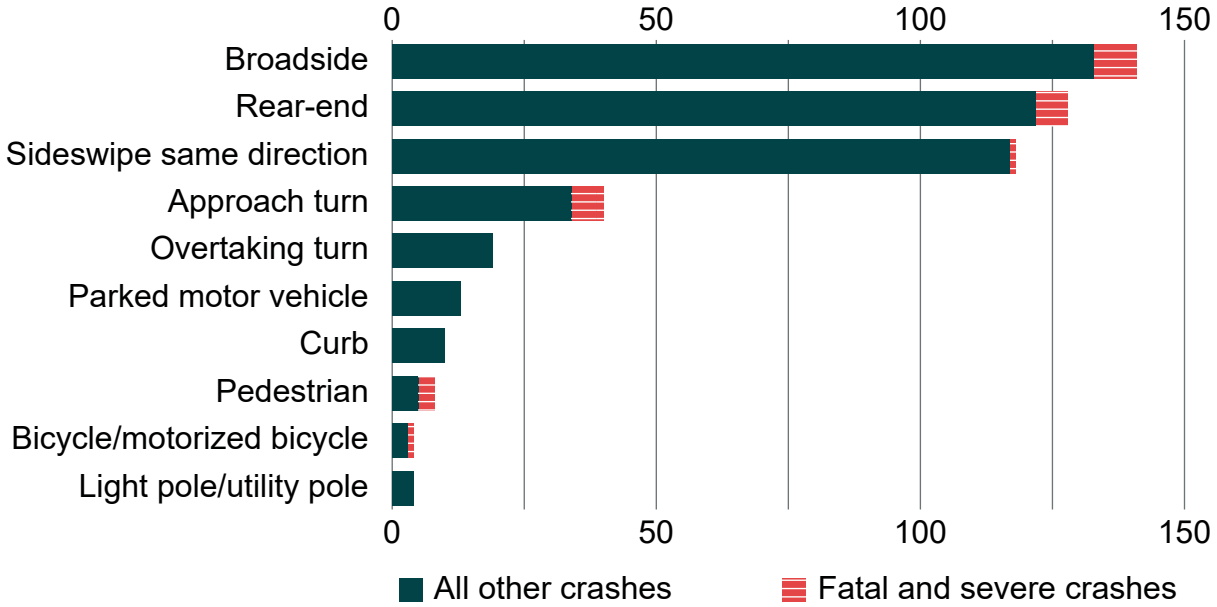


Figure 12. Most common crash types along Bridge Street

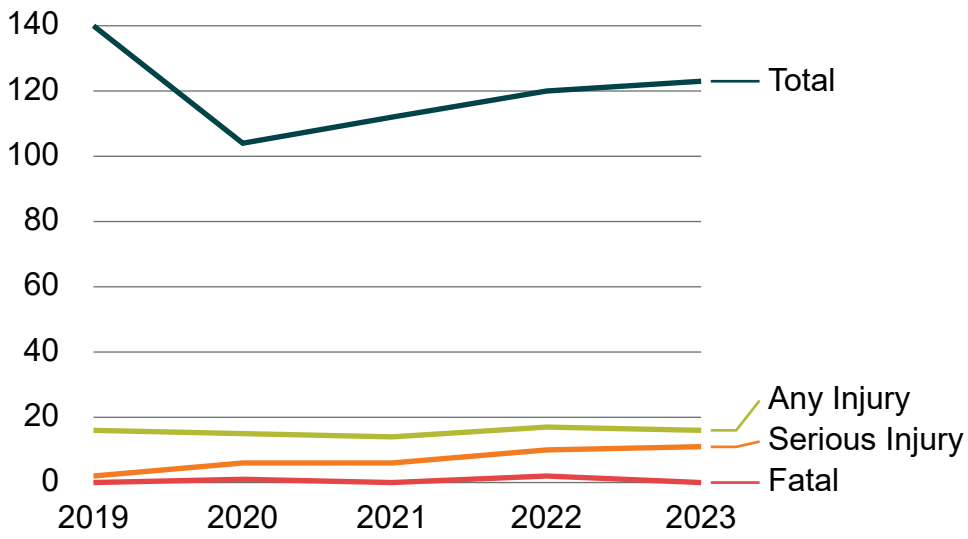


Figure 13. Crashes along Bridge Street between South Platte River and 22nd Avenue, 2019-2023

Source: DRCOG

Takeaway:

The next phase of the project should explore crash countermeasures including protected-only left-turns, no right on red, leading pedestrian intervals, intersection tightening, pedestrian refuge islands and curb extensions, access management, stop bars and marked crosswalks, and roadway realignment at each of these focus intersections and along segments of Bridge Street.

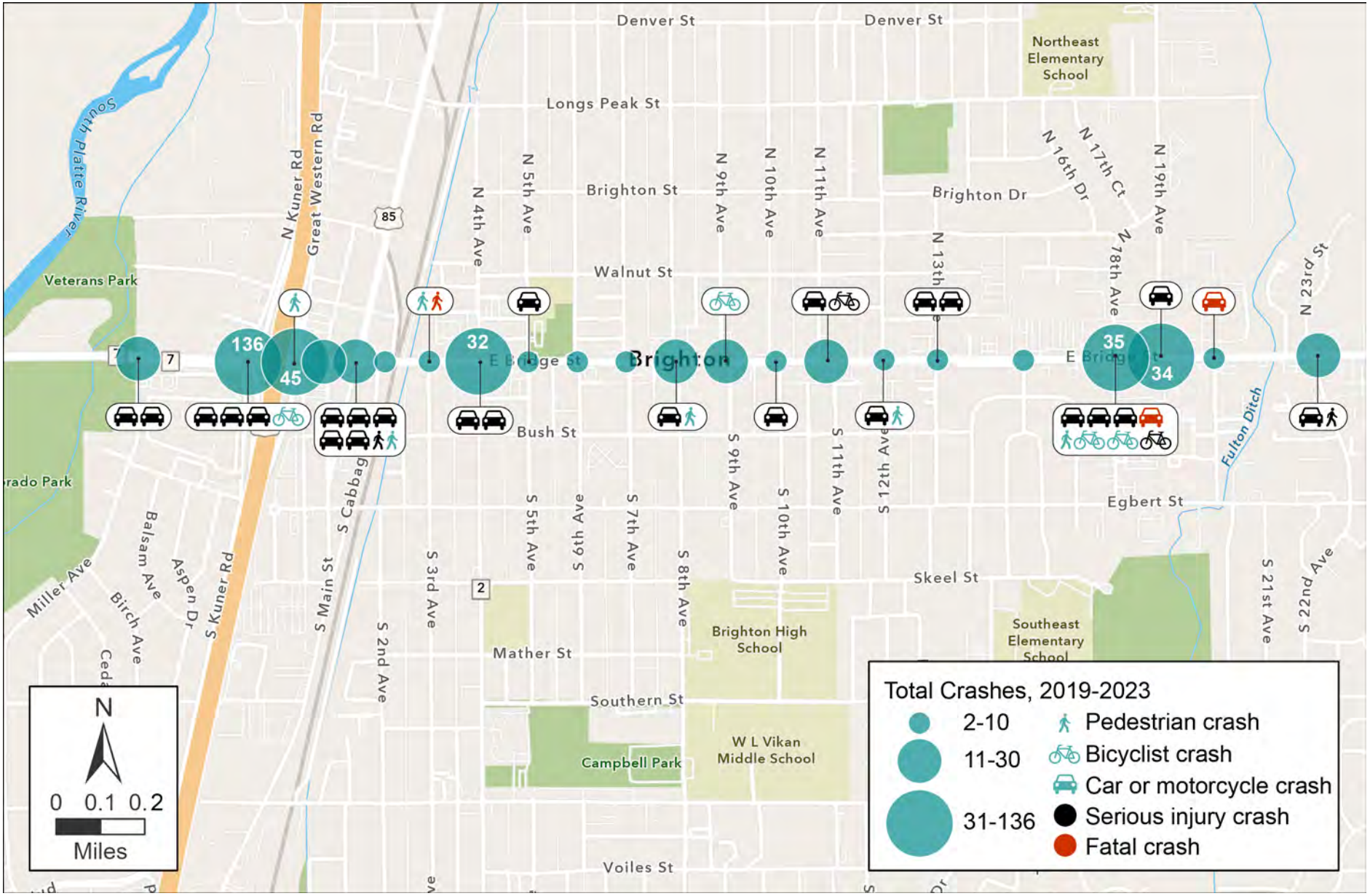


Figure 14. Crash locations and intersections

Vision and goals

The project team synthesized common themes from community feedback to develop the vision and goals statements, ensuring they accurately reflect the desires of the public. To achieve this, the project team asked survey participants, “When imagining your ideal future for this corridor, what are three adjectives you would use?”. The community’s responses directly informed the plan’s vision and goals. The top visioning word by a large margin was “safe” . Other common descriptors included “walkable,” “accessible,” and words highlighting functionality and reliability, maintenance, landscaping, calm and peace, beauty and attractiveness, comfort, and an inviting and welcoming street environment (**Figure 15**).

In addition to the community at large, feedback was collected from local high school Science, Technology, Engineering and Math (STEM) students. The City values the perspectives of Brighton’s youth, hoping they will become young, active adults who remain engaged in the community. Thus, their visions for the future are important to understand and highlight separately. The top visioning word shared from high school STEM students was “safe,” with “reliable” and “smooth” also being highly desirable. Other common adjectives included “consistent,” “wide,” and “fancy,” which highlight the desire for Bridge Street to be reliable, attractive, and functional for a wide variety of users (**Figure 16**).

Figure 15. Top responses from visioning survey

Figure 16. Top responses from high school STEM students

Vision

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

Goals

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

Concept design alternatives

The following concepts were developed following an intensive half-day design charrette with members of the project management team and steering committee, based on input from participants and the community, and refined based on professional planning and engineering judgment. The concepts were intended to represent the range of possible options for each unique segment of Bridge Street, taking into consideration the project vision and goals, as well as recommendations from the Brighton *Bicycle, Pedestrian, and Multimodal Plan,* which made several recommendations for Bridge Street:

- The street design must provide a high-comfort, low-stress facility for people walking, rolling, and biking that supports all ages and abilities.
- Since Bridge Street is such a vital east-west connection, it should have a comfortable east-west bike facility, whether a protected bike lane, sidewalk-level bike lane, or sidepath (design guidance including preferred widths for each facility width can be found on pages 57 to 60 of the *Bicycle, Pedestrian, and Multimodal Plan*).
- With four travel lanes, Bridge Street should ideally have an eight-foot sidewalk with 12-foot buffer. With three or fewer travel lanes and posted speed of 30 mph or less, Bridge Street should ideally have a six-foot sidewalk with eight-foot buffer.

Segment A – Roundabouts to 4th Avenue

Today, the cross section on this segment is inconsistent, with sidewalks on both sides of the street as narrow as five feet and four 11-foot travel lanes and a center turn lane. Alternatives developed for this section add either a separate facility for people biking or widen at least one sidewalk into a consistent sidepath that can support people walking, rolling, and biking in one shared facility. There are three concept designs that were considered for this stretch of Bridge Street between the roundabouts and 4th Avenue – a half mile stretch of Bridge Street. The total right-of-way is 68 feet.

Each of the three alternatives for Segment A narrow travel lanes to 10 feet and include a 10-foot raised median between left turn lanes.

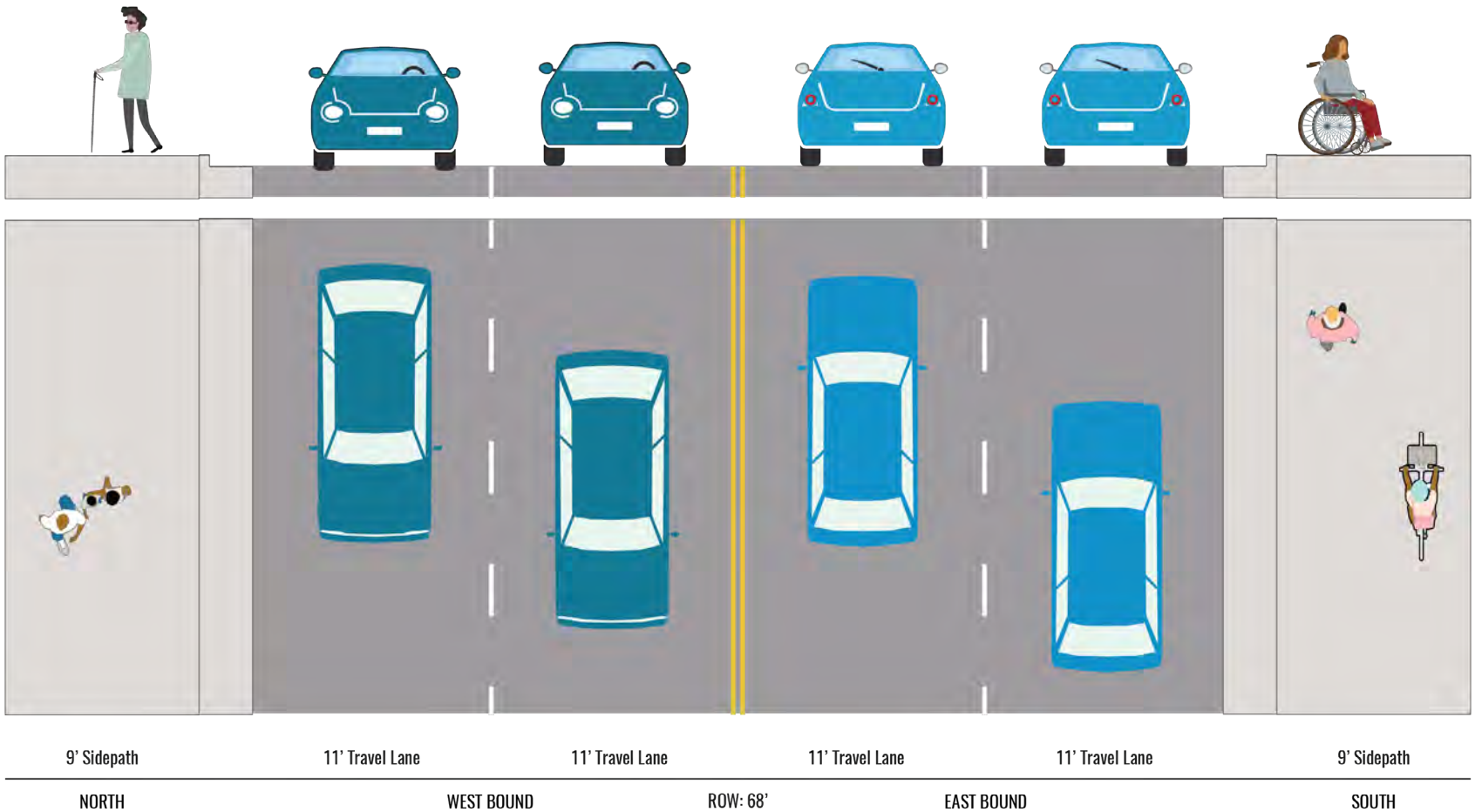


Figure 17. Midblock cross section today – Roundabouts to 4th Avenue

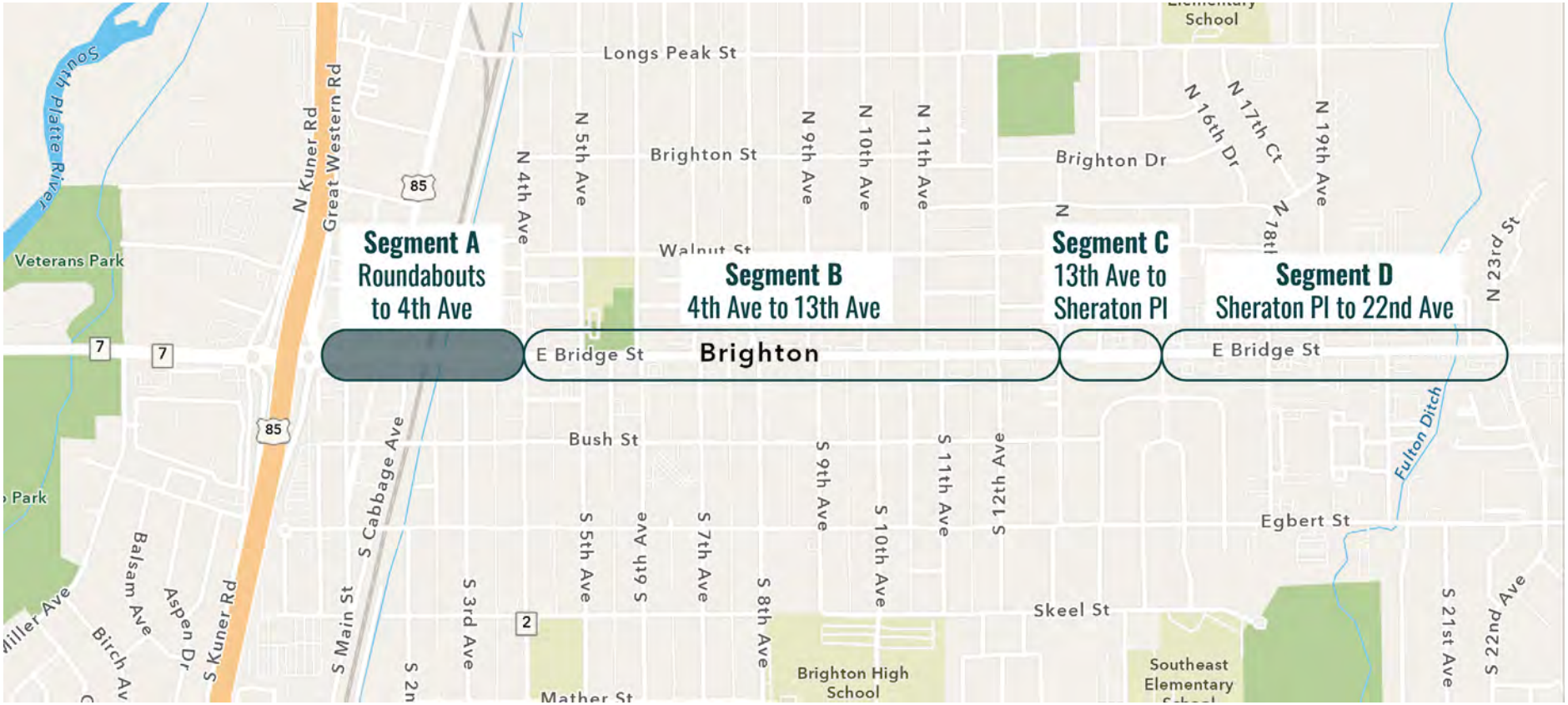


Figure 18. Bridge Street segment A — Roundabouts to 4th Avenue

Segment A, option one – Four car lanes with sidepath on south side

Option one retains all four existing vehicle lanes. On the south side of Bridge Street, the sidewalk is converted to a nine-foot sidepath that will accommodate both pedestrians and bicyclists (**Figure 19**).

Benefits

- This option presents the fewest conflict points between turning motorists and other motorists or non-motorists.
- This option also has the best future traffic operations as compared to other alternatives.
- This option has lower anticipated construction costs than other alternatives.
- This option was the most preferred by the public during phase two engagement.

Tradeoffs

- This option results in street crossings with a higher number of travel lanes to be crossed.
- This option provides less separation for bicyclists from motorists and pedestrians compared to other alternatives.
- This option provides little space for street furniture like benches, bike racks and lighting.
- This option is anticipated to reduce speeding less than other alternatives.

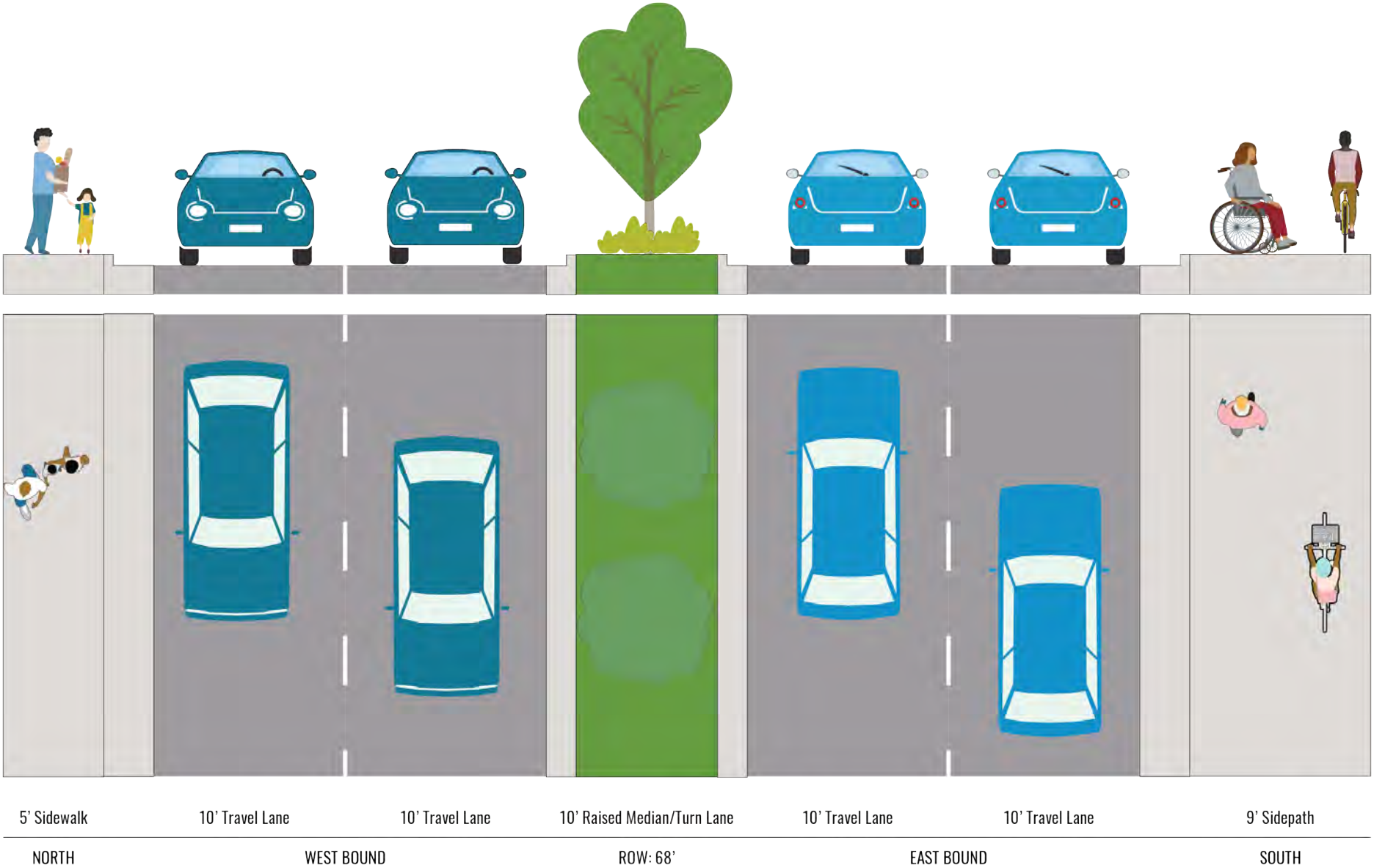


Figure 19. Segment A option one — Roundabouts to 4th Avenue

Segment A, option two – Three car lanes with sidewalk-level bike lanes

Option two for Bridge Street between the roundabouts and 4th Avenue removes one westbound travel lane. This design offers greater separation between people walking, rolling, or biking from vehicular traffic than the first design concept.

Five-foot sidewalks are separated by a hardscaped buffer from the five-foot sidewalk-level bike lanes (**Figure 20**), following guidance from Brighton's *Bicycle, Pedestrian, and Multimodal Plan.* More recent guidance published in the AASHTO Guide for the Development of Bicycle Facilities recommends placing the buffer between the bike lane and back of curb. In less-constrained conditions, vertical and horizontal separation is most important between drivers and people walking, rolling, and biking, though narrow hardscaped sidewalk-level buffers are also recommended between the bike lane and sidewalk to avoid pedestrians accidentally entering the bike lane. A hardscaped buffer also provides a less experienced biker a safer experience if they need to move over to accommodate passersby.

Benefits

- This option provides greater separation for bicyclists and pedestrians from motorists and each other than option one.
- This option is anticipated to reduce speeding more than option one.
- This option provides more space for landscaping and bicycle and pedestrian amenities than option one.

Tradeoffs

- This option has higher anticipated construction costs than option one.
- This option did not have significant support from the public during phase two engagement.
- This option would result in more traffic delay than option one.

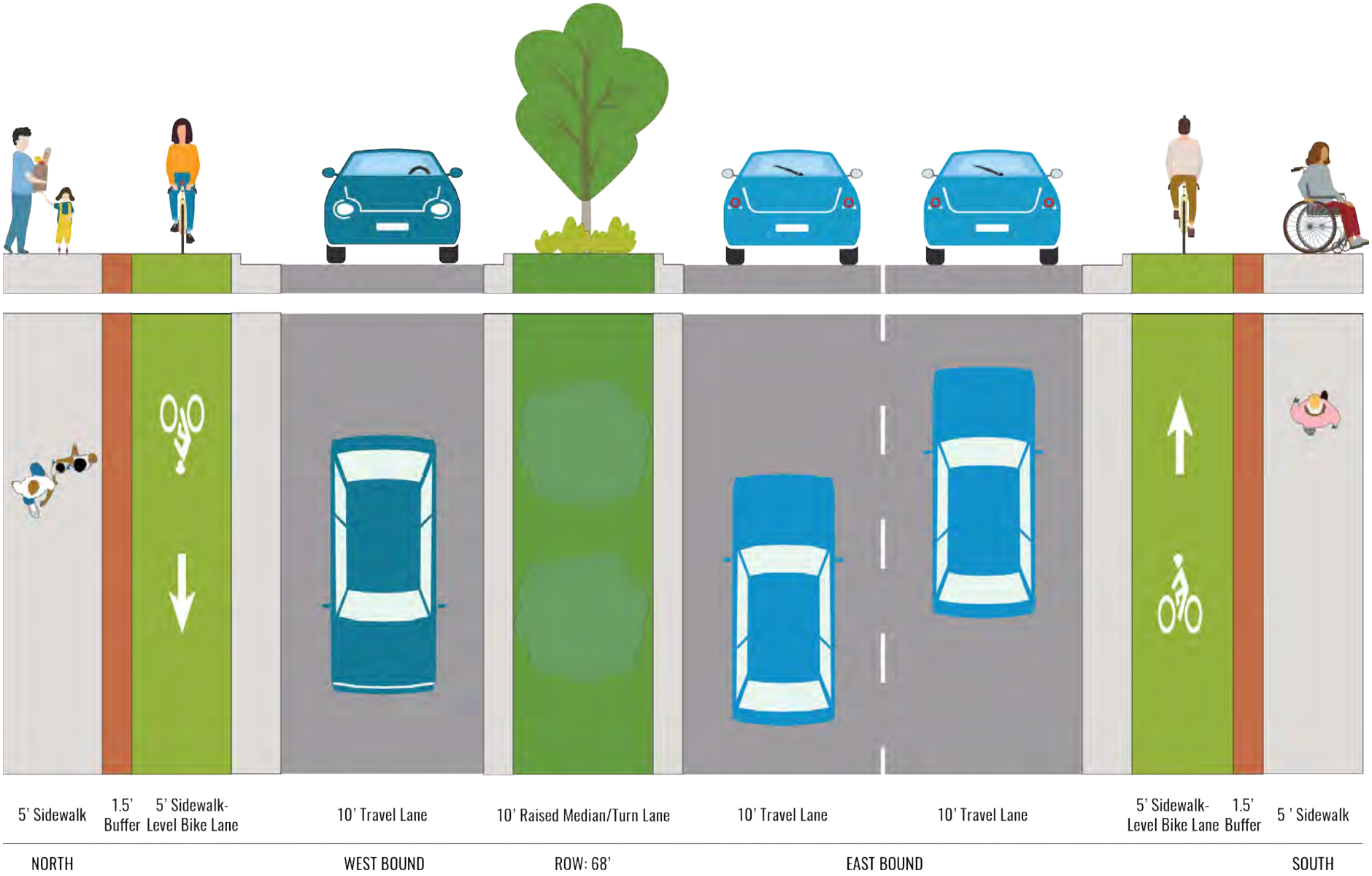


Figure 20. Segment A option two — Roundabouts to 4th Avenue

Segment A, option three – Two car lanes with sidewalk-level bike lanes

The third option for this segment of Bridge Street would further reduce the number of travel lanes from four to two to create additional space for landscaping and people walking, rolling, and biking.

Five-foot sidewalks are separated from five-foot sidewalk-level bike lanes with a six-foot landscaped buffer (**Figure 21**), following guidance from Brighton's *Bicycle, Pedestrian, and Multimodal Plan.* Like in option two, more recent guidance recommends the buffer be placed between the bike lane and back of curb.

Benefits

- This option is anticipated to reduce speeding the most compared to the other alternatives.
- This option provides a high level of separation for pedestrians and bicyclists from motorists and each other.
- This option results in the fewest travel lanes to be crossed.
- This option provides the most space for landscaping, trees, and pedestrian and bicycle amenities.
- This option has the capacity to move more people per hour than the other alternatives (bike lanes and sidewalks can carry more people per hour than travel lanes for vehicles).

Tradeoffs

- This option received little public support during phase two engagement.
- This option has higher anticipated construction costs than option one.
- This option would result in more traffic delay than option one.

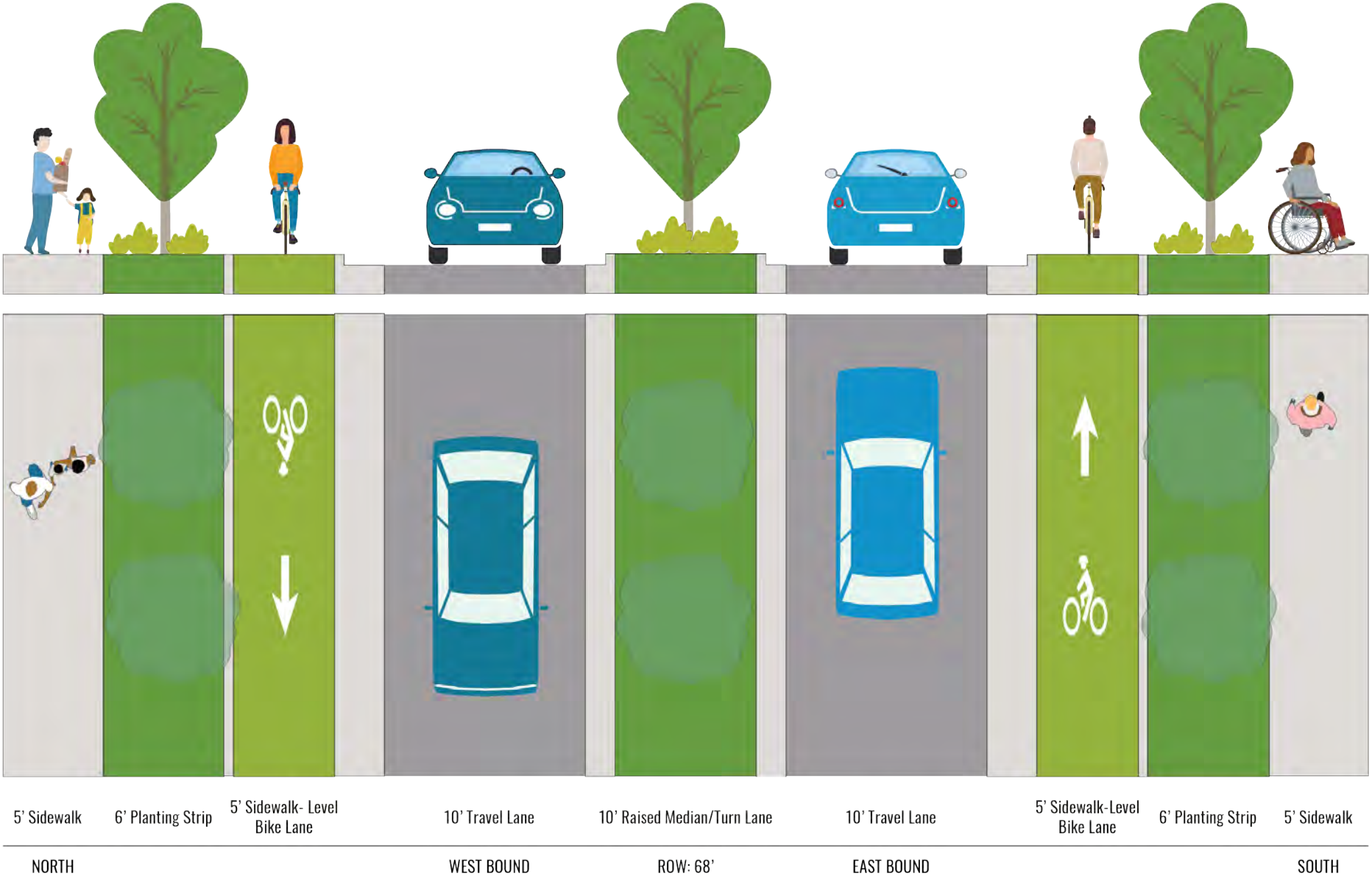


Figure 21. Segment A option three — Roundabouts to 4th Avenue

Segment B – 4th Avenue to 13th Avenue

Today, the cross section on this segment is inconsistent, with sidewalks on both sides of the street as narrow as four feet and four 11-foot travel lanes and a center turn lane. Sidewalks along this section are narrow and do not meet accessibility standards in some locations. Alternatives developed for this section widen sidewalks and add either a separate facility for people biking or widen at least one sidewalk into a consistent sidepath that can support people walking, rolling, and biking in one shared facility. The following concept designs could be implemented between 4th Avenue and 13th Avenue, about two thirds of a mile. The total right-of-way is 68 feet.

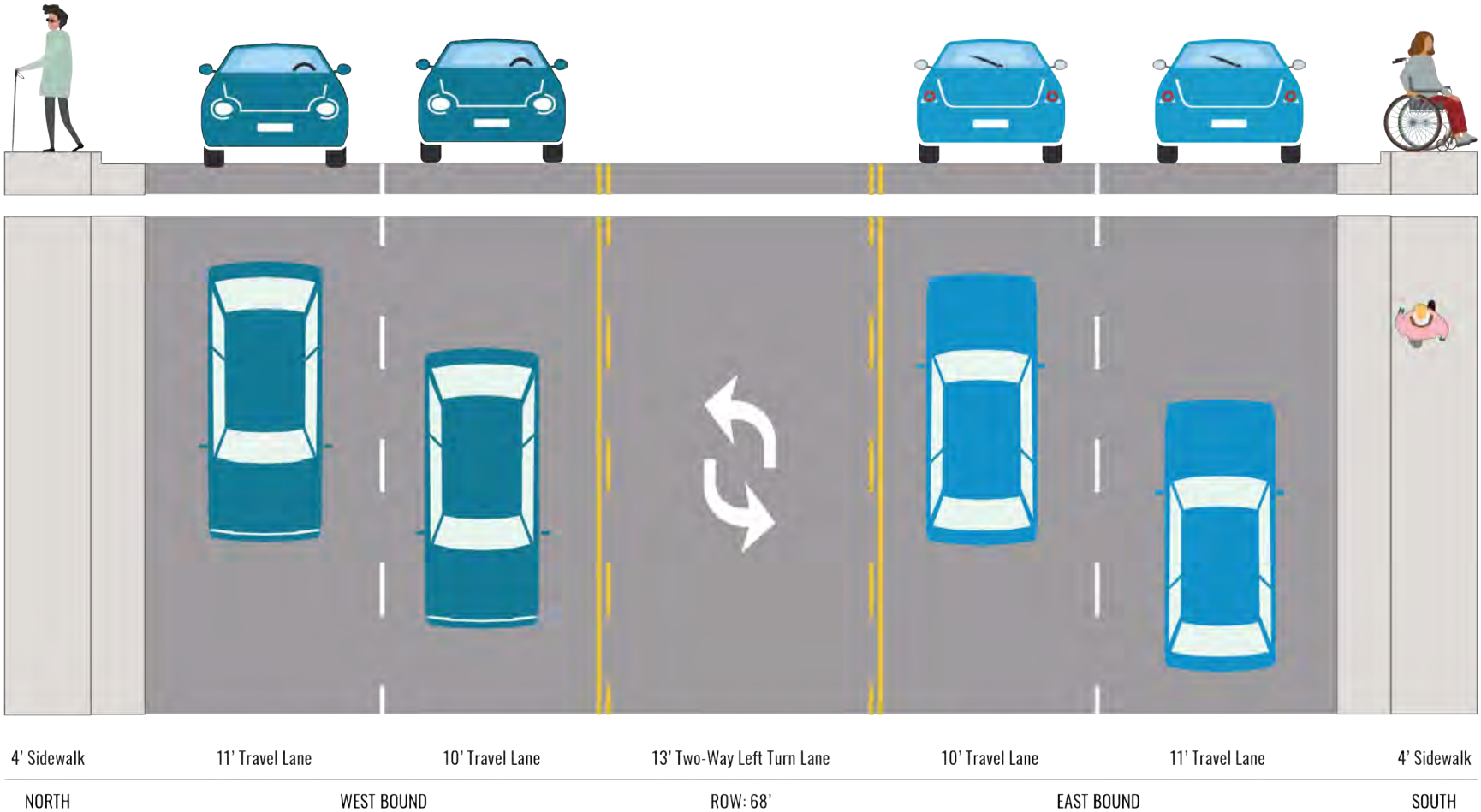


Figure 22. Typical cross section today – 4th Avenue to 13th Avenue

Figure 23. Bridge Street segment B — 4th Avenue to 13th Avenue

Each of the three alternatives for Segment B narrow travel lanes to 10 feet and include a 10-foot raised median between left turn lanes.

Segment B, option one – Four car lanes with sidepath on south side

Option one retains all four existing vehicle lanes. On the north side, the sidewalk is widened to five feet, while the south side provides a nine-foot sidepath to accommodate both bicyclists and pedestrians (**Figure 24**).

Benefits

- This option presents the fewest conflict points between turning motorists and other motorists or non-motorists.
- This option also has the best future traffic operations as compared to other alternatives.
- This option was the most preferred by the public during phase two engagement.

Tradeoffs

- This option results in street crossings with a higher number of travel lanes to be crossed.
- This option provides less separation for pedestrians and bicyclists from motorists and each other.
- This option provides little space for street furniture like benches, bike racks and lighting.
- This option is anticipated to reduce speeding less than other alternatives.

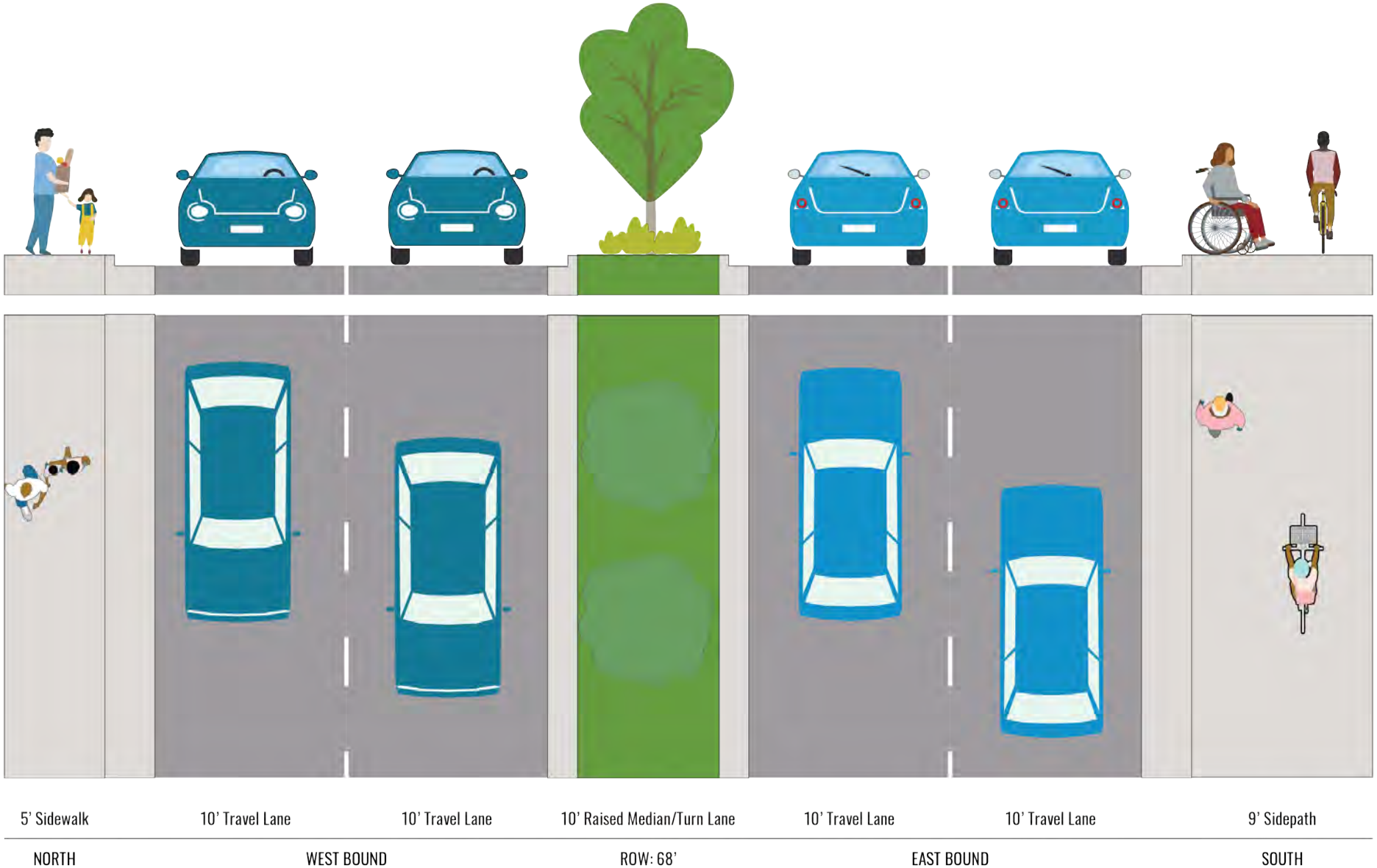


Figure 24. Segment B option one — 4th Avenue to 13th Avenue

Segment B, option two – Two car lanes with in-street protected bike lanes

Option two reduces Bridge Street from four travel lanes to two travel lanes. Compared to option one, this design offers dedicated spaces for people walking and biking rather than a shared sidepath.

Five-foot sidewalks, buffered by five-foot planting strips (which would require diverging from the six-foot preferred minimum), run along each side of Bridge Street (**Figure 25**). This cross section includes a five-foot in-street protected bike lane (excluding curb and gutter) with 1.5-foot buffer on each side of the roadway. This bike facility is substandard compared to guidance in the *Bicycle, Pedestrian, and Multimodal Plan* and general best practices, but is shown in this cross section to illustrate how a protected bike lane might be achieved.

On both sides, five-foot protected bike lanes with a one-and-a-half-foot buffer are introduced.

Benefits

- This option provides greater separation for bicyclists and pedestrians from motorists and each other than option one.
- This option is anticipated to reduce speeding more than option one.
- This option results in fewer travel lanes to be crossed than option one.
- This option provides more space for landscaping and bicycle and pedestrian amenities.

Tradeoffs

- This option did not have significant support from the public during phase two engagement.
- This option would result in more traffic delay than option one.
- This option presents more conflict points between turning motorists and other motorists or non-motorists than option one.

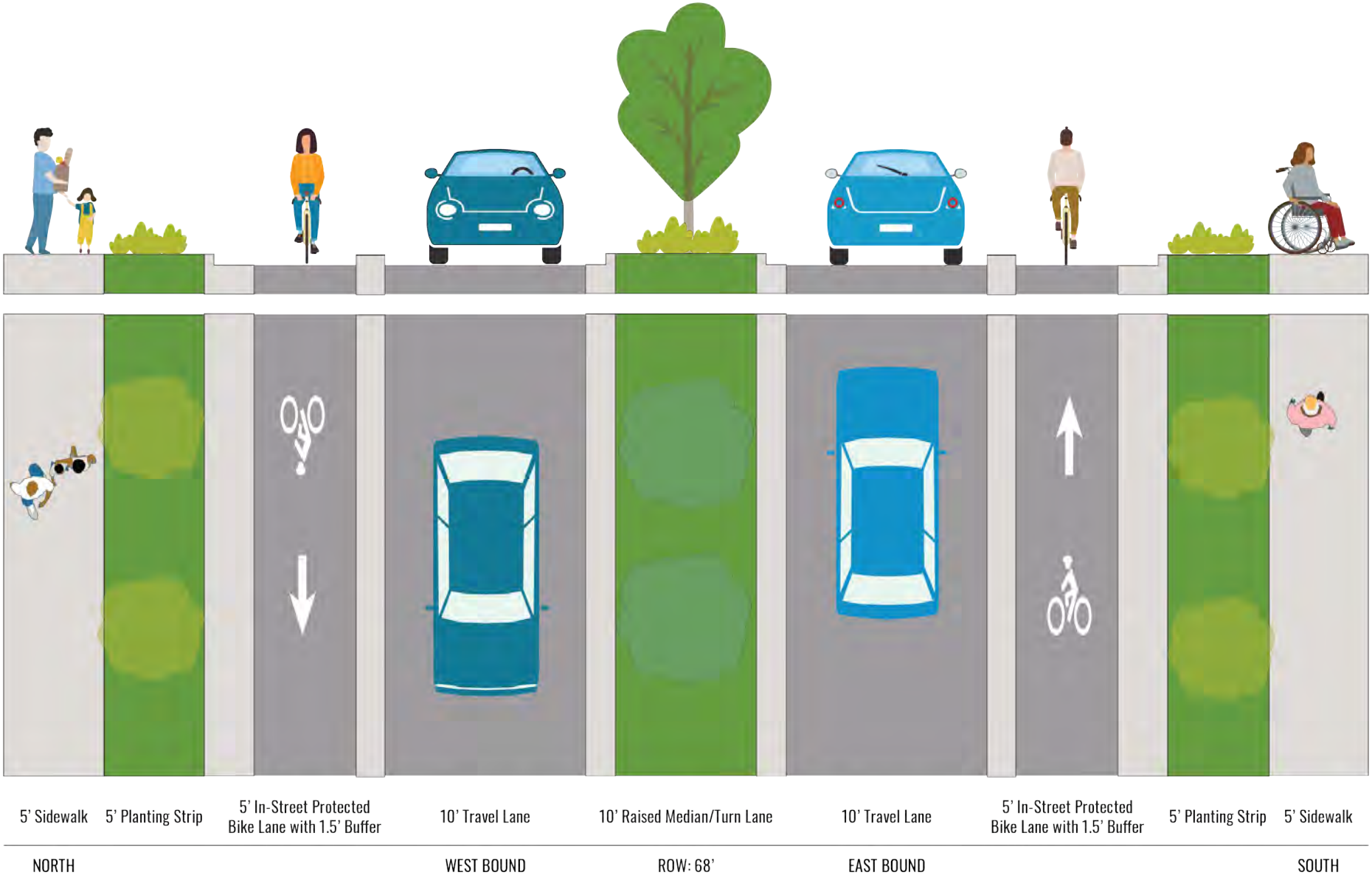


Figure 25. Segment B option two — 4th Avenue to 13th Avenue

Segment B, option three – two car lanes with sidewalk-level bike lanes

Similar to option two, option three reduces Bridge Street from four travel lanes to two travel lanes.

Five-foot sidewalks are separated from five-foot sidewalk-level bike lanes with a six-foot landscaped buffer (**Figure 26**), following guidance from Brighton's *Bicycle, Pedestrian, and Multimodal Plan*. More recent guidance recommends the buffer be placed between the bike lane and back of curb.

Benefits

- This option is anticipated to reduce speeding the most compared to the other alternatives.
- This option provides a high level of separation for pedestrians and bicyclists from motorists and each other.
- This option results in the fewest travel lanes to be crossed.
- This option provides the most space for landscaping, trees, and pedestrian and bicycle amenities.
- This option has the capacity to move more people per hour than the other alternatives (bike lanes and sidewalks can carry more people per hour than travel lanes for vehicles).

Tradeoffs

- This option received little public support during phase two engagement.
- This option has the highest anticipated construction costs compared to other alternatives.
- This option would result in more traffic delay than option one.
- This option presents the most conflict points between turning motorists and other motorists or non-motorists.

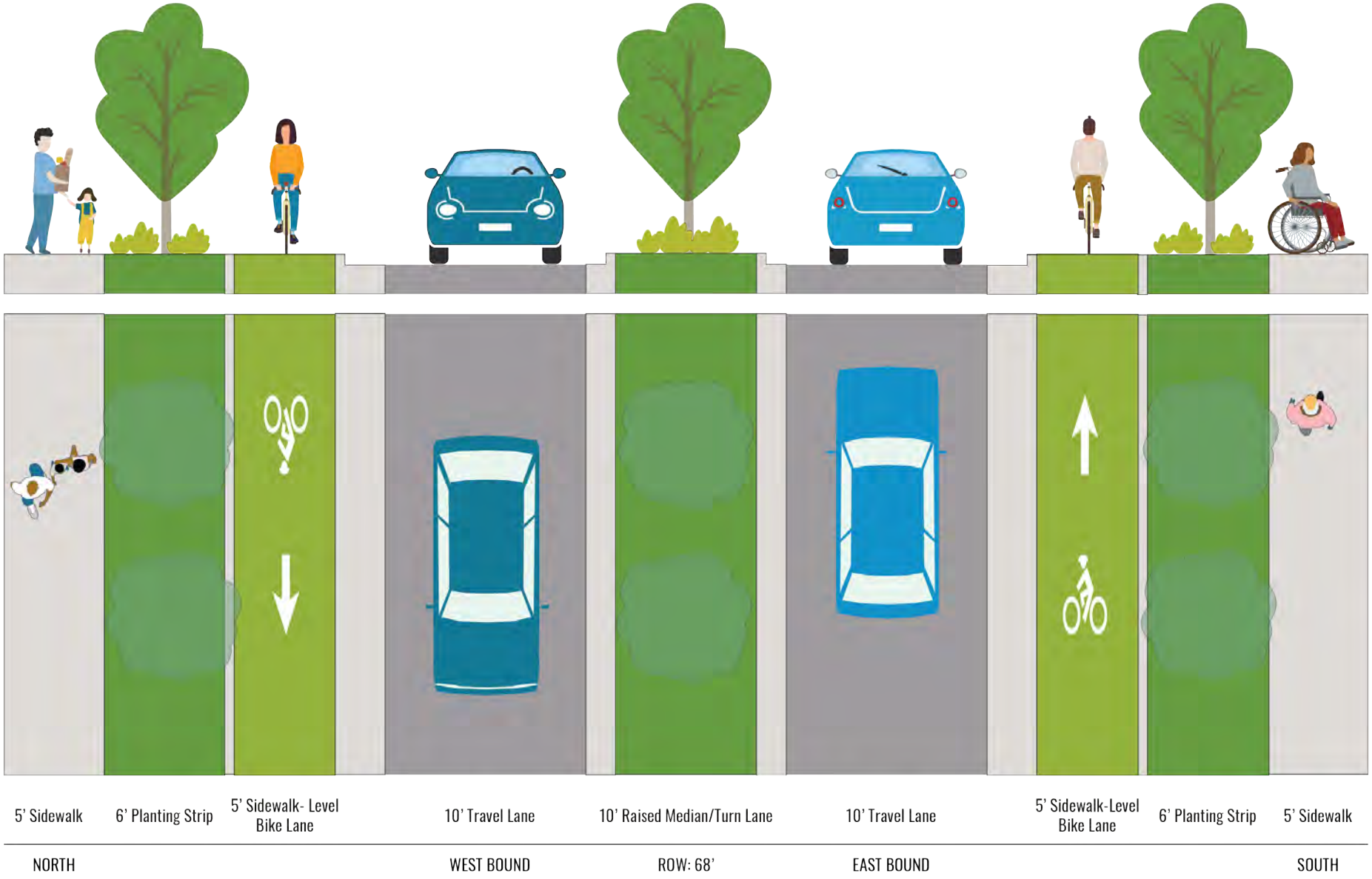


Figure 26. Segment B option three — 4th Avenue to 13th Avenue

Segment C – 13th Avenue to Sheraton Place

The following concept designs could be implemented between 13th Avenue and Sheraton Place, a short eighth of a mile segment that is unique due to the frontage road that parallels Bridge Street. Including the frontage road, the total right-of-way is 100 feet. The sidewalk on the north side of Bridge Street is four feet at narrowest. There are four travel lanes and a center turn lane. A four-foot concrete barricade separates the 20-foot frontage road, which includes a parking lane, and the southern sidewalk is a three-foot rollover curb, which is too narrow to meet accessibility standards.

Alternatives developed for this section imagine a new more comfortable and attractive buffer zone between residences along Bridge Street and the main arterial. Initial alternatives shown in this section were visionary, showing a wide buffer zone and reducing the width of the frontage road to 12 feet. The width of the frontage road was further assessed during alternatives analysis, considering:

- Loss of existing residential on-street parking on the frontage road (though all homes on this stretch have private driveways and garages).
- The need to accommodate delivery vehicles, emergency vehicles and residents maneuvering in and out of driveways.

Both alternatives for Segment C preserve four travel lanes, narrowing them to 10 feet, and include a 10-foot raised median between left turn lanes.

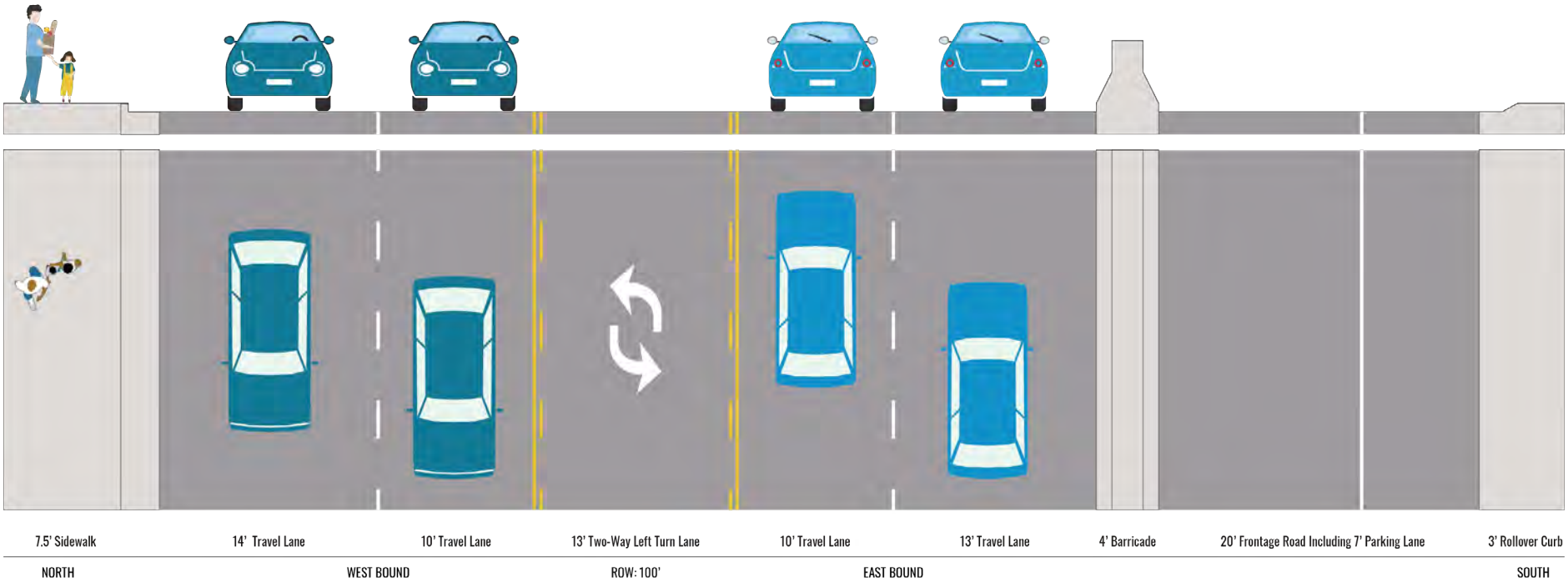


Figure 27. Typical cross section today – 13th Avenue to Sheraton Place

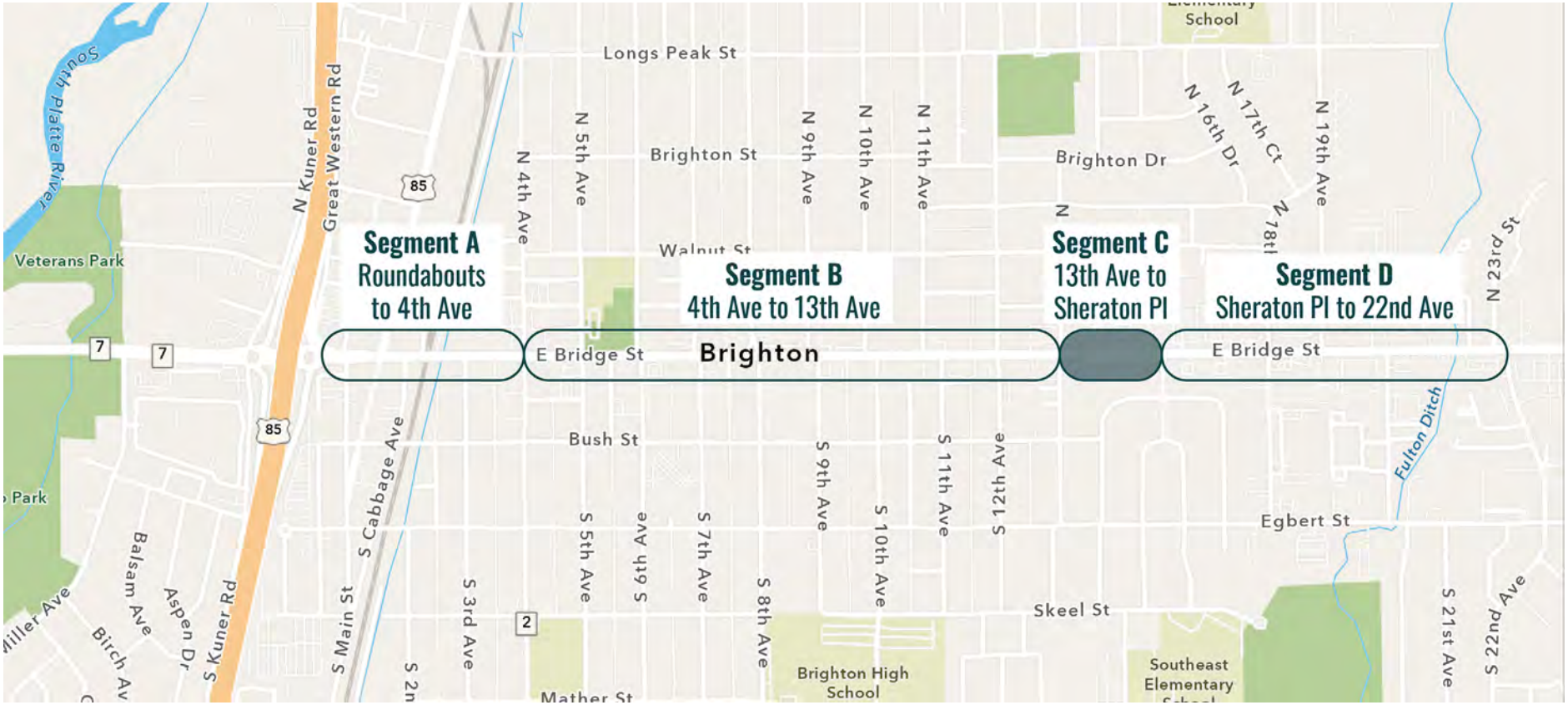


Figure 28. Bridge Street segment C — 13th Avenue to Sheraton Place

Segment C, option one – Four car lanes with sidepath on south side

Sidewalks on each side of the roadway are narrowed to five feet to accommodate a wider buffer zone between the frontage road and Bridge Street. In this buffer zone, a 10-foot sidewalk is separated from vehicular traffic on either side with six-foot landscaped buffers, accommodating people walking, rolling, and biking in a shared space (**Figure 29**).

Benefits

- This option presents the fewest conflict points between turning motorists and other motorists or non-motorists.
- This option has lower anticipated construction costs than the other alternative.
- This option was the most preferred by the public during phase two engagement.
- This option provides more space for bicycle and pedestrian amenities.

Tradeoffs

- This option provides less separation for bicyclists from motorists and pedestrians.
- This option provides less separation for pedestrians from motorists and bicyclists.
- This option will result in the loss of existing residential on-street parking (though all homes on this stretch have private driveways and garages).

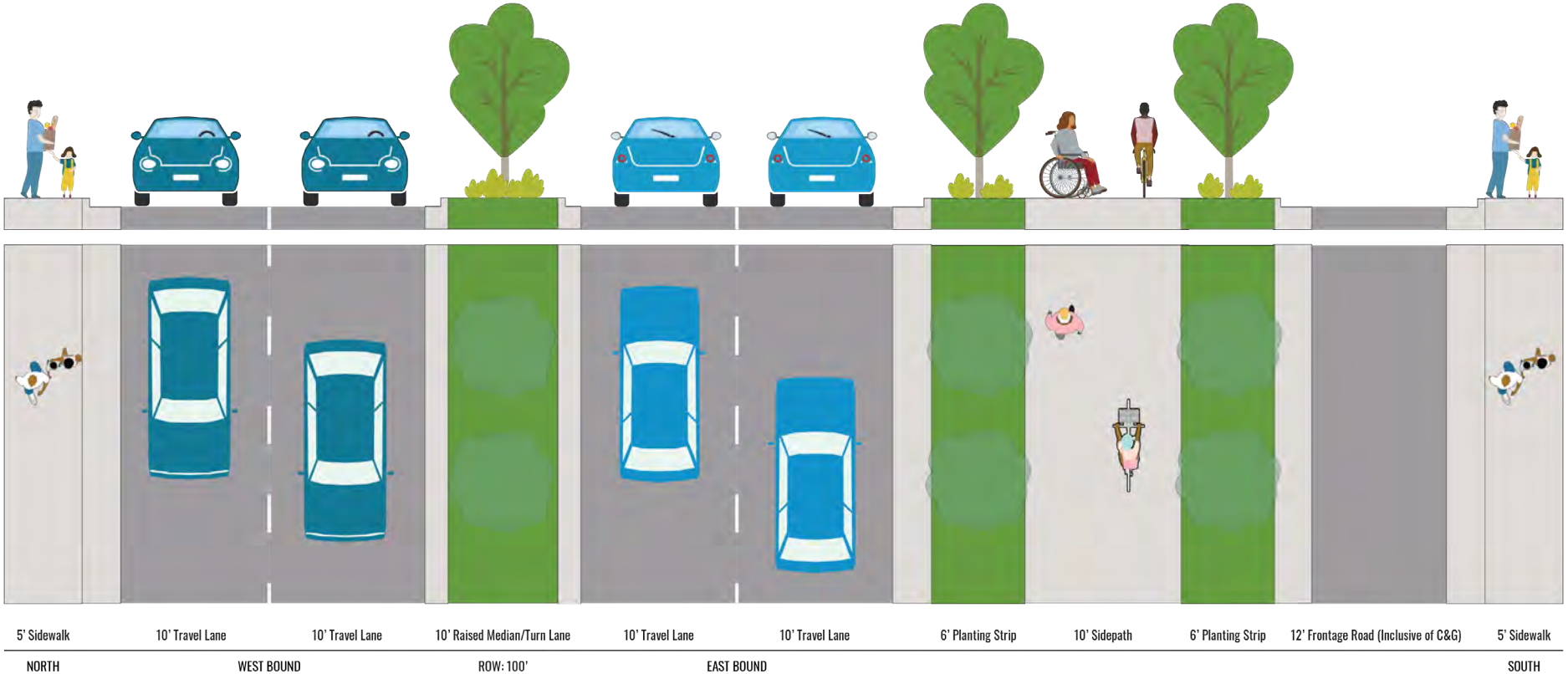


Figure 29. Segment C option one — 13th Avenue to Sheraton Place

Segment C, option two – Four car lanes with bidirectional sidewalk-level bike lane on south side

Sidewalks on each side of the roadway are narrowed to five feet to accommodate a wider buffer zone between the frontage road and Bridge Street.In this buffer zone, a 10-foot bidirectional sidewalk-level bike lane is separated from a six-foot sidewalk with a six-foot landscaped buffer (**Figure 30**), following guidance from Brighton's *Bicycle, Pedestrian, and Multimodal Plan*.

Benefits

- This option provides more separation for bicyclists from motorists and pedestrians.
- This option provides more separation for pedestrians from motorists and bicyclists.

Tradeoffs

- This option received less public support during phase two engagement than the other alternative.
- This option has higher anticipated construction costs.
- This option will result in the loss of existing residential on-street parking (though all homes on this stretch have private driveways and garages).

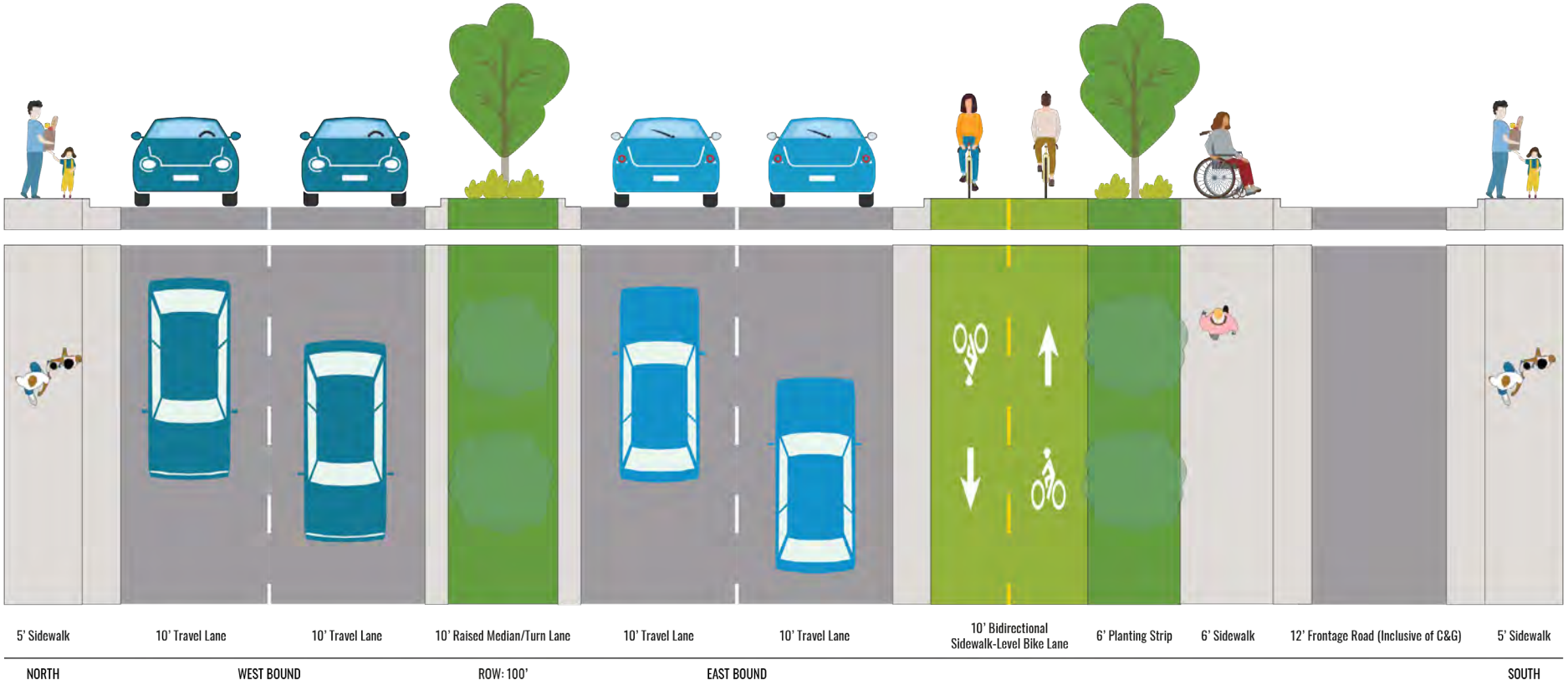


Figure 30. Segment C option two — 13th Avenue to Sheraton Place

Segment D – Sheraton Place to 22nd Avenue

The total right-of-way on this segment is 78 feet. Today, the cross section on this segment is inconsistent, with sidewalks on both sides of the street as narrow as four feet and four 11-foot travel lanes, an eastbound auxiliary lane, and a center turn lane. Sidewalks along this section are narrow and do not meet accessibility standards in some locations. The following concept designs would be implemented between Sheraton Place and 22nd Avenue, about a half mile. Alternatives developed for this section widen sidewalks and add either a separate facility for people biking or widen at both sidewalks into consistent sidepaths that can support people walking, rolling, and biking in one shared facility.

Both alternatives for Segment D preserve four travel lanes, narrowing them to 10 feet, and include a 10-foot raised median between left turn lanes.

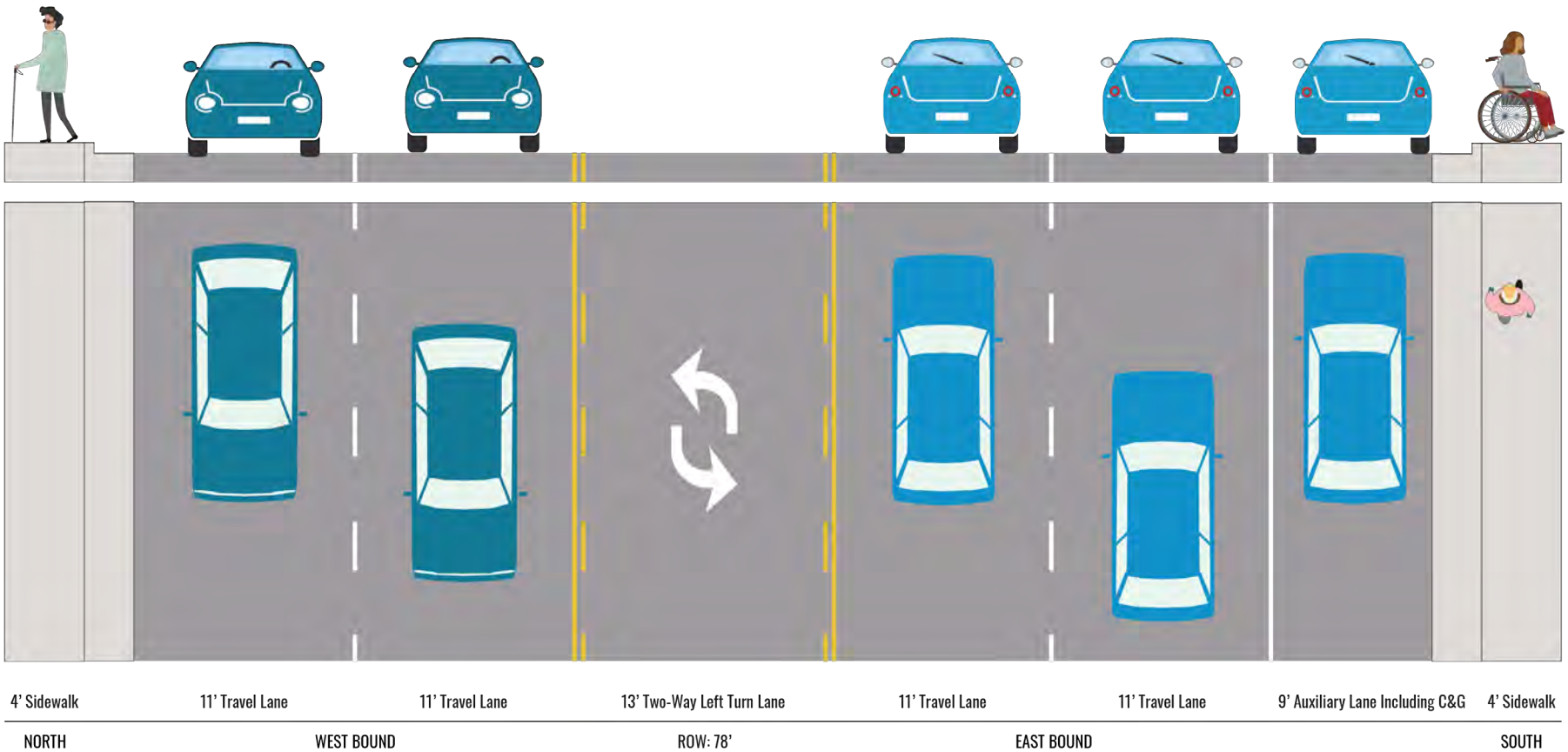


Figure 31. Typical cross section today – Sheraton Place to 22nd Avenue

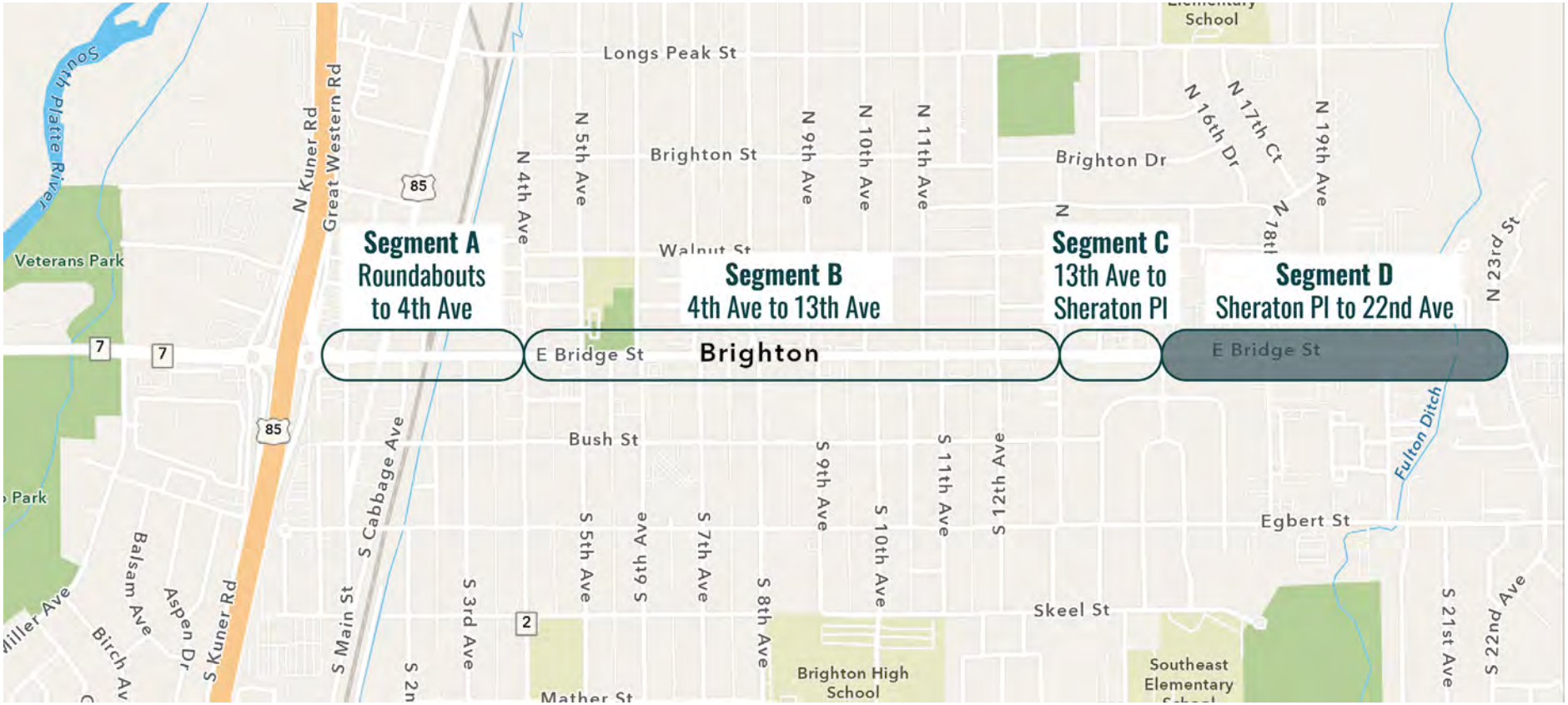


Figure 32. Bridge Street segment D — Sheraton Place to 22nd Avenue

Segment D, option one – Four car lanes with sidepaths

An eight- to nine-foot sidepath is provided on both sides of the street, with a six-foot landscaped buffer separating the path from traffic on the south side of Bridge Street (**Figure 33**).

Benefits

- This option presents the fewest conflict points between turning motorists and other motorists or non-motorists.
- This option is anticipated to reduce speeding more than other alternatives.
- This option provides more space for landscaping and shade.
- This option was the most preferred by the public during phase two engagement.

Tradeoffs

- This option provides less separation for bicyclists and pedestrians from motorists and each other.
- This option provides little space for pedestrian and bicycle amenities.

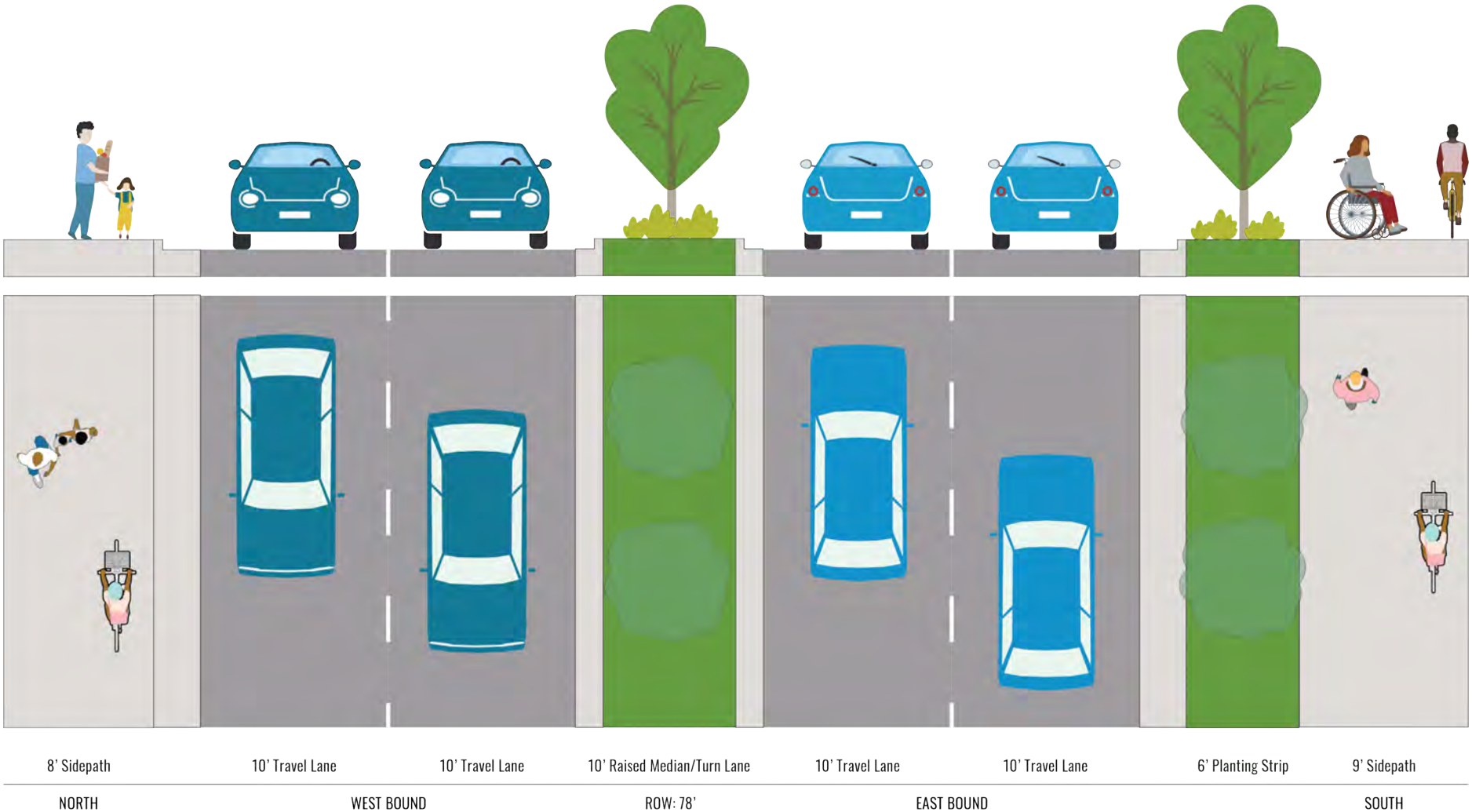


Figure 33. Segment D option one — Sheraton Place to 22nd Avenue

Segment D, option two – Four car lanes with sidewalk-level bike lanes

Five-foot sidewalks are separated from five-foot sidewalk-level bike lanes with a hardscaped buffer (**Figure 34**), following guidance from Brighton's *Bicycle, Pedestrian, and Multimodal Plan*. More recent guidance recommends the buffer be placed between the bike lane and back of curb.

Benefits

- This option provides a high level of separation for pedestrians and bicyclists from motorists and each other.
- This option provides more space for bicycle and pedestrian amenities.

Tradeoffs

- This option received less public support during phase two engagement than the other alternative.
- This option provides less space for landscaping and shade.
- This option is anticipated to reduce speeding less than the other alternative.

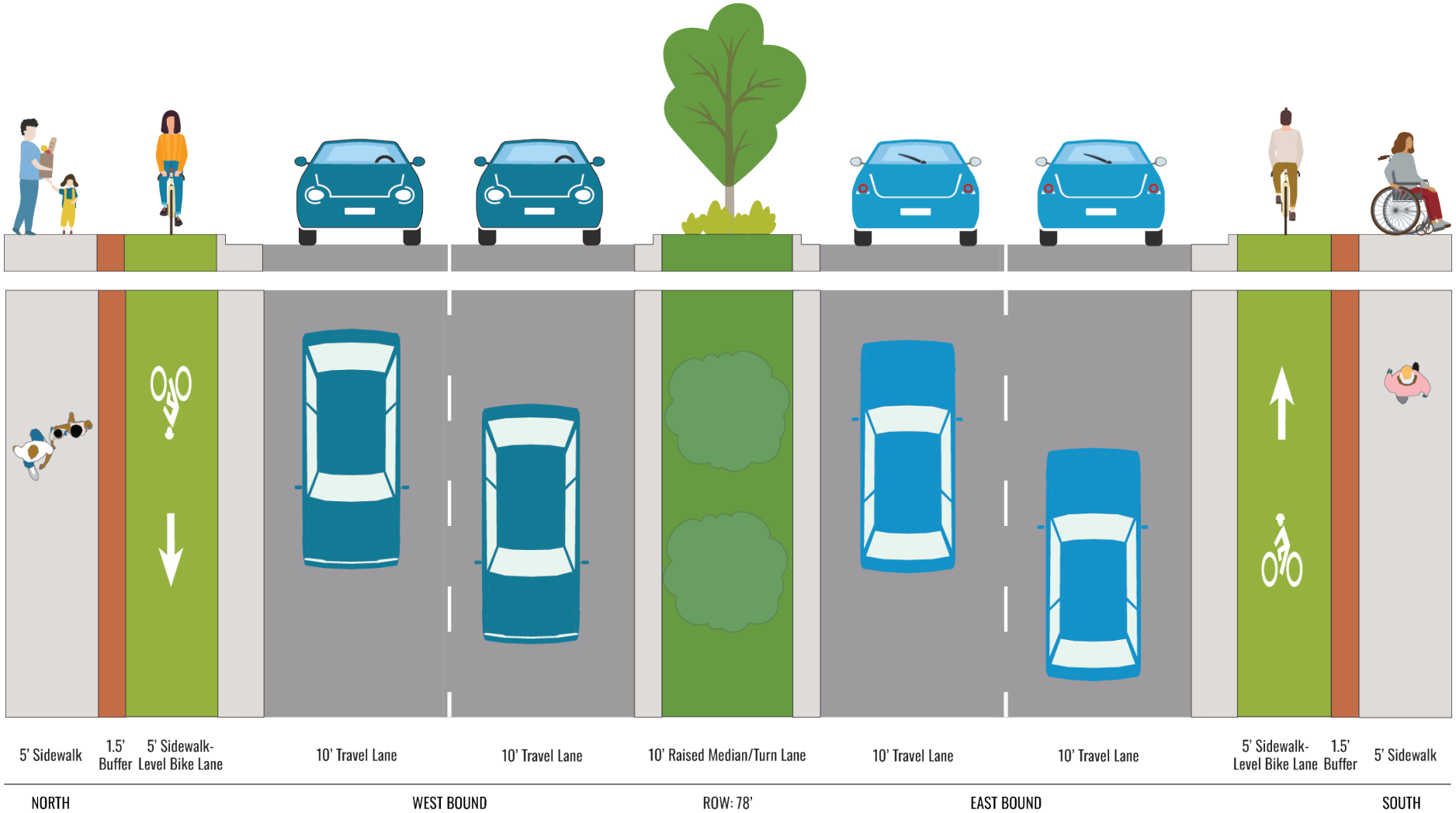


Figure 34. Segment D option two — Sheraton Place to 22nd Avenue

Notes on alternatives

Due to right-of-way constraints, achieving all recommendations listed at the start of this section (a high-comfort bikeway and sidewalks for people walking, biking, and rolling that meet the design criteria in the *Bicycle, Pedestrian, and Multimodal Plan*) was difficult, particularly without reducing the number of travel lanes or a variance on the required width of the planting strips. Each alternative generally shows substandard widths for sidewalks and bike facilities as compared to guidance from the *Bicycle, Pedestrian, and Multimodal Plan*. Concepts were developed assuming available right-of-way as it exists in 2025. However, the city may be able to widen proposed facilities for people walking, rolling, and biking by negotiating with adjacent property owners to acquire additional right-of-way.

In concepts showing sidepaths, due to constrained right of way, in many cases it was only possible to achieve a sidepath on one side of the roadway. The project team chose to illustrate a consistent sidepath along the south side of the roadway across all corridor segments, mainly because Segment C (13th Avenue to Sheraton Place) includes a frontage road on the south side, and Segment D (Sheraton Place to 22nd Avenue) includes an auxiliary lane on the south side. Therefore, there generally was more room to expand active transportation facilities on the south side of Bridge Street. However, alternatives widened sidewalks on the north side of the roadway as well, and in some cases accommodate a sidepath.

Each concept design included certain benefits and tradeoffs. After the design charette, public engagement during phase two sought to understand which tradeoffs members of the Brighton community were most comfortable with. Concept design alternatives may look slightly different from the simplified cross sections shown to the public during Phase two of engagement. The project team refined each cross section to show more specific dimensions like curb and gutter.

- The street design must provide a high-comfort, low-stress facility for people walking, rolling, and biking that supports all ages and abilities.
- Since Bridge Street is such a vital east-west connection, it should have a comfortable east-west bike facility, whether a protected bike lane, sidewalk-level bike lane, or sidepath (design guidance including preferred widths for each facility width can be found on pages 57 to 60 of the *Bicycle, Pedestrian, and Multimodal Plan*).
- With four travel lanes, Bridge Street should ideally have an eight-foot sidewalk with 12-foot buffer. With three or fewer travel lanes and posted speed of 30 mph or less, Bridge Street should ideally have a six-foot sidewalk with eight-foot buffer.

Alternatives evaluation

Evaluation criteria

After synthesizing the community feedback and developing the various Bridge Street alternatives, the project team created an evaluation matrix to score and compare each alternative. The matrix assigns a numeric score for each segment alternative, including the existing conditions or “no build” option for each segment served as a point of comparison.

Each final alternative composite score was calculated by giving equal weight to three primary factors:

By giving equal weight to the quantitative evaluation criteria, cost and constructability metrics, and engagement results, the study acknowledges the importance of achieving stated plan goals, ensuring long-term feasibility of the plan, and public preferences.

Each of the three scoring factors in **Figure 35** include multiple evaluation criteria or measures listed in bullets. For each bulleted measure, the project team developed either a three-point or five-point scale, ranging from the least to the most ideal option. To view the evaluation matrix, see **Appendix B: Alternatives Evaluation**.

Evaluation criteria (33% of final score)	Cost & constructability (33% of final score)	Public feedback (33% of final score)
• Safety criteria • Walking and biking criteria • Street crossing criteria • Access criteria • Amenities criteria	• Construction cost (materials and impacts to curb and gutter) • Impacts to utilities	• Survey popularity • In-person engagement event popularity

Figure 35. Factors used to evaluate alternatives

The first scoring factor, the evaluation criteria, were tied specifically to project goals. The project team identified two evaluation criteria linked to each goal to evaluate and measure how well the proposed design meets the specific goal.

Table 4. Evaluation criteria

Goal	Evaluation criteria/measure
Prioritize safety to reduce frequency and severity of crashes.	**Intersection turning conflict points:** Options with the greatest reduction of conflict points between turning motorists and other motorists or non-motorists are rated higher.
	Speed reduction: Options anticipated to reduce speeding are rated higher.
Provide **more space for walking, biking and rolling.**	**Walkway type and separation:** Options that provide greater separation for pedestrians from motorists and bicyclists are rated higher.
	Bikeway type and separation: Options that provide greater separation for bicyclists from motorists and pedestrians are rated higher.
Improve street crossings and protection from traffic.	**Number of travel lanes to be crossed:** Options with fewer travel lanes to be crossed (across the study corridor) are rated higher.
	Presence and type of center median: Options with more robust center medians are rated higher.
Ensure **reliable access to jobs, goods and services.**	**Intersection approach level of service:** Options with fewer failing intersection approach levels of service (LOS F) are rated higher (2040).
	People moved per hour: Options that move more people per hour are rated higher.
Create an inviting street with lighting and landscaping.	**Landscaping and shade:** Options with more space for landscaping, trees and shade are rated higher.
	Pedestrian and bicycle amenities: Options with more space for street furniture like benches, trash receptacles, bike racks, lighting and public art are rated higher.

In addition to alignment with plan goals, we performed high-level analysis to determine the feasibility of alternatives. The evaluation matrix includes the following "Cost and Constructability" criteria:

Table 5. Cost and constructability measures

Measure	Description
Construction cost	Options with lower planning-level construction cost opinions are rated higher.
Potential impact to utilities	Options with fewer utility impacts score better.

During the alternatives evaluation, the project team only estimated rough costs based on cost of materials and cost of moving curb and gutter, to highlight the main differences between alternatives. The project team estimated utilities impacts based on the general number of utilities within the current sidewalk area on each side of the Bridge Street corridor today.

Finally, the evaluation matrix includes a section on engagement results which incorporates public engagement feedback into the scoring of the alternatives. This section ensures that community opinion is valued in the evaluation process. The engagement section includes both survey popularity and in-person engagement popularity scores. Alternatives with a higher share of survey votes and a higher share of votes at in-person events score better.

Table 6. Public feedback measures

Measure	Description
Survey popularity	Options with a higher share of survey votes score better.
In-person engagement popularity	Options with a higher share of votes at in-person events score better.

Results and recommended alternative

Results of the alternatives scoring and the recommended alternative are summarized below. To see the full evaluation matrix results, see **Appendix B: Alternatives Evaluation.**

The recommended alternative for all segments, a modified option one, balances needs on Bridge Street by preserving access for drivers, including transit vehicles. While this cross section does not feature a bus lane, the additional travel lane supports bus service in the outside lane. Additionally, it makes more efficient use of right-of-way by narrowing travel lanes and expanding sidewalk space on one or more sides of the corridor to be wide enough to accommodate people biking or using micromobility. This shared space for people walking, rolling, or biking expands access along Bridge Street for people travelling outside of a vehicle. Where possible, this alternative includes a median island between the left turn lanes, which reduces potential for head-on collisions and supports corridor beautification.

Roundabouts to 4th Avenue

- **Evaluation criteria:** Option three (Two Lanes with Sidewalk-Level Bike Lanes) and Option two (Three Lanes with Sidewalk-Level Bike Lanes) outperformed Option one (Four Lanes with Sidepath on South Side) due to the anticipated speed reduction and additional walkway and bikeway separation, as well as additional space for landscaping, shade, and other pedestrian amenities. Option one only outperformed the other two options in the metric of traffic operations.
- **Cost and constructability:** Option one outperformed the other options due to the lesser need for curb and gutter reconstruction.
- **Public feedback:** Option one was significantly more popular than the other options on the survey (selected by 71% of respondents), though there was slightly less of a gap between the options at in-person engagement events (48% of respondents selected Option one and 39% of respondents selected Option two).

Overall score: Option one slightly outperformed Options two and three, despite their advantage in the evaluation criteria segment of the score, due to its high performance with respect to cost and constructability and public preference.

The recommended alternative expands the sidewalk into an 11-foot sidepath wide enough to accommodate people biking or using micromobility. This shared space for people walking, rolling, or biking expands access to Brighton's historic downtown for people travelling outside of a vehicle.

Slight modifications from option one:

- This cross section no longer shows a center median/turn lane. At Bridge Street and Main Street, right-of-way is so constrained that turn lanes will remain the same and the roadway alignment will not change (aside from spot treatments shown in **Figure 42**). Midblock, between the railroad tracks and 4th Avenue, wider sidewalks on one or both sides of Bridge Street may be preferable to a median, based on public feedback. For this segment of Bridge Street, it is recommended that the city widen sidewalks where possible and implement intersection improvements detailed in **Figure 42** and **Appendix A: Project Recommendations**.

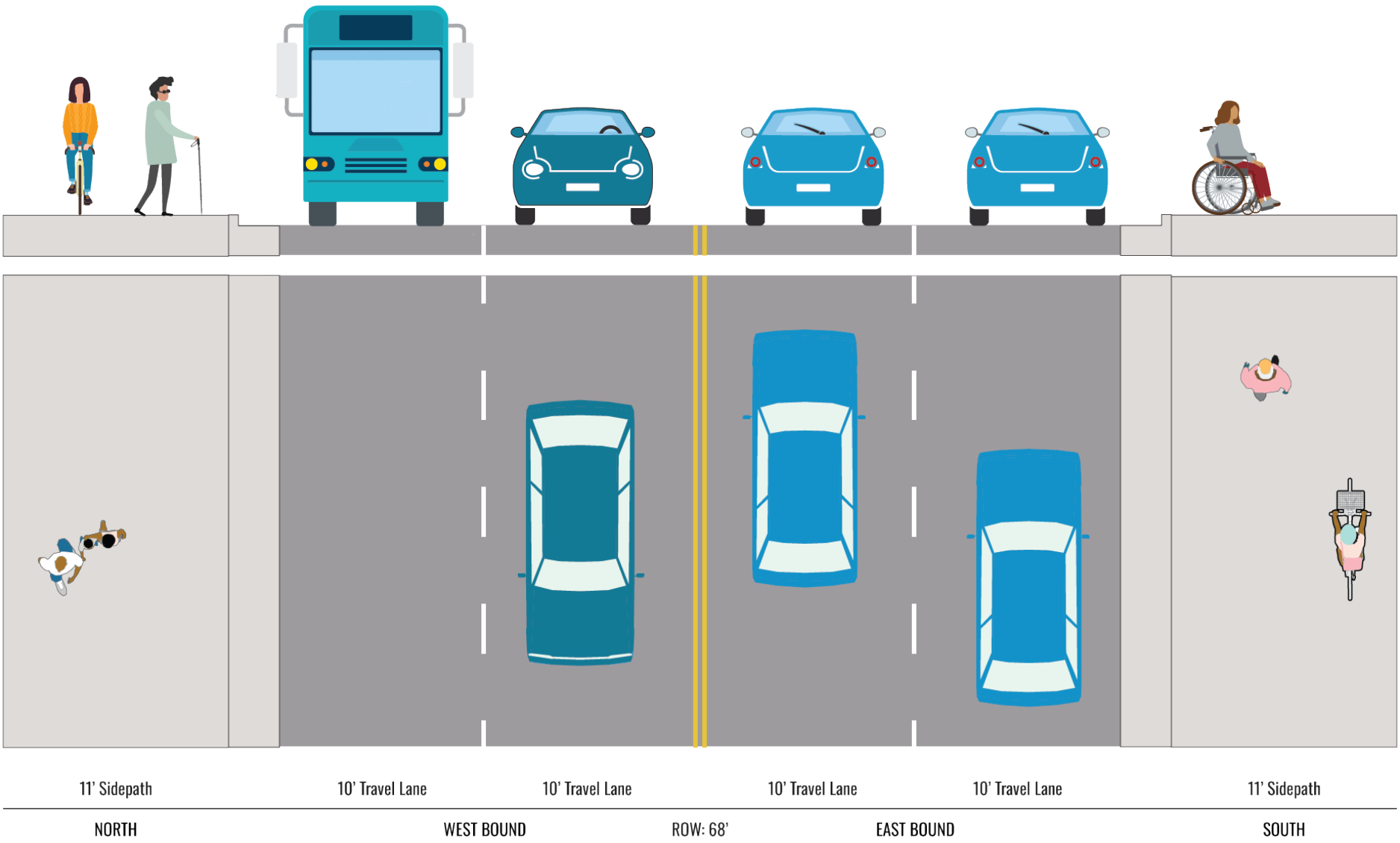


Figure 36. Segment A recommended alternative — Roundabouts to 4th Avenue

4th Avenue to 13th Avenue

- **Evaluation criteria:** Option three (two lanes with sidewalk-level bike lanes) and option two (two lanes with in-street protected bike lanes) outperformed option one (four lanes with sidepath on south side) due to the anticipated speed reduction, additional walkway and bikeway separation, improved street crossings, and additional space for landscaping, shade, and other pedestrian amenities. Option one only outperformed the other two options on the metric of traffic operations.
- **Cost and constructability:** Option one outperformed the other options due to the less intense street reconstruction.
- **Public feedback:** Option one was significantly more popular than the other options on the survey (selected by 82% of respondents) and during in-person engagement events (selected by 61% of respondents).

Overall score: Option one outperformed options two and three, despite their advantage in the evaluation criteria segment of the score, due to its high performance with respect to cost and constructability and public preference.

The recommended alternative expands sidewalk space on the south side of the street.

Slight modifications from option one:

- This cross section no longer shows trees in the median. Public feedback indicated a preference for hardscaped medians or medians with water-wise plants for visibility, easier maintenance, and water savings.

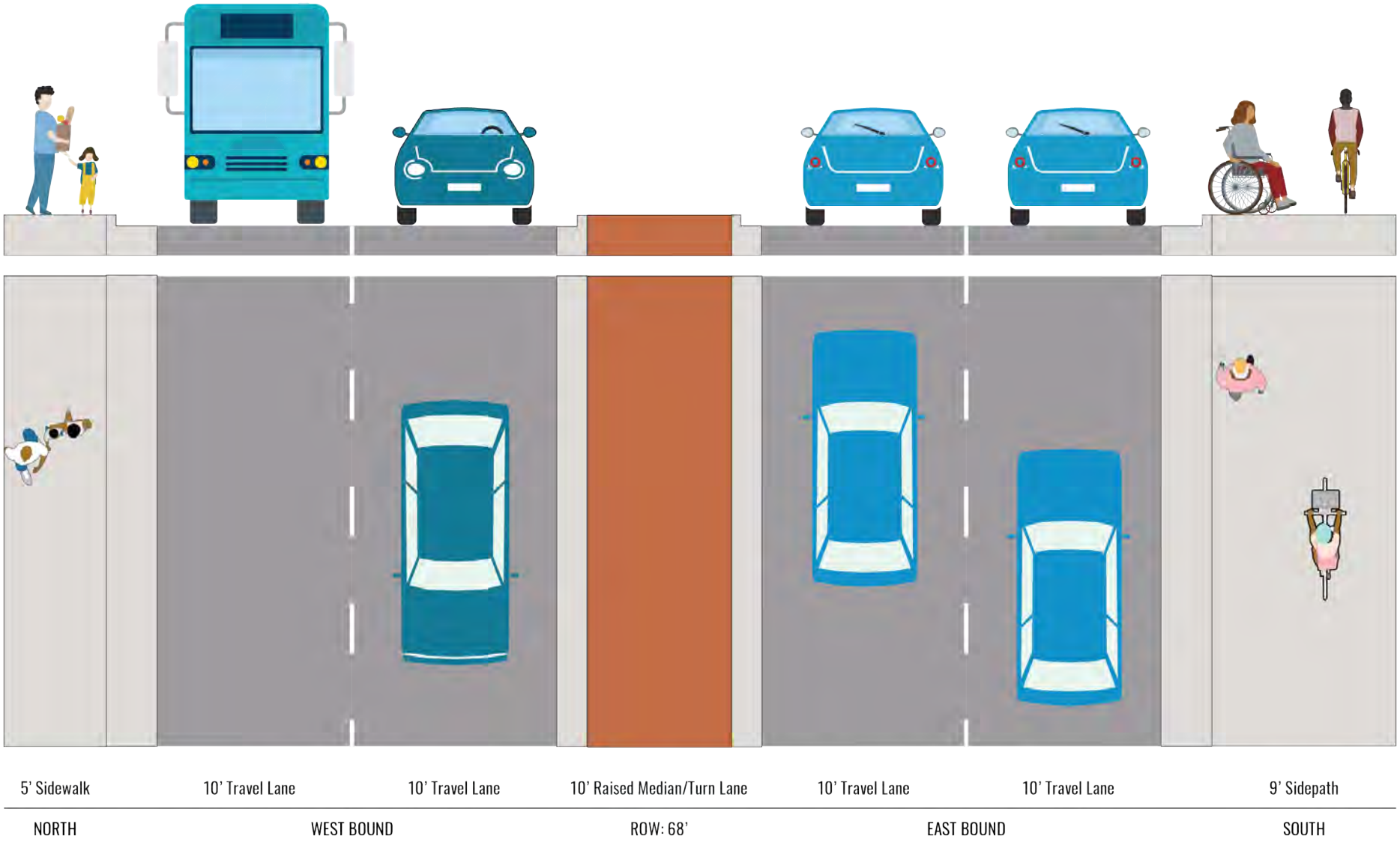


Figure 37. Segment B recommended alternative — 4th Avenue to 13th Avenue

13th Avenue to Sheraton Place

- Evaluation criteria: Option two (four lanes with bidirectional sidewalk-level bike lanes) slightly outperformed option one (four lanes with sidepath on south side) due to the separation between people walking and biking. Option one only outperformed the other two options in the metric of traffic operations.
- Cost and constructability: Option one outperformed option two due to the less intense street reconstruction.
- Public feedback: Option one was significantly more popular than option two on the survey (selected by 79% of respondents) and during in-person engagement events (selected by 88% of respondents).

Overall score: Option one outperformed option two, despite its slight advantage in the evaluation criteria segment of the score, due to its high performance with respect to cost and constructability and public preference.

The recommended alternative is more efficient by narrowing travel lanes and replacing the current concrete barricade between the frontage road and Bridge Street with a new eight-foot sidepath separated by a six-foot landscaped buffer. The buffer helps reduce noise, calms traffic, and provides a visual screen for the residents adjacent to the frontage road.

Modifications from option one:

- This cross section no longer shows trees in the median. Public feedback indicated a preference for hard-scaped medians or medians with water-wise plants for visibility, easier maintenance, and water savings.
- The sidepath has been narrowed and the interior planting strip has been removed to accommodate a 20-foot frontage road (including gutter), which better supports delivery vehicles, emergency access, and residents maneuvering in and out of driveways. Further outreach with residents and property owners along the frontage road, as well as the fire department is recommended as the project advances.

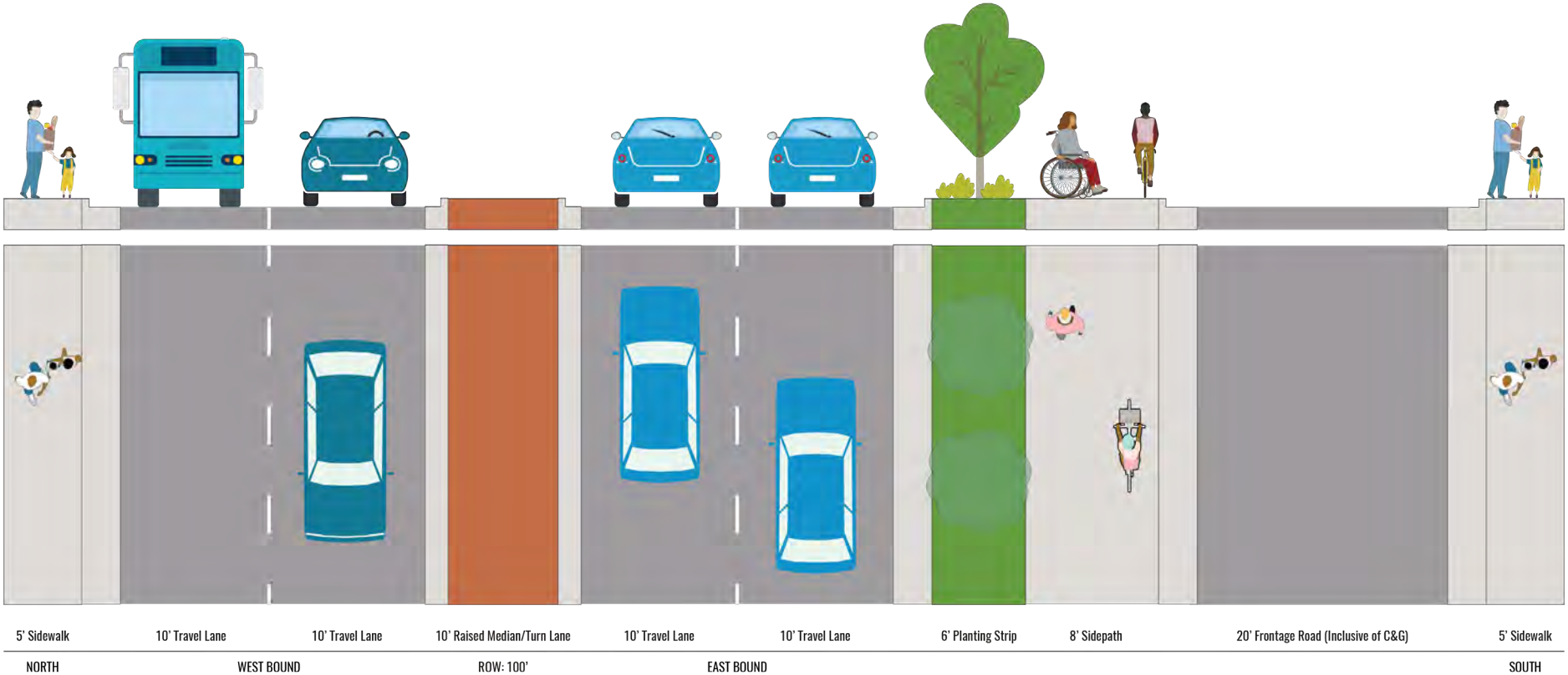


Figure 38. Segment C recommended alternative — 13th Avenue to Sheraton Place

Sheraton Place to 22nd Avenue

- **Evaluation criteria:** Option two (four lanes with sidewalk-level bike lanes) slightly outperformed option one (four lanes with sidepaths) due to the separation between people walking and biking. Option one only outperformed the other two options on the metric of traffic operations.
- **Cost and constructability:** Option one and option two both had similar cost levels related to street reconstruction.
- **Public engagement:** Option one was slightly more popular than option two on the survey (60% of respondents selected Option one and 38% of respondents selected Option two), but people at in-person engagement events were evenly divided between the options, with a slight preference for Option two (42% of respondents selected Option one and 53% of respondents selected Option two).

Overall score: Option one slightly outperformed option two, despite somewhat even performance across all three scores.

The recommended alternative continues the more comfortable sidepath facility along the south side of the roadway by including a six-foot landscaped buffer. During preliminary design, it may be more cost effective to vary this buffer placement, particularly if there is already a landscaped buffer on the north side of Bridge Street today, as shown in **Figure 46**.

Slight modifications from option one:

- This cross section no longer shows trees in the median. Public feedback indicated a preference for hardscaped medians or medians with water-wise plants for visibility, easier maintenance, and water savings.

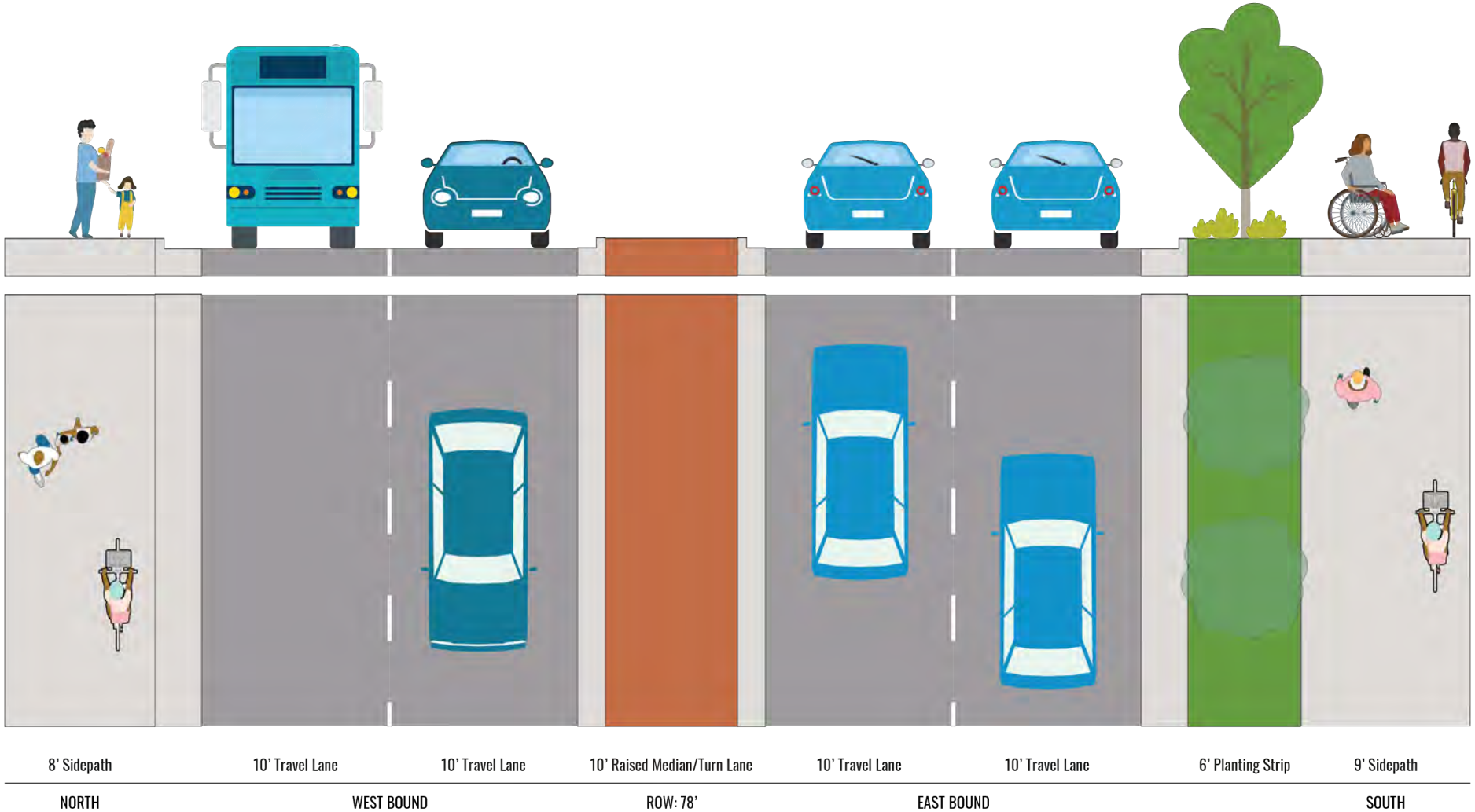


Figure 39. Segment D recommended alternative — Sheraton Place to 22nd Avenue

Notes on recommended alternative

The recommended cross sections generally match option one for each segment of the corridor and include a sidepath. Recommended alternatives may look slightly different from the original option one due to refinements made when evaluating alternatives and based on feedback from the public. Due to constrained right of way, sometimes it was only possible to achieve a sidepath on one side of the roadway. The project team chose to illustrate a consistent sidepath along the south side of the roadway across all corridor segments, mainly because Segment C (13th Avenue to Sheraton Place) includes a frontage road on the south side, and Segment D (Sheraton Place to 22nd Avenue) includes an auxiliary lane on the south side. Therefore, there generally was more room to expand active transportation facilities on the south side of Bridge Street. However, the selected alternatives widen sidewalks on the north side of the roadway as well, and in some cases accommodate a sidepath.

It should be noted that recommended alternatives are the "average" or most typical cross section recommended for a segment. These should be further assessed when moving into preliminary design. For example, in some cases, it may be more cost effective to widen sidewalks on the north side of the street rather than the south side of the street to avoid full reconstruction of both sides of the roadway.

The selected alternatives assume available right-of-way today. While 11-foot outside travel lanes are preferred, outside travel lanes are currently shown as 10 feet, recognizing the additional space provided by the two-foot gutter pan. However, the city should strive to widen the width of the outside lanes as well as the proposed sidewalks and sidepaths by negotiating with adjacent property owners to acquire additional right-of-way.

Regardless, further outreach with adjacent property owners and interdepartmental coordination with fire, open space and forestry, utilities, development review, and maintenance staff is recommended as the project advances into preliminary design.

Flexibility to have three-foot planting strips (without trees) rather than strictly adhering to the six-foot minimum guidance would also be beneficial for implementation. For instance, with a total of six feet of available space for planting strips, a planting strip could only go on one side of the street, rather than having two three-foot planting strips on both sides of the street. Travel lane widths exclude the width of the gutter pan in all cross sections, unless otherwise listed. For example, while outside lanes may be shown as 10 feet, this width excludes the two-foot gutter pan.

Project recommendations

In addition to imagining the long-term vision for Bridge Street, the project team developed specific project recommendations at intersections and street segments throughout the wider half-mile study area. These recommendations were developed by considering the following:

- **Crash patterns identified at specific intersections along Bridge Street during the existing conditions analysis:** Spot recommendations at these intersections were developed by identifying specific countermeasures to address these crash patterns. For example, intersections with a pattern of left turn crashes were recommended for protected left turns, to give left turning drivers a dedicated left turn phase and eliminate this potential point of conflict. Prohibiting right turn on red is recommended at intersections with a pattern of right turn crashes.
- **Recommendations from previous plans:** The project team cross-referenced other plans including the *Downtown Public Realm Study*; the *Bicycle, Pedestrian, and Multimodal Plan*; and the *Vision Zero Action Plan* and included previous recommendations that are relevant to the study area. These types of recommendations include specific ideas for Brighton's historic downtown area, as well as striped bike lanes along streets like 4th Avenue, Miller Avenue, South Main Street, and Egbert Street. Many recommendations adhere to design guidance and principles from the *Bicycle, Pedestrian, and Multimodal Plan*.

After sharing this draft list of recommendations with the community during phase two of engagement, the project team refined recommendations based on:

- **Feedback from members of the public:** The project team removed initial recommendations for school zone speed limits on Bridge Street between 7th Avenue and 10th Avenue and on 8th Avenue between Bridge Street and Jessup Street, after determining that one of the schools on Bridge Street has closed since the school zone was first recommended in the 2018 *Vision Zero Action Plan*. However, the project team recommends a reduction in the posted speed limit between the roundabouts and 4th Avenue from 30 mph to 25 mph after receiving interest in Phase Two engagement for traffic calming through Brighton's historic downtown. The project team also heard concerns from the community about a median with full trees due to visibility and water requirements, so the median is now recommended to be partially hardscaped with water-wise plantings. Recommendations for sidewalk upgrades and ADA accessibility improvements at specific intersections, including the US 85 and CO 7 roundabouts, were also added to address accessibility concerns noted for people with disabilities.
- **Results from the operations analysis:** The project team assessed traffic performance of each alternative, which factored into the overall scoring of each concept, as well as refinement of recommendations (for more information, see **Appendix C: Operations Analysis Memo**). For example, the project team initially suggested combining certain through lanes and turn lanes on some side streets. However, if these recommendations significantly degraded traffic performance at intersections, the project team adjusted these recommendations.

Recommendations for the study area are summarized in **Figure 40** and **Table 7**. Each numbered bubble in the recommendations map corresponds to a detailed table of recommendations in **Appendix A: Project Tables**. Each table of recommendations identifies specific improvements, and whether they are implementable in the short-, medium-, or long-term. Each project also includes a planning-level cost opinion according to the following scale:

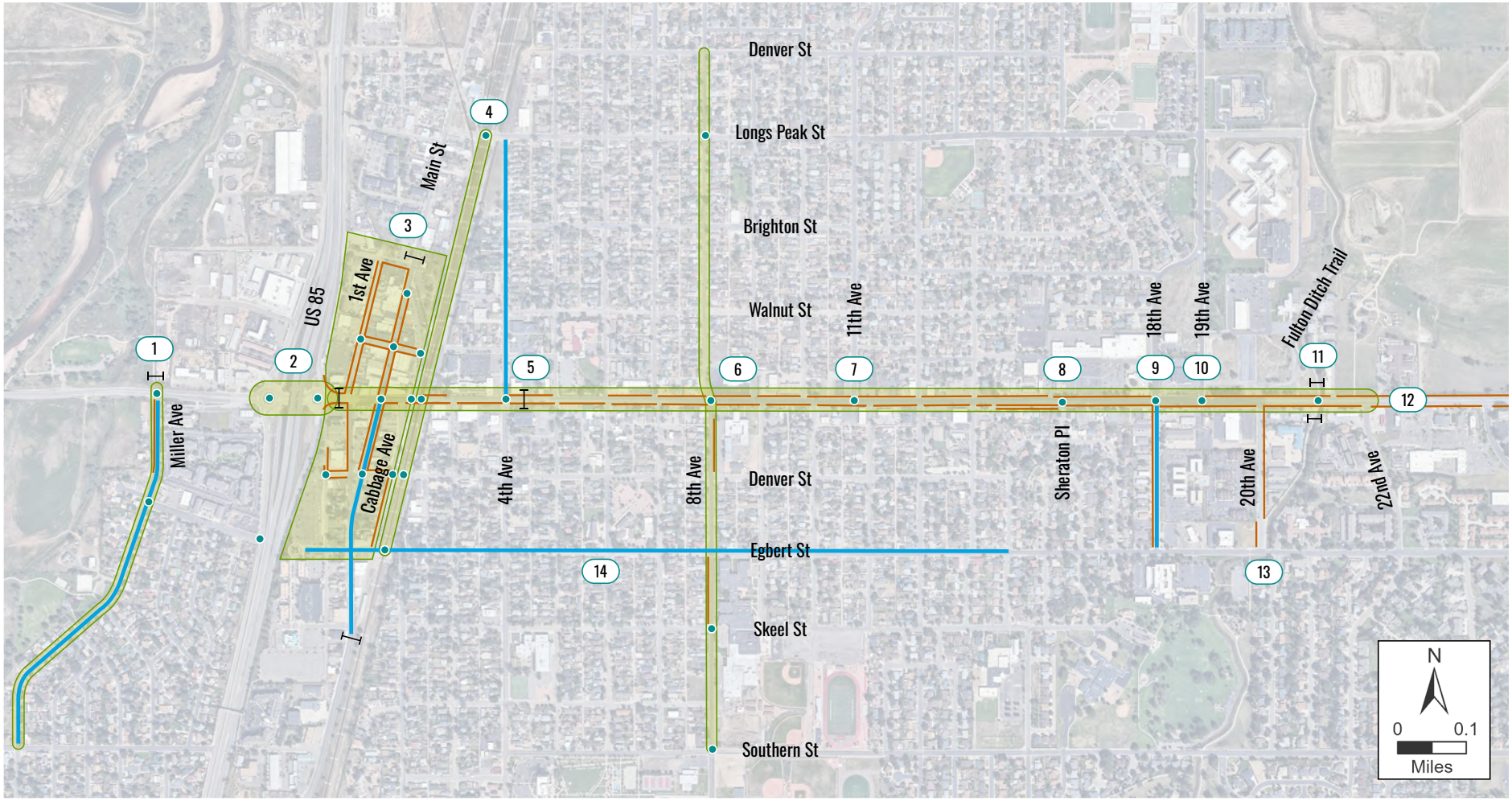
- Low ($): Less than $500,000
- Medium ($$): $500,000 to 2 million dollars
- High ($$$): 2 million dollars or more

These planning-level cost opinions are a rough approximation of cost to implement common treatments within a reasonable range of values. Because there has been minimal site investigation and no engineering designs prepared during this effort, the opinions include many assumptions and contingencies regarding information known and unknown at this stage. The approximations generally consider typical per mile or per treatment costs for recommended improvements. Further refinement of cost opinions should occur when moving into preliminary design.

Short-term improvements consist of immediate interventions, such as “low-hanging fruit” projects that are simple and cost effective for the City to install, or high-priority treatments to address safety concerns. These projects can and should be implemented immediately, during the next one to two years.

Medium-term improvements are projects that could be funded through existing programs like repaving, but will require more design work or the use of more permanent materials. These projects should be implemented as soon as possible, especially when the city can be opportunistic during other projects or development, during the next three to five years.

Long-term improvements consist of more complex or costly interventions that may be implemented in phases. These projects are important but will take a longer time and higher effort or cost. They might take place via full reconstruction or during redevelopment, during the next 10 to 15 years.



- Intersection crossing improvements / traffic calming / signal upgrade
- Signage / wayfinding
- Sidewalk or sidepath upgrade
- Install striped bike lane
- Group of projects

Figure 40. Project recommendations map

Table 7. Summary of recommendations

Map ID	Project	Summary
1	Miller Avenue	New pedestrian crossing, sidewalks, bike lane, ADA improvements
2	East and west roundabouts	Update marking and striping, enhanced pedestrian crossings and pathway through the roundabouts
3	Brighton's historic downtown area and Main Street	Signal updates, pedestrian crossing improvements, sidewalks, gateway signage
4	Railroad crossings	Signal preemption, pedestrian crossing improvements, quiet zone
5	4th Avenue	Signal updates, pedestrian crossing improvements, bike lane
6	8th Avenue	Signal updates, pedestrian crossing improvements, sidewalks, traffic calming
7	11th Avenue	Signal updates, pedestrian crossing improvements, bike lane
8	Sheraton Place	New pedestrian crossing, median refuge island
9	18th Avenue	Signal updates, pedestrian crossing improvements, bike lane, sidewalks
10	19th Avenue	Prohibit left turns, pedestrian crossing improvements
11	Fulton Ditch Trail	Median refuge island, gateway signage to and from shared-use path system
12	Bridge Street	Reduce posted speed from roundabouts to 4th Avenue, reconstruction
13	20th Avenue	Sidewalks
14	Egbert Street	ADA improvements, bike lane

Implementation

A total of 63 projects are listed in **Appendix A: Project Tables**. The following sections summarize common project types by implementation timeframe and identify where to find design guidance. Refer page 102 to 103 of the *Bicycle, Pedestrian, and Multimodal Plan* for potential federal, state, regional, and local funding sources that can be used for each project grouping.

Short-term projects

These projects are generally feasible to fund using local and regional funding sources listed in the *Bicycle, Pedestrian, and Multimodal Plan.*

Total projects: 30

Note: Some projects are classified into multiple implementation timeframes.

Gateway and directional signage

Several recommendations suggest the installation of gateway signage at key entrances to Brighton's historic downtown and directional signage supporting wayfinding for people walking, rolling, and biking to and from the trail network. For design guidance, see:

- *Brighton Community Identity Design Plan*
- *Brighton Bicycle, Pedestrian, and Multimodal Plan* (page 80)
- *DRCOG Regional Complete Streets Toolkit* (page 74)

Signal timing and phasing

Numerous short-term recommendations relate to evaluating intersections for new pedestrian signals, retiming signals to implement protected-only left turns, implementing leading pedestrian intervals (LPIs), installing bike signals, reevaluating yellow and all-red time, considering preemption at the railroad crossing, and evaluating the opportunity to implement transit signal priority (TSP) along the corridor. Some of these recommendations may require additional signal equipment. These recommendations can be implemented at the same time through a signal timing plan that retimes and coordinates all signals along Bridge Street.The City can explore several programs and funding sources to accomplish the signal timing plan:

- DRCOG has a team of staff through Transportation Operations Support Services whose focus is optimal traffic signal timing and coordination on area roadways. Brighton may apply for funding through the Regional Transportation Operations and Technology program and set-aside to retime signals on Bridge Street. Because funding is committed through 2027, the next opportunity for projects to be awarded funding through this program will be in 2028. DRCOG and RTD have a Regional Transit Signal Priority (TSP) Working Group that could support evaluation of TSP along Bridge Street.

Signing, marking, and striping

Many short-term recommendations suggest improvements such as installing high-visibility crosswalks and stop bars, bike boxes and conflict markings, restriping intersections, signs prohibiting right turn on red or left turns, truck signage and pedestrian crossing signage. For design guidance for these treatments, see:

- *Brighton Bicycle, Pedestrian, and Multimodal Plan* (page 62-69)
- *DRCOG Regional Complete Streets Toolkit* (page 62-71)
- *The Manual on Uniform Traffic Control Devices (MUTCD)*

Curb extensions, pedestrian refuge islands, and ADA accessible curb ramps

Many short-term recommendations suggest installing ADA accessible directional curb ramps with detectable warning surfaces where missing or where curb ramps currently point into the intersection. Many intersections also include recommendations for curb extensions or pedestrian refuge islands to narrow crossing distances for people walking and rolling, which can be done with temporary materials in the short term and concrete in the long term (or concrete from the start, if feasible for the City). For the US 85 and CO 7 roundabouts, the City and the Colorado Department of Transportation should create a designated pathway for both bikes and pedestrians. The pathway could incorporate tactile pavers or strips to help visually impaired walkers and rollers safely navigate through the roundabouts.

- *DRCOG Regional Complete Streets Toolkit* (page 62-71)

Medium-term projects

These projects are generally feasible to fund using local and regional funding sources listed in the *Bicycle, Pedestrian, and Multimodal Plan.* Additionally, Brighton staff may consider exploring the following:

- Congestion Mitigation and Air Quality (CMAQ)
- Adams County Road and Bridge Tax Fund
- USDOT Active Transportation Infrastructure Investment Program (ATIIP)
- CDOT Transportation Alternatives Set Aside Program (TA)
- CDOT Multimodal Transportation and Mitigation Options Fund (MMOF)
- Pollution Mitigation Enterprise (NAAPME) Community Clean Transportation Assistance Grant Funding Program (CCTAP)

Total projects: 23

Note: Some projects are classified into multiple implementation timeframes.

Rectangular rapid flashing beacons (RRFBs), pedestrian hybrid beacons (PHBs), bike signals, and signalized intersections

The plan recommends that the City perform signal warrant analysis of new pedestrian signals or full signals at Bridge Street and Miller Avenue and at Bridge Street and Sheraton Place. This plan also echoes recommendations from the *Downtown Public Realm Study* for the City to evaluate rectangular rapid flashing beacons at key intersections in Brighton's historic downtown if needed to enhance pedestrian comfort. For implementation guidance, see:

- *Brighton Bicycle, Pedestrian, and Multimodal Plan* (page 65)
- *DRCOG Regional Complete Streets Toolkit* (page 64)
- *FHWA STEP Guide*

Funding for signal equipment may be eligible through the Regional Transportation Operations and Technology program and set-aside to retime signals on Bridge Street.

Striped bike lanes

Striped bike lanes are recommended on streets within the study area corresponding with recommendations from the *Bicycle, Pedestrian, and Multimodal Plan*: Miller Avenue, South Main Street, Egbert Street, 4th Avenue, and 18th Avenue. The recommendation for a bicycle boulevard on 8th Avenue from Denver Street to Southern Street also follows the previous recommendation from the *Bicycle, Pedestrian, and Multimodal Plan*. For design guidance, see:

- *Brighton Bicycle, Pedestrian, and Multimodal Plan* (page 56-60)

Ideally, these projects should be scheduled to coincide with the city's striping plans during repaving projects, as streets need to be restriped anyway. However, restriping roadways to create bike lanes outside of regular paving schedules can also offer relatively cost-effective safety benefits.

Sidewalk construction or reconstruction

Sidewalk and sidepath upgrades are recommended where sidewalks are currently missing or deficient along Bridge Street, throughout the Brighton's historic downtown, and alongside streets within the study area. Not all sidewalks in need of replacement or widening have been identified in **Figure 40**, just key sidewalks to access Bridge Street and Brighton's historic downtown. For a full catalog of sidewalks for replacement, see the *Bicycle, Pedestrian, and Multimodal Plan*. For design guidance, see:

- *Brighton Bicycle, Pedestrian, and Multimodal Plan* (page 68-69)
- *DRCOG Regional Complete Streets Toolkit* (page 47)

The City should leverage development to construct or reconstruct sidewalks where possible. As stated in the *Bicycle, Pedestrian, and Multimodal Plan (page 92):*

"Prior to making corridor improvements that would otherwise be constructed by developers, the City shall investigate the opportunities to share the cost of corridor improvements with adjacent landowners. This could include collecting an escrow for roadway improvements as development occurs or utilizing any legal means to obtain a reimbursement from development which occurs after the improvements are constructed. If a new development surrounds or abuts a missing or deficient sidewalk, trail, or bike facility identified in this plan, the city should require the developer to construct it or pay an escrow for their pro rata share of the improvements."

Bus stops and pedestrian and bicycle amenities

Several recommendations pertain to bus stop installation, upgrades to bus stop amenities, and incorporating pedestrian and bicycle amenities including bike parking, street furniture, additional pedestrian-scale lighting and public artwork. These treatments are essential for creating a welcoming environment along the corridor. For design guidance, see:

- *Brighton Bicycle, Pedestrian, and Multimodal Plan* (page 76-79)
- *DRCOG Regional Complete Streets Toolkit* (page 48-50)

There may be opportunities to share costs for street furniture and bus stop amenities with local businesses and RTD. The City should also leverage development to provide bike parking and other amenities listed above. As stated in the *Bicycle, Pedestrian, and Multimodal Plan* (page 92):

"The city should require developers to provide on-site bicycle parking conveniently located (such as near building entrances), just as they provide parking for motor vehicles."

Long-term projects

These projects generally require larger amounts of investment or grants from state and federal funding sources listed in the *Bicycle, Pedestrian, and Multimodal Plan.* Additionally, Brighton staff may consider exploring the following:

- Congestion Mitigation and Air Quality (CMAQ)
- Adams County Road and Bridge Tax Fund
- USDOT Active Transportation Infrastructure Investment Program (ATIIP)
- CDOT Transportation Alternatives Set Aside Program (TA)
- CDOT Multimodal Transportation and Mitigation Options Fund (MMOF)
- Pollution Mitigation Enterprise (NAAPME) Community Clean Transportation Assistance Grant Funding Program (CCTAP)

Total projects: 25

Note: Some projects are classified into multiple implementation timeframes.

Corridor reconstruction

While many projects to improve safety and comfort at intersections along Bridge Street are possible to quickly implement, the full corridor reconstruction will require further engineering design and funding to construct sidepaths, buffers, lighting and medians. Similarly, the reconstruction of Main Street as described in the *Downtown Public Realm Study* will require additional design work and funding.

Roundabouts

The long-term recommendation to evaluate the potential safety and operational impacts of converting roundabouts into traditional signalized intersections will require additional engineering analysis. Preliminary analysis suggested operational benefits of simplifying the roundabouts into traditional four-legged intersections. This option could also expand space available for sidewalks and bike facilities for people walking, rolling, and biking. However, the analysis performed during this planning effort evaluated performance of signalized intersections using Synchro, and did not include microsimulation of the effects of queueing between intersections. Additionally, the roundabouts replaced signalized intersections in 2004 to address previous operational and safety challenges. Any exploration of conversion would need to examine the historic geometry of the signalized intersections and determine how to improve upon previous conditions.

Standards of practice

Beyond the above design guidance for each typical type of project, the following section specifies particular "standards of practice" for the City to adhere to when implementing any medium-term or long-term project, especially during major reconstruction or redevelopment:

- **Install regular, pedestrian-scale, dark-sky friendly lighting.** Refer to the *Brighton Bicycle, Pedestrian, and Multimodal Plan* (page 78-79) and the *DRCOG Regional Complete Streets Toolkit* (page 48).
- **Install level concrete sidewalks across driveways to signify the continuation of pedestrian space.** Refer to the *DRCOG Regional Complete Streets Toolkit* (page 71).
- **Add stop bars and high-visibility crosswalks at pedestrian crossings, especially side streets along arterials.** Refer to the *DRCOG Regional Complete Streets Toolkit* (page 62).
- **To slow turning speeds, tighten corners through radius reduction and/or curb extensions at side streets and at driveways.** Refer to the *DRCOG Regional Complete Streets Toolkit* (page 69).
- **Make infrastructure ADA-accessible from the start.** Any time the City reconstructs the corner of an intersection, install directional, ADA-accessible curb ramps and audible pedestrian signals. Ensure that all redevelopment and new construction provides directional ADA-accessible curb ramps and sidewalks connecting to the adjacent roadway. Avoid head-in parking right along or behind sidewalks. Refer to the *DRCOG Regional Complete Streets Toolkit* (page 63).
- **Maintain sidewalks and bike lanes to the same standard as streets.** Refer to the *Brighton Bicycle, Pedestrian, and Multimodal Plan* (page 72-75) for guidance and funding options.

Top items for implementation

During the second online survey and during in-person engagement events, the project team asked members of the community to rank Bridge Street intersections in order of top priority to address. The railroad crossing, Main Street, roundabouts, 4th Avenue, 8th Avenue, and 19th Avenue rose to the top, in order of public preference. The project team cross-referenced each intersection based on its public priority, whether it was a location with high crash frequency, or whether it was an intersection with high crash severity. Intersections with the greatest overlap between these three factors rose to the top as the top recommendations for Brighton to implement.

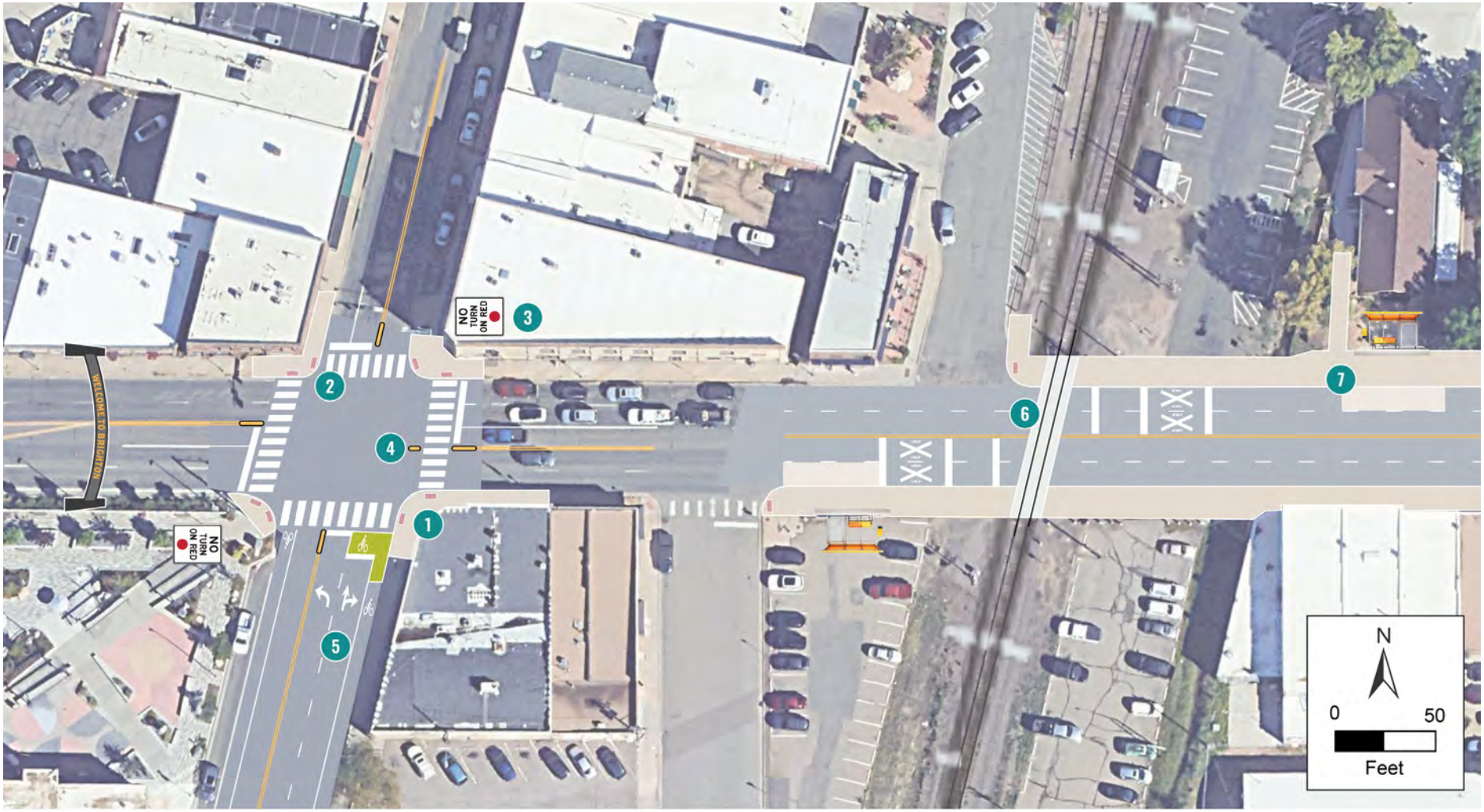
- **Bridge Street and Main Street**
- **Bridge Street and railroad crossing**
- **US-85 and CO 7 roundabouts**
- **Bridge Street and 18th Avenue**
- **Bridge Street and 19th Avenue**
- **Bridge Street and Sheraton Place (frontage road)**

The following images are meant to be illustrative sketches and are not engineering-level drawings done to scale.

Main Street and railroad crossing

The concept sketch for Bridge Street at Main Street and the railroad crossing illustrates proposed short- and medium-term recommendations, including tightening corners to accommodate directional curb ramps with detectable warning surfaces; realigning crosswalks and stop bars as needed; prohibiting right turn on red; hardening street centerlines at the intersection; combining the current northbound through lane and right turn lane into a through-right to be able to carry the striped bike lane all the way to the intersection; and at the railroad crossing, constructing a level sidepath on both sides of Bridge Street and updating railroad striping and stop bars.

Figure 41. Main Street and railroad crossing in 2025



1. Tightened corners to be able to accommodate directional curb ramps with detectable warning surfaces
2. Realigned crosswalks & stop bars
3. Right turn on red prohibited
4. Hardened centerlines at intersection
5. Combines current northbound through lane & right turn lane into a through-right to be able to carry the striped bike lane all the way to the intersection
6. Level sidepath on both sides of Bridge Street & updated railroad striping & stop bars
7. New bus stops for Brighton to Boulder bus service

Figure 42. Concept sketch for Main Street and railroad crossing (short- to medium-term)

Roundabouts

The concept sketch for both roundabouts at US 85 and Bridge Street illustrates proposed short- and medium-term recommendations. This includes installing high-visibility crosswalks and pedestrian crossing signage at all legs, delineating a pathway through the roundabouts, updating all striping and markings to be more descriptive, including clear lane markings and solid lines to indicate drivers shouldn't change lanes; relocating the pedestrian crossing of Great Western Road on the north leg of the east roundabout further south and piloting a raised crossing; and expanding islands in the roundabout to enforce lane movements, slow drivers, and create pedestrian refuge islands at crossings.

Figure 43. Roundabouts in 2025

1. High-visibility crosswalks & pedestrian crossing signage at all legs
2. Updated striping & markings to be more descriptive, with clear lane markings & solid lines to indicate drivers shouldn't change lanes
3. Relocated pedestrian crossing of Great Western Road further south & pilot of raised crossing
4. Expanded islands in the roundabout to enforce lane movements, slow drivers & create pedestrian refuge islands at crossings
5. Delineated pathways through roundabouts for people with vision impairments using different pavement along edges

Figure 44. Concept sketch for roundabouts (short- to medium-term)

18th Avenue and 19th Avenue

The concept sketch for Bridge Street at 18th Avenue and 19th Avenue illustrates proposed short- to long-term recommendations, including widening sidewalks on both sides of the street where possible and incorporating wider landscaped buffers with trees for shade; physically enforcing a left turn prohibition at 19th Avenue by creating a pedestrian refuge island that also makes it right-in, right-out; creating a new median in place of the two-way left turn lane; redesigning the intersection at 18th Avenue to accommodate cyclists; and new signage prohibiting right turn on red or reminding drivers to yield to pedestrians.

Figure 45. 18th Avenue and 19th Avenue in 2025

1 Widened sidewalks on both sides of the street where possible & wider landscaped buffers with trees for shade

2 Left turn prohibition with pedestrian refuge island

3 Median in place of the two-way left turn lane

4 Redesigned intersection to accommodate cyclists

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

Figure 46. Concept sketch for 18th Avenue and 19th Avenue (short- to long-term)

Frontage Road and Sheraton Place

The concept sketch for Bridge Street at Sheraton Place and along the frontage road illustrates proposed medium- to long-term recommendations, including widening the sidewalk on the south side of the street to six feet, and replacing the concrete barricade with a new eight-foot sidepath separated by a six-foot landscaped buffer with shade trees. The sketch shows outlines of possible users including people walking (some with dogs), biking and rollerblading. The concept shows how at Sheraton Place the park would be connected to the south and east side of the intersection with crosswalks.

Figure 47. Frontage Road and Sheraton Place in 2025

1 Sidewalk widened to 6 feet

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

3 Installation of directional curb ramps

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

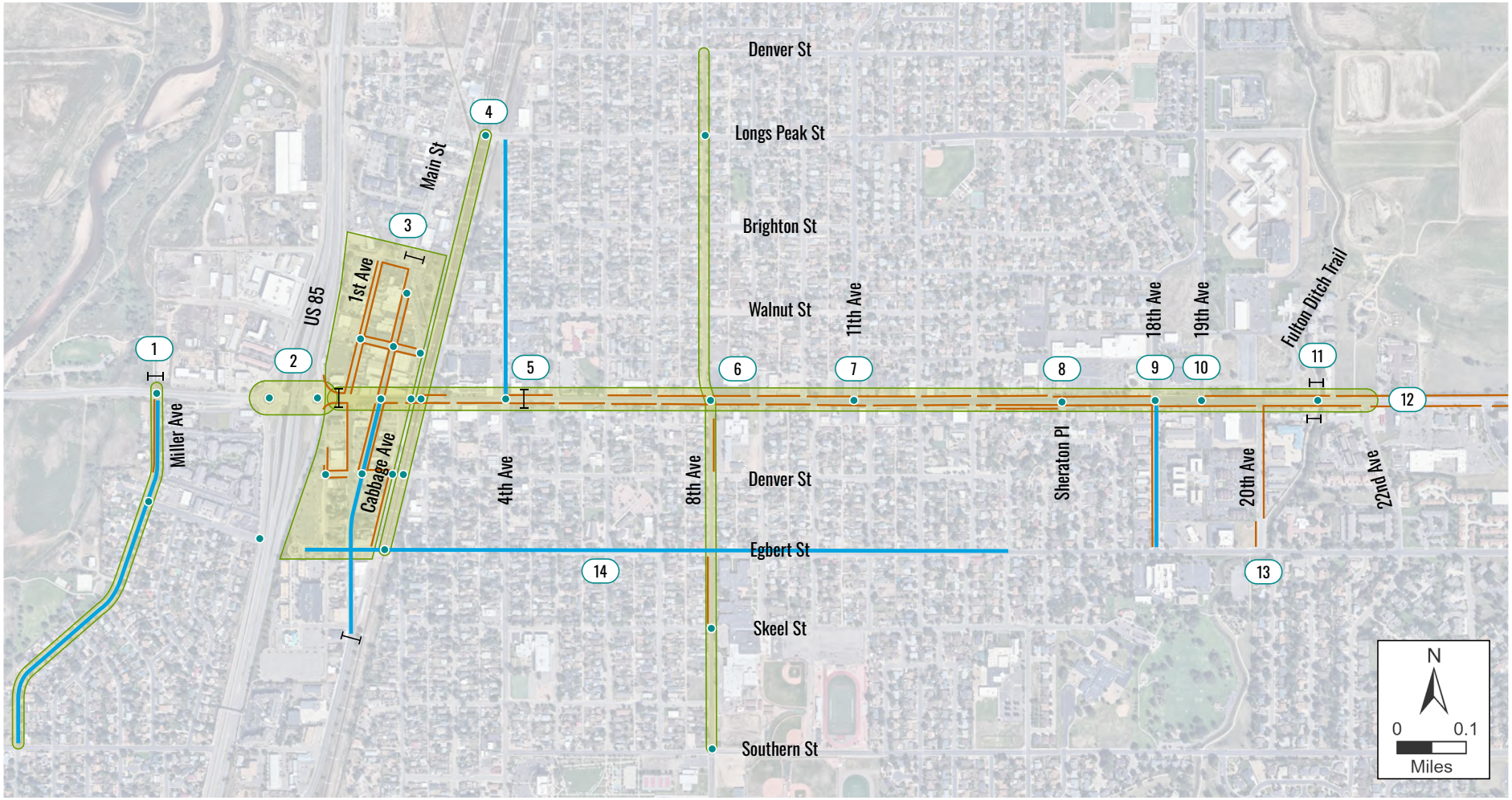
Figure 48. Concept sketch for Frontage Road and Sheraton Place (medium- to long-term)

Appendix A: Project Tables

Recommendations for the study area are summarized in **Figure 49**. Each numbered bubble in the recommendations map corresponds to a detailed table of recommendations following. Each table of recommendations identifies specific improvements, and whether they are implementable in the short-, medium-, or long-term. Each project also includes a planning-level cost opinion according to the following scale:

- Low ($): Less than $500,000
- Medium ($$): $500,000 to 2 million dollars
- High ($$$): 2 million dollars or more

These planning-level cost opinions are a rough approximation of cost to implement common treatments within a reasonable range of values. Because there has been minimal site investigation and no engineering designs prepared during this effort, the opinions include many assumptions and contingencies regarding information known and unknown at this stage. The approximations generally consider typical per mile or per treatment costs for recommended improvements. Further refinement of cost opinions should occur when moving into preliminary design.



- Intersection crossing improvements / traffic calming / signal upgrade
- Signage / wayfinding
- Sidewalk or sidepath upgrade
- Install striped bike lane
- Group of projects

Figure 49. Project recommendations map

Table 8. MAP ID 1 – Miller Avenue

Intersection or segment / improvement	Timeframe	Cost	Consistent with
• Install gateway and directional signage welcoming riders to and from the South Platte River trail system and [businesses in] the City of Brighton. • Evaluate pedestrian hybrid beacon or signal.	Short-term	$	• *Brighton Community Identity Design Plan* • *Bicycle, Pedestrian, and Multimodal Plan*
• Install pedestrian hybrid beacon or signal including accessible pedestrian signals (APS). • Install bike box on south leg and north-south bike conflict markings through intersection paired with bike signal. • Install new pedestrian crossing on west side of intersection with high-visibility crosswalk and bike conflict markings and pedestrian refuge island paired with median (temporary materials in the medium term).	Medium-term	$$$	• *Bicycle, Pedestrian, and Multimodal Plan*
• Upgrade pedestrian refuge island and median to concrete. • Tighten intersection on south leg - with corner reconstruction, install new curb ramps and high-visibility crosswalk with stop bar.	Long-term	$$ - $$$	• *Bicycle, Pedestrian, and Multimodal Plan*
• Miller Avenue and Egbert Circle/Street: Reconstruct corners to install directional ADA-accessible curb ramps (particularly northeast corner on city property). Install curb extensions to narrow crossing of north and east leg. Install high-visibility crosswalks on north, east, and south legs.	Short-term	$	• *Bicycle, Pedestrian, and Multimodal Plan*
• Install striped bike lane on Miller Avenue from Bridge Street to Southern Street. Consider crossing improvements along the bikeway in tandem: compact corners, curb extensions to enforce existing parking restrictions, high-visibility crosswalks, and stop bars.	Medium-term	$$	• *Bicycle, Pedestrian, and Multimodal Plan*
• Construct sidewalk on west side of Miller Avenue.	Long-term	$$$	• *Bicycle, Pedestrian, and Multimodal Plan*

Table 9. MAP ID 2 – Roundabouts at US 85

Intersection or segment / improvement	Timeframe	Cost	Consistent with
• Install gateway signage for eastbound drivers exiting east roundabout welcoming people to Brighton's historic downtown (and to help shift driver behavior as they enter). • Current large sign at westbound entrance to west roundabout may block visibility between drivers exiting US 85 roundabout and westbound drivers. Work with CDOT to replace this sign with new signage at new location. • Work with CDOT to install high-visibility crosswalks and pedestrian crossing signage at all legs. • Work with CDOT to upgrade marking and striping: » Freshen all striping and make more descriptive. » Stripe a solid line in the underpass eastbound and westbound to discourage drivers changing lanes between and leading into the roundabouts. » Mark hashed lines and yield bars at each entry leg to each roundabout » Add clear lane markings indicating the allowable directions for each lane, not just arrows. » Tighten all islands and curb lines where possible in the roundabouts to encourage slower speeds. • See **Figure 44**.	Short-term	$	• *Brighton Community Identity Design Plan* • *Bicycle, Pedestrian, and Multimodal Plan*

Intersection or segment / improvement	Timeframe	Cost	Consistent with
• Widen all pathways through the roundabouts to 10 feet and delineate pathway edges for people with vision impairments using different surfaces like pavers or landscaped areas. • To improve the pedestrian crossing on the north leg of the east roundabout, at Great Western Road, consider and evaluate the following options, from least intensive to most intensive: » Relocate crossing of Great Western Road slightly further south and pilot raised crossing. Additional drainage analysis needed. Considerations should be given to freight, emergency vehicles, and plows for maintenance. See **Figure 44**. » Narrow Great Western Road by widening the sidewalk. » Completely channelize on-ramp to US 85 and Great Western Road (so that drivers on Great Western Road cannot access US 85) and reclaim space for wider pedestrian refuge island, or close Great Western Road from 1st Avenue to Strong Street so drivers can only access Great Western Road via Strong Street. Either option would require an intergovernmental agreement between Brighton and CDOT, or transfer of jurisdiction for Great Western Road. • To reduce conflicts between drivers exiting the southbound US 85 off-ramp to the west roundabout and drivers exiting the west roundabout onto Kuner Road northbound and enhance the pedestrian crossing on the north leg, consider and evaluate the following options, from least intensive to most intensive (this would require an intergovernmental agreement between Brighton and CDOT, or transfer of jurisdiction for Kuner Road): » Expand the island on Kuner Road to act as a pedestrian refuge island for pedestrians crossing this leg of the roundabout. See **Figure 44**. » Close Kuner Road northbound between the roundabout and Walnut Street and extend Miller Avenue north to Walnut Street to continue to facilitate circulation for heavy vehicles up to Kuner Road north of Walnut Street (pending analysis of right-of-way ownership and costs). This would allow consolidation of the US 85 southbound off-ramp and Kuner Road southbound. This would require an intergovernmental agreement between Brighton and CDOT, or transfer of jurisdiction for Kuner Road.	Medium- and long-term	$$	• *Brighton/CDOT/ Colorado Center for the Blind Walk Audit Recommendations*

Intersection or segment / improvement	Timeframe	Cost	Consistent with
• Assess the potential safety and operational impacts of converting roundabouts into traditional signalized intersections in the long term. Further study is required for the roundabouts to determine long-term improvements that will accommodate all users. Preliminary analysis in this study (without microsimulation) suggested operational benefits from converting the roundabouts into traditional four-way intersections. While CDOT supports the short-term recommendations, they do not favor reverting to signalized intersections due to the reduction in the severity of vehicle crashes that the roundabouts have achieved. This recommendation to assess reverting the roundabouts back into intersections is included in the recommendations table as a first step, emphasizing the importance of creating more space for ADA-accessible sidewalks, bike facilities, and enhancing multimodal access at this interchange.	Medium-term	$$$	

Note: CDOT has expressed initial support for the recommendations listed in this table, pending further study.

Table 10. MAP ID 3 – Brighton's historic downtown area

Intersection or segment / improvement	Timeframe	Cost	Consistent with
• Main Street and Bridge Street: Prohibit right turn on red (RTOR). Install directional curb ramps (eight feet wide at sidepath crossing) with detectable warning surfaces and hardened centerlines on all legs. • Upgrade signals: protected-only left turns (currently protected-permissive), leading pedestrian intervals (LPIs), longer all-red time, red light cameras. Ensure accessible pedestrian signals (APS) present. • Increase northbound left storage length. Convert northbound through and northbound right to northbound through-right, install bike box on south leg. • See **Figure 42**.	Short-term	$	• *Downtown Public Realm Study* • *Vision Zero Action Plan*
• Install recommended bike lane on South Main Street from Bridge Street to Skeel Street. Consider crossing improvements along the bikeway in tandem: compact corners, curb extensions to enforce existing parking restrictions, high-visibility crosswalks, and stop bars. • See **Figure 42**.	Medium-term	$$	• *Bicycle, Pedestrian, and Multimodal Plan*

Intersection or segment / improvement	Timeframe	Cost	Consistent with
• **Cabbage Avenue and Bridge Street:** In the short term, restrict left turns. Long-term, realign Cabbage Avenue for a direct alignment across Bridge Street and reclaim the newly created triangular area as public space, whether a small park or plaza. This will also create a longer southside block between South Cabbage Avenue and the railroad tracks to allow for bus transfers.	Short- and long-term	$ - $$$	• *Downtown Public Realm Study*
• **Bush Street and Pavilions Place:** Reconstruct all corners to install directional ADA-accessible curb ramps (no corners are currently accessible). Install high-visibility crosswalks on all legs. Complete sidewalk on south side of Bush Street (one block). Complete sidewalk on east side of Pavilions Place between Bridge Street and Bush Street (one block). Complete sidewalk from intersection to Starbucks patio on west side of Pavilions Place (half a block).	Short- and medium-term	$ - $$	• *Bicycle, Pedestrian, and Multimodal Plan*
• **1st Avenue from Bridge Street to Bush Street:** Construct continuous 14 foot sidewalk along entire west side of block. This will require communication with property owners on the north and south side of the block about elimination of their parking, which currently extends into the public right-of-way and infringes on walking and rolling access.	Medium- and long-term	$$	• *Bicycle, Pedestrian, and Multimodal Plan*
• Reduce truck traffic on Main Street: install signage routing trucks to existing truck routes and use enforcement to deter truck drivers from entering and driving on Main Street.	Short-term	$	• *Downtown Public Realm Study*
• Enhance wayfinding and signage: install wayfinding signage for parking locations, local businesses, Brighton's historic downtown amenities, etc. • See **Figure 42**.	Short-term	$	• *Brighton Community Identity Design Plan* • *Downtown Public Realm Study* • *Bicycle, Pedestrian, and Multimodal Plan*

Intersection or segment / improvement	Timeframe	Cost	Consistent with
• Upgrade pedestrian crossings at key intersections: consider improvements like high-visibility crosswalks, pedestrian crossing signage, curb extensions, pedestrian refuge islands, raised crosswalks, and rectangular rapid flashing beacons (RRFBs) at: 1st and Strong Main and Strong Cabbage and Strong Main and Bush Cabbage and Bush	Short-, medium-, and long-term	$ - $$$	• *Downtown Public Realm Study*
• Remove street parking from Main Street: install temporary barriers to prevent parking on the two blocks of Main Street just north of Bridge Street.	Short-term	$	• *Downtown Public Realm Study*
• Expand Main Street public realm: furnish curbside area with seating, tables, trash and recycling receptacles, bike racks, planters, and temporary lighting as planning and design takes place for full Main Street redesign.	Short-term	$ - $$	• *Downtown Public Realm Study*
• Improve sight distance and visibility for drivers exiting North Cabbage Avenue onto Main Street by installing a curb extension that physically enforces the existing parking restrictions on the southeast corner. This can be used as an area to park bicycles in Brighton's historic downtown if paired with the installation of bike racks. The curb extension would shorten the crossing distance of Main Street and could alternatively be paired with a new high-visibility crosswalk.	Short- and medium-term	$ - $$	• *Downtown Public Realm Study*
• Reconstruct Main Street from Cabbage Avenue to Bush Street with curbless design, special paving, integrated landscaping, furnishings, etc. During reconstruction, realign North Cabbage Avenue to intersect with Main Street perpendicularly to create a safer intersection and reclaim the newly created triangular area as public space, whether a small park or plaza.	Long-term	$$$	• *Downtown Public Realm Study*
• Coordinate with property owners to install or upgrade existing sidewalk on west side of South Cabbage Avenue to be six feet wide, ideally with a landscaped buffer.	Medium- and long-term	$ - $$	• *Downtown Public Realm Study*
• Expand green space at where 1st Avenue, Main Street and Bush Street intersect. Design and build out new pocket park to create safer circulation and pedestrian spaces on the southern end of the study area.	Long-term	$$$	• *Downtown Public Realm Study*
• Rebuild Strong Street to better connect to Main Street from Cabbage Avenue and 1st Avenue.	Long-term	$$$	• *Downtown Public Realm Study*

Intersection or segment / improvement	Timeframe	Cost	Consistent with
• Complete missing sidewalk segments and upgrade sidewalks throughout Brighton's historic downtown based on standards set in the *Bicycle, Pedestrian, and Multimodal Plan*, incorporating landscaping, signage, lighting, street furniture, and other pedestrian amenities described in that Plan.	Long-term	$$$	• *Downtown Public Realm Study* • *Bicycle, Pedestrian, and Multimodal Plan*

Table 11. MAP ID 4 – Railroad crossings

Intersection or segment / improvement	Timeframe	Cost	Consistent with
• Retime signal to implement traffic signal prioritization (preemption).	Short-term	$	
• At all study area railroad crossings (Main Street, Longs Peak Street, Bush Street, Egbert Street): Construct level crossing of railroad tracks on both sides of Bridge Street (with detectable warning surfaces) to accommodate people walking, rolling, and biking (ensuring railroad signal arms do not block the path of travel). Update striping and stop bars. • See **Figure 42**.	Medium-term	$$	• *Downtown Public Realm Study*
• Coordinate with railroad to create a quiet zone for Brighton's historic downtown: this will require installing full closures of travel lanes, as well as sidewalks, sidewalk gates, and channeling to eliminate the possibility of conflicts with trains.	Long-term	$$$	• *Downtown Public Realm Study*

Table 12. MAP ID 5 – 4th Avenue and Bridge Street

Intersection or segment / improvement	Timeframe	Cost	Consistent with
• Upgrade signals: protected-only left turns (currently protected-permissive), leading pedestrian intervals (LPIs). Ensure accessible pedestrian signals (APS) present. • Install westbound gateway signage welcoming people to Brighton's historic downtown (and to help shift driver behavior as they enter). • Freshen high-visibility crosswalks and stop bars. Install directional curb ramps (eight feet wide at sidepath crossing) with detectable warning surfaces and hardened centerlines on all legs. Install curb extension on southeast corner to narrow crossing of south leg. Install "Turning Vehicles Yield to Bikes and Pedestrians" signs. • Install bike box, north-south bike conflict markings through intersection paired with bike signal, and bike lane on north leg.	Short-term	$	• *Brighton Community Identity Design Plan* • *Bicycle, Pedestrian, and Multimodal Plan*

Intersection or segment / improvement	Timeframe	Cost	Consistent with
• On north leg, expand sidewalk on 4th Avenue with excess right-of-way (in this case, 50 foot right-of-way for four lanes = theoretically five feet on either side) to create a sidepath or raised bike lane directly at the intersection. These more comfortable bike facilities will eventually deposit cyclists back down into the striped bike lane.	Medium-term	$$	• *Bicycle, Pedestrian, and Multimodal Plan*
• Install striped bike lane from Longs Peak Street to Bridge Street. Consider crossing improvements along the bikeway in tandem: compact corners, curb extensions to enforce existing parking restrictions, high-visibility crosswalks, and stop bars.	Medium-term	$$	• *Bicycle, Pedestrian, and Multimodal Plan*

Table 13. MAP ID 6 – 8th Avenue and Bridge Street

Intersection or segment / improvement	Timeframe	Cost	Consistent with
• Upgrade signals: evaluate yellow and red time to determine if it needs to be extended, leading pedestrian intervals (LPIs). Ensure accessible pedestrian signals present (APS). • Freshen high-visibility crosswalks and stop bars. Install directional curb ramps (eight feet wide at sidepath crossing) with detectable warning surfaces and hardened centerlines on all legs. Prohibit eastbound right turn on red (RTOR) and install "Turning Vehicles Yield to Bikes and Pedestrians" signs on other legs. • On north leg, remove slip lane and tighten intersection on northeast corner using temporary materials in the short term.	Short-term	$	• *Bicycle, Pedestrian, and Multimodal Plan*
• Upgrade temporary materials on north corners to concrete. • On south leg, eliminate northbound right lane and convert to northbound through-right, using that space to expand sidewalk and narrow crossing of south leg.	Long-term	$$	• *Bicycle, Pedestrian, and Multimodal Plan*
• **8th Avenue from Denver Street to Southern Street:** Reduce posted speed to 20 mph and install traffic calming elements like curb extensions, pedestrian median islands, traffic circles, and speed cushions, particularly near Montoya Park and schools like Innovations and Options and Brighton High School (8th Avenue and Longs Peak Street, 8th and Egbert Street, 8th and Southern Street).	Short- and medium-term	$$ - $$$	• *Bicycle, Pedestrian, and Multimodal Plan*
• **8th Avenue from Denver Street to Southern Street:** Reconstruct sidewalks where inaccessible and deficient to be six feet wide with an eight foot buffer (see standards set in the *Bicycle, Pedestrian, and Multimodal Plan*).	Medium- and long-term	$$	• *Bicycle, Pedestrian, and Multimodal Plan*

Table 14. MAP ID 7 – 11th Avenue and Bridge Street

Intersection or segment / improvement	Timeframe	Cost	Consistent with
• Upgrade signals: protected-only left turns (currently protected-permissive), leading pedestrian intervals (LPIs). Ensure accessible pedestrian signals present (APS). • On east leg, install high-visibility crosswalk. Install new curb ramp on southeast corner of signalized intersection. • North leg: Use six feet on either side to stripe the bike lane all the way to the intersection, install bike box, north-south bike conflict markings through intersection paired with bike signal.	Short-term	$	• *Bicycle, Pedestrian, and Multimodal Plan*
• On south leg, install level sidewalk through driveway (widened sidewalk on south side of Bridge Street will allow room for driveway ramp). • North leg: Long-term, expand sidewalk on 11th Avenue with excess right-of-way (in this case, 48 foot right-of-way for three 12 foot lanes = theoretically six feet on either side) to create a sidepath or raised bike lane directly at the intersection. These more comfortable bike facilities will eventually deposit cyclists back down into the striped bike lane.	Long-term	$ - $$$	• *Bicycle, Pedestrian, and Multimodal Plan*
• **South 11 Avenue offset:** Install high-visibility crosswalk and stop bar. Install directional curb ramps (eight feet wide for sidepath crossing) with detectable warning surfaces. Install curb extensions to narrow crossing and enforce existing parking restrictions, or consider raised crossing.	Short- and long-term	$ - $$	• *Bicycle, Pedestrian, and Multimodal Plan*

Table 15. MAP ID 8 – Sheraton Place and Bridge Street

Intersection or segment / improvement	Timeframe	Cost	Consistent with
• Evaluate location for pedestrian signal.	Short-term	$	
• East leg: Install new midblock crossing with high-visibility crosswalk, stop bars, pedestrian refuge island, and accessible pedestrian signal. This will address the safety concern posed by the two-way left turn lane (temporary materials in the medium term, concrete in the long term). • South leg: Install high-visibility crosswalk and stop bar. Install directional curb ramps (eight feet wide for sidepath crossing) with detectable warning surfaces. Install "Turning Vehicles Yield to Bikes and Pedestrians" signs. Consider raised crossing.	Long-term	$$ - $$$	

Table 16. MAP ID 9 – 18th Avenue and Bridge Street

Intersection or segment / improvement	Timeframe	Cost	Consistent with
• Upgrade signals: protected-only left turns (currently protected-permissive), leading pedestrian intervals (LPIs), red light cameras. Ensure accessible pedestrian signals present (APS). • Freshen high-visibility crosswalks and stop bars. Install directional curb ramps (eight feet wide at sidepath crossings) with detectable warning surfaces and hardened centerlines on all legs. Prohibit right turn on red (RTOR) on Bridge Street and install "Turning Vehicles Yield to Bikes and Pedestrians" signs on other legs. • On north leg, incorporate southbound bike lane all the way to the intersection (between the through and right lane) by removing buffer on northbound bike lane for one block. • Install bike boxes and conflict markings through intersection paired with bike signal. • See **Figure 46**.	Short-term	$	• *Vision Zero Action Plan* • *Bicycle, Pedestrian, and Multimodal Plan*
• Eliminate westbound right lane and convert to westbound through-right, using that space to expand sidewalk buffer, which would narrow crossing of east leg and better align crossing of north leg. • See **Figure 46**.	Long-term	$$	• *Bicycle, Pedestrian, and Multimodal Plan*
• **Bridge Street to Egbert Street (one block):** Short-term, stripe bike lane. Longer-term, reconstruct sidewalk on west side of block to be detached six foot sidewalk with six to eight foot buffer. Where sidewalk passes beside current head-in parking (along most of the west side of the block), sidewalk should be level and have ramp up to parking adjacent to it. Elsewhere on the west side of the block, sidewalk should have a six foot tree lawn.	Short- and medium-term	$$	• *Bicycle, Pedestrian, and Multimodal Plan*

Table 17. MAP ID 10 – 19th Avenue and Bridge Street

Intersection or segment / improvement	Timeframe	Cost	Consistent with
• Mark high-visibility crosswalk and stop bar (move stop sign behind the crosswalk). Install directional curb ramps (eight feet wide for sidepath crossing) with detectable warning surfaces. Install triangular access control and pedestrian refuge island with temporary materials to make 19th Avenue right-in, right-out only and shorten the wide side street crossing distance. • See **Figure 46**.	Short-term	$	• *Vision Zero Action Plan*
• Upgrade triangular access control and pedestrian refuge island to concrete. See **Figure 46**.	Medium-term	$	• *Vision Zero Action Plan*

Table 18. MAP ID 11 – Fulton Ditch Trail and Bridge Street

Intersection or segment / improvement	Timeframe	Cost	Consistent with
• Install gateway and directional signage welcoming riders to and from the shared-use path system and [businesses in] the City of Brighton. Install pedestrian refuge island with temporary materials. Ensure accessible pedestrian signals present (APS).	Short-term	$	• *Brighton Community Identity Design Plan* • *Bicycle, Pedestrian, and Multimodal Plan*
• Upgrade pedestrian refuge island to concrete.	Medium-term	$	• *Bicycle, Pedestrian, and Multimodal Plan*

Table 19. MAP ID 12 – Bridge Street

Intersection or segment / improvement	Timeframe	Cost	Consistent with
• **Roundabouts to 4th Avenue:** Reduce posted speed from 30 mph to 25 mph.	Short-term	$	• *Bicycle, Pedestrian, and Multimodal Plan*
• **During design and reconstruction projects along Bridge Street, incorporate pedestrian and bicycle amenities including bike parking, street furniture, additional pedestrian-scale lighting, and public artwork.**	Medium- and long-term	$	• *Bicycle, Pedestrian, and Multimodal Plan*
• **Roundabouts to 4th Avenue:** Widen sidewalks on both sides of the roadway to sidepaths by reducing lane widths. See **Figure 36**.	Long-term	$$	• *Bicycle, Pedestrian, and Multimodal Plan*
• **4th Avenue to 13th Avenue:** Install center median (mostly paved, with select areas of water-wise planting) and widen sidewalk on south side to sidepath. See **Figure 37**.	Long-term	$$$	• *Bicycle, Pedestrian, and Multimodal Plan*
• **13th Avenue to Sheraton Place:** Install center median (mostly paved, with select areas of water-wise planting), widen sidewalks on both sides, and install buffer zone with sidepath with landscaping and tree canopy on south side. See **Figure 38** and **Figure 48**.	Long-term	$$$	• *Bicycle, Pedestrian, and Multimodal Plan*
• **Sheraton Place to 22nd Avenue:** Install center median (mostly paved, with select areas of water-wise planting) and widen sidewalk on both sides to sidepaths with landscaped buffers where possible. See **Figure 39**.	Long-term	$$$	• *Bicycle, Pedestrian, and Multimodal Plan*

Table 20. MAP ID 13 – 20th Avenue from Bridge Street to Egbert Street

Intersection or segment / improvement	Timeframe	Cost	Consistent with
• Reconstruct sidewalk on east side of block to be detached six foot sidewalk with six to eight foot buffer. Where sidewalk passes beside current head-in parking (along most of the east side of the block), sidewalk should be level and have ramp up to parking adjacent to it. Elsewhere on the east side of the block, sidewalk should have a six foot tree lawn. Where sidewalk is missing on the south end of the west side of the block, construct new six foot sidewalk.	Medium- and long-term	$$	• *Bicycle, Pedestrian, and Multimodal Plan*

Table 21. MAP ID 14 – Egbert Street from Pavilions Place to 14th Avenue

Intersection or segment / improvement	Timeframe	Cost	Consistent with
• Install striped bike lane. Consider crossing improvements along the bikeway in tandem: compact corners, curb extensions to enforce existing parking restrictions, high-visibility crosswalks, and stop bars.	Medium-term	$$	• *Bicycle, Pedestrian, and Multimodal Plan*
• **Egbert Street and S Kuner Road:** Reconstruct northwest and southwest corners to install directional ADA-accessible curb ramps (particularly northwest corner, which has no curb ramp currently) and curb extensions to narrow crossing of west leg. Install high-visibility crosswalk on west leg.	Short-term	$	• *Bicycle, Pedestrian, and Multimodal Plan*

Table 22. Transit recommendations

Intersection or segment / improvement	Timeframe	Cost	Consistent with
• Evaluate opportunity to implement transit signal priority (TSP) at all signals along the corridor, particularly to extend yellow time at 18th Avenue for buses making the northbound left turn.	Short-term	$	
• Adjust signage at RTD Park-n-Ride lot to make clear it is available for free use by the public.	Short-term	$	• *Downtown Public Realm Study*
• Install new downtown bus stops to accommodate the Brighton to Boulder Flyer (see **Figure 42**).	Short-term	$	• *Downtown Public Realm Study*
• Work with RTD to install benches and ADA accessible landing pads at all bus stops.	Short- and medium-term	$	
• Work with local businesses to install bus shelters and waste receptacles at all additional bus stops, establishing agreed-upon regular maintenance schedules.	Short- and medium-term	$	

Intersection or segment / improvement	Timeframe	Cost	Consistent with
• Work with RTD to improve bus frequency on the 120L and Route 520 in order to improve convenience and utility of transit service and support transportation options and ridership from new development along the corridor.	Medium-term	$$	
• During Bridge Street reconstruction, install concrete bus pads at all stops.	Long-term	$$$	

In addition to the projects listed in **Table 8** through **Table 21**, the project team identified transit recommendations which are not explicitly shown in **Figure 40**, since they are for the entire study area. Since Brighton does not have the independent authority to improve transit frequency and coverage without collaboration and cooperation with RTD, many of these recommendations require collaboration with RTD and other local partners.

Appendix B: Alternatives Evaluation

TOOLE DESIGN

700 17TH STREET
SUITE 2300
DENVER, CO 80202

720.204.7061
TOOLEDESIGN.COM

MEMORANDUM

November 7, 2025

To: Brighton Core City Circulation Plan Project Management Team
Organization: DRCOG and City of Brighton
From: Annie Rice, Toole Design
Project: Brighton Core City Circulation Plan

Re: Alternatives Evaluation Methodology

This memo describes the process by which the project team developed the vision, goals, and evaluation criteria for the Brighton Core City Circulation Plan; as well as the process that the project team used to assess different alternatives for Bridge Street and select a preferred cross section for each segment of the corridor.

Vision and Goal Setting

During Phase One of engagement, the project team solicited community input on their vision and goals for the Core City Circulation Plan. Feedback gathered from community and project stakeholders during the first community survey, stakeholder focus groups and interviews, pop-up events, and the first public meeting included current transportation challenges and priorities for the study area. The project team synthesized what we heard during Phase One to develop a draft vision statement and goals, which we shared and finalized in collaboration with the project management team (PMT) and project steering committee.

Top Vision Words We Heard from the Public in Phase One

The survey asked respondents, "When imagining your ideal future for this corridor, what are three adjectives you would use?"

This question was meant to be an exercise for the public that allowed them to envision the ideal future for Bridge Street. These words, sourced from the public, directly informed the plan's vision and goals.

All Responses

The top visioning word was "safe" by a large margin. Other common descriptors included "walkable," "accessible," and words highlighting functionality and reliability, maintenance, landscaping, calm and peace, beauty/attractiveness, comfort, and an inviting and welcoming street environment.

STEM Students

In addition to the community at large, we collected responses from local high school STEM students. The City hopes that Brighton youth will become young adults and remain in the community, thus their visions for the future are important to understand and highlight separately. The top visioning word shared from high school STEM students was “safe,” with “reliable” and “smooth” also being highly desirable. Other common adjectives included “consistent,” “wide,” and “fancy,” which highlight the desire for Bridge St. to be reliable, attractive, and functional for a wide variety of users.

Draft Vision

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

Draft Goals and Evaluation Criteria

Project staff synthesized common themes received from the community to develop the vision and goals statements and ensure they accurately reflect the desires of the public. To do so, the project team counted how many times each word appeared to understand the public's top priorities. Based on these goals, project staff identified one to two simple criteria that can be used to evaluate and measure how well the proposed design is meeting the specific goal.

Goal	Evaluation Criteria
Prioritize safety to reduce frequency and severity of crashes.	**Intersection turning conflict points:** Options with the greatest reduction of conflict points between turning motorists and other motorists or non-motorists are rated higher.
	Speed reduction: Options anticipated to reduce speeding are rated higher.
Provide **more space for walking, biking, and rolling.**	**Walkway type and separation:** Options that provide greater separation for pedestrians from motorists and bicyclists are rated higher.
	Bikeway type and separation: Options that provide greater separation for bicyclists from motorists and pedestrians are rated higher.
Improve street crossings and protection from traffic.	**Number of travel lanes to be crossed:** Options with fewer travel lanes to be crossed (across the study corridor) are rated higher.
	Presence and type of center median: Options with more robust center medians are rated higher.
Ensure **reliable access to jobs, goods, and services.**	**Intersection approach level of service:** Options with fewer failing intersection approach levels of service (LOS F) are rated higher (2040).
	People moved per hour: Options that move more people per hour are rated higher.
Create an inviting street with lighting and landscaping.	**Landscaping and shade:** Options with more space for landscaping, trees, and shade are rated higher.
	Pedestrian and bicycle amenities: Options with more space for street furniture like benches, trash receptacles, bike racks, lighting, and public art are rated higher.

Alternatives Evaluation

After synthesizing the community feedback and developing the various Bridge Street alternatives, the project team created an evaluation matrix to score and compare each alternative.

Evaluation Matrix

The evaluation matrix calculates a numeric score for each segment alternative. The existing conditions or “no build” option for each segment are included in the matrix as an “alternative” as a point of comparison.

Each final alternative composite score was calculated by giving equal weight to three factors:

1. Evaluation criteria (quantitative scores)
33% of final score

- Safety criteria
- Walking & biking criteria
- Street crossing criteria
- Access criteria
- Amenities criteria

2. General cost & constructability (rough estimate)
33% of final score

- Construction cost (materials and impacts to curb and gutter)
- Impacts to utilities

3. Engagement results (public preference)
33% of final score

- Survey popularity
- In-person engagement event popularity

Giving equal weight to the quantitative evaluation criteria, cost and constructability metrics, and engagement results acknowledges the importance of all three factors: achieving stated plan goals, feasibility of the plan long-term, and public preferences.

Each of the three scoring sections above have multiple criteria within the section, summarized in the bullets above. For each bulleted measure, the project team developed either a three-point or five-point scale ranging from the least to the most ideal option. The main “Comparison Matrix” tab of the Evaluation Matrix spreadsheet summarizes these three- to five-point scales, with additional tabs detailing calculations and analysis used.

Many of the scores for the evaluation criteria are self-explanatory based on the scale key, while others require some additional context:

Measure	Description
Intersection turning conflict points	Turning conflict points were only calculated for turns from Bridge Street onto side streets. The total count does not include turns from side streets onto Bridge Street for simplicity of calculation and ease of comparison. Left turn conflicts were counted as 2 per direction when crossing two lanes and 1 when crossing one lane, unless an alternative included a protected left turn. Right turn conflicts were counted as 2 in each direction when crossing a separate sidewalk and bike lane, or 1 when crossing a sidepath, unless an alternative prohibited right turn on red.
Intersection approach level of service	This compares the 2040 no build scenario (with increased traffic volumes) with each alternative in 2040.

People moved per hour	This calculates potential capacity to move people trips rather than vehicle trips in each scenario, based on assumptions of each driving lane's capacity, bike lane's capacity, and sidewalk capacity (individual tab includes research basis and calculations). Note that sidepath capacity is split between cyclists and people walking and rolling, rather than double-counting it as both a sidewalk and a bike lane.

In addition to alignment with plan goals, we performed high-level analysis to determine the feasibility of alternatives. The evaluation matrix includes the following "Cost and Constructability" criteria:

Measure	Description
Construction cost	Options with lower planning-level construction cost opinions are rated higher.
Potential impact to utilities	Options with fewer utility impacts score better.

At this stage, the project team only estimated rough costs based on cost of materials and cost of moving curb and gutter, to highlight the main differences between alternatives. These do not include the full costs of utility relocation, drainage, lighting installation, contingencies, etc. These are large underestimates by an order of magnitude. The project team will develop a more finely-tuned cost opinion for the selected alternative.

The project team estimated utilities impacts based on the general number of utilities within the current sidewalk area on each side of the Bridge Street corridor today.

Additionally, the evaluation matrix includes a section on engagement results which incorporates public engagement feedback into the scoring of the alternatives. This section ensures that community opinion is being valued in the evaluation process. The engagement section includes both survey popularity and in-person engagement popularity scores. Alternatives with a higher share of survey votes and a higher share of votes at in-person events score better.

Measure	Description
Survey popularity	Options with a higher share of survey votes score better.
In-person engagement popularity	Options with a higher share of votes at in-person events score better.

Sincerely,

Annie Rice | Project Planner

TOOLE DESIGN
700 17th St Suite 2300 | Denver, CO 80202
arice@tooledesign.com | 720.719.5407

Brighton Core City Circulation Study - Alternatives Evaluation

Scoring Criteria	Description	Roundabouts to 4th Ave				4th Ave to 13th Ave				13th Ave to Sheraton Pl			Sheraton Pl to 22nd Ave		
		No Build	Option 1	Option 2	Option 3	No Build	Option 1	Option 2	Option 3	No Build	Option 1	Option 2	No Build	Option 1	Option 2
Prioritize Safety															
Intersection Turning Conflict Points	Options with the greatest reduction of conflict points between turning motorists and other motorists or non-motorists are rated higher.	No change	16-20 fewer	11-15 fewer	11-15 fewer	No change	11-15 fewer	1-5 fewer	No change	No change	6-10 fewer	1-5 fewer	No change	16-20 fewer	11-15 fewer
Speed Reduction	Options anticipated to reduce speeding are rated higher.	No lane reduction, street trees, or median	Median Lane narrowing	Median Lane narrowing Lane reduction	Median Lane narrowing Lane reduction Street trees	No lane reduction, street trees, or median	Median Lane narrowing	Median Lane narrowing Lane reduction Street trees	Median Lane narrowing Lane reduction Street trees	No lane reduction, street trees, or median	Median Lane narrowing Street trees	Median Lane narrowing Street trees	No lane reduction, street trees, or median	Median Lane narrowing Street trees	Median Lane narrowing
Space for People Walking, Rolling, and Biking															
Walkway Type and Separation	Options that provide greater separation for pedestrians from motorists and bicyclists are rated higher.	Narrow sidewalk (<5')	6' sidewalk one side, sidepath one side	Pedestrian-only sidewalk with separate bike facility	Pedestrian-only sidewalk with separate bike facility	Narrow sidewalk (<5')	6' sidewalk one side, sidepath one side	Pedestrian-only sidewalk with separate bike facility	Pedestrian-only sidewalk with separate bike facility	Narrow sidewalk (<5')	6' sidewalk one side, sidepath one side	Pedestrian-only sidewalk with separate bike facility	Narrow sidewalk (<5')	Sidepath both sides	Pedestrian-only sidewalk with separate bike facility
Bikeway Type and Separation	Options that provide greater separation for bicyclists from motorists and pedestrians are rated higher.	No bike facility	Sidepath	Raised bike lanes (one-way)	Raised bike lanes (one-way)	No bike facility	Sidepath	In-street protected bike lanes	Raised bike lanes (one-way)	No bike facility	Sidepath	Raised bike lanes (two-way)	No bike facility	Sidepath	Raised bike lanes (one-way)
Improved Street Crossings															
Number of Travel Lanes to Be Crossed (excluding median refuge)	Options with fewer travel lanes to be crossed (across the study corridor) are rated higher.	4 lanes	4 lanes	3 lanes	2 lanes	4 lanes	4 lanes	2 lanes	2 lanes	4 lanes	4 lanes	4 lanes	4 lanes	4 lanes	4 lanes
Presence and Type of Center Median	Options with more robust center medians are rated higher.	No median / TWLTL	Permanent materials	Permanent materials	Permanent materials	No median / TWLTL	Permanent materials	Permanent materials	Permanent materials	No median / TWLTL	Permanent materials	Permanent materials	No median / TWLTL	Permanent materials	Permanent materials
Reliable Access															
Intersection Approach Level of Service	Options with fewer failing intersection approach levels of service (LOS F) are rated higher (2040).	26-50% approaches at LOS F	26-50% approaches at LOS F	51-75% approaches at LOS F	51-75% approaches at LOS F	0% approaches at LOS F	0% approaches at LOS F	51-75% approaches at LOS F	51-75% approaches at LOS F	0% approaches at LOS F	0% approaches at LOS F	0% approaches at LOS F	1-25% approaches at LOS F	1-25% approaches at LOS F	1-25% approaches at LOS F
People Moved Per Hour	Options that the capacity to move more people per hour are rated higher.	<20k	20-25k	20-25k	25-30k	<20k	20-25k	25-30k	25-30k	<20k	30-35k	30-35k	<20k	20-25k	20-25k
Inviting Street															
Landscaping and Shade	Options with more space for landscaping, trees, and shade are rated higher.	Existing vegetation	Vegetation on median	Vegetation on median	Vegetation on both sides of the street	Existing vegetation	Vegetation on median	Vegetation on both sides of the street	Vegetation on both sides of the street	Existing vegetation	Vegetation on one side	Vegetation on one side	Existing vegetation	Vegetation on one side	Vegetation on median
Pedestrian and Bicycle Amenities	Options with more space for street furniture like benches, trash receptacles, bike racks, lighting, and public art are rated higher.	Wherever possible (no designated buffer space)	Wherever possible (no designated buffer space)	6' total buffer space (on both sides)	12' total buffer space (on both sides)	Wherever possible (no designated buffer space)	Wherever possible (no designated buffer space)	12' total buffer space (on both sides)	12' total buffer space (on both sides)	Wherever possible (no designated buffer space)	12' total buffer space (only one side)	6' total buffer space (only one side)	Wherever possible (no designated buffer space)	6' total buffer space (only one side)	6' total buffer space (on both sides)
Tally		1.2	2.7	3.6	4.4	1.4	2.8	4	4.1	1.4	3.4	3.5	1.3	3.2	3.4
Cost and Constructability															
Construction Cost	Options with lower planning-level construction cost opinions are rated higher.*	$ $0	$$ < $500k/mi	$$$$ $1-$2M/mi	$$$$ $1-$2M/mi	$ $0	$$$$ $1-$2M/mi	$$$$ $1-$2M/mi	$$$$$ > $2M/mi	$ $0	$$$$ $1-$2M/mi	$$$$$ > $2M/mi	$ $0	$$$$ $1-$2M/mi	$$$$ $1-$2M/mi
Potential Impact to Utilities	Options with fewer utility impacts score better.	None	Signal upgrades and impact on lighting on both sides	Signal upgrades and impact on lighting on both sides	Signal upgrades and impact on lighting on both sides	None	Signal upgrades and impact on lighting on both sides	Signal upgrades and impact on lighting on both sides	Signal upgrades and impact on lighting on both sides	None	Impact on lighting on one side	Impact on lighting on one side	None	Signal upgrades	Signal upgrades
Tally		5	2.5	1.5	1.5	5	1.5	1.5	1	5	2.5	2	5	3	3
Engagement Results															
Survey Popularity	Options with a higher share of survey votes score better.		60-79%	20-39%	0-19%		80-100%	0-19%	0-19%		60-79%	20-39%		60-79%	20-39%
In-Person Engagement Popularity	Options with a higher share of votes at in-person events score better.		40-59%	20-39%	0-19%		60-79%	20-39%	0-19%		80-100%	0-19%		40-59%	40-59%
Tally			3.5	2	1		4.5	1.5	1		4.5	1.5		3.5	2.5
Overall Alternative Score			2.9	2.4	2.3		2.9	2.3	2		3.5	2.3		3.2	3

Appendix C:
Operations Analysis Memo

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Introduction

The purpose of this memorandum is to document the traffic operational analysis performed to support the *Brighton Core City Circulation Plan* along Bridge Street, from the South Platte River to 27th Avenue in Brighton, Colorado. While the recommendations for the corridor primarily extend to 22nd Avenue, 27th Avenue was included in the analysis to provide a more comprehensive understanding of traffic flow entering the corridor from adjacent areas. The primary focus of the study is to evaluate multimodal improvements that enhance safety, comfort, and connectivity for people walking, biking, rolling, riding transit, and driving. This corridor serves as a key access route to Brighton's Downtown Historic District, which offers shopping, dining, and community destinations, but has historically lacked continuous sidewalks, designated bikeways, and comfortable pedestrian crossings. Bridge Street is part of both the Brighton and DRCOG High Injury Networks, highlighting a need to also address safety concerns for vulnerable road users.

As part of the broader circulation planning effort, this memorandum focuses on the technical traffic operations analysis needed to evaluate current and future conditions along the corridor. It summarizes existing traffic conditions, projected traffic volumes over a 15-year horizon, and traffic operations under future no-build and three build alternatives. Conclusions and recommendations are provided to support the City of Brighton in identifying priority investments, pursuing funding opportunities, and guiding future improvements along the corridor.

Analysis overview

The study corridor is approximately two miles long, extending along Bridge Street from the South Platte River to 27th Avenue within the City of Brighton in Adams County. Bridge Street functions as a key east–west arterial through downtown Brighton. Two roundabouts at the US 85 ramps are located at the west end of the corridor and are maintained by the Colorado Department of Transportation (CDOT), and an at-grade Union Pacific Railroad (UP) crossing is located between Main Street and 4th Avenue, presenting potential challenges for multimodal travel along the corridor.

Figure 1 shows the project location and study intersections. The land uses surrounding the study corridor include a mix of commercial, civic, and residential uses. Brighton's Downtown Historic District is located just east of US 85 along Main Street and serves as a focal point of the corridor, featuring a concentration of businesses, restaurants, and historic

structures. Bridge Street provides the primary east-west connection through Brighton, crossing US 85, and the Union Pacific Railroad line, and serves as a key corridor for both local and regional travel. The western portion of the study area includes significant recreational amenities, including large parks and trail connections near the South Platte River. East of the railroad, the corridor is characterized by older, denser housing patterns that transition to newer residential neighborhoods, schools, medical offices, and churches approaching 22nd Avenue. The Fulton Ditch multi-use trail provides a continuous north-south recreational spine near the eastern end of the study area. Community feedback has consistently highlighted challenges with pedestrian and bicycle access, particularly at the roundabouts connecting Bridge Street with US 85.

Analysis area

The traffic analysis evaluated the following intersections as shown in **Figure 1**:

1. CO 7/Bridge Street & US 85 Southbound Off-Ramp (Roundabout)
2. CO 7/Bridge Street & US 85 Northbound Off-Ramp (Roundabout)
3. Bridge Street & Main Street (Signalized)
4. Bridge Street & 4th Avenue (Signalized)
5. Bridge Street & 8th Avenue (Signalized)
6. Bridge Street & 11th Avenue (Signalized)
7. Bridge Street & Sheraton Place (Proposed Signalized Pedestrian Crossing)
8. Bridge Street & 18th Avenue (Signalized)
9. Bridge Street & Fulton Ditch Trail (Signalized Pedestrian Crossing)
10. Bridge Street & 27th Avenue (Signalized)

Figure 1: Project location and study intersections

Legend

X Study Intersection

N

Traffic analysis software

Synchro V12 and Sidra Intersection 9 were used to evaluate existing and future traffic conditions. Both software programs implement procedures from the Highway Capacity Manual (HCM) 6th Edition. Synchro was used to analyze signalized intersections, while Sidra was applied for roundabout analysis. These tools provided Level of Service (LOS) and delay results for each study intersection to inform the recommendations for lane configurations and signal phasing or operational improvements to accommodate future traffic conditions.

Both SIDRA and Synchro modeling software were used due to their unique capabilities to evaluate the operations of roundabouts and signalized intersections, respectively. Modeling different segments of the same corridor using separate models does introduce several limitations that can impact the accuracy, consistency, and applicability of the results. These limitations include differences in modeling capabilities, calibration and validation challenges, and edge effects and artificial boundaries. SIDRA emphasizes lane-by-lane analysis with a targeted focus on roundabouts and unsignalized intersections, while Synchro provides more comprehensive network-wide signal coordination. This can lead to discrepancies in key metrics such as delays, LOS, and queue lengths at intersections that are closely spaced between the two models, making it difficult to evaluate overall corridor performance. Splitting the corridor into separate models may also result in artificially shortening upstream or downstream queues that do not reflect real-world congestion patterns. Important interactions between intersections, such as queue spillback and platoon dispersion, may also be ignored or misrepresented when using separate models to analyze the overall corridor operations.

Data collection

Existing traffic data

Turning movement counts were obtained for the AM (7 to 9 a.m.) and PM (4 to 6 p.m.) peak periods on Thursday, March 27, 2025, at all study intersections, excluding the intersection of Bridge Street and Sheraton Place and the signalized pedestrian crossing at Fulton Ditch Trail. Bicycle and pedestrian counts were also collected simultaneously to turning movement counts, indicating the number of crossings that occurred at the designated crosswalks. Traffic data, including

roadway characteristics and signal timing plans for signalized intersections, were obtained from the City of Brighton and Google Earth. A summary of turning movement counts and existing lane geometry is shown in **Figure 2.** Bicycle and pedestrian counts are summarized in **Figure 3.** All traffic data collected, including turning movement counts, bicycle and pedestrian counts, 24-hour traffic volumes, vehicle speeds and classification are provided in **Attachment A**.

Figure 2: Existing turning movement counts, lane geometry, and traffic control

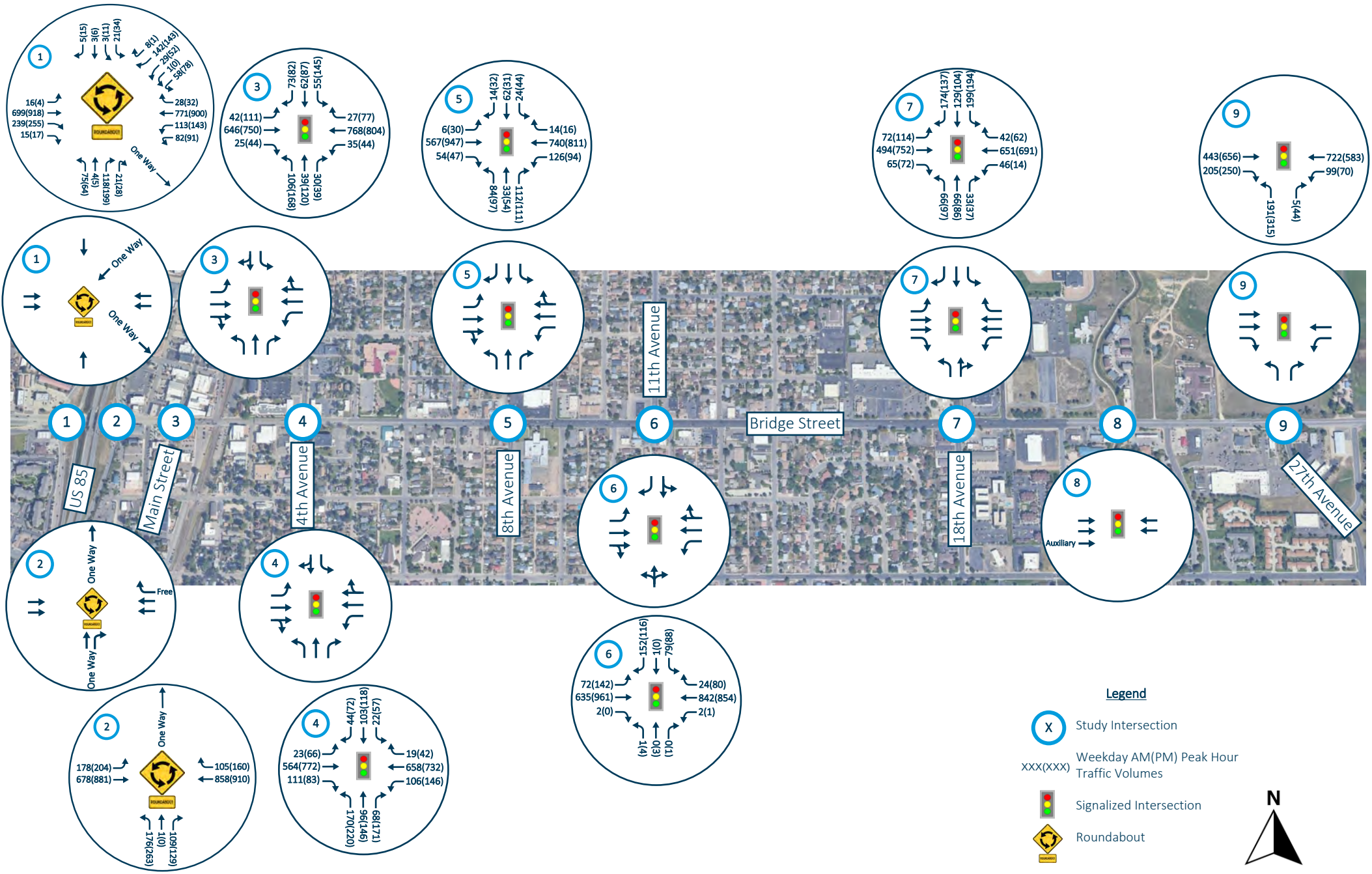
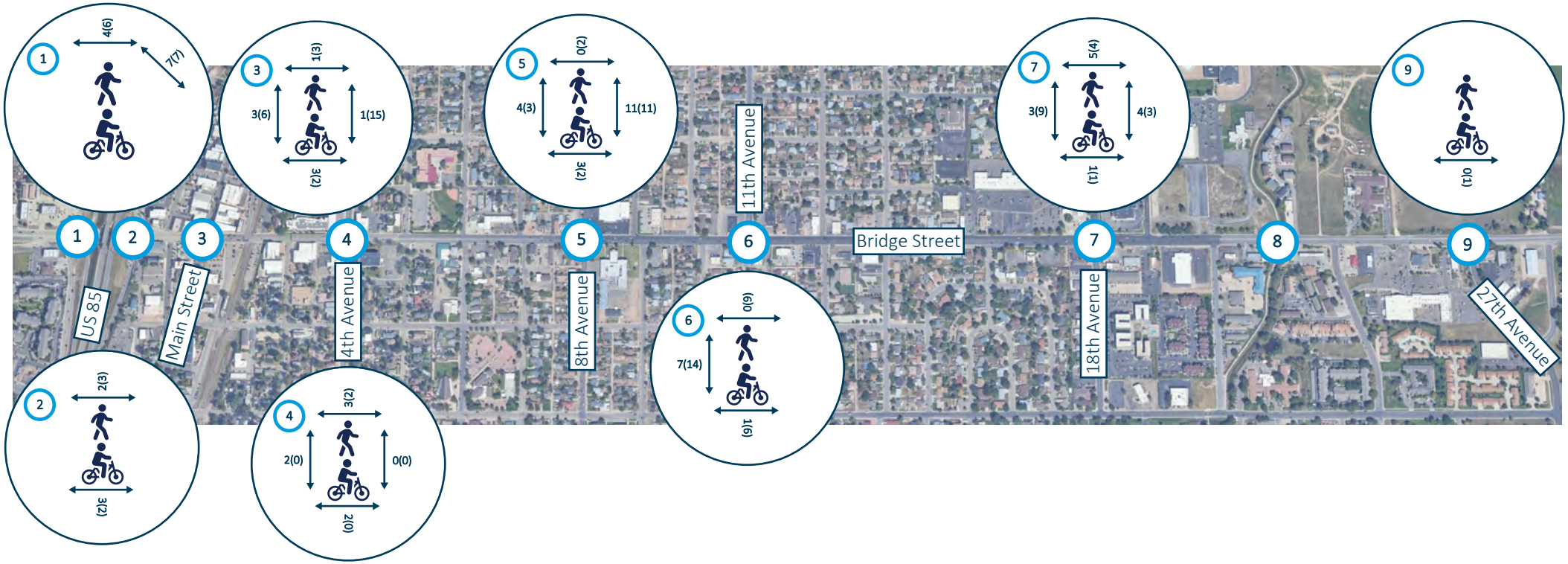


Figure 3: Existing bicycle and pedestrian counts



Legend

- X — Study Intersection
- XXX(XXX) — Weekday AM(PM) Peak Hour Bicycle/Pedestrian Volumes
- Signalized Intersection
- Roundabout

N

Analysis

Analysis years

The following horizon years were included as part of the traffic analysis:

- Existing Conditions – 2025
- Future Conditions – 2040

Existing and proposed roadway geometry and traffic control were evaluated as part of the alternatives analysis. For future conditions, a no-build scenario and three build alternatives were assessed along with a fourth scenario focusing on geometric and operational changes to the roundabouts. The incorporated changes are described below.

It should be noted that changes introduced in Alternative One were carried forward into Alternative Two, and changes from Alternatives One and Two were carried forward into Alternative Three. Alternative Four is an independent scenario.

Calibration methodology

The *CDOT Traffic Analysis and Forecasting Guidelines (January 2023)* recommends that some of the default values/parameters used from HCM methodologies be adjusted to reflect conditions in Colorado. The guideline recommends that special consideration is given to the following parameters:

- **Nodes -** Numbering of nodes in a logical order along the main street is recommended to enhance the review of the results. As part of this analysis, nodes were numbered numerically from west to east between US 85 and 27th Avenue in the Synchro and Sidra models.
- **Traffic Demand -** Hourly volumes should be used. Volumes and heavy vehicle percentages should be calculated based on the existing turning movement counts data. As part of this analysis, heavy vehicle factors were adjusted to represent the commercial land uses along the Bridge Street corridor that are served by heavy vehicles. These values were established from both the twenty-four (24) hour vehicle classification counts and turning movement counts.

- **Lane Utilization Factor -** Default Lane utilization factors should be overridden with field measurements when more vehicles use one lane group than the other. Additionally, as demand approaches capacity, lane utilization factors that are closer to 1.0 may be used to override default values. As part of this analysis, no adjustments to default values were applied.
- **Peak Hour Factor (PHF) -** HCM methodologies use demand flow rates for the 15-minute peak period. If flow rates have been measured from the field, the flow rates for the worst 15 minutes should be used in operational analyses. In absence of field measurements of the PHF, design analyses may use a default PHF of 0.95 on freeway facilities and urban arterials. A PHF value of 0.92 may be used on other facilities; however, data shows that PHF increases as demand volume decreases. As part of this analysis, PHF values were adjusted to reflect flow rates measured from turning movement counts.

Measures of effectiveness

Intersection performance was assessed using Level of Service (LOS), a qualitative measure that relates to the average delay experienced at an intersection. It ranges from A (indicating free flow operations) to F (indicating congested and sometimes oversaturated conditions). These ratings represent the perspective of drivers and indicate their comfort and convenience associated with traveling through intersections. Traffic engineering best practice recommends LOS D for the overall intersection and LOS E for individual movements during peak hours as the minimum desirable thresholds for acceptable operations in urban settings. Study intersections were evaluated using these thresholds. Delay thresholds differ between signalized and unsignalized intersections and are expressed in uppercase and lowercase letters, respectively. LOS delay thresholds are summarized in **Table 1**.

Table 1: Level of service delay quantities

Average Vehicle Control Delay (seconds)		
LOS	Signalized Intersection	Unsignalized & Roundabout Intersections
A/a	≤10	≤10
B/b	10–20	10–15

C/c	20–35	15–25
D/d	35–55	25–35
E/e	55–80	35–50
F/f	>80	>50

Study intersections were analyzed based on average total delay analysis. For unsignalized intersections, the LOS for a two-way stop-controlled intersection is determined by the measured control delay and is defined for each minor movement. For signalized, roundabout, and all-way stop-controlled intersections, the LOS is defined for each approach and the overall intersection. For the purposes of this study, railroad preemption parameters were not considered when analyzing the signalized intersections within the project corridor, therefore the results of the operational analysis under both existing and future conditions does not account for what disruptions would be caused to the corridor when a train was present. A hypothetical train blockage was simulated using Synchro to understand what disruptions would be caused to the corridor when a train was present.

According to the City of Brighton, Union Pacific operates approximately 10 trains per day through this crossing, creating significant congestion along Bridge Street throughout various times of day. Assuming a one-minute crossing blockage, it was observed that eastbound vehicle queuing extended past Main Street and westbound vehicle queuing extended to approximately 4th Avenue. It was also observed that once the crossing blockage cleared, multiple signal cycles were needed to clear vehicle queues for traffic flow to return to normal conditions. Depending on the length and speed of the passing train, it may take a longer amount of time for the corridor to return to normal operations, increasing delays and travel times.

Existing conditions

The approximately two-mile study corridor contains ten study intersections. Most of the corridor features either a two-way center turn lane, a striped centerline with no median, or a raised median between the roundabouts. Sidewalks, both

attached and detached, are present along most of Bridge Street, though their continuity varies at the ends of the corridor. Bicycle facilities are limited and primarily absent, indicating an opportunity for improved multimodal accommodation. The corridor includes a mix of residential and commercial driveways, with several stop-controlled side streets intersecting Bridge Street within the study area. Commercial uses are concentrated near the downtown core, particularly around the intersections with Main Street and the US 85 Northbound Ramp.

Due to the mix of land uses and access points, turning vehicles often impact side street storage and contribute to operational delays. There are pedestrian crossings at key locations, though gaps in crossing opportunities create challenges for pedestrian comfort and safety.

Table 2 provides a detailed summary of intersection and movement LOS and delay for existing conditions. Intersections and movements that experience a LOS E or F are presented in italics to distinguish them within the table. Synchro and Sidra summary reports for existing conditions are included in **Attachment B**. Signal timing plans from the City of Brighton used as part of this analysis can be found in **Attachment C**.

Table 2: Summary of existing conditions level of service and delay

Intersection and Movements	Peak Hour			
	AM		PM	
	Delay (seconds/vehicle)	LOS	Delay (seconds/vehicle)	LOS
CO 7/Bridge Street & US 85 Southbound Off-Ramp	**29.2**	**D**	**64.2**	***F***
Eastbound Bridge Street	18.5	C	45.3	*E*
Westbound Bridge Street	10.0	A	10.0	A
Northbound Kuner Road	72.8	*F*	219.7	*F*
Southbound Kuner Road	17.3	C	28.4	D
US 85 Southbound Off-Ramp	100.5	*F*	200.8	*F*
CO 7/Bridge Street & US 85 Northbound Off-Ramp	**10.7**	**B**	**29.5**	**D**
Eastbound Bridge Street	5.0	A	5.6	A
Westbound Bridge Street	14.0	B	24.6	C

Intersection and Movements	Peak Hour			
	AM		PM	
	Delay (seconds/vehicle)	LOS	Delay (seconds/vehicle)	LOS
US 85 Northbound Off-Ramp	18.8	C	103.1	*F*
Bridge Street & Main Street	**19.6**	**B**	**24.2**	**C**
Eastbound Left	11.8	B	15.4	B
Eastbound Through/Right	17.4	B	19.2	B
Westbound Left	11.2	B	13.1	B
Westbound Through/Right	19.3	B	27.2	C
Northbound Left	21.7	C	26.7	C
Northbound Through	21.0	C	27.3	C
Northbound Right	21.1	C	23.9	C
Southbound Left	21.2	C	22.9	C
Southbound Through/Right	32.4	C	35.3	D
Bridge Street & 4th Avenue	**23.5**	**C**	**31.9**	**C**
Eastbound Left	14.4	B	18.0	B
Eastbound Through/Right	26.7	C	40.8	D
Westbound Left	15.6	B	21.4	C
Westbound Through/Right	20.0	B	28.6	C
Northbound Left	23.1	C	32.4	C
Northbound Through	21.5	C	23.1	C
Northbound Right	21.4	C	25.0	C
Southbound Left	22.9	C	21.8	C
Southbound Through/Right	32.9	C	35.6	D
Bridge Street & 8th Avenue	**18.3**	**B**	**24.8**	**C**
Eastbound Left	10.9	B	11.5	B
Eastbound Through/Right	19.5	B	28.9	C
Westbound Left	10.6	B	13.1	B
Westbound Through/Right	15.1	B	20.4	C

Intersection and Movements	Peak Hour			
	AM		PM	
	Delay (seconds/vehicle)	LOS	Delay (seconds/vehicle)	LOS
Northbound Left	22.5	C	22.4	C
Northbound Through	22.8	C	24.1	C
Northbound Right	29.3	C	40.3	D
Southbound SB Left	23.9	C	22.9	C
Southbound Through	26.9	C	25.1	C
Southbound SB Right	0.0	A	0.0	A
Bridge Street & 11th Avenue	**14.3**	**B**	**13.4**	**B**
Eastbound Left	9.4	A	19.7	B
Eastbound Through/Right	6.6	A	14.9	B
Westbound Left	8.1	A	8.9	A
Westbound Through/Right	18.0	B	8.6	A
Northbound Left/Through/Right	20.5	C	17.1	B
Southbound Through/Left	19.6	B	18.5	B
Southbound Right	23.9	C	20.0	B
Bridge Street & 18th Avenue	**24.8**	**C**	**24.3**	**C**
Eastbound Left	13.0	B	13.8	B
Eastbound Through	18.1	B	17.8	B
Eastbound Right	14.9	B	12.2	B
Westbound Left	11.7	B	13.6	B
Westbound Through	21.2	C	20.9	C
Westbound Right	14.1	B	14.4	B
Northbound Left	22.4	C	23.6	C
Northbound Through/Right	26.6	C	26.9	C
Southbound Left	31.7	C	36.5	D
Southbound Through	27.3	C	26.4	C
Southbound Right	58.9	*E*	58.2	*E*

Intersection and Movements	Peak Hour			
	AM		PM	
	Delay (seconds/vehicle)	LOS	Delay (seconds/vehicle)	LOS
Bridge Street & Fulton Ditch Trail	**16.7**	**B**	**19.2**	**B**
Eastbound Through	3.8	A	4.4	A
Westbound Through	4.1	A	4.0	A
Bridge Street & 27th Avenue	**3.9**	**A**	**4.2**	**A**
Eastbound Through	9.3	A	13.5	B
Eastbound Right	9.4	A	12.4	B
Westbound Left	5.6	A	8.5	A
Westbound Through	5.0	A	6.6	A
Northbound Left	28.5	C	31.1	C
Northbound Right	22.9	C	21.8	C

Based on the Level of Service (LOS) and delay results, all intersections operate at a LOS D or better during both the AM and PM peak hours apart from the US 85 Southbound Off-Ramp, which operates at a LOS F in the PM peak. Both roundabouts at the US 85 and CO 7/Bridge Street interchange experience the most significant operational challenges out of all the intersections analyzed within the project area. Traffic exiting US 85 at either roundabout and heading northbound on Kuner Road to enter the roundabout experiences the most amount of delay due to the high volume of traffic on the approaches and on CO 7/Bridge Street, limiting the number of gaps available for a vehicle to enter the roundabout. At most intersections, delays tend to be longer during the PM peak period, consistent with normal travel patterns in the region. When considering vehicle movements, it was found that northbound and southbound (i.e., side street) movements tended to have greater delay and lower LOS than the eastbound and westbound movements on Bridge Street. This suggests that current signal operations are optimized for vehicle throughput on Bridge Street, which may result in tradeoffs for active transportation users, for example, who encounter longer wait times for crossing Bridge Street.

Bridge Street alternatives

Three alternative future designs of Bridge Street were modeled for the analysis. The alternatives each included a typical cross section for four segments of the corridor and some level of proposed modification to study intersection lane configurations. The segments considered were:

1. US 85 Roundabouts to 4th Avenue
2. 4th Avenue to 13th Avenue
3. 13th Avenue to Sheraton Place
4. Sheraton Place to 22nd Ave

Each alternative is described in more detail below. It should be noted that the US 85 roundabouts were modeled under the No-Build scenario and each of the three main alternatives for Bridge Street. The build scenario for converting both roundabouts to signalized intersections was analyzed as its own alternative. Under all alternatives, Synchro optimization was used to determine cycle lengths, splits, and leading/lagging left turn operations for future conditions. Modifications to lane configurations and signal phasing at the study intersections were evaluated as part of the alternatives analysis and are summarized below. These modifications were applied to all alternatives being evaluated and generally consisted of removing general purpose and dedicated turn lanes, depending on the alternative being evaluated, imposing turn restrictions on some approaches, and modifying existing signal phasing.

For each of the three alternatives where the US 85 roundabouts are to remain, the US 85 southbound off-ramp roundabout was modified to eliminate the northbound approach of Kuner Road entering the roundabout. It should be noted that although most trips were redistributed to the surrounding transportation network to enter the roundabout from the eastbound approach to simulate this modification, not all existing traffic using the northbound Kuner Road connection is captured in the future turning movement counts. Northbound Kuner Road traffic entering the roundabout to travel west on CO 7/Bridge Street was not captured in the redistribution of traffic since it is assumed that this traffic would use an alternative route outside the limits of this study. Redistribution of traffic, including existing traffic not captured, can be found in **Attachment D**.

Under all three alternatives evaluated, modifications at the signalized intersections are the following:

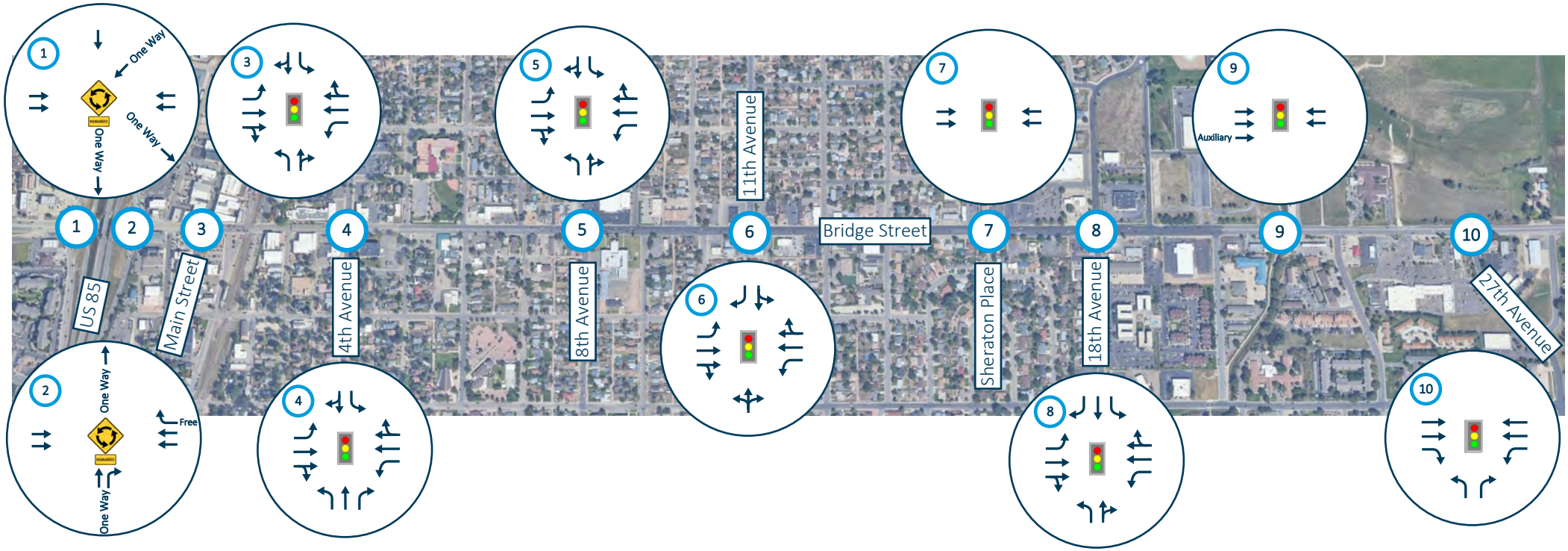
- Bridge Street & Main Street
  - » Removed northbound right turn lane and converted northbound through to through/right
  - » Prohibited right turn on red on all approaches
  - » Converted protective-permissive left to protected-only left on all approaches
- Bridge Street & 4th Avenue
  - » Converted protective-permissive left to protected-only left on all approaches
- Bridge Street & 8th Avenue
  - » Removed southbound channelized right turn lane and converted southbound through to through/right
  - » Removed northbound right turn lane and converted northbound through to through/right
  - » Prohibited right turn on red for eastbound approach
- Bridge Street & 11th Avenue
  - » Converted protective-permissive left to protected-only left on all approaches
- Bridge Street & 18th Avenue
  - » Converted protective-permissive left to protected-only left on all approaches
  - » Removed eastbound right turn lane and converted eastbound through to through/right
  - » Removed westbound right turn lane and converted westbound through to through/right

Alternative one

Alternative One emphasizes maintaining vehicular throughput while adding multimodal facilities on Bridge Street, keeping the existing four mainline travel lanes with a sidewalk extended along the north side of the street and a wider sidewalk added to the south side of Bridge Street. **Figure 4** shows proposed intersection geometry for this alternative.

The typical cross section consists of four 10’ travel lanes (two in each direction), a 10’ median or turn lane, a 6’ sidewalk on the north side and a 12’ shared-use path on the south side of Bridge Street.

Figure 4: Alternative one proposed lane geometry and traffic control



Legend

- X — Study Intersection
- Signalized Intersection
- Roundabout

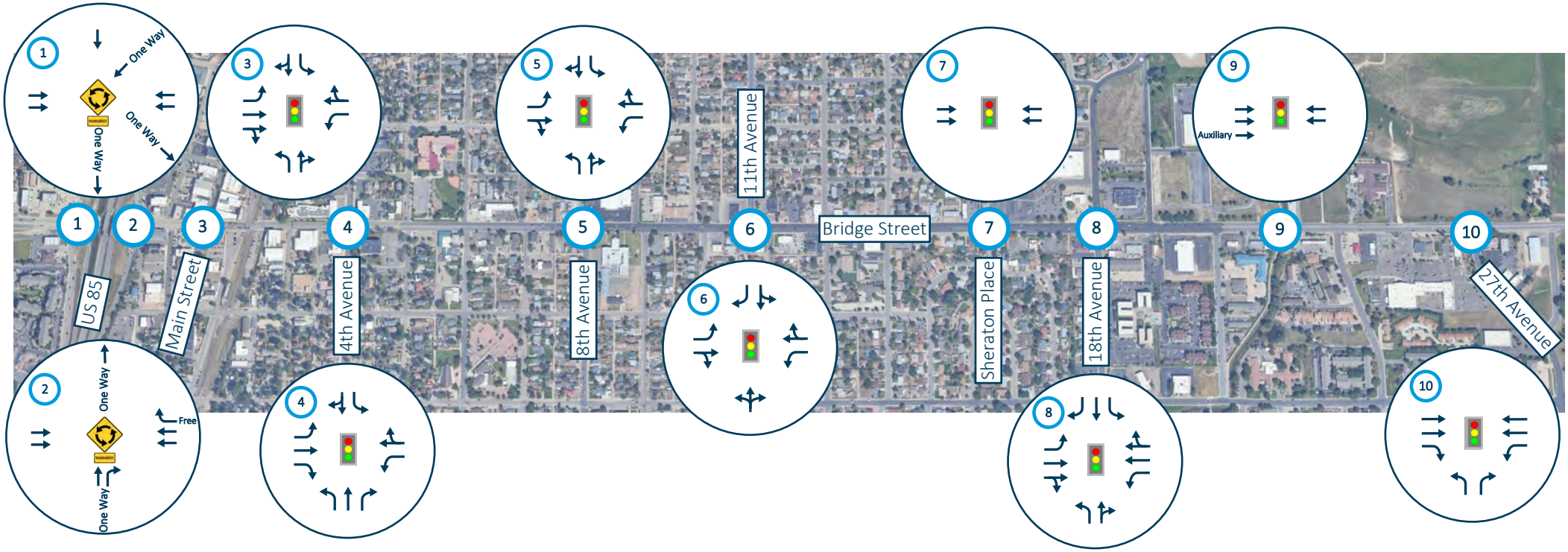
N

Alternative two

Alternative Two focuses on reallocating right of way from vehicular use to active modes. To understand the operational impacts, each study intersection was modified to have fewer mainline travel lanes along with the corresponding traffic signal timing changes. **Figure 5** shows proposed intersection geometry for this alternative.

Alternative Two consists of two 10’ eastbound travel lanes, one 10’ westbound travel lane, a 10’ median or turn lane, a 6’ sidewalk, 3’ hardscaped buffer, and a 5’ sidewalk-level bike lane between Main Street and 4th Avenue. Between 4th Avenue and 13th Avenue, Bridge Street consists of two 10’ travel lanes (one in each direction), a 10’ median or turn lane, 6’ sidewalk, 6’ planting strip, and 7’ in-street bike lane. The cross section for the remaining portion of the study corridor, with the exception to the amenity space, remains the same as in Alternative One.

Figure 5: Alternative two proposed lane geometry and traffic control



Legend

- X — Study Intersection
- Signalized Intersection
- Roundabout

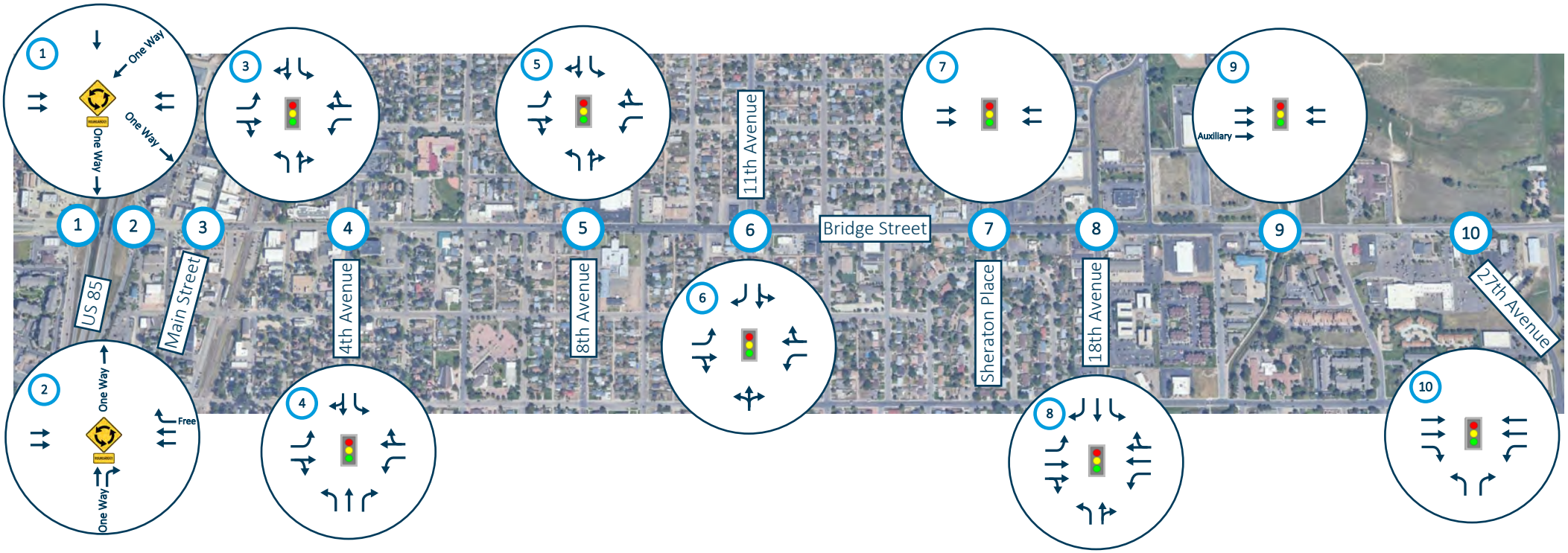
N

Alternative three

Similar to Alternative Two, Alternative Three focuses on reallocating right of way from vehicular use to active modes. To understand the operational impacts, each study intersection was modified in the traffic model to have fewer travel lanes along with the corresponding changes needed for traffic signal timing. **Figure 6** shows proposed intersection geometry for this alternative.

Alternative Three consists of two 10’ travel lanes (one in each direction), a 10’ median or turn lane, 6’ sidewalk, 6’ planting strip, and 7’ sidewalk-level bike lane between Main Street and 13th Avenue. The cross section for the remaining portion of the study corridor, with the exception to the amenity space, remains the same as in Alternative One.

Figure 6: Alternative three proposed lane geometry and traffic control



Legend

X Study Intersection

Signalized Intersection

Roundabout

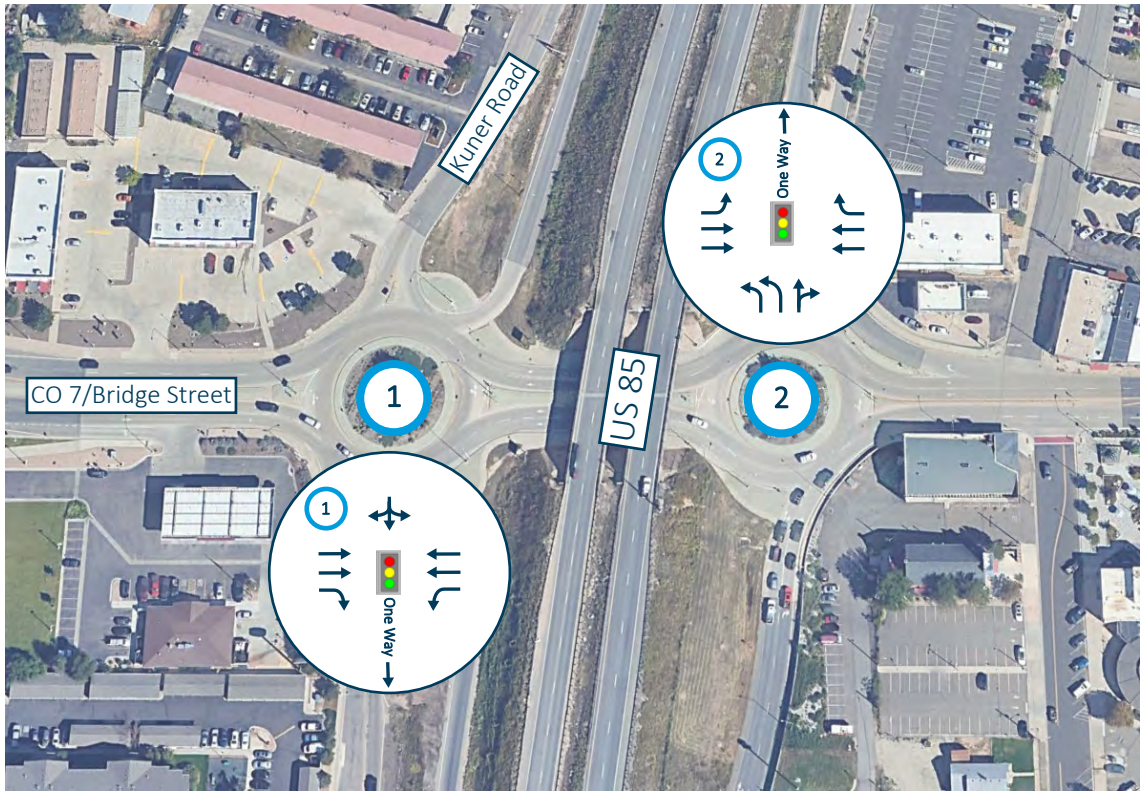
N

US 85 roundabouts conversion

A high-level analysis was conducted to evaluate the impacts of converting the US 85 roundabouts to signalized intersections. Intersections can become congested when traffic volumes are high or unbalanced between minor and major street approaches. Signalization can help regulate traffic flow more predictably through timing and coordination parameters, creating smoother directional progression which may reduce delays during peak times. Signalized intersections can also better accommodate bicycles and pedestrians. Roundabouts without robust pedestrian crossing facilities can be unsafe and uncomfortable, especially at multilane roundabouts.

Traffic signals can provide designated crossing times, improving safety and comfort, particularly for users with visual impairments. Proposed intersection geometry for the roundabout conversion is shown in **Figure 7**. As part of the roundabout conversion, Kuner Road was merged with the US 85 ramps and converted to one-way southbound operation. The lane configurations shown in the figure below were based on engineering judgement in reviewing future traffic volumes, minimizing impacts to adjacent properties, and matching existing conditions.

Figure 7: US 85 roundabout conversion proposed lane geometry and traffic control



Legend

X Study Intersection

Signalized Intersection

N

Future conditions

To estimate 2040 traffic volumes along the Bridge Street corridor, a 1.65% annual compounded growth rate was applied. This growth rate was derived from the Denver Regional Council of Governments (DRCOG) travel demand model, which showed a 30-year growth factor of 1.63 in the surrounding area, equating to approximately 1.65% annually. Growth rates from other sources, including the I-76 Bridge Street PEL Study dated January 2016 and the Adams Point Traffic Impact Study dated January 2024, were reviewed to verify the DRCOG growth rate was consistent with what had previously been accepted. This rate was applied to all approaches at both US 85 roundabouts and all approaches at the intersections between 18th Avenue and 27th Avenue. Due to the surrounding area being mostly built out with existing development, the 1.65% growth rate was only applied to Bridge Street between the US 85 northbound off-ramp roundabout and 18th Avenue.

Site-generated traffic from the planned Adams Point development at the northeast corner of Bridge Street and 19th Avenue was also added based on trip generation from the Adams Point Traffic Impact Study (TIS) prepared by Kimley Horn dated January 2024. The growth rate applied to determine future traffic turning movement counts can be found in **Attachment D,** including excerpts from the Adams Point traffic study.

A No-Build scenario and three alternatives were evaluated as part of the future conditions analysis. Each alternative incorporated changes intended to enhance the safety and comfort for people walking and bicycling, and create a street where experienced speeds are consistent with posted speed limits. For the alternatives that evaluated repurposing travel lanes, the removal of excess road space would allow for wider sidewalks and provide greater separation from the roadway with a landscaped area.

No-build scenario

Modeling for the no-build scenario involved applying the anticipated 2040 traffic volumes to the existing conditions for the study intersections to determine future delay and LOS if no action was taken. The no-build scenario involved no changes to intersection geometry or traffic signal phasing. A detailed summary of intersection and movement LOS and delay for No-Build conditions is provided in

Table 3. Intersections and movements that experience a LOS E or F are presented in italics to distinguish them within the table. The change in delay between the No-Build and existing conditions is also identified in **Table 3**. Intersections and movements where there was a reduction in delay from existing conditions are indicated with an asterisk. Synchro and Sidra summary reports for the No-Build scenario are included in **Attachment E**.

Table 3: No-build future conditions level of service and delay by movement

Intersection and Movements	Peak Hour					
	AM			PM		
	Delay (seconds/vehicle)	LOS	Change in Delay (seconds/vehicle)	Delay (seconds/vehicle)	LOS	Change in Delay (seconds/vehicle)
CO 7/Bridge Street & US 85 Southbound Off-Ramp	**96.7**	***F***	**67.5**	**172.1**	***F***	**107.9**
Eastbound Bridge Street	47.5	*E*	29.0	175.5	*F*	130.2
Westbound Bridge Street	13.1	B	3.1	14.4	B	4.4
Northbound Kuner Rd	319.4	*F*	246.6	353.9	*F*	134.2
Southbound Kuner Rd	26.2	D	8.9	71.8	*F*	43.4
US 85 Southbound Off-Ramp	387.5	*F*	287.0	614.5	*F*	413.7
CO 7/Bridge Street & US 85 Northbound Off-Ramp	**26.1**	**D**	**15.4**	**83.8**	***F***	**54.3**
Eastbound Bridge Street	5.6	A	0.6	6.3	A	0.7
Westbound Bridge Street	38.4	*E*	24.4	62.0	*F*	37.4
US 85 Northbound Off-Ramp	53.6	*F*	34.8	336.3	*F*	233.2
Bridge Street & Main Street	**25.3**	**C**	**5.7**	**39.1**	**D**	**14.9**
Eastbound Left	14.4	B	2.6	23.6	C	8.2
Eastbound Through/Right	23.1	C	5.7	36.5	D	17.3
Westbound Left	13.0	B	1.8	15.3	B	2.2
Westbound Through/Right	28.8	C	9.5	60.0	*E*	32.9
Northbound Left	22.0	C	0.3	27.6	C	0.9
Northbound Through	21.3	C	0.3	27.8	C	0.5
Northbound Right	21.4	C	0.3	24.3	C	0.4

Intersection and Movements	Peak Hour					
	AM			PM		
	Delay (seconds/vehicle)	LOS	Change in Delay (seconds/vehicle)	Delay (seconds/vehicle)	LOS	Change in Delay (seconds/vehicle)
Southbound Left	21.5	C	0.3	23.4	C	0.5
Southbound Through/Right	32.8	C	0.4	36.1	D	0.8
Bridge Street & 4th Avenue	**32.5**	**C**	**9.0**	**60.6**	***E***	**28.7**
Eastbound Left	15.9	B	1.5	22.5	C	4.5
Eastbound Through/Right	46.4	D	19.7	103.6	*F*	62.8
Westbound Left	20.0	B	4.4	33.7	C	12.3
Westbound Through/Right	25.3	C	5.3	51.2	D	22.6
Northbound Left	23.9	C	0.8	33.9	C	1.5
Northbound Through	22.1	C	0.6	23.6	C	0.5
Northbound Right	21.9	C	0.5	25.5	C	0.5
Southbound Left	23.4	C	0.5	22.1	C	0.3
Southbound Through/Right	33.5	C	0.6	36.3	D	0.7
Bridge Street & 8th Avenue	**23.4**	**C**	**5.1**	**48.4**	**D**	**23.6**
Eastbound Left	11.8	B	0.9	13.8	B	2.3
Eastbound Through/Right	27.2	C	7.7	74.4	*E*	45.8
Westbound Left	18.1	B	7.5	16.7	B	3.6
Westbound Through/Right	20.4	C	5.3	35.1	D	14.7
Northbound Left	22.5	C	0.0	22.6	C	0.2
Northbound Through	22.8	C	0.0	24.3	C	0.2
Northbound Right	29.3	C	0.0	40.9	D	0.6
Southbound Left	23.9	C	0.0	23.0	C	0.1
Southbound Through	26.9	C	0.0	25.3	C	0.2
Southbound Right	0.0	A	0.0	0.0	A	0.0
Bridge Street & 11th Avenue	**22.5**	**C**	**8.2**	**26.0**	**C**	**12.6**
Eastbound Left	13.4	B	4.0	56.7	*E*	37.0
Eastbound Through/Right	7.6	A	1.0	34.2	C	19.3

Intersection and Movements	Peak Hour					
	AM			PM		
	Delay (seconds/vehicle)	LOS	Change in Delay (seconds/vehicle)	Delay (seconds/vehicle)	LOS	Change in Delay (seconds/vehicle)
Westbound Left	8.6	A	0.5	12.4	B	3.5
Westbound Through/Right	34.1	C	16.1	11.2	B	2.7
Northbound Left/Through/Right	20.9	C	0.4	17.1	B	0.0
Southbound Through/Left	19.9	B	0.3	18.5	B	0.0
Southbound Right	24.4	C	0.5	20.0	B	0.0
Bridge Street & 18th Avenue	**38.3**	**D**	**13.5**	**45.6**	**D**	**21.3**
Eastbound Left	17.5	B	4.5	65.9	*E*	52.1
Eastbound Through	20.3	C	2.2	23.5	C	5.7
Eastbound Right	15.4	B	0.5	12.9	B	0.7
Westbound Left	12.7	B	1.0	14.9	B	1.3
Westbound Through	31.9	C	10.7	29.4	C	8.5
Westbound Right	14.4	B	0.3	14.8	B	0.4
Northbound Left	24.6	C	2.2	27.4	C	3.8
Northbound Through/Right	30.6	C	4.0	31.8	C	4.9
Southbound Left	57.6	*E*	25.9	115.8	*F*	79.3
Southbound Through	32.4	C	5.1	29.9	C	3.5
Southbound Right	131.0	*F*	72.1	130.9	*F*	72.7
Bridge Street & Fulton Ditch Trail	**11.7**	**B**	**0.9**	**19.5**	**B**	**1.9**
Eastbound Through	4.2	A	0.4	6.5	A	2.1
Westbound Through	5.1	A	1.0	5.5	A	1.5
Bridge Street & 27th Avenue	**4.8**	**A**	**-5.0***	**6.1**	**A**	**0.3**
Eastbound Through	11.7	B	2.4	19.5	B	6.0
Eastbound Right	11.8	B	2.4	16.9	B	4.5
Westbound Left	7.4	A	1.8	13.2	B	4.7
Westbound Through	6.9	A	1.9	9.5	A	2.9
Northbound Left	28.8	C	0.3	41.6	D	10.5

Intersection and Movements	Peak Hour					
	AM			PM		
	Delay (seconds/vehicle)	LOS	Change in Delay (seconds/vehicle)	Delay (seconds/vehicle)	LOS	Change in Delay (seconds/vehicle)
Northbound Right	22.1	C	-0.8*	20.7	C	-1.1*

Under the 2040 No-Build scenario, traffic conditions along Bridge Street deteriorate noticeably compared to existing conditions due to projected traffic volume growth without changes to roadway geometry or signal timing. The US 85 roundabouts continue to operate at LOS F during both the AM and PM peak periods, with significant delay increases, some approaches exceeding 600 seconds in the PM peak. The 18th Avenue intersection deteriorates to LOS F in the PM peak due to notable delays on the southbound approach. 4th Avenue and 8th Avenue degrade to LOS E or D, particularly during the PM peak, while Main Street approaches LOS E on some movements. All other intersections generally maintain an overall LOS D or better in both the AM and PM peak hours, though overall delay increases are observed. Without improvements, the corridor is expected to experience worsening congestion and more widespread operational challenges by 2040.

Alternative one

Under Alternative One, a range of operational and geometric changes aimed at calming traffic and enhancing multimodal safety were evaluated, primarily on the minor-street approaches identified previously.

Both roundabouts continue to experience severe congestion in both the AM and PM peak periods. The US 85 southbound off-ramp roundabout operates at a LOS F in both peak periods, experiencing nearly 200 seconds of delay in the PM peak, with the US 85 southbound off-ramp approach seeing over 300 seconds of delay in both peak periods. The removal of the northbound Kuner Road approach entering the roundabout does provide some improvements to overall roundabout operations, particularly in the AM peak period where overall delay is reduced by almost 15 seconds. Delay for the Kuner Road southbound approach and US 85 southbound off-ramp are also reduced significantly in both peak periods, with southbound Kuner Road seeing an average delay reduction of about 6 seconds and the US 85 southbound off-ramp experiencing an average delay reduction of almost 54 seconds. The US 85 northbound off-ramp roundabout operates at a

LOS F in the PM peak period, with the US 85 northbound off-ramp approach experiencing over 300 seconds of delay during the afternoon peak hour. No changes in delay occur at the US 85 northbound off-ramp roundabout since no changes to lane configurations or operations were evaluated at this location.

The intersections of Bridge Street at Main Street, 4th Avenue and 18th Avenue experience increased overall delays in both the AM and PM peak periods compared to the No-Build scenario, primarily due to converting left turn operations from protected-permitted to protected-only on both mainline and side street approaches. Lane reductions from 12 to 10 feet are operationally acceptable and provide benefits for pedestrians and bicyclists, however the accompanying reduction in capacity on key approaches, particularly where dedicated turn lanes are removed and consolidated with the adjacent through movement, creates a noticeable increase in delay. Prohibiting right-turn-on-red (RTOR) has generally shown minimal impact on overall operations. The addition of the new signalized pedestrian crosswalk at Sheraton Place has minimal impacts on corridor progression. No changes in delay occur at 27th Avenue since no changes to lane configurations or operations were evaluated at this location.

Overall, while Alternative One introduces safety-oriented improvements, corridor-wide operations will experience worsening LOS and increased delays at several intersections compared to the No Build scenario.
Table 4 provides a detailed summary of intersection and movement LOS and delay for roadway conditions described for Alternative One. I. Intersections and movements that experience a LOS E or F are presented in italics to distinguish them within the table. The change in delay between Alternative One and No-Build conditions is also identified in **Table 4**. Intersections and movements where there was a reduction in delay from No-Build conditions are indicated with an asterisk. Synchro and Sidra summary reports are included in **Attachment F**.

Table 4: Alternative one future level of service and delay by movement

Intersection and Movements	Peak Hour					
	AM			PM		
	Delay (seconds/vehicle)	LOS	Change in Delay (seconds/vehicle)	Delay (seconds/vehicle)	LOS	Change in Delay (seconds/vehicle)
CO 7/Bridge Street & US 85 Southbound Off-Ramp	**81.8**	***F***	**-14.9***	**198.0**	***F***	**25.9**
Eastbound Bridge Street	81.8	*F*	34.3	283.2	*F*	107.7

Intersection and Movements	Peak Hour					
	AM			PM		
	Delay (seconds/vehicle)	LOS	Change in Delay (seconds/vehicle)	Delay (seconds/vehicle)	LOS	Change in Delay (seconds/vehicle)
Westbound Bridge Street	9.2	A	-3.9*	9.1	A	-5.3*
Southbound Kuner Road	23.4	C	-2.8*	62.2	*F*	-9.6*
US 85 Southbound Off-Ramp	323.8	*F*	-63.7*	570.5	*F*	-44.0*
CO 7/Bridge Street & US 85 Northbound Off-Ramp	**26.1**	**D**	**N/A**	**83.8**	***F***	**N/A**
Eastbound Bridge Street	5.6	A	N/A	6.3	A	N/A
Westbound Bridge Street	38.4	E	N/A	62.0	*F*	N/A
US 85 Northbound Off-Ramp	53.6	*F*	N/A	336.3	*F*	N/A
Bridge Street & Main Street	**35.7**	**D**	**10.4**	**52.4**	**D**	**13.3**
Eastbound Left	78.6	*E*	64.2	116.9	*F*	93.3
Eastbound Through/Right	26.7	C	3.6	29.7	C	-6.8*
Westbound Left	78.9	*E*	65.9	90.9	*F*	75.6
Westbound Through/Right	32.1	C	3.3	46.3	D	-13.7*
Northbound Left	76.3	*E*	54.3	127.2	*F*	99.6
Northbound Through/Right	29.0	C	7.7	54.2	D	26.4
Southbound Left	65.2	*E*	43.7	80.0	*E*	56.6
Southbound Through/Right	38.9	D	6.1	54.0	D	17.9
Bridge Street & 4th Avenue	**39.5**	**D**	**7.0**	**58.3**	***E***	**-2.3***
Eastbound Left	91.5	*F*	75.6	88.4	*F*	65.9
Eastbound Through/Right	43.6	D	-2.6*	56.4	*E*	-47.2*
Westbound Left	62.7	*E*	42.7	103.0	*F*	69.3
Westbound Through/Right	24.2	C	-1.1*	37.3	D	-13.9*
Northbound Left	68.0	*E*	44.1	105.7	*F*	71.8
Northbound Through	26.0	C	3.9	37.9	D	14.3
Northbound Right	25.8	C	3.9	40.3	D	14.8
Southbound Left	84.5	*F*	61.1	82.3	*F*	60.2

Intersection and Movements	Peak Hour					
	AM			PM		
	Delay (seconds/vehicle)	LOS	Change in Delay (seconds/vehicle)	Delay (seconds/vehicle)	LOS	Change in Delay (seconds/vehicle)
Southbound Through/Right	43.1	D	9.6	80.3	*F*	44.0
Bridge Street & 8th Avenue	**24.4**	**C**	**1.0**	**39.5**	**D**	**-8.9***
Eastbound Left	11.8	B	0.0	17.0	B	3.2
Eastbound Through/Right	26.3	C	-1.0*	50.8	D	-23.6*
Westbound Left	18.3	B	0.2	33.7	C	17.0
Westbound Through/Right	20.1	C	-0.3*	32.6	C	-2.5*
Northbound Left	22.8	C	0.3	25.8	C	3.2
Northbound Through/Right	46.7	D	23.9	37.4	D	13.1
Southbound Left	24.6	C	0.7	26.9	C	3.9
Southbound Through/Right	27.2	C	0.3	28.5	C	3.2
Bridge Street & 11th Avenue	**20.1**	**C**	**-2.4***	**22.6**	**C**	**-3.4***
Eastbound Left	52.7	D	39.3	51.2	D	-5.5*
Eastbound Through/Right	6.4	A	-1.3*	12.0	B	-22.2*
Westbound Left	8.9	A	0.3	11.8	B	-0.6*
Westbound Through/Right	21.9	C	-12.2*	26.0	C	14.8
Northbound Left/Through/Right	31.5	C	10.6	32.0	C	14.9
Southbound Through/Left	30.1	C	10.2	36.3	D	17.8
Southbound Right	42.7	D	18.3	38.0	D	18.0
Bridge Street & Sheraton Place	**5.6**	**A**	**N/A**	**7.3**	**A**	**N/A**
Eastbound Through	4.4	A	N/A	7.5	A	N/A
Westbound Through	6.4	A	N/A	6.9	A	N/A
Bridge Street & 18th Avenue	**50.2**	**D**	**11.9**	**65.7**	***E***	**20.1**
Eastbound Left	91.5	*F*	74.0	102.6	*F*	36.7
Eastbound Through/Right	27.6	C	12.2	31.2	C	18.3
Westbound Left	53.2	D	40.5	82.9	*F*	68.0
Westbound Through/Right	43.6	D	28.9	58.7	*E*	43.7

Intersection and Movements	Peak Hour					
	AM			PM		
	Delay (seconds/vehicle)	LOS	Change in Delay (seconds/vehicle)	Delay (seconds/vehicle)	LOS	Change in Delay (seconds/vehicle)
Northbound Left	120.7	*F*	96.1	123.7	*F*	96.3
Northbound Through/Right	69.1	*E*	38.5	138.1	*F*	106.3
Southbound Left	88.6	*F*	31.0	105.0	*F*	-10.8*
Southbound Through	32.0	C	-0.4*	49.4	D	19.5
Southbound Right	53.4	D	-77.6*	78.5	*E*	-52.4*
Bridge Street & Fulton Ditch Trail	**5.3**	**A**	**0.5**	**6.9**	**A**	**0.8**
Eastbound Through	4.6	A	0.4	7.3	A	0.8
Westbound Through	9.0	A	3.9	6.3	A	0.8
Bridge Street & 27th Avenue	**11.7**	**B**	**N/A**	**19.5**	**B**	**N/A**
Eastbound Through	11.7	B	N/A	19.5	B	N/A
Eastbound Right	11.8	B	N/A	16.9	B	N/A
Westbound Left	7.4	A	N/A	13.2	B	N/A
Westbound Through	6.9	A	N/A	9.5	A	N/A
Northbound Left	28.8	C	N/A	41.6	D	N/A
Northbound Right	22.1	C	N/A	20.7	C	N/A

Alternative two

Alternative Two builds upon the modifications introduced in Alternative One, including westbound and eastbound through-lane reductions at key intersections while retaining prior adjustments such as lane narrowing, protected-only left turns, prohibiting right-turn-on-red (RTOR), and signal timing optimizations.

With the introduction of these modifications, traffic operations noticeably deteriorate at several intersections, particularly where through lanes were removed on Bridge Street. At the intersections of Main Street, 4th Avenue, 8th Avenue, and 11th Avenue, substantial increases in delay and failing LOS are evident, especially during the PM peak. Bridge Street and Main Street experienced the highest increase in delay from conditions evaluated in Alternative One, with an increase of

almost 100 seconds of delay during the PM peak period. This indicates that the reduction of through-lane capacity severely compromises overall traffic performance. Most notably, westbound delays at Main Street and 4th Avenue surge beyond 100 seconds, while northbound and southbound approaches across several intersections continue to be heavily congested, with some movements experiencing over 150 seconds of delay. Although RTOR restrictions and minor street right turn lane removals continue to have minimal impact, the elimination of a through lane where demand is high has resulted in severe degradation of intersection operations.

Table 5 provides a detailed summary of intersection and movement LOS and delay for roadway conditions described for Alternative Two. Intersections and movements that experience a LOS E or F are presented in italics to distinguish them within the table. The change in delay between Alternative Two and No-Build conditions is also identified in **Table 5**. Intersections and movements where there was a reduction in delay from No-Build conditions are indicated with an asterisk. Synchro and Sidra summary reports are included in **Attachment G**.

Table 5: Alternative two future level of service and delay by movement

Intersection and Movements	Peak Hour					
	AM			PM		
	Delay (seconds/vehicle)	LOS	Change in Delay (seconds/vehicle)	Delay (second/vehicle)	LOS	Change in Delay (seconds/vehicle)
CO 7/Bridge Street & US 85 Southbound Off- Ramp	**81.8**	***F***	**-14.9***	**198.0**	***F***	**25.9**
Eastbound Bridge St	81.8	*F*	34.3	283.2	*F*	107.7
Westbound Bridge St	9.2	A	-3.9*	9.1	A	-5.3*
Southbound Kuner Rd	23.4	C	-2.8*	62.2	*F*	-9.6*
US 85 Southbound Off-Ramp	323.8	*F*	-63.7*	570.5	*F*	-44.0*
CO 7/Bridge St & US 85 Northbound Off-Ramp	**26.1**	**D**	**N/A**	**83.8**	***F***	**N/A**
Eastbound Bridge St	5.6	A	N/A	6.3	A	N/A
Westbound Bridge St	38.4	*E*	N/A	62.0	*F*	N/A
US 85 Northbound Off-Ramp	53.6	*F*	N/A	336.3	*F*	N/A

Intersection and Movements	Peak Hour					
	AM			PM		
	Delay (seconds/vehicle)	LOS	Change in Delay (seconds/vehicle)	Delay (second/vehicle)	LOS	Change in Delay (seconds/vehicle)
Bridge Street & Main Street	**73.5**	***E***	**48.2**	**137.6**	***F***	**98.5**
Eastbound Left	289.9	*F*	275.5	293.8	*F*	270.2
Eastbound Through/Right	18.6	B	-4.5*	24.4	C	-12.1*
Westbound Left	92.8	*F*	79.8	94.0	*F*	78.7
Westbound Through/Right	87.4	*F*	58.6	216.7	*F*	156.9
Northbound Left	244.0	*F*	222.0	307.3	*F*	279.7
Northbound Through/Right	55.0	D	33.7	83.6	*F*	55.8
Southbound Left	92.2	*F*	70.7	116.2	*F*	92.8
Southbound Through/Right	71.0	*E*	38.2	69.5	*E*	33.4
Bridge Street & 4th Avenue	**67.7**	***E***	**35.2**	**103.3**	***F***	**42.7**
Eastbound Left	113.0	*F*	97.1	241.1	*F*	218.6
Eastbound Through	49.3	D	3.1	39.5	D	-63.8*
Eastbound Right	17.9	B	-28.5*	39.4	D	-64.2*
Westbound Left	129.3	*F*	109.3	91.0	*F*	57.3
Westbound Through/Right	57.1	*E*	31.8	133.2	*F*	82.0
Northbound Left	178.9	*F*	155.0	272.5	*F*	238.6
Northbound Through	49.2	D	27.1	52.2	D	28.6
Northbound Right	48.9	D	27.0	57.4	*E*	31.9
Southbound Left	107.4	*F*	84.0	94.2	*F*	72.1
Southbound Through/Right	84.1	*F*	50.6	123.4	*F*	87.1
Bridge Street & 8th Avenue	**66.1**	***E***	**42.7**	**135.9**	***F***	**87.5**
Eastbound Left	27.3	C	15.5	40.3	D	26.5
Eastbound Through/Right	33.6	C	6.4	164.3	*F*	90.2
Westbound Left	107.9	*F*	89.8	231.0	*F*	214.3
Westbound Through/Right	33.0	C	12.6	108.0	*F*	72.9
Northbound Left	74.2	*E*	51.7	58.2	*E*	35.6

Intersection and Movements	Peak Hour					
	AM			PM		
	Delay (seconds/vehicle)	LOS	Change in Delay (seconds/vehicle)	Delay (second/vehicle)	LOS	Change in Delay (seconds/vehicle)
Northbound Through/Right	355.9	*F*	333.1	163.8	*F*	139.5
Southbound Left	55.7	*E*	31.8	64.4	*E*	41.4
Southbound Through/Right	79.1	*E*	52.2	58.0	*E*	32.7
Bridge Street & 11th Avenue	**73.8**	***E***	**51.3**	**103.6**	***F***	**77.6**
Eastbound Left	224.3	*F*	210.9	188.5	*F*	131.8
Eastbound Through/Right	8.2	A	0.6	90.6	*F*	56.4
Westbound Left	12.3	B	3.7	42.5	D	30.1
Westbound Through/Right	79.9	*E*	45.8	98.1	*F*	86.9
Northbound Left/Through/Right	69.3	*E*	48.4	64.8	*E*	47.7
Southbound Through/Left	66.8	*E*	46.9	105.0	*F*	86.5
Southbound Right	228.7	*F*	204.3	135.0	*F*	115.0
Bridge Street & Sheraton Place	**5.6**	**A**	**N/A**	**7.3**	**A**	**N/A**
Eastbound Through	4.4	A	N/A	7.5	A	N/A
Westbound Through	6.4	A	N/A	6.9	A	N/A
Bridge Street & 18th Avenue	**50.2**	**D**	**11.9**	**65.7**	***E***	**20.1**
Eastbound Left	91.5	*F*	74.0	102.6	*F*	36.7
Eastbound Through/Right	27.6	C	12.2	31.2	C	18.3
Westbound Left	53.2	D	40.5	82.9	*F*	68.0
Westbound Through/Right	43.6	D	28.9	58.7	*E*	43.7
Northbound Left	120.7	*F*	96.1	123.7	*F*	96.3
Northbound Through/Right	69.1	*E*	38.5	138.1	*F*	106.3
Southbound Left	88.6	*F*	31.0	105.0	*F*	-10.8*
Southbound Through	32.0	C	-0.4*	49.4	D	19.5
Southbound Right	53.4	D	-77.6*	78.5	*E*	-52.5*
Bridge Street & Fulton Ditch Trail	**5.3**	**A**	**0.5**	**6.9**	**A**	**0.8**
Eastbound Through	4.6	A	0.4	7.3	A	0.8

Intersection and Movements	Peak Hour					
	AM			PM		
	Delay (seconds/vehicle)	LOS	Change in Delay (seconds/vehicle)	Delay (second/vehicle)	LOS	Change in Delay (seconds/vehicle)
Westbound Through	9.0	A	3.9	6.3	A	0.8
Bridge Street & 27th Avenue	**11.7**	**B**	**N/A**	**19.5**	**B**	**N/A**
Eastbound Through	11.7	B	N/A	19.5	B	N/A
Eastbound Right	11.8	B	N/A	16.9	B	N/A
Westbound Left	7.4	A	N/A	13.2	B	N/A
Westbound Through	6.9	A	N/A	9.5	A	N/A
Northbound Left	28.8	C	N/A	41.6	D	N/A
Northbound Right	22.1	C	N/A	20.7	C	N/A

Alternative three

Alternative Three incorporates all changes from Alternatives One and Two in addition to further lane reductions between Main Street and 4th Avenue. As a result, operational performance deteriorates at the intersections of Main Street and 4th Avenue, with significant increases in delay and failing LOS, particularly during the PM peak where delays exceed 160 seconds and LOS drops to F.

Table 6 provides a detailed summary of intersection and movement LOS and delay for roadway conditions described for Alternative Three. Intersections and movements that experience a LOS E or F are presented in italics to distinguish them within the table. The change in delay between Alternative Three and No-Build conditions is also identified in **Table 6**. Intersections and movements where there was a reduction in delay from No-Build conditions are indicated with an asterisk. Synchro and Sidra summary reports are included in **Attachment H**.

Table 6: Alternative three future level of service and delay by movement

Intersection and Movements	Peak Hour					
	AM			PM		
	Delay (seconds/vehicle)	LOS	Change in Delay (seconds/vehicle)	Delay (seconds/vehicle)	LOS	Change in Delay (seconds/vehicle)
CO 7/Bridge Street & US 85 Southbound Off-Ramp	**81.8**	***F***	**-14.9***	**198.0**	***F***	**25.9**
Eastbound Bridge St	81.8	*F*	34.3	283.2	*F*	107.7
Westbound Bridge St	9.2	A	-3.9*	9.1	A	-5.3*
Southbound Kuner Rd	23.4	C	-2.8*	62.2	*F*	-9.6*
US 85 Southbound Off-Ramp	323.8	*F*	-63.7*	570.5	*F*	-44.0*
CO 7/Bridge Street & US 85 Northbound Ramp	**26.1**	**D**	**N/A**	**83.8**	**F**	**N/A**
Eastbound Bridge St	5.6	A	N/A	6.3	A	N/A
Westbound Bridge St	38.4	*E*	N/A	62.0	*F*	N/A
US 85 Northbound Off-Ramp	53.6	*F*	N/A	336.3	*F*	N/A
Bridge Street & Main Street	**89.7**	***F***	**64.4**	**168.4**	***F***	**129.3**
Eastbound Left	289.9	*F*	275.5	294.0	*F*	270.4
Eastbound Through/Right	52.3	D	29.2	104.9	*F*	68.4
Westbound Left	255.1	*F*	242.1	304.8	*F*	289.5
Westbound Through/Right	87.4	*F*	58.6	217.0	*F*	157.2
Northbound Left	244.0	*F*	222.0	307.5	*F*	279.9
Northbound Through/Right	55.1	*E*	33.8	84.2	*F*	56.4
Southbound Left	99.2	*F*	77.7	116.3	*F*	92.9
Southbound Through/Right	71.0	*E*	38.2	69.3	*E*	33.2
Bridge Street & 4th Avenue	**97.2**	***F***	**64.7**	**169.2**	***F***	**108.6**
Eastbound Left	113.0	*F*	97.1	241.1	*F*	218.6
Eastbound Through/Right	116.7	*F*	70.5	215.3	*F*	112.0
Westbound Left	197.4	*F*	177.4	232.7	*F*	199.0

Intersection and Movements	Peak Hour					
	AM			PM		
	Delay (seconds/vehicle)	LOS	Change in Delay (seconds/vehicle)	Delay (seconds/vehicle)	LOS	Change in Delay (seconds/vehicle)
Westbound Through/Right	57.1	*E*	31.8	133.2	*F*	82.0
Northbound Left	178.9	*F*	155.0	272.5	*F*	238.6
Northbound Through	49.2	D	27.1	52.2	D	28.6
Northbound Right	48.9	D	27.0	57.4	*E*	31.9
Southbound Left	107.4	*F*	84.0	94.2	*F*	72.1
Southbound Through/Right	84.1	*F*	50.6	123.4	*F*	87.1
Bridge Street & 8th Avenue	**66.1**	***E***	**42.7**	**135.9**	***F***	**87.5**
Eastbound Left	27.3	C	15.5	40.3	D	26.5
Eastbound Through/Right	33.6	C	6.4	164.3	*F*	90.2
Westbound Left	107.9	*F*	89.8	231.0	*F*	214.3
Westbound Through/Right	33.0	C	12.6	108.0	*F*	72.9
Northbound Left	74.2	*E*	51.7	58.2	*E*	35.6
Northbound Through/Right	355.9	*F*	333.1	163.8	*F*	139.5
Southbound Left	55.7	*E*	31.8	64.4	*E*	41.4
Southbound Through/Right	79.1	*E*	52.2	58.0	*E*	32.7
Bridge Street & 11th Avenue	**73.8**	***E***	**51.3**	**103.6**	***F***	**77.6**
Eastbound Left	224.3	*F*	210.9	188.5	*F*	131.8
Eastbound Through/Right	8.2	A	0.6	90.6	*F*	56.4
Westbound Left	12.3	B	3.7	42.5	D	30.1
Westbound Through/Right	79.9	*E*	45.8	98.1	*F*	86.9
Northbound Left/Through/Right	69.3	*E*	48.4	64.8	*E*	47.7
Southbound Through/Left	66.8	*E*	46.9	105.0	*F*	86.5
Southbound Right	228.7	*F*	204.3	135.0	*F*	115.0
Bridge Street & Sheraton Place	**5.6**	**A**	**N/A**	**7.3**	**A**	**N/A**
Eastbound Through	4.4	A	N/A	7.5	A	N/A
Westbound Through	6.4	A	N/A	6.9	A	N/A

Intersection and Movements	Peak Hour					
	AM			PM		
	Delay (seconds/vehicle)	LOS	Change in Delay (seconds/vehicle)	Delay (seconds/vehicle)	LOS	Change in Delay (seconds/vehicle)
Bridge Street & 18th Avenue	**50.2**	**D**	**11.9**	**65.7**	***E***	**20.1**
Eastbound Left	91.5	*F*	74.0	102.6	*F*	36.7
Eastbound Through/Right	27.6	C	12.2	31.2	C	18.3
Westbound Left	53.2	D	40.5	82.9	*F*	68.0
Westbound Through/Right	43.6	D	28.9	58.7	*E*	43.7
Northbound Left	120.7	*F*	96.1	123.7	*F*	96.3
Northbound Through/Right	69.1	*E*	38.5	138.1	*F*	106.3
Southbound Left	88.6	*F*	31.0	105.0	*F*	-10.8*
Southbound Through	32.0	C	-0.4*	49.4	D	19.5
Southbound Right	53.4	D	-77.6*	78.5	*E*	-52.5*
Bridge Street & Fulton Ditch Trail	**5.3**	**A**	**0.5**	**6.9**	**A**	**0.8**
Eastbound Through	4.6	A	0.4	7.3	A	0.8
Westbound Through	9.0	A	3.9	6.3	A	0.8
Bridge Street & 27th Avenue	**11.7**	**B**	**N/A**	**19.5**	**B**	**N/A**
Eastbound Through	11.7	B	N/A	19.5	B	N/A
Eastbound Right	11.8	B	N/A	16.9	B	N/A
Westbound Left	7.4	A	N/A	13.2	B	N/A
Westbound Through	6.9	A	N/A	9.5	A	N/A
Northbound Left	28.8	C	N/A	41.6	D	N/A
Northbound Right	22.1	C	N/A	20.7	C	N/A

US 85 roundabouts conversion

Converting the two roundabouts at the CO 7/Bridge Street and US 85 interchange to signalized intersections reduces overall delays and improves LOS on several approaches, particularly at the US 85 northbound off-ramp, compared to

existing conditions. The roundabout configurations experience high delays and LOS F, especially eastbound at the US 85 southbound off-ramp, with delays over 280 seconds. Signalization reduces these delays significantly, bringing the US 85 southbound off-ramp from LOS F to LOS E and improving US 85 northbound off-ramp movements to LOS B in the PM peak hour. Overall delays are reduced between 15 to 65 seconds across both peak periods. Some approaches, particularly the US 85 southbound off-ramp/Kuner Road approach, still experience high delays, however the reduction in delay compared to maintaining the existing roundabout is significant, reducing delay by more than 200 seconds in both peak periods. It is possible the delays experienced by the US 85 southbound off-ramp/Kuner Road approach can be mitigated through other lane configurations.

Table 7 provides a detailed summary of intersection and movement LOS and delay for roadway conditions described for the US 85 Roundabouts Conversion. Intersections and movements that experience a LOS E or F are presented in italics to distinguish them within the table. The change in delay between the US 85 Roundabouts Conversion and No-Build conditions is also identified in **Table 7**. Intersections and movements where there was a reduction in delay from No-Build conditions are indicated with an asterisk. Synchro summary reports are included in **Attachment I**.

Table 7: US 85 roundabouts conversion future level of service and delay by movement

Intersection and Movements	Peak Hour					
	AM			PM		
	Delay (seconds/vehicle)	LOS	Change in Delay (seconds/vehicle)	Delay (seconds/vehicle)	LOS	Change in Delay (seconds/vehicle)
CO 7/Bridge Street & US 85 Southbound Off-Ramp	**29.3**	**C**	**-38.2***	**79.8**	***E***	**-28.1***
Eastbound Approach	25.6	C	-3.4*	83.7	*F*	-46.5*
Eastbound Through	27.8	C	-	97.0	*F*	-
Eastbound Right	18.6	B	-	30.8	C	-
Westbound Approach	16.0	B	12.9	49.3	D	44.9
Westbound Left	43.5	D	-	172.6	*F*	-
Westbound Through	9.0	A	-	16.0	B	-1
Southbound Approach	92.4	F	-203.5*	162.9	*F*	-294.2*

Intersection and Movements	Peak Hour					
	AM			PM		
	Delay (seconds/vehicle)	LOS	Change in Delay (seconds/vehicle)	Delay (seconds/vehicle)	LOS	Change in Delay (seconds/vehicle)
Southbound Left/Through/Right	92.4	F	-	162.9	*F*	-
CO 7/Bridge Street & US 85 Northbound Off-Ramp	**11.6**	**B**	**-14.5***	**19.0**	**B**	**-64.8***
Eastbound Approach	6.7	A	1.1	12.5	B	6.2
Eastbound Left	14.1	B	-	33.4	C	-
Eastbound Through	4.4	A	-	6.7	A	-
Westbound Approach	13.0	B	-25.4*	20.6	C	-41.4*
Westbound Through	13.6	B	-	22.0	C	-
Westbound Right	8.8	A	-	13.3	B	-
Northbound Approach	23.3	C	-30.3*	32.6	C	-303.7*
Northbound Left	22.0	C	-	29.8	C	-
Northbound Through/Right	25.2	C	-	37.8	D	-

Conclusion and recommendations

The traffic operational analysis along the Bridge Street corridor indicates that while most intersections operate acceptably under existing conditions, the US 85 roundabouts experience significant delays and poor level of service, especially during the PM peak hour. By 2040, without improvements, corridor-wide operations will deteriorate considerably, with both US 85 roundabouts continuing to operate at a LOS F in both the AM and PM peak hours.

Under No-Build conditions, all signalized intersections continue to operate at an overall LOS D or better during both peak periods, apart from Bridge Street and 4th Avenue, which operates at a LOS E during the PM peak. Both US 85 roundabouts continue to operate at a LOS F in both the AM and PM peak periods under No-Build conditions and all three of the alternatives evaluated. Alternative One provides the best balance of safety and mobility, maintaining more stable traffic operations compared to other alternatives and should be considered the preferred alternative from an operational perspective. Altering left turn operations from protected-permitted to protected-only, particularly at the intersections of

Main Street, 4th Avenue, and 18th Avenue, causes the LOS to significantly degrade for left turn movements. Conversely, prohibiting RTOR is generally well tolerated with minimal operational effect, and lane reductions from 12 to 10 feet appear to be effective in improving pedestrian and bicycle safety without substantial negative impacts to corridor-wide traffic operations. The removal of exclusive right-turn lanes on minor-street approaches appears to only cause minor delays. Overall, the removal of through lanes on Bridge Street significantly impacts traffic operations, particularly observed in Alternatives Two and Three, underscoring the importance of preserving key through movements where traffic volumes are heavy.

To mitigate these challenges, implementing coordinated signal timing along the corridor is recommended to enhance traffic progression and reduce delays. Additionally, the corridor offers a strong opportunity for Transit Signal Priority (TSP), which would improve transit efficiency by adjusting signal phases to favor transit vehicles, supporting improved transit reliability with minimal disruption to general traffic.

Converting the US 85 roundabouts to signalized intersections revealed potential opportunities to decrease delays and improve overall LOS at both ramps. It is recommended that the potential conversion of the US 85 interchange from a roundabout to a signalized intersection be thoroughly explored. This evaluation should focus on improving access for all road users, reducing congestion, and enhancing overall operational efficiency at this critical regional transportation corridor. Given the strategic importance of US 85 for both local and regional traffic flow, optimizing the interchange design could provide long-term mobility benefits, support future growth, and improve safety for all road users.

These strategies, when integrated with the geometric and operational enhancements proposed in Alternative One, have the potential to create a more balanced, safer, and efficient corridor. By addressing current capacity constraints, improving traffic flow, and enhancing multimodal connectivity, this comprehensive approach supports both immediate mobility needs and long-term transportation goals. The combined improvements can also contribute to reduced travel delays, improved safety outcomes for all users, and a corridor that better accommodates future growth and development.

Appendix D: Engagement Summary

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Background

This document outlines the approach and results of the community engagement activities for the Brighton Core City Circulation Plan, which aims to improve transportation access and safety for people traveling along Bridge Street to better accommodate people walking, rolling (using wheelchairs/assisted mobility devices/strollers), biking, and taking transit. Engagement efforts for the Brighton Core City Circulation Plan are taking place across three phases:

- **Phase one:** Existing Conditions & Visioning
- **Phase two:** Project & Alternatives Evaluation
- **Phase three:** Corridor Plan

Phase one

Purpose of phase one

The initial phase of engagement, which took place from March 1 to April 30, 2025, asked stakeholders and community members to provide information on the travel challenges they face in the study area and indicate their vision for the future of Brighton's downtown. Goals for the first phase of engagement for the Brighton Core City Circulation Plan included:

- **Understand community needs and concerns:** Gather insights on challenges, safety issues, and barriers people face when traveling along the corridor.
- **Identify priorities and goals:** Learn about the community's vision for the future of the corridor, including desired improvements or changes.
- **Build community awareness:** Introduce the project to community members and inform them of the engagement process and the importance of their input.

Engaging a diverse group of people, especially historically underrepresented groups, is a top priority for the Brighton Core City Circulation Plan. At the onset of phase one, the project team conducted an equity analysis to identify populations to

focus targeted outreach. The following audiences and population groups were targeted during phase one of community engagement:

- Residents with disabilities
- Youth
- Spanish speaking population
- Business owners
- Cycling community
- Low-income residents

Overview of Activities

Successes

Phase one engagement successfully built widespread early awareness of the Brighton Core City Circulation Plan. The project team launched a bilingual, accessible webpage and survey that gathered meaningful input from residents on current travel patterns and barriers. A diverse range of engagement methods, including a Steering Committee meeting, focus groups, and pop-up events, helped reach different audiences such as youth, local business owners, and advocacy groups. Collaboration with community partners expanded outreach, while 508-compliant materials and Spanish translations ensured inclusivity. Overall, phase one established a strong foundation for community participation and clear direction for phase two design development.

Phase one activity stats	Number
Surveys completed	64
Webmap pins	74
Steering Committee meetings planned	1
Focus groups planned	5
Pop-up events/community presentations planned	5

Failures

Phase one engagement faced a few challenges that limited reach to certain audiences. Of the five focus groups and pop-ups or community presentations planned, only four of each took place. Despite strong overall participation, efforts to

engage specific underrepresented groups were less successful. Two targeted outreach events – one Downtown Development Authority meeting, organized by Brighton Urban Renewal Association (BURA), to reach Hispanic-owned businesses, and another accessible listening session for people with disabilities, organized by the Brighton Core City Circulation Plan project team with the support of Aftersight, had no attendees. These outcomes revealed that future phases would need more direct, relationship-based outreach, expanded promotion, and coordination with trusted community networks to ensure participation from all prioritized groups.

Project webpage

The project team created a Social Pinpoint webpage hosted by the Denver Regional Council of Governments (DRCOG) for the Brighton Core City Circulation Plan (https://engage.drcog.org/brighton-circulation-plan). At the start of phase one, the project team updated the webpage with general project background information and two public feedback opportunities described below.

Project materials and feedback opportunities

Survey and webmap

The project team created a community survey and webmap activity that could be completed through the project website. Hardcopies of the survey were distributed at in-person events, and a presentation board with the mapping activity was made available at most in-person events. Both the online version and the hardcopy versions were translated into Spanish. The community survey for phase one was intended to gather input on how participants travel within the study area today and how they would like to travel within the study area in the future. The webmap activity required participants to identify their daily destinations and specific locations where barriers and opportunities for improvement exist.

Presentations and boards

The project team created several presentation materials to introduce the project and gather feedback. Materials included:

- **PowerPoint presentation:** Included an introduction to the project and pre-determined questions to guide conversation. The PowerPoint was created for the first Steering Committee meeting and then condensed and revised as needed for individual focus group sessions. The PowerPoint was made 508 compliant and passed WCAG 2.1 web accessibility standards.
- **Mentimeter poll:** Mentimeter is a polling platform that displays participant responses live during a meeting. A Mentimeter poll accompanied many of the presentations given by the project team in phase one. The poll was created for the first Steering Committee meeting and revised as needed for individual focus group sessions.
- **Informational project boards:** Boards were displayed at various in-person events to help raise awareness about the project and gather feedback. One board displayed a mapping activity that reflected the online webmap.

Promotion and advertising

As previously mentioned, the project team enlisted the help of steering committee members, focus group attendees, partner agencies, and other community contacts to promote the project, engagement events, and the survey and webmap. The project team created a suite of materials shared with these groups to make advertising the project to their networks as easy as possible. Promotional materials produced for phase one included:

- **Project flyer:** Included a QR code linking people to the project webpage, survey, and webmap. The flyer was provided in English and Spanish, made 508 compliant, and passed WCAG 2.1 web accessibility standards.
- **Social media/newsletter copy:** Text, provided in English and Spanish, for social media posts and email communications with a brief description of the project and information about the survey and webmap.
- **Social media/newsletter graphics:** A graphical image condensed from the flyer with the QR code to the project webpage, survey, and webmap to share on social media and email communications alongside the copy.

First Steering Committee meeting

Phase one included a virtual meeting of the Steering Committee Group on April 10, 2025. This meeting allowed members to gather for the first time, introduce members to the project, and gather input. The project team also invited the group to share contacts for organizations or individuals the project team should consider engaging. Following the meeting, the

steering committee was provided with information to help them encourage their different constituencies/networks to participate in the engagement process.

Role of the Steering Committee

The Steering Committee comprises representatives of local agencies and committees, active transportation advocacy organizations, community organizations that support people with disabilities, older adults, youth, and those with limited English proficiency, and business owners. They are expected to play an active role in shaping the plan's vision, goals, and policy recommendations by participating at key points in each of the three phases and spreading information about the project to their respective communities.

Meeting overview

During this first Steering Committee meeting, held virtually on April 10, 2025, from 12:00 PM to 1:30 PM, the project team presented the project background, why improvements are needed, and the public engagement plan. The Steering Committee was engaged in an open discussion and interactive activity that sought to gather insights on challenges, safety issues, and barriers people face when traveling along Bridge Street today, as well as understand the community's vision for the future of the corridor.

A total of 12 Steering Committee members were in attendance, representing Brighton Shares the Harvest, Bike Brighton, Brighton Housing Authority, Almost Home, Brighton Japanese American Association, City of Brighton, Adams County, Colorado Department of Transportation (CDOT), RTD, and Smart Commute.

The project team facilitated an open discussion around the following questions:

- What do you like about traveling along Bridge Street today?
- What do you think could be better about traveling along Bridge Street today?
- What are the biggest barriers and safety concerns for you traveling along Bridge Street and accessing downtown Brighton?
- How can we make it easier and more pleasant for people to access and spend time in Brighton's downtown?
- How could this plan improve access and quality of life for people in the wider study area?
- What do you hope comes out of this study?

The project team also asked additional questions related to priorities and vision for the future using a Mentimeter live voting poll:

- What is most important to you when thinking about improving travel on and around Bridge Street?
- Help us define our vision and goals for Bridge Street! When imagining your ideal future for this corridor, what are three adjectives you would use?

Most discussion questions were pulled from the phase one survey.

Key takeaways

The Steering Committee members were in alignment on many of their major concerns about traveling on and across Bridge Street today and where they see opportunities for improvements:

- Bridge Street is primarily designed for vehicle use. It feels uninviting, especially for those walking, biking, or using transit.
- There is significant concern about narrow, damaged, or missing sidewalks and the high potential for conflicts between active modes and vehicles.
- Bridge Street is a truck route with an existing layout that maintains high traffic volumes and encourages speeding. Steering Committee members feel implementing countermeasures, such as providing more separation between active modes users and vehicles, could improve safety and slow down traffic.
- There is a need to focus on improving bus stops and network access to bus stops (sidewalks, bike paths, lighting, etc.).
- The existing bicycle and sidewalk networks lack safe connections and crossing opportunities from neighborhoods to downtown and parks (especially near roundabouts and bus stops).
- Each segment of the Bridge Street corridor feels disjointed and lacks a consistent character.

The Steering Committee's top priorities for improvements are comfortable and convenient street crossings, vibrant street life (e.g., street furniture, outdoor dining, planters, etc.), and safety and connectivity for people walking, rolling (using wheelchairs/assisted mobility devices/strollers), bicycling, or using micromobility (small, lightweight vehicles such as e-scooters, e-bikes, and shared bicycles). They described the ideal future of Bridge Street as vibrant, safe, accessible,

connected, multimodal, practical, friendly, and efficient. Steering Committee responses to discussion questions were also combined with the responses to the online survey. Review key takeaways from the combined results on page 20.

Pop-ups & community presentations

Overview

The project team set up "pop-up" tables at various community events and key destinations to meet people where they are and engage with members of the public who regularly use Bridge Street and may be unfamiliar with DRCOG and the Brighton Core City Circulation Plan. Team members shared project information, answered general project questions, and encouraged people to complete the survey, respond to the mapping activity, and comment on their ideas for improving the study area.

Table 1: Pop-up/community presentation logistics and stats

Event	Date/Time	Reach (# of people)
Open House: Visions of a Brighter Downtown	March 25, 2025 3:00-6:00 PM	51
Founders Plaza	April 12, 2025 3:00-5:00 PM	4
Full Moon Bike Ride	April 12, 2025 5:30-6:00 PM	30-40
Almost Home Mapping Activity Display	April 24-April 30, 2025	Because the board/activity was not facilitated, the total number of individuals engaged is unknown. However, 28 pins were left on the map.

Open house: Visions of a Brighter Downtown

The City of Brighton planned this joint open house to showcase multiple active plans and projects. The project team set up a table and project boards, invited attendees to fill out a paper survey, and handed out the project flyer to promote the project, survey, and webmap.

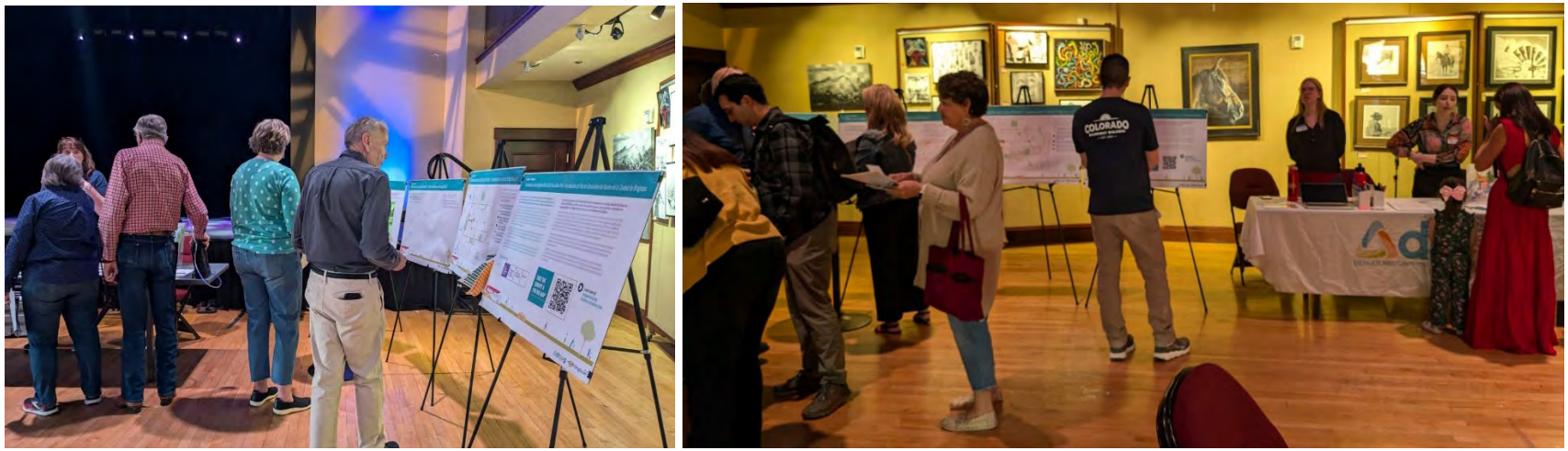

Figure 1: Open house attendees reviewing and interacting with information boards

Founders Plaza

The project team popped up in Founder's Plaza on a Saturday to catch passersby heading to Big Choice Brewing and people crossing at the Main Street and Bridge Street intersection. The setup included a table, project boards, paper surveys, and project flyers. A Spanish interpreter attended alongside consultant staff.

Founder's Plaza was underutilized, with some community members noting that spending time there is not enjoyable due to the loud vehicle traffic on Bridge Street and the lack of effective shade structures. Additionally, patrons of Main Street

businesses north of Bridge Street tend not to park on the south side of Bridge Street to avoid navigating the intersection at Bridge Street and Main Street.

Figure 2: Table and boards setup at the project pop-up in Founder's Plaza

Full Moon Bike Ride

Full Moon Bike Rides are guided bike rides organized by the City of Brighton and held once per month. The City invited the project team to set up materials and speak to attendees during the registration period before the ride. The project team set up materials at a picnic table, invited attendees to fill out a paper survey and leave dots and comments on the mapping board, and handed out the project flyer to promote the project, survey, and webmap.

Almost Home mapping activity display

The project team worked with Almost Home, an organization that provides resources and assistance to individuals experiencing housing instability, to set up a board with the mapping activity at their offices. The board was displayed for one week.

Key takeaways

The project team combined all paper surveys and other feedback collected at phase one pop-up events with the online survey and webmap responses. See page 20 for the Survey & webmap results.

Focus group overview

Members of the project team organized focus groups with various community organizations, institutions, and committees. These sessions engaged targeted populations, including young residents, active modes users, and residents dedicated to improving the Brighton community. The project team tailored presentation materials and discussion questions to the specific group. Generally, the project team began focus group sessions with a shortened presentation, with the majority of the time allotted reserved to gather feedback. The project team also used these sessions to encourage attendees to help advertise the project, survey, and webmap and to reach out to the project team to coordinate another focus group, interview, or presentation with other organizations they lead or are involved with.

Table 2: Focus group event logistics and stats

Event	Date/Time	Reach (number of people)
Downtown Partnership Committee	April 24, 2025 7:30-9:00 AM	10
Brighton High School STEM Engineering Class (SD27J)	April 24, 2025 9:30-10:30 AM	26
Brighton Rotary Club	April 28, 2025 12:00-1:00 PM	10
Bike Brighton	May 1, 2025 5:30-7:00 PM	6

Downtown Partnership Committee meeting

The Downtown Partnership Committee is an advocacy organization focused on strengthening economic prosperity and growth in downtown Brighton through business recruitment and support, development, marketing, and special events. The project team attended an existing monthly meeting to conduct this focus group. The session began with a short overview of the project via a PowerPoint presentation, Participants were then invited to share their experiences and concerns during a Q&A session, Discussion questions included:

- What do you think could be better about traveling along Bridge Street today?
- What are the biggest barriers and safety concerns along Bridge Street and accessing downtown Brighton?
- How can we make it easier and more pleasant for people to access and spend time in Brighton's downtown?
- How can we make it easier and more pleasant for people to access and spend time in Brighton's downtown?
- What do you hope comes out of this study?

Brighton High School STEM Engineering Class (SD27J)

Brighton High School offers a variety of STEM-related Career and Technical Education (CTE) programs, such as construction and engineering. The project team attended an engineering class during the school day to conduct a focus group with students, primarily in their sophomore year. The session was split into two parts. First, students shared personal travel experiences by drawing their routes on roll plot maps and discussing factors that influence their travel decisions. During the second half of the class, students participated in an interactive discussion and live polling using Mentimeter:

Map activity questions:

- How did you get to school today?
- Where else do you go from home or school? What are your other common destinations?
- What factors influence your decision to drive, walk, bike, etc.?
- Do you like traveling around Brighton the way that you do? What would be the ideal way for you to get to school or elsewhere if it was comfortable and convenient to use every mode?
- What mobility, transportation, or safety issues have you noticed around Brighton?

Mentimeter questions:

- What are the biggest challenges you face when walking or rolling (using wheelchairs/assisted mobility devices/strollers) along Bridge Street and/or in Brighton today?
- What are the biggest challenges you face when biking or using micromobility (small, lightweight vehicles such as e-scooters, e-bikes, and shared bicycles) along Bridge Street and/or in Brighton today?
- What is most important to you when thinking about improving travel in the area?

The event emphasized the importance of youth voices in urban planning and offered students a chance to shape future transportation improvements in Brighton.

Figure 3: Students working together during the Brighton High School STEM Engineering Class Focus Group

Rotary Club

The Rotary Club of Brighton focuses on improving the community through various projects and activities, including local initiatives and fundraising. The project team attended an existing weekly lunch meeting to conduct this focus group. Due to the location, the session included a verbal overview of the project, with most of the meeting dedicated to collecting feedback using the same discussion questions as the Downtown Partnership Committee focus group.

Figure 4: DRCOG project manager, Brittney Compton, presents to the Rotary Club of Brighton

Bike Brighton

Bike Brighton is a subcommittee of the City's Parks and Recreation Advisory Board (PRAB). It comprises two PRAB representatives and members of the public appointed by PRAB. The project team attended an existing monthly meeting to conduct this focus group. The session followed the same format and presentation as the Downtown Partnership Committee focus group but with additional discussion questions:

- What do you like about traveling along Bridge Street today?
- What do you think could be better about traveling along Bridge Street today?
- What are the biggest barriers and safety concerns for you traveling along Bridge Street and accessing downtown Brighton?
- How can we make it easier and more pleasant for people to access and spend time in Brighton's downtown?
- How could this plan improve access and quality of life for people in the wider study area?
- What do you hope comes out of this study?

Key takeaways

Top themes and responses

Participants across focus groups voiced similar visions for the future of the study area. People hope that the Brighton Core City Circulation Plan will lead to the implementation of safer walking and biking infrastructure and a more accessible and connected downtown. Key topics and sentiments that were revealed during focus groups include:

- **Safety for pedestrians and bicyclists:** Safety issues for pedestrians and bicyclists were central to all conversations. Participants emphasized the need for better speeding enforcement (like automated speed cameras), wider sidewalks, dedicated bike lanes, and traffic-calming measures to slow traffic and make Bridge Street safer for pedestrians and bicyclists.
- **Barriers to mobility:** Key topics across focus groups were crossing and bike infrastructure gaps and dangerous intersections. The west roundabout was a point of frustration for participants, with many calling out the poor visibility

for pedestrians and bicyclists and others speaking to the conflicts that occur at the roundabout, the perception being that trucks have trouble maneuvering through the roundabout,

- **Accessibility and beautification:** To improve access to downtown Brighton, focus group participants suggested better signage, shuttle services, and more parking in the downtown area. There was a common desire for the project to enhance public spaces and landscaping on and around Bridge Street to make the downtown area more inviting and enjoyable for residents and visitors.

Commonalities and differences between youth and adult citizen priorities

Phase one included an opportunity to engage with young residents. Some important distinctions between the STEM 27J focus group and other focus groups revealed commonalities across age groups and differences in needs and priorities. Both youth participants and adults shared concerns about traffic safety, the current lack of speed control, and the desire for improvements to signage, public transit options, public spaces, and infrastructure for active mode users.

While there was consensus around the issues and that improvements are needed, there were differences in suggested interventions the project could explore. Students discussed improving bike safety by focusing on solutions like constructing dedicated bike lanes or separated bikeways on Bridge Street. The adult groups, instead, more often felt that the solution to enhancing bicycling safety would be to find alternative routes for bicyclists and encourage bicyclists to avoid Bridge Street. Many adults also expressed a sense of fatigue from previous studies and ongoing transportation challenges, noting that they have long voiced concerns about backups at the railroad crossing, difficulties crossing the railroad on foot due to missing sidewalks, truck traffic on Main Street, and issues with the roundabouts. In contrast, students were less concerned with construction and other governance issues and more focused on immediate pedestrian and bicyclist safety, especially along their routes to school.

The project team combined all paper surveys and other feedback collected at phase one focus groups with the online survey. Review key takeaways from the combined results on page 20.

Survey & webmap

Survey results

A total of 64 online and print surveys were completed during phase one. 63 people answered all demographic questions and one person answered only some demographic questions. \

Demographics of respondents

Responses to demographic questions reveal phase one strategies successfully engaged a diversity of Brighton community members, especially youths and the Spanish-speaking community, but also illustrate the need to be more intentional about engaging older adults and residents with disabilities in phases two and three.

Gender

Nearly equal shares of men and women responded to the survey, with marginally more men completing it.

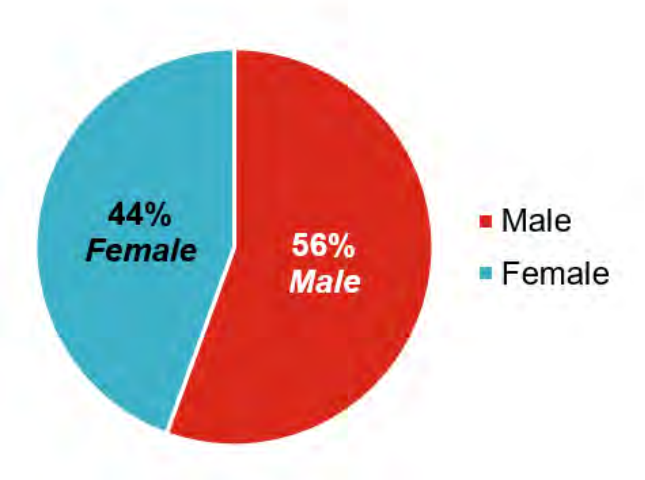

Figure 5: Gender of respondents

Age

Engagement for this plan successfully engaged young members of the Brighton community. The large distribution of youth respondents is largely due to the Brighton High School STEM Engineering Class Focus Group. Survey respondents were otherwise equally distributed across age groups.

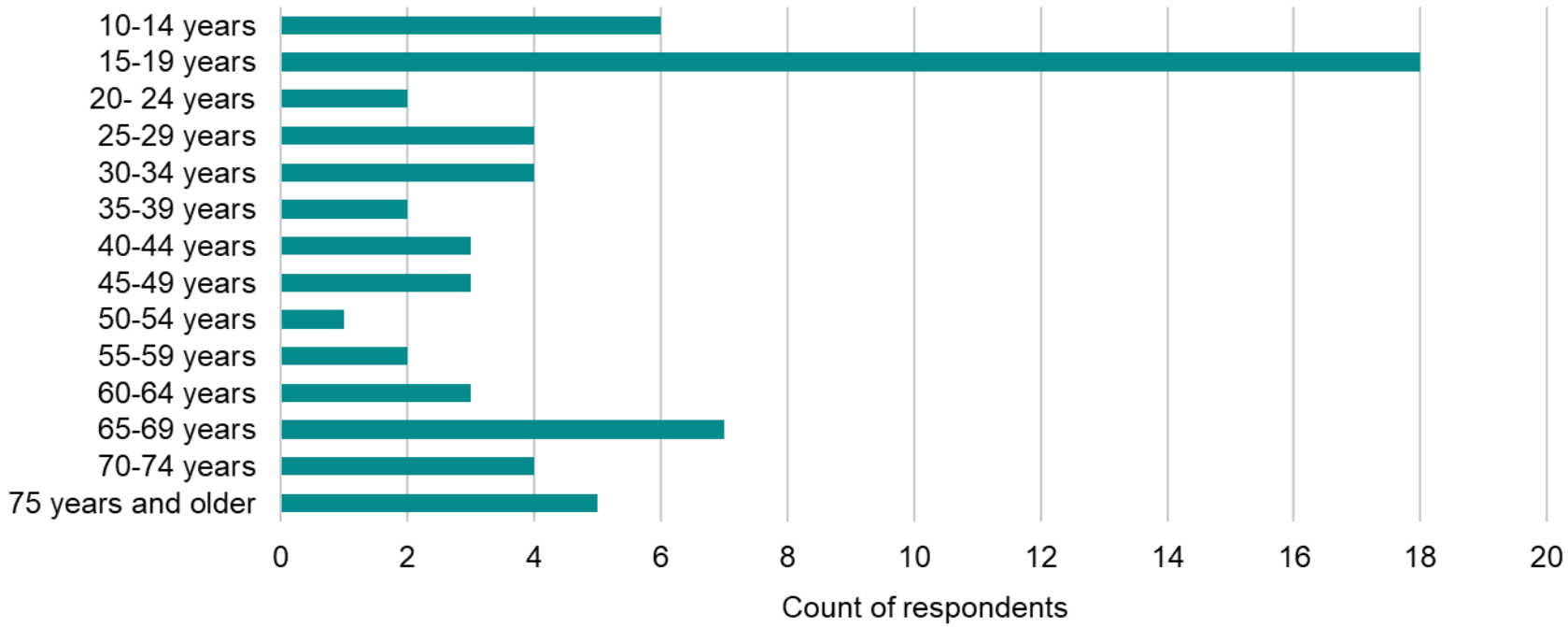

Figure 6: Age of respondents

Disability

Several survey respondents (6%) indicated that they have a disability that influences how they choose to travel along Bridge Street.

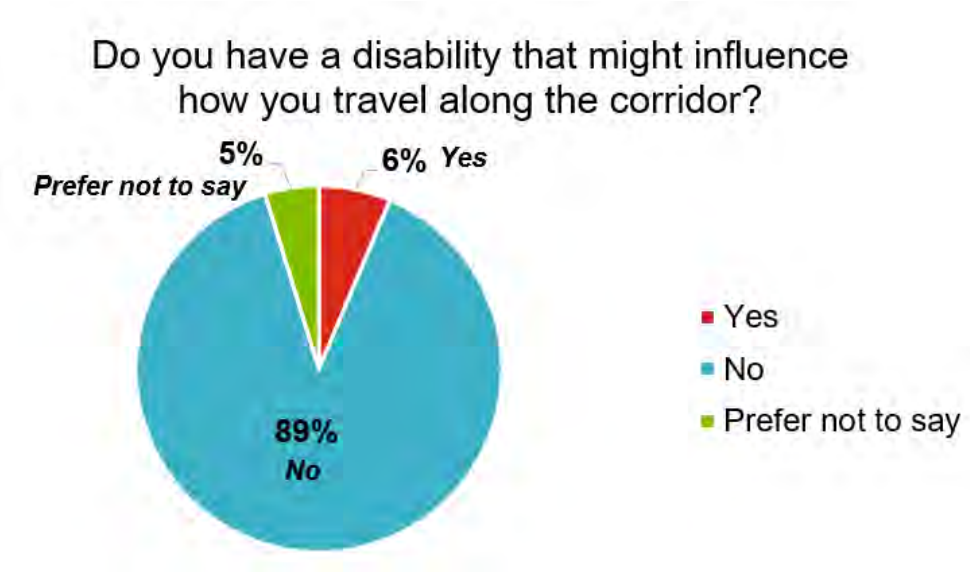

Figure 7: Disability status of respondents

Race & ethnicity

While the majority of survey respondents identify as white, and more than one quarter of respondents identify as Hispanic or Latino/a. Respondents were able to select multiple choices, or "select all that apply".

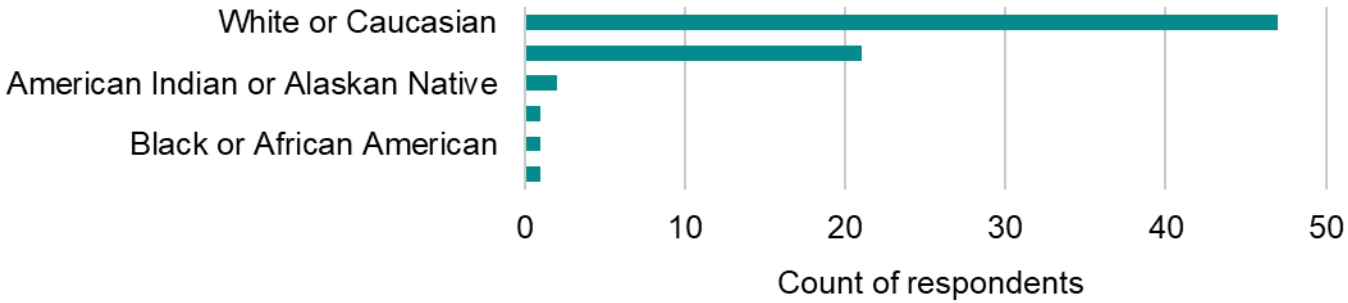

Figure 8: Race and ethnicity of respondents

Language spoken at home

Roughly three quarters of the respondents indicated English, and nearly one fifth indicated Spanish, as the language spoken at home. The Community Engagement Plan found that 24% of the county population speaks Spanish at home, indicating engagement efforts were mostly representative of the local population.

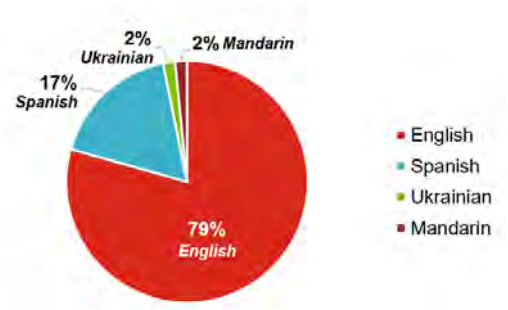

Figure 9: Respondents' language spoken at home

Geographic distribution

City of Brighton Ward 4 was the highest engaged geographic area with over a quarter of respondents. The four wards combined made up 85% of respondents.

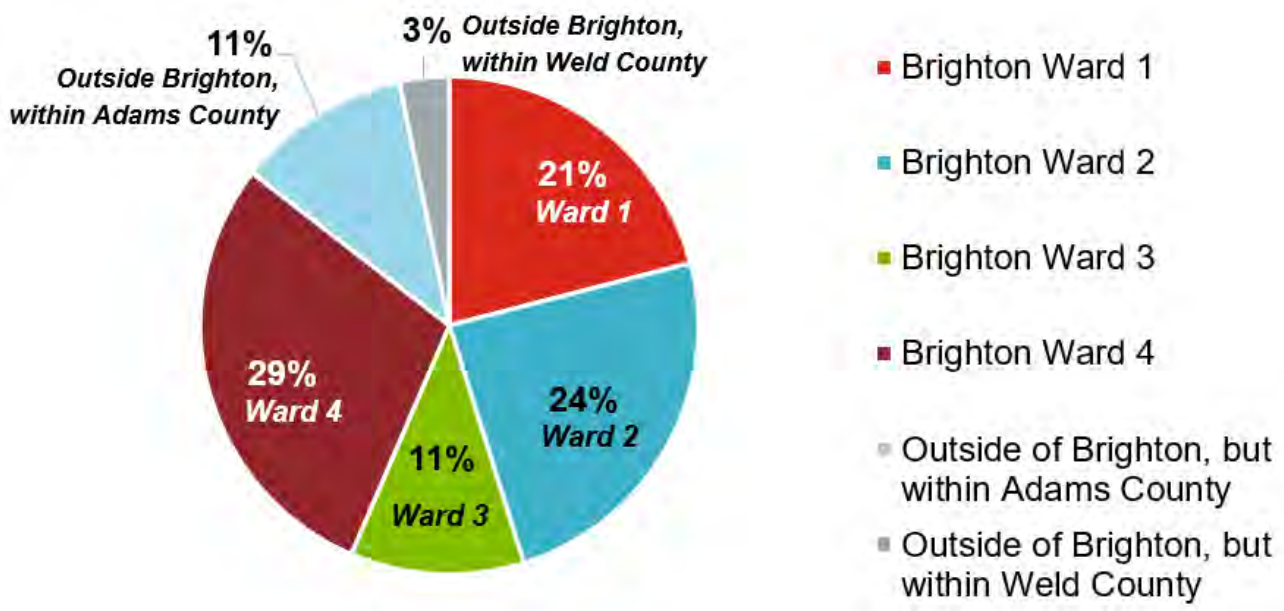

Figure 10: Geographic distribution of respondents

Relationship to Bridge Street

Most respondents visit and travel along Bridge Street, with less than half of respondents living and working in the study area. Respondents were able to "select all that apply" for the choices describing their connection to the study area.

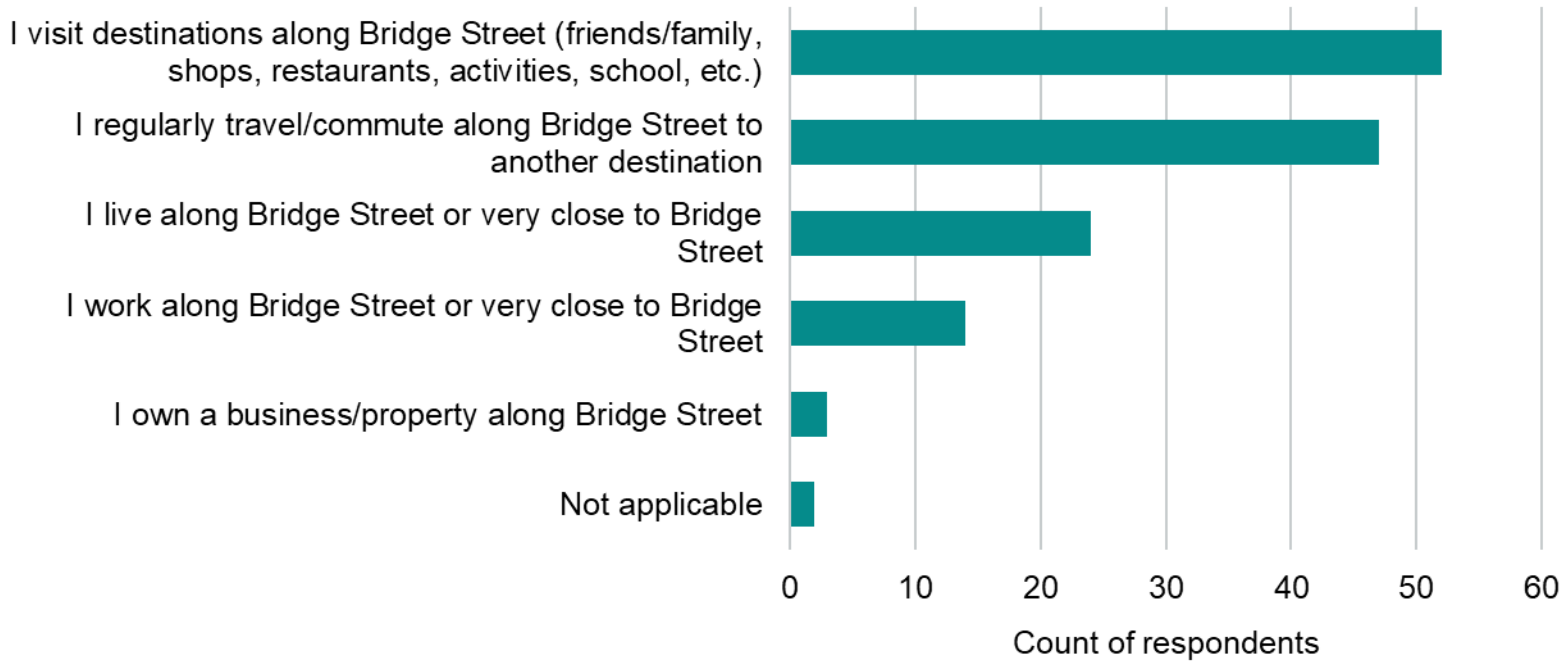

Figure 11: Respondents' connection to study area

Frequency of travel along Bridge Street

Most respondents who interact with Bridge Street within the study area do so on a daily basis, and if not at least once weekly.

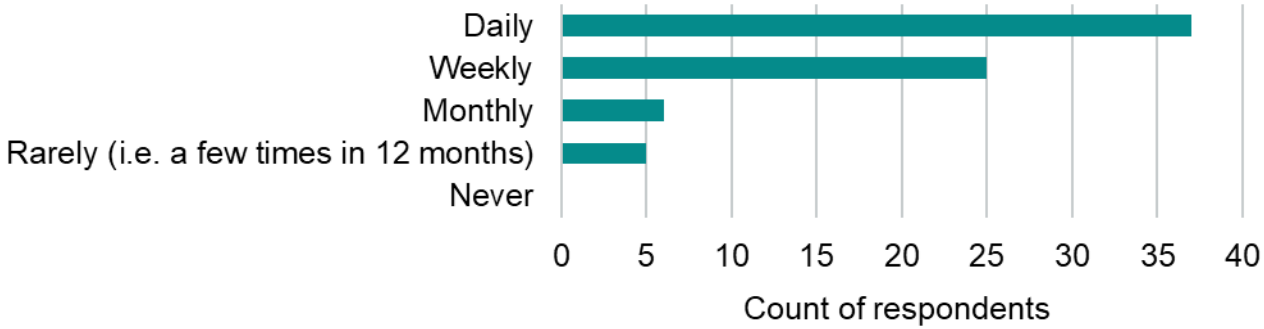

Figure 12: Respondents' frequency of travel along Bridge Street

Mode of travel

Driving is the most common mode of transportation along Bridge Street, followed by walking. Respondents were able to "select all that apply" for the choices describing their mode of travel along Bridge Street in the study area.

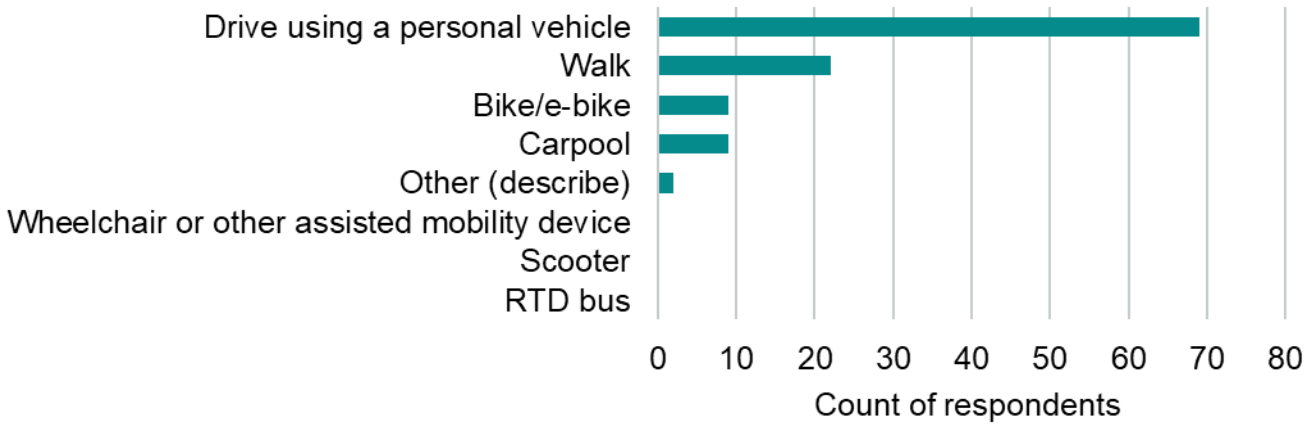

Figure 13: Respondents' modes of travel along Bridge Street

Respondent input

Note that the data in the charts above comes from 64 survey respondents and, where applicable, feedback from the first Steering Committee meeting (9 respondents) and the 27J STEM Class Focus Group (26 respondents).

The responses to the following questions revealed strong community interest in improving multimodal access and safety along Bridge Street.

Appetite for mode shift

Respondents were able to "select all that apply" for the choices describing their interest in being able to walk, roll (using wheelchairs/assisted mobility devices/strollers), bike, and/or take transit more easily along Bridge Street in the study area. The majority of respondents indicated an interest in the ability to walk more along Bridge Street, with bike indicated as the next highest choice.

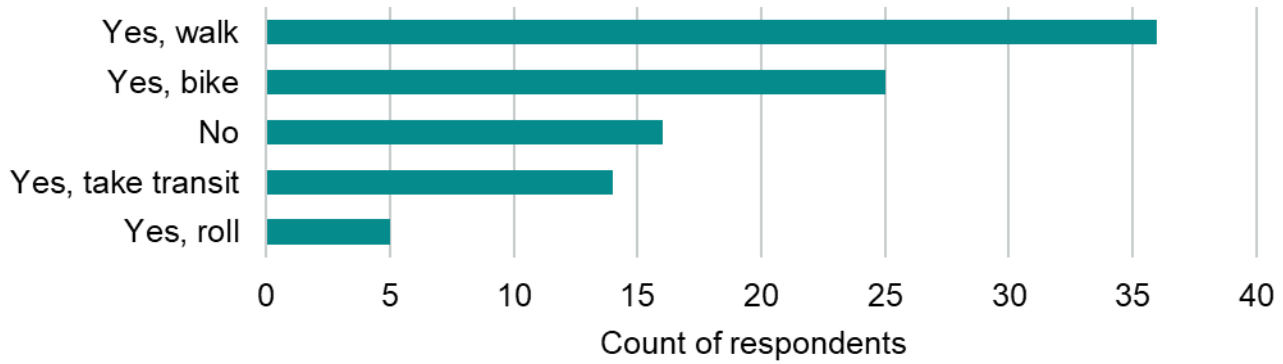

Figure 14: Respondent appetite for mode shift along Bridge Street

Challenges for walking and rolling

Top pedestrian challenges include inadequate or missing sidewalks, unsafe conditions while walking along Bridge Street, and poor maintenance. Respondents were able to "select all that apply" for the choices describing the biggest challenges they face in being able to walk or roll (using wheelchairs/assisted mobility devices/strollers) along Bridge Street in the study area.

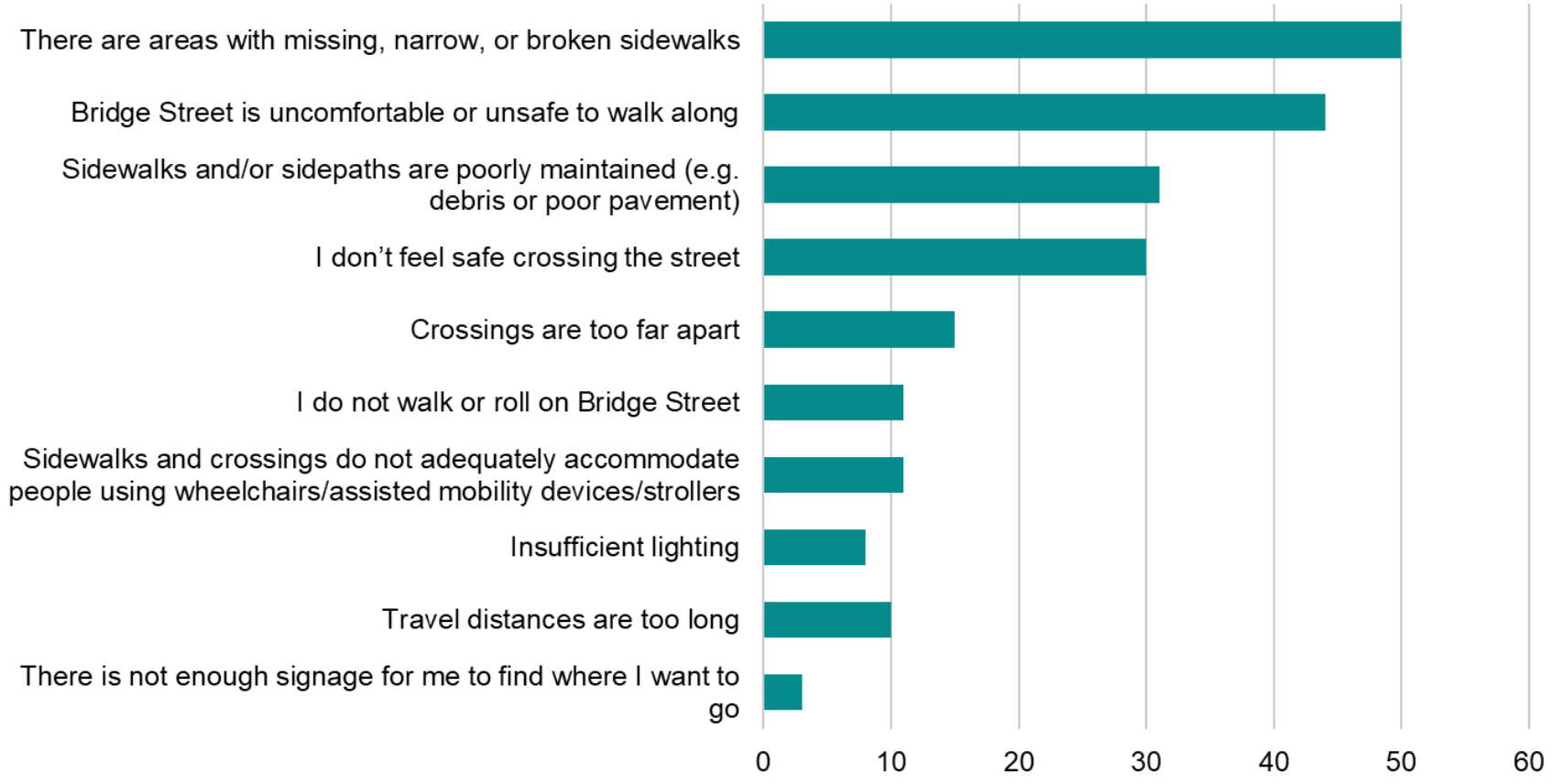

Figure 15: Challenges for walking and rolling along Bridge Street

Challenges for biking and micromobility

Top bicyclist and micromobility (small, lightweight vehicles such as e-scooters, e-bikes, and shared bicycles) user challenges include lack of separation from vehicle traffic, unsafe conditions while biking along Bridge Street, and poor maintenance. Respondents were able to "select all that apply" for the choices describing the biggest challenges they face in being able to bike or use micromobility (small, lightweight vehicles such as e-scooters, e-bikes, and shared bicycles) along Bridge Street in the study area.

Figure 16: Challenges for biking and using micromobility along Bridge Street

Top priorities

Respondents were able to "select your top five priorities" for the choices provided. Providing safety and connectivity for people walking, biking, and rolling (using wheelchairs/assisted mobility devices/strollers), improving comfortable and convenient street crossings, and slowing vehicle speeds were identified as the top priorities for Bridge Street.

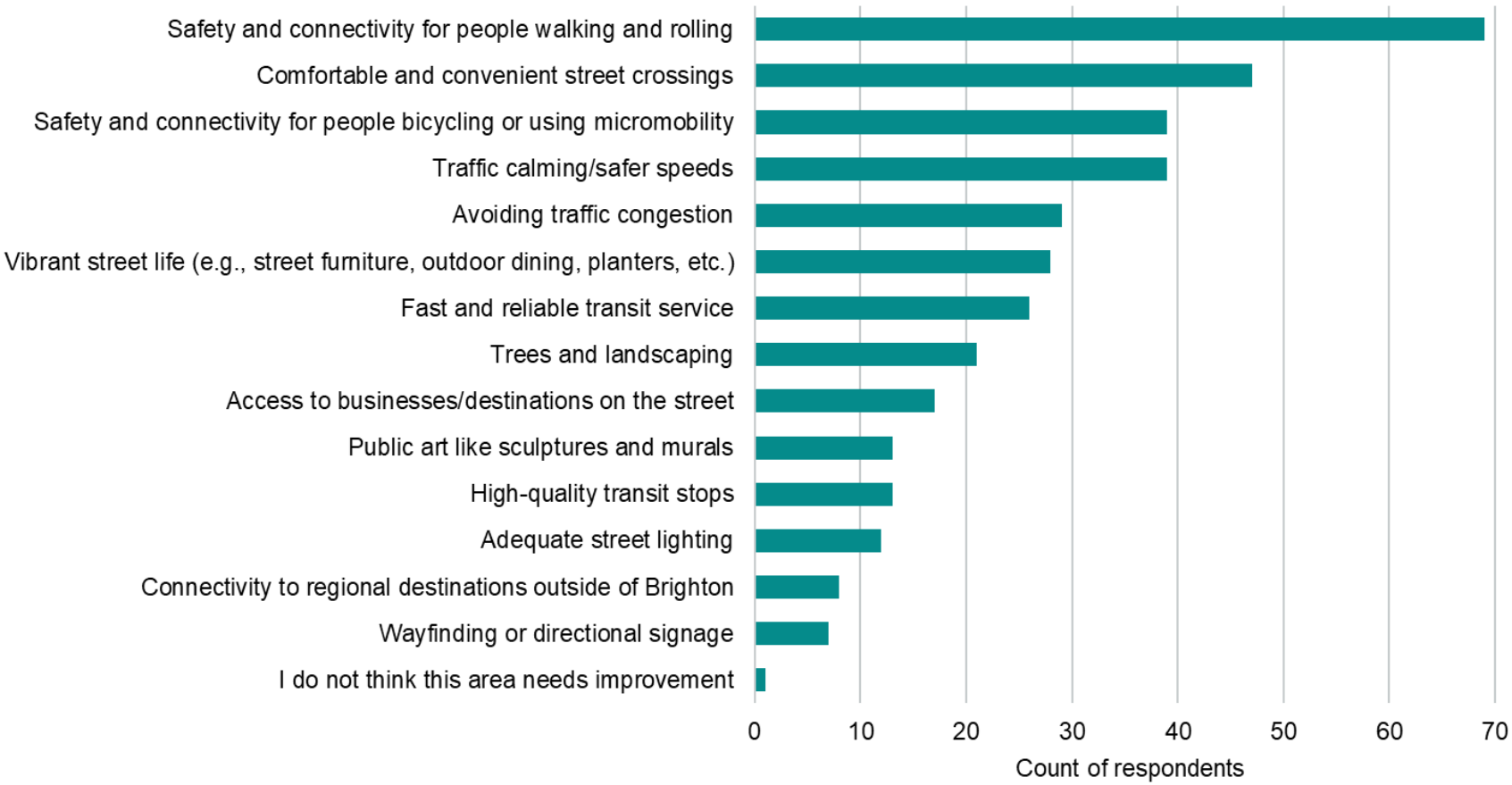

Figure 17: Respondents' top priorities

Top vision words

The survey asked respondents, "When imagining your ideal future for this corridor, what are three adjectives you would use?" The top visioning word was "safe" by a large margin. Other common descriptors included "walkable," "accessible," and words highlighting functionality and reliability, maintenance, landscaping, calm and peace, beauty/attractiveness, comfort, and an inviting and welcoming street environment.

This question was meant to be an exercise for the public that allowed them to envision the ideal future for Bridge Street. These words, sourced from the public, directly informed the plan's vision and goals (see page 28). Project staff synthesized common themes received from the community to develop the vision and goals statements and ensure they accurately reflect the desires of the public.

Figure 18: Top words used to describe vision for Bridge Street

Webmap results

A total of 74 pins were placed on the webmap. Note that the webmap results include responses from the online version and, where applicable, feedback from pop-up events and the Almost Home Mapping Board Display (28 pins).

Top areas for each pin category:

- **Safety concerns:** Bridge Street and Main Street, at roundabouts.
- **Crossing challenges and opportunities:** Bridge Street and Main Street, CO7/Bridge Street west of US-85.
- **Biking challenges/opportunities:** Bridge Street between 4th Avenue and Colorado Park.
- **Sidewalk challenges/opportunities:** Scattered in the central and western segments of the study area, but primarily along Bridge Street between Main Street and 9th Avenue.
- **Transit challenges/opportunities:** Bridge Street and 18th/19th Avenue.
- **Key destinations:** Historic Downtown area just west of 19th Avenue.

Top comments associated with pins:

- Four comments about safety and crossing concerns at the roundabout at US-85. Noted high vehicle speeds and traffic congestion at the roundabouts when a train passes the lines to the east.
- Six comments about safety and crossing concerns at Bridge Street and Main Street intersection.
- Four comments about safety and crossing concerns at Bridge Street and 3rd Avenue. Noted sidewalk improvement needs and challenges crossing at the railroad crossing adjacent to this intersection.
- Two comments mention safety and crossing concerns at Bridge Street and 4th Avenue.

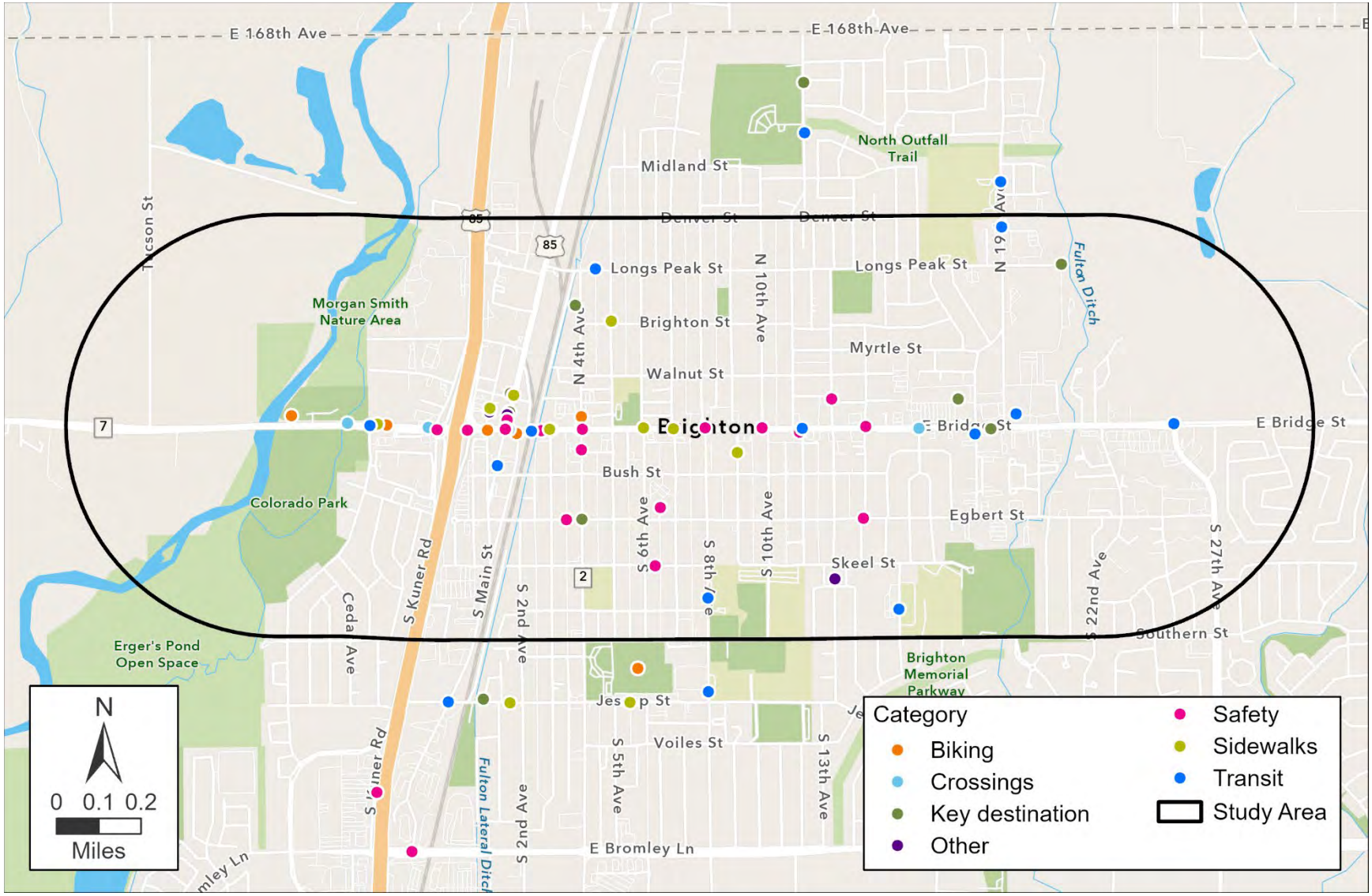

Figure 19: Webmap results

Phase two

Purpose of phase two

The initial phase of engagement, which took place from June 1 to August 26, 2025, asked stakeholders and community members to provide feedback on design options for the Bridge Street corridor. Goals for the second phase of engagement for the Brighton Core City Circulation Plan included:

1. **Present alternative concepts:** Share multiple design alternatives and conceptual ideas for the corridor, showing different approaches and their potential benefits.
2. **Solicit feedback on alternatives:** Gather input from the community on the pros and cons of each alternative, prioritizing which elements resonate most with them.
3. **Gather community priorities for safety improvements at specific locations along the corridor:** Solicit feedback on which intersections are the highest priority for the community to address**.**

Overview of activities

Successes

Phase two engagement successfully built on phase one outreach by gathering detailed, actionable feedback on proposed design options and intersection improvements. The project team reached a wide range of community members through surveys, focus groups, pop-up events, and one-on-one interviews, while maintaining accessibility and bilingual communication through 508-compliant and Spanish-language materials. The in-person design charrette with the Steering Committee proved particularly effective, fostering hands-on collaboration that directly shaped the draft design alternatives and targeted intersection improvement

Phase two activity stats	Number
Surveys completed	68
Steering committee meetings planned	1
Pop-up events planned	4
Focus groups/stakeholder interviews planned	4

concepts. Pop-up events such as the Full Moon Bike Ride, Eagle View Friday Feast, and Brighton Housing Authority Appreciation Day achieved strong participation, helping the project team reach older adults, families, and residents of affordable housing. Follow-up engagement with the Brighton High School STEM class also demonstrated the project's continued commitment to incorporating youth perspectives.

Failures

Despite broader reach and higher participation overall, phase two faced similar challenges to phase one in fully engaging some underrepresented populations. While the team again partnered with Aftersight to organize one-on-one phone interviews for residents with disabilities, no participants signed up. To supplement the missing feedback from this target group, the project team instead conducted a one-on-one interview with Dick Hodge, a long-time disability advocate in Brighton. His input provided valuable insight into accessibility concerns and helped ensure that the perspectives of residents with mobility challenges were still represented. However, these challenges faced during phase two highlight ongoing barriers to engagement among residents with disabilities and low-vision individuals. Future efforts may benefit from more personalized outreach, stronger partnerships with local organizations, and additional trust-building to encourage participation from these groups.

Project materials and feedback opportunities

Survey

The project team created a community survey (available in English and Spanish) that could be completed through the project website. Presentation boards or PowerPoint presentations with the same survey questions were available at in-person events. The community survey for phase two was intended to gather input on preliminary design options and safety improvements for Bridge Street. Participants were invited to vote on their preferred design, evaluate proposed intersection upgrades, and provide input on how well these improvements address their priorities.

Presentations and boards

The project team created several presentation materials to gather feedback on recommendations. Materials included:

- **PowerPoint Presentation:** Included a recap of existing conditions and phase one engagement results. The presentation focused on presenting design options for Bridge Street and explained the trade-offs of each approach. Participants also reviewed proposed intersection-level targeted improvements. The PowerPoint was made 508 compliant and passed WCAG 2.1 web accessibility standards.
- **Mentimeter Poll:** A Mentimeter poll accompanied the presentations given by the project team in phase two. The poll asked participants to provide the same feedback collected via the survey and project boards.
- **Informational project boards:** Boards were displayed at various in-person events to present preliminary design options for Bridge Street and gather community feedback. They presented "typical" design options for the entire study corridor, as well as options for specific segments, and asked participants to select and explain their preferred options. The boards also highlighted proposed targeted improvements at high-crash intersections and asked participants to prioritize locations most important to them and provide input on how well these improvements address their priorities. Feedback was collected through sticky dots and post-it notes.

Promotion and advertising

The project team enlisted the help of steering committee members, focus group attendees, partner agencies, and other community contacts to promote the project, engagement events, and the survey. The project team created a suite of materials shared with these groups to make advertising the project to their networks as easy as possible. Promotional materials produced for phase two included:

- **Project flyer:** Included a QR code linking people to the project webpage and survey. The flyer was provided in English and Spanish, made 508 compliant, and passed WCAG 2.1 web accessibility standards.
- **Social media/newsletter copy:** Text, provided in both English and Spanish, for social media posts and email communications, including a brief description of the project and information about the survey.
- **Social media/newsletter graphics:** A graphical image condensed from the flyer with the QR code to the project webpage and survey to share on social media and email communications alongside the copy. The project team also developed one event-specific graphic to promote the Full Moon Bike Ride pop-up event, detailed on page 42.

Second Steering Committee meeting

Meeting overview

The phase two Steering Committee meeting took the format of a design charrette, an intensive, collaborative workshop where stakeholders and project team members worked together to explore design solutions for Bridge Street and generate ideas in real-time. A charrette allows participants to review data, brainstorm solutions, and provide feedback that can immediately inform design options and potential improvements.

Figure 20: Steering Committee members engage in hands-on activities during the June design charrette meeting

The second Steering Committee meeting on June 26, 2025, began with a recap of existing conditions and phase one engagement and a presentation of the project's vision, goals, and evaluation criteria. The majority of the meeting was spent working collaboratively, completing the following activities:

- **Individual cross-section activity:** Participants developed design options through a cross-section activity, creating their own typical cross-sections for Bridge Street using stickers representing different roadway design elements, including travel lanes, sidewalks, buffers, and bike facilities (shared-use path, raised bike lane, or protected bike lane).
- **Group cross-section activity:** After completing the individual activity, participants discussed their design ideas in two groups, comparing designs, discussing trade-offs, and evaluating feasibility.
- **Roll plot / targeted intersection improvement activity:** Together, the group examined a large roll plot map of the Bridge Street corridor to study key intersections and discuss potential targeted intersection improvements such as pedestrian crossings, signal upgrades, curb extensions, and bike treatments.

The results of the charrette directly informed the design options and targeted intersection treatments the project team developed for public review and comment during phase two.

Key takeaways

While the Steering Committee members did not reach full consensus on every detail, members overall supported a pedestrian-focused, safe, multimodal Bridge Street that enhances downtown access and activity, while acknowledging trade-offs and differing perspectives on specific design details:

- The vision for Bridge Street should account for year-round conditions, while reinforcing downtown access and economic activity.
- Pedestrians are the priority along Bridge Street, especially in areas connecting to downtown, with wide sidewalks, safe crossings, and refuge islands desired.
- Bicycle facilities are important, but Bridge Street may function more as a connector to the broader bike network rather than a continuous bikeway. Shared-use paths, raised bike lanes, and protected lanes were discussed with trade-offs for space, buffers, and right-of-way constraints.
- Designing within the existing right-of-way requires careful consideration of travel lanes, sidewalks, buffers, and multimodal facilities, with potential trade-offs including reducing lanes, narrowing buffers, or adjusting lane configurations to maintain safety and access.
- Intersection improvements are critical, with opportunities for signal upgrades, curb extensions, pedestrian crossings, bike conflict markings, access management, and school zone speed limits.

Changes to the street should create a more inviting corridor that encourages mode shift and provides safer walking and biking infrastructure and improved access for residents and visitors, while accommodating future growth.

Pop-ups, focus groups, and interviews

Overview

The project team set up "pop-up" tables at various community events and key destinations to meet people where they are and engage with members of the public who regularly use Bridge Street and may be unfamiliar with DRCOG and the Brighton Core City Circulation Plan. The project team scheduled pop-ups at events that engaged targeted populations, including Spanish-speaking residents. At all pop-up events, the project team set up boards and a table, invited attendees to respond to activity boards on design options and targeted intersection improvements, encouraged people to scan the survey QR code or provide verbal feedback, handed out bike lights or candy, and distributed the project flyer to promote the project and survey. Because the audiences and settings varied, the project team tailored engagement activities to fit each context. At some events, all survey questions were asked, while at others, the team selected only a subset of questions.

Members of the project team organized one-on-one interviews as well as focus groups with various community organizations, institutions, and committees. These sessions engaged targeted populations, including young residents, active mode users, and residents with disabilities. The project team presented a slide deck, interactive Mentimeter polls, and/or printouts of materials at all focus groups to share findings from the existing conditions analysis, phase one community engagement results, and draft design options for Bridge Street. Participants provided feedback on design options and targeted intersection improvements. Because the audiences and settings varied, the project team tailored engagement activities to fit each context. At some events, all survey questions were asked, while at others, the team selected only a subset of questions.

Table 3: Engagement event logistics and stats

Event	Event type	Date/Time	Reach (number of people)
Full Moon Bike Ride	Pop-up	July 10, 2025 5:30-7:30 PM	60
Eagle View Adult Center	Focus group	July 11, 2025 10:30-11:30 AM	30
Eagle View Friday Feast	Pop-up	July 11, 2025 12:00-1:00 PM	
Brighton Housing Authority Hughes Station Appreciation Day	Pop-up	July 11, 2025 1:00-4:00 PM	10
City BBQ	Pop-up	July 17, 2025 5:30-7:00 PM	40
One-on-one interview: Brook Otero, Police Department	Stakeholder interview	August 4, 2025 10:30-11:00 AM	1
Parks and Recreation Advisory Board	Focus group	August 6, 2025 5:30-7:00 PM	12
One-on-one Interview: Dick Hodge	Stakeholder interview	August 22, 2025 11:00 AM-12:00 PM	1
Brighton High School STEM Engineering Class (SD27J)	Focus group	August 26, 2025 3:00-4:00 PM	28

Full Moon Bike Ride pop-up

The City invited the project team to attend a second Full Moon Bike Ride that the mayor attended. The project team spoke to attendees during the registration period before the ride and after the ride, while attendees were given free ice cream. Feedback from the event revealed the following:

- **Top design option:** Most participants voted for design option three (reduces the number of travel lanes to one in each direction and adds raised bicycle lanes).
- **Reasoning:** Most participants indicated that their choice was influenced by the design's ability to provide space and/or separation for people biking and using micromobility (small, lightweight vehicles such as e-scooters, e-bikes, and shared bicycles).
- **Top intersections:** Participants noted three intersections on Bridget Street that should be prioritized for targeted intersection improvements: West Roundabout, East Roundabout, and Fulton Ditch.
- **Common words/phrases from open comments:** Visibility, maintenance, accessibility, pedestrian crossings.

Figure 21: Project board showing feedback on design options from the phase two Full Moon Bike Ride pop-up

Eagle View focus group and Friday Feast pop-up

The Eagle View Adult Center Friday Feast lunch event is a community gathering in Brighton, primarily advertised to older adults, especially those residing in senior living facilities who are shuttled to Eagle View for various events and programming. The project team set up boards and a table at the entrance of the lunchroom and engaged attendees as they arrived for lunch and during the meal. Before the Friday Feast lunch event, the project team hosted a focus group at Eagle View Adult Center to gather targeted feedback from older adults. Feedback from both Eagle View events revealed the following:

- **Top design option:** Most participants voted for design option one (maintains travel lanes and widens south side sidewalk to accommodate bicycles).
- **Reasoning:** Most participants indicated that their choice was influenced by the design's ability to provide space and/or separation for people driving.
- **Top intersections:** Participants noted three intersections on Bridge Street that should be prioritized for targeted intersection improvements: Fulton Ditch, West Roundabout, East Roundabout, Main Street, and 19th Avenue.
- **Common words/phrases from open comments:** Concrete median, maintenance, preserve traffic flow.

The project team also collected feedback on design options for segments where the typical design would not apply. Key insights from this segment-specific feedback included:

- **Most voted on design option for segment A:** Option two (reduces the number of travel lanes to one on the north side and adds raised bicycle lanes)
- **Most voted on design option for segment B:** Option one (maintains travel lanes and widens south side sidewalk to accommodate bicycles)
- **Most voted on design option for segment C:** Option two (maintains travel lanes and adds raised bicycle lanes)

Brighton Housing Authority Hughes Station Appreciation Day pop-up

The Brighton Housing Authority (BHA) manages and maintains affordable housing options for low- and moderate-income residents in Brighton. BHA hosted Hughes Station Appreciation Day, a community event to thank residents with free ice

cream. The project team worked with BHA staff to set up a table during the event and advertise the project's presence via social media and the BHA newsletter. Feedback from the event revealed the following:

- **Top design option:** Most participants voted for design options one (maintains travel lanes and widens south side sidewalk to accommodate bicycles) and two (reduces the number of travel lanes to one in each direction and adds raised bicycle lanes).
- **Reasoning:** Most participants indicated that their choice was influenced by the design's ability to provide space and/or separation for people walking and rolling (using wheelchairs/assisted mobility devices/strollers).
- **Top intersections:** Participants noted three intersections on Bridget Street that should be prioritized for targeted intersection improvements: Main Street, 4th Street, and Fulton Ditch.
- **Common words/phrases from open comments:** No open comments.

Figure 22: Attendees of the Hughes Station Appreciation Day view project boards

City BBQ pop-up

The Flix and Kicks City BBQ is a community event in Brighton that combines an outdoor movie screening with free food, bringing residents together at Carmichael Park. Many local organizations attended and set up tables to share information and to engage with the community. The City invited the project team to set up materials and engage attendees during the event. Feedback from the event revealed the following:

- **Top design option:** Most participants voted for design option one (maintains travel lanes and widens south side sidewalk to accommodate bicycles).
- **Reasoning:** Most participants indicated that their choice was influenced by the design's ability to provide space and/or separation for people biking and using micromobility (small, lightweight vehicles such as e-scooters, e-bikes, and shared bicycles).
- **Top intersections:** No answers.
- **Common words/phrases from open comments:** Safety for wheelchair users.

One-on-one interview: Brook Otero, Brighton Police Department

Brook Otero is a crime analyst with the Brighton Police Department who reached out to the project team to share safety concerns about the CO 7 and US 85 roundabouts. This interview specifically focused on potential recommendations for the roundabouts, rather than walking through the standard survey questions. She suggested reducing posted speed limits in the roundabouts and repainting lane markings and installing clear signage about where and how to drive through the roundabouts.

Parks and Recreation Advisory Board presentation

The Parks and Recreation Advisory Board (PRAB) for the City of Brighton is a volunteer board that advises City Council and staff on parks, recreation, open space, and related community planning efforts. The project team presented at the August Brighton PRAB meeting. Feedback from the event revealed the following:

- **Top design option:** Most participants voted for design option one (maintains travel lanes and widens south side sidewalk to accommodate bicycles).

- **Reasoning:** Most participants indicated that their choice was influenced by the design's ability to provide space and/or separation for people driving.
- **Top intersections:** Participants noted three intersections on Bridget Street that should be prioritized for targeted intersection improvements: Miller Avenue and Bridge Street at the railroad tracks.
- **Common words/phrases from open comments:** Desire for consistent cross-section (e.g., sidepath on south side of street in all scenarios).

The project team also collected feedback on design options for segments where the typical design would not apply. Key insights from this segment-specific feedback included:

- **Most voted on design option for segment A:** Option one (maintains travel lanes and widens south side sidewalk to accommodate bicycles)
- **Most voted on design option for segment B:** Option one (maintains travel lanes and widens south side sidewalk to accommodate bicycles)
- **Most voted on design option for segment C:** Option one (maintains travel lanes and widens south side sidewalk to accommodate bicycles)

One-on-one interview: Dick Hodge

Dick Hodge is a long-time member of the Brighton Chamber of Commerce and serves actively on several city boards and commissions, including the Historic Preservation Commission. Beyond his civic involvement, Dick is also recognized as a local advocate for residents with ambulatory disabilities. To ensure the project reflected a wide range of community needs, the project team scheduled a phone call with Dick to gather his input on potential improvements within the study area. He shared valuable insights drawn from both his personal experience and local work, offering a unique perspective on how proposed changes could better support residents with mobility challenges. His feedback is combined with the results of the online survey in this report's Survey results section starting on page 52.

Brighton High School STEM Engineering Class (SD27J) Focus Group

As a follow-up to the phase one focus group conducted with one of Brighton High School's STEM classes during the previous school year, the project team returned to the school in August to continue engaging students on the planning

process. While the team was unable to reconnect with the same class from phase one due to changes in school schedules, the phase two class, which was an engineering-specific class, brought a valuable technical perspective. Students reviewed several possible design options and provided thoughtful feedback informed by their understanding of engineering principles, which helped the project team consider how design decisions could impact safety, functionality, and the overall user experience. The return visit underscored the project's commitment to incorporating youth voices into decision-making and ensuring that transportation solutions reflect the needs of future generations. Feedback from the event is combined with results of the online survey in this report's Survey results section, starting on page 52.

Key takeaways from engagement events

Typical design options: 4th Avenue to 13th Avenue

While participants acknowledged that medians contribute to safety, there was a strong preference for concrete or rock medians over landscaped medians due to their lower maintenance and water needs. These comments help explain why landscaping was not a primary factor influencing people's votes among the design options. When choosing among options, design option one was the most popular. Participants emphasized the need for space for biking and micromobility (small, lightweight vehicles such as e-scooters, e-bikes, and shared bicycles) (35%) and for driving (34%) as the main reasons behind their votes.

The project team received many comments regarding priorities for the corridor and feasibility concerns with design options showing more significant changes, such as lane removal. Many noted that they might vote for design options two and three if they believed the City would actually consider implementing those designs. Participants supported wide sidewalks with trees and benches for safety and comfort, and favored raised bike lanes that provide more separation from vehicle traffic. Note that some participants had multiple reasons for their selection. Therefore, the total number of votes shown in is higher than the total number of participants.

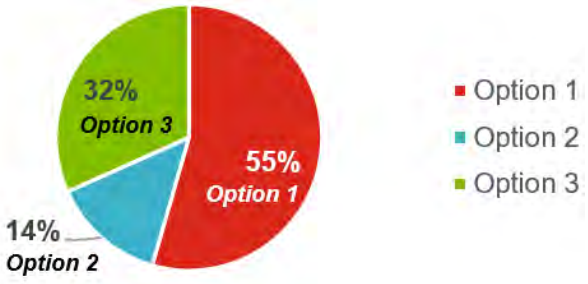

Figure 23: Participants' design preference for Bridge Street

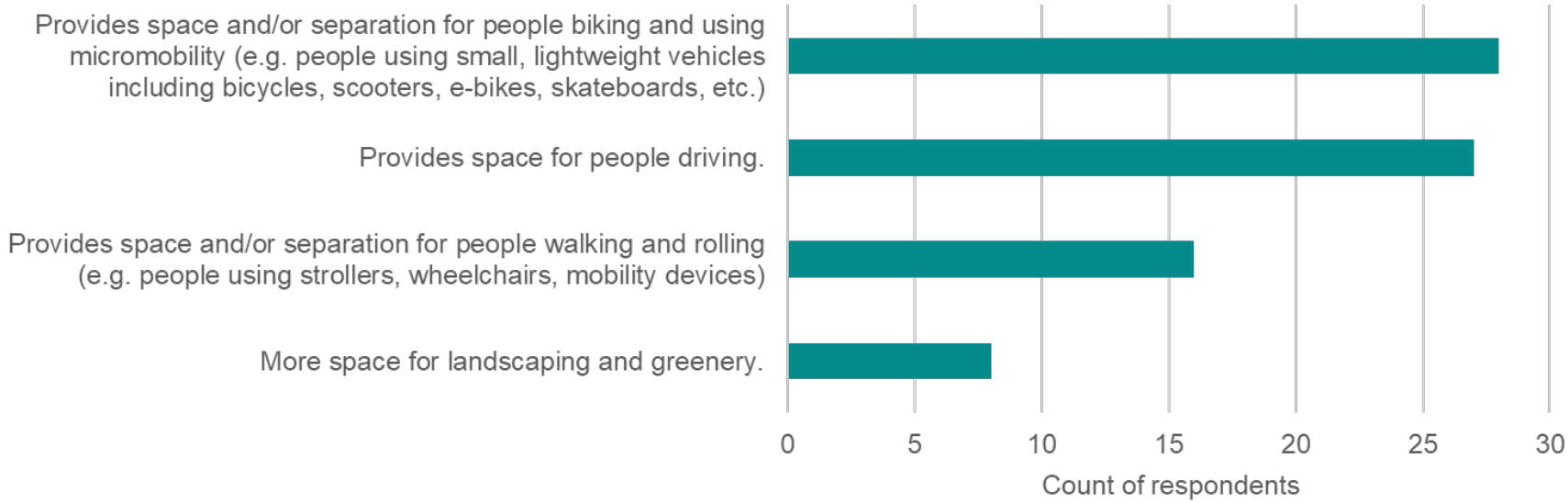

Figure 24: Participants' reasoning for selected design

Segment-specific design options

The project team polled only Eagle View, PRAB, and the high school STEM class participants on the segment-specific design options. Design option one was the most popular in all segments. Participants explained that their preference was largely driven by the design's ability to provide clear separation between people driving and those walking or biking. Many also appreciated that this option prioritizes wider sidewalks while maintaining existing vehicle travel lanes.

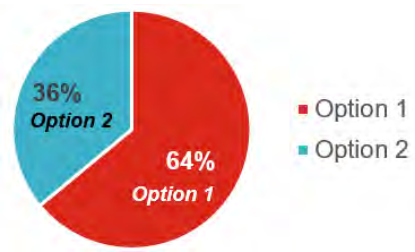

Figure 25: Participants' design preference for segment A (Roundabouts to 4th Avenue) of Bridge Street

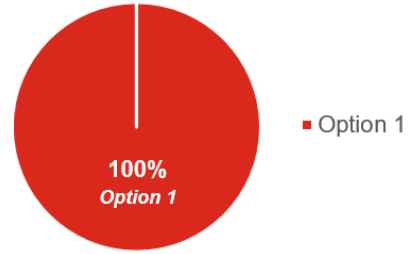

Figure 26: Participants' design preference for segment C (13th Avenue to Sheraton Place) of Bridge Street

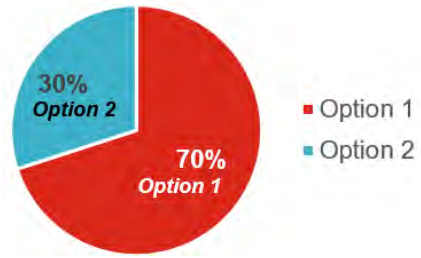

Figure 27: Participants' design preference for segment D (Sheraton Place to 22nd Avenue) of Bridge Street

Targeted intersection improvements

The project team polled all pop-up focus group participants, except for those who attended the City BBQ pop-up, on recommended targeted intersection improvements. Feedback totals reflect votes and comments from the Full Moon Bike Ride, Eagle View, BHA, and PRAB events.

Participants noted the need for targeted intersection improvements to prioritize pedestrian safety, accessibility, and traffic flow. Comments included mention of short crossing times for wheelchair users and high-risk locations such as Bridge and 4th Avenue and Bridge and 11th Avenue to Sheraton Place. Crashes near the new Safeway and the removal of left turns at Eastgate Village raised concern, along with visibility and maintenance related to landscaping. Overall, the large majority of participants said the targeted intersection improvements align very well with community needs. Participants felt Bridge Street and Fulton Ditch should be the intersection prioritized for improvements, followed by Bridge Street and West Roundabout, East Roundabout, and Main Street.

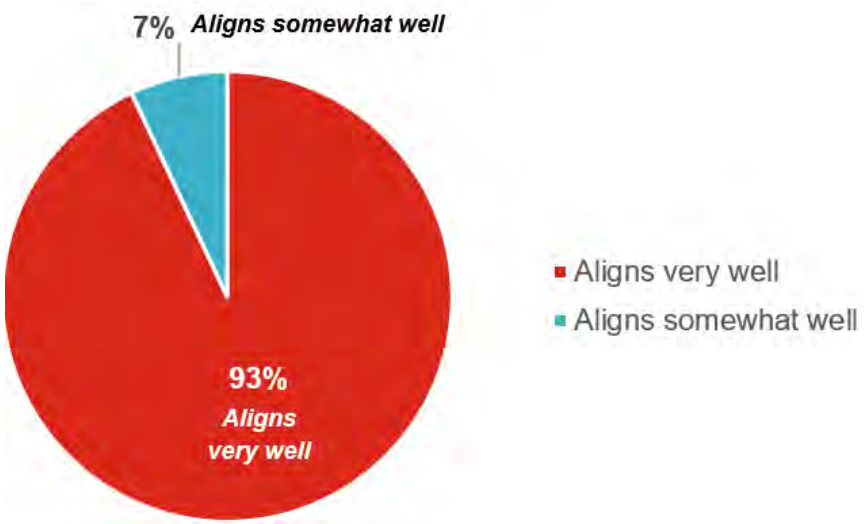

Figure 28: How well Recommended targeted intersection improvements align with participants' priorities

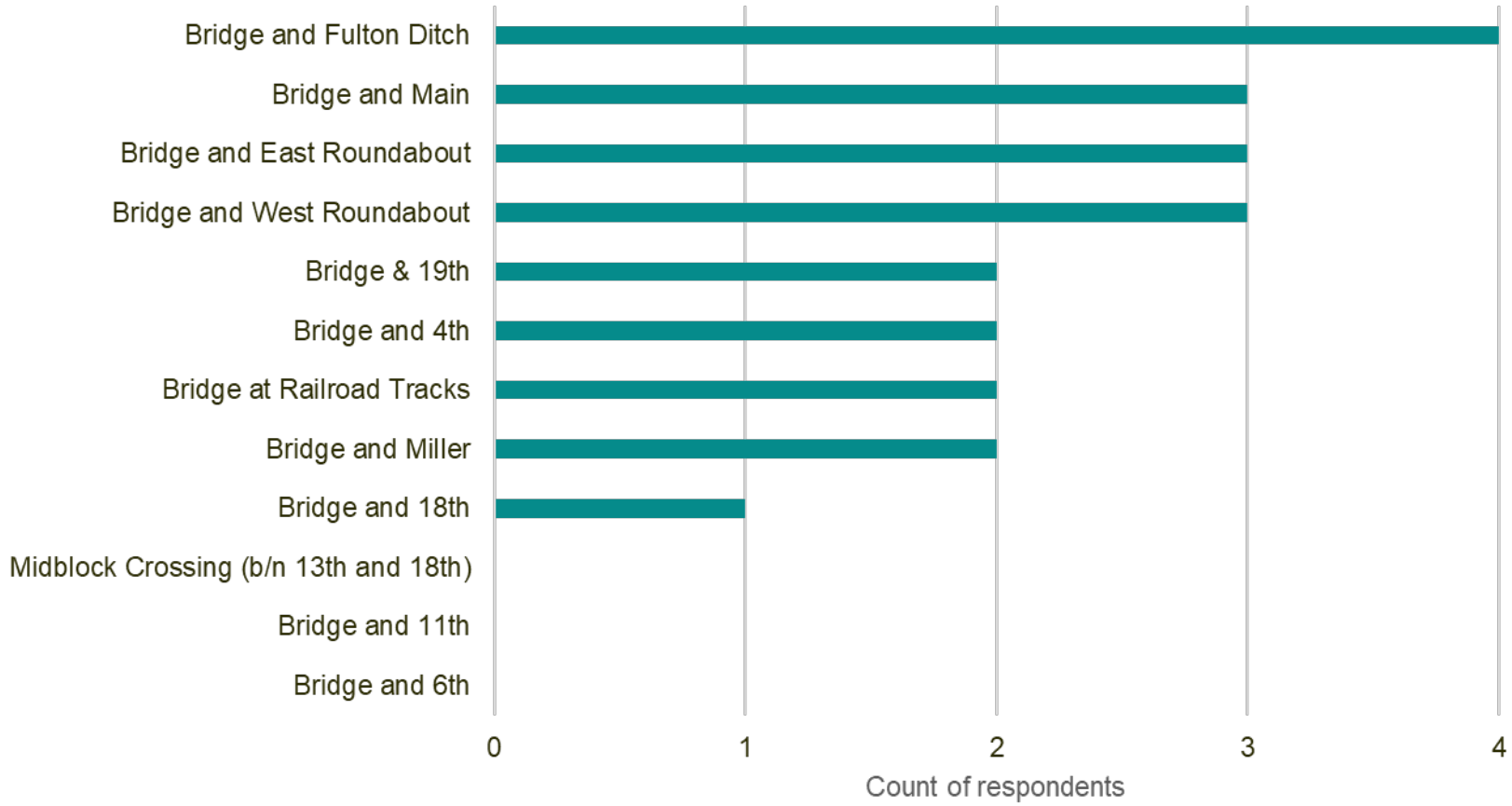

Figure 29: Targeted intersection improvement locations participants would like the City to prioritize

Survey results

A total of 68 online surveys were completed during phase two. Combined with feedback from the Brighton High School STEM Engineering Class, the following summary includes responses from 90 total participants. Most but not all respondents chose to answer the demographic questions. Questions regarding ward and age were the only demographic questions that included responses from STEM students.

Demographics of respondents

Responses to demographic questions reveal that phase two strategies successfully engaged a diversity of Brighton community members, especially youths and women.

Gender

A significantly higher share of women responded to the survey, compared with men and those who identify as another gender or non-binary.

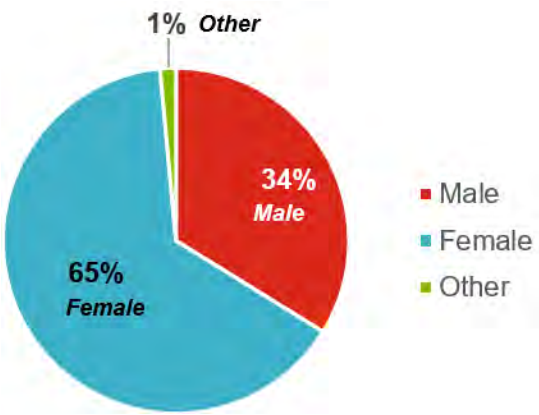

Figure 30: Gender of respondents

Age

Engagement for this phase successfully engaged young members of the Brighton community. The large distribution of youth respondents is mainly due to the second Brighton High School STEM Engineering Class Focus Group. Otherwise, survey respondents were primarily between the ages of 30 and 50 years old, with fewer older adults participating in the online survey. The project team more successfully engaged older adults at in-person events.

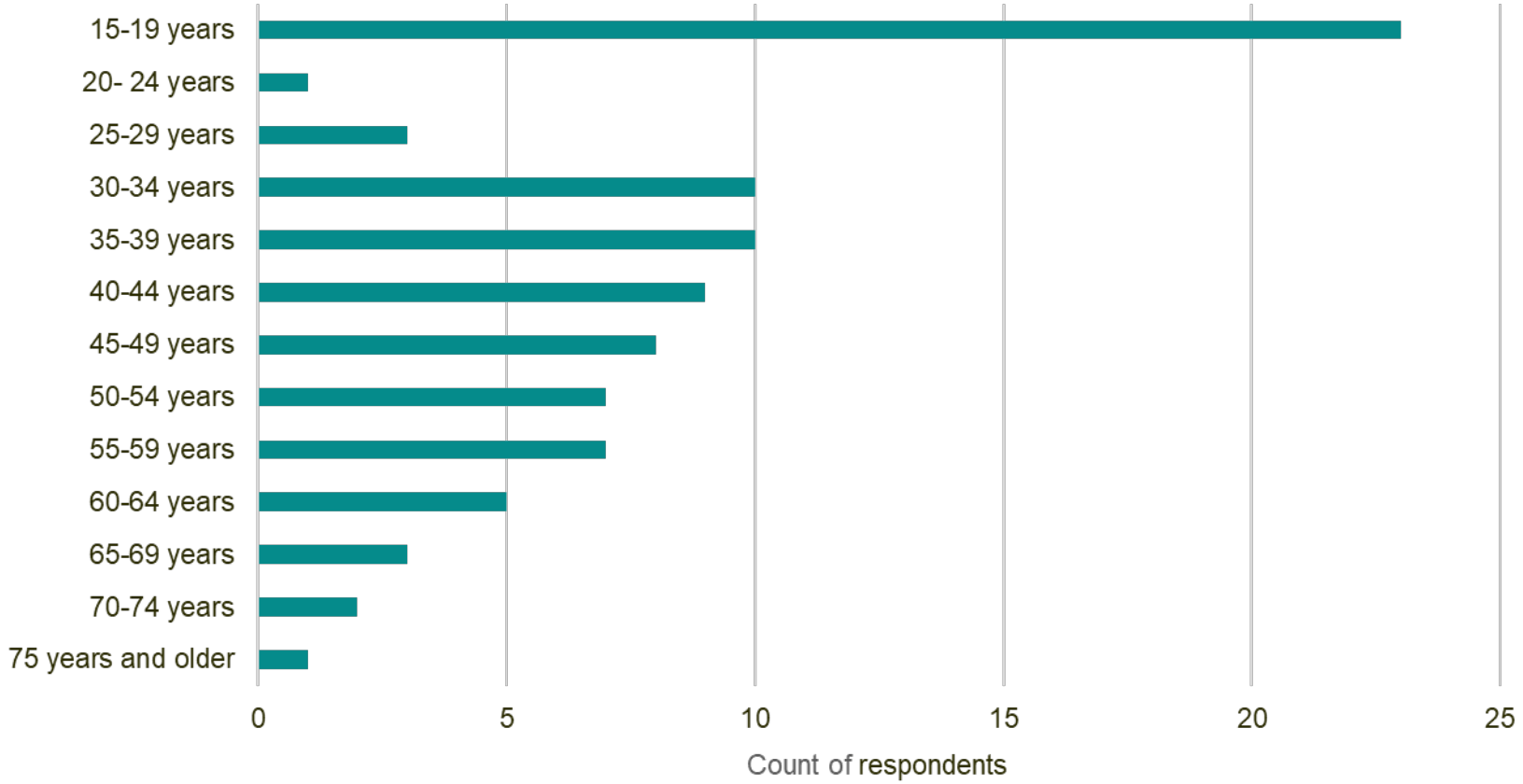

Figure 31: Age of respondents

Disability

Only two survey respondents (3%) indicated that they have a disability that influences how they choose to travel along Bridge Street, which is fewer than in phase one. However, the project team gained additional insight through the conversation with Dick Hodge, which helped supplement these results. Dick emphasized the importance of focusing on accessible, at-grade improvements around railroad crossings and prioritizing sidewalk connectivity in neighborhoods where funding and design constraints have historically limited equitable access.

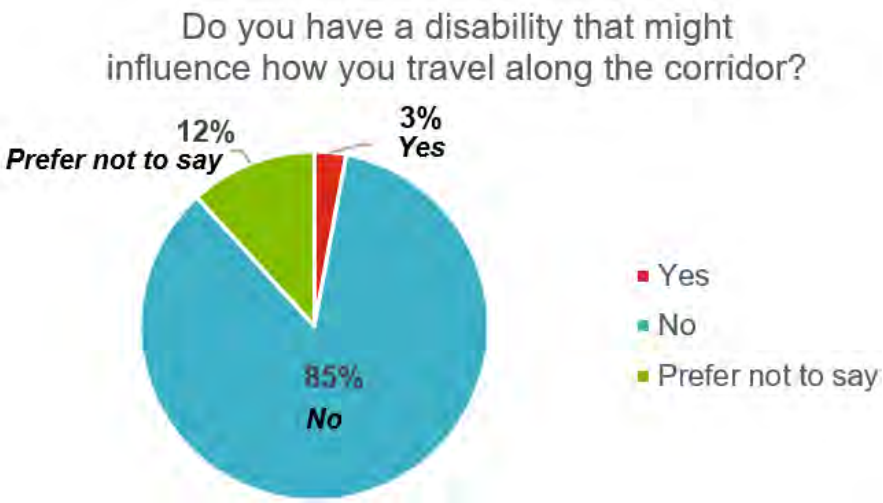

Figure 32: Disability status of respondents

Race & ethnicity

The majority of survey respondents identify as white. The phase two survey reached a smaller share of Hispanic or Latino residents than during phase one, but was more successful in reaching other minority groups, such as American Indians/Alaska Natives and Asians/Asian Americans. Respondents were able to select multiple choices.

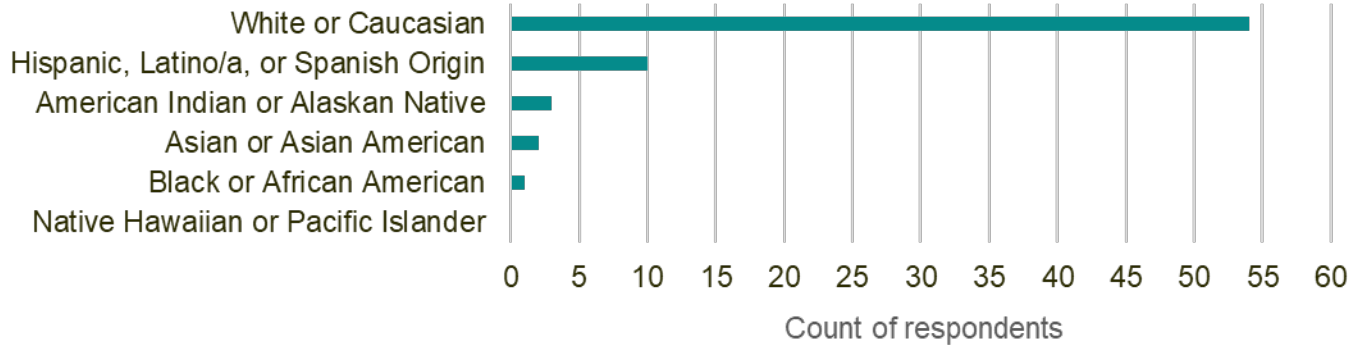

Figure 33: Race and ethnicity of respondents

Language spoken at home

Only three people indicated Spanish as their primary language spoken at home. All other respondents only speak English at home. That said, phase two made a larger effort to engage the Spanish-speaking community through in-person events..Recognizing that Spanish speakers are an important audience for this project, the team made a deliberate effort during phase two to engage the Spanish-speaking community through in-person events. City staff recommended the annual City BBQ as an effective opportunity to reach Spanish-speaking residents, so the project team prioritized that event and provided interpretation and translated materials. While no attendees required interpreter assistance, the team was able to speak with many Hispanic/Latino community members informally.

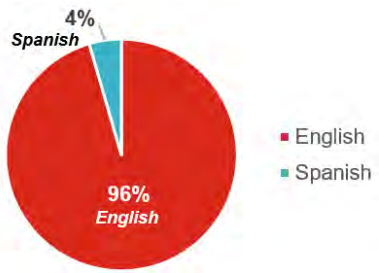

Figure 34: Respondents' language spoken at home

Geographic distribution

City of Brighton Ward 1 was the highest-engaged ward. However, outside of Brighton, but within Adams County, was the highest engaged geographic area, indicating fewer residents responses, but more responses from visitors and potentially those employed in the area.

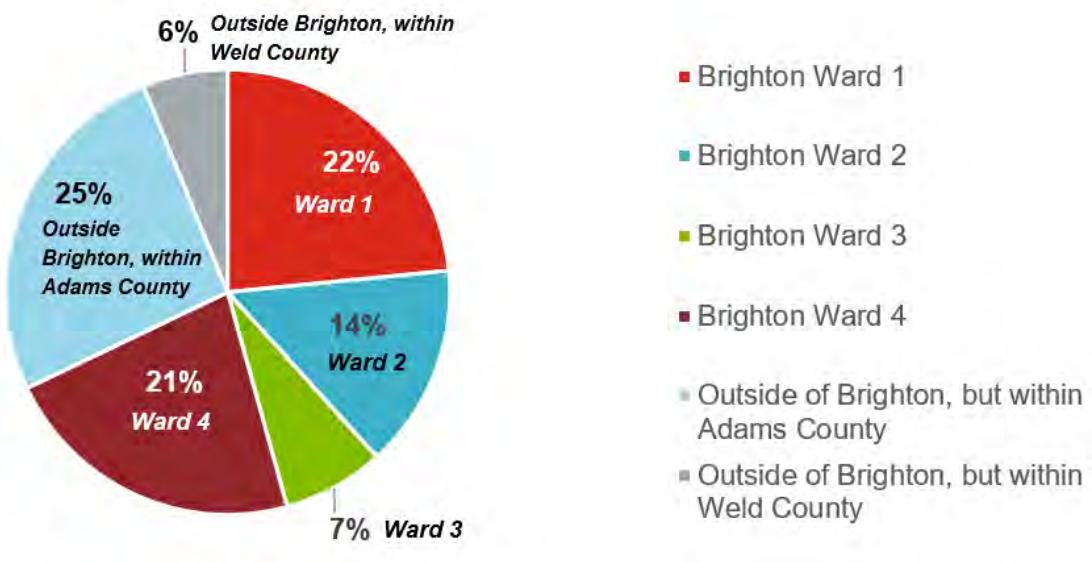

Figure 35: Geographic distribution of respondents

Design options

Respondents emphasized the need to maintain vehicle lanes and traffic flow. They worried that reducing lanes on Bridge Street would worsen congestion, limit access to businesses, and create problems as the city grows. Many argued that the street's main priority should be motor vehicle throughput. Some supported dedicated or protected bike lanes with physical separation for safety, while others questioned whether enough people bike to justify the expense and opposed removing driving lanes. Comments also emphasized the importance of consistency in bike lane placement and design. Overall, respondents prioritized vehicle capacity preservation and supported separated bike infrastructure where feasible.

Typical design options: 4th Avenue to 13th Avenue

Over three-quarters of respondents prefer design option one, aligning with feedback from in-person events. Respondents overwhelmingly noted space for driving as a reason for their preference, in contrast to in-person participants who slightly preferred options that provide space and/or separation for people biking and using micromobility (small, lightweight vehicles such as e-scooters, e-bikes, and shared bicycles). Half as many respondents preferred options that offer space for people walking, rolling (using wheelchairs/assisted mobility devices/strollers), biking, and using micromobility (small, lightweight vehicles such as e-scooters, e-bikes, and shared bicycles). Respondents were able to select multiple choices describing the reason they selected their preferred design option.

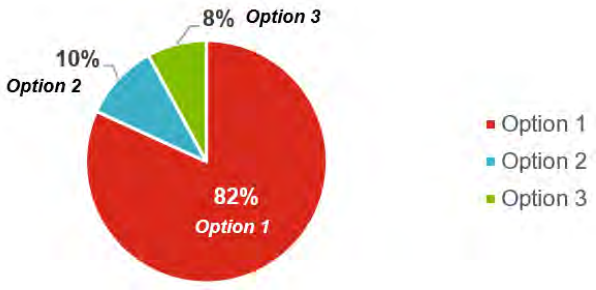

Figure 36: Respondents' design preference for Bridge Street

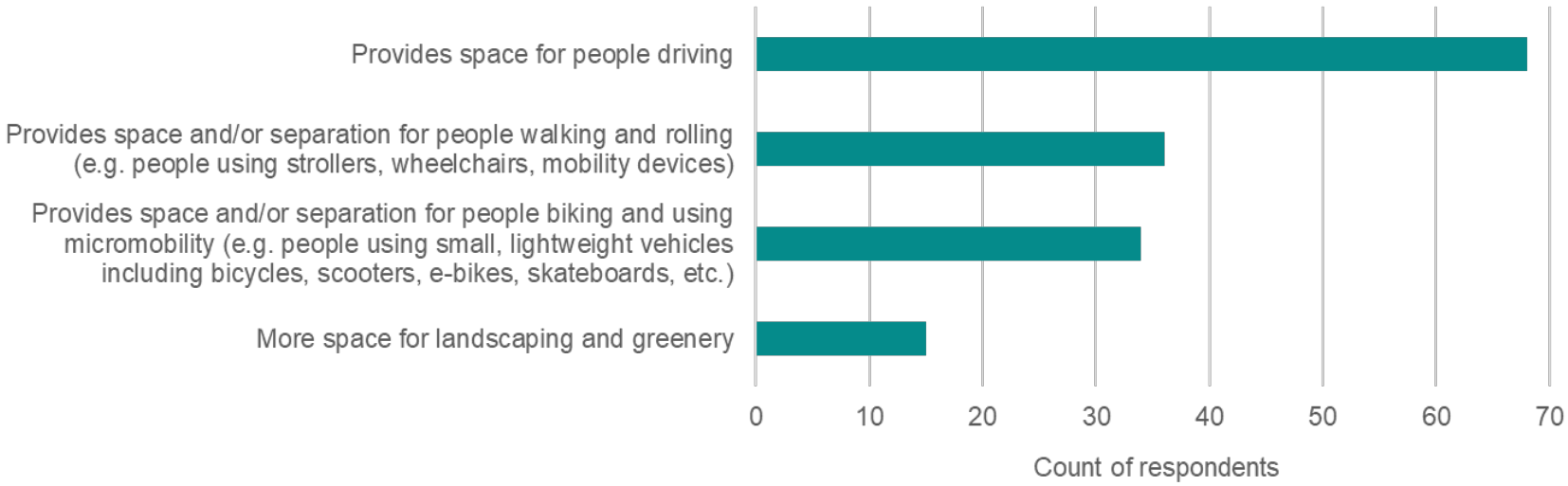

Figure 37: Respondents' reasoning for selected design

Design preference for segment A: Roundabouts to 4th Avenue

The majority of respondents prefer design option one, followed by design option two, aligning with feedback from in-person events. Design option three was unpopular amongst online survey respondents and in-person participants. Respondents noted space for driving as the primary reason for their preference, followed by space for people walking and rolling (using wheelchairs/assisted mobility devices/strollers). Respondents were able to select multiple choices describing the reason they selected their preferred design option.

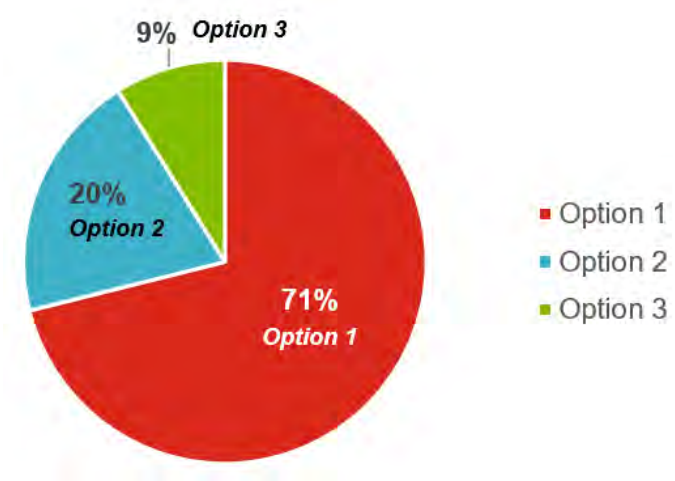

Figure 38: Respondents' design preference for segment A of Bridge Street

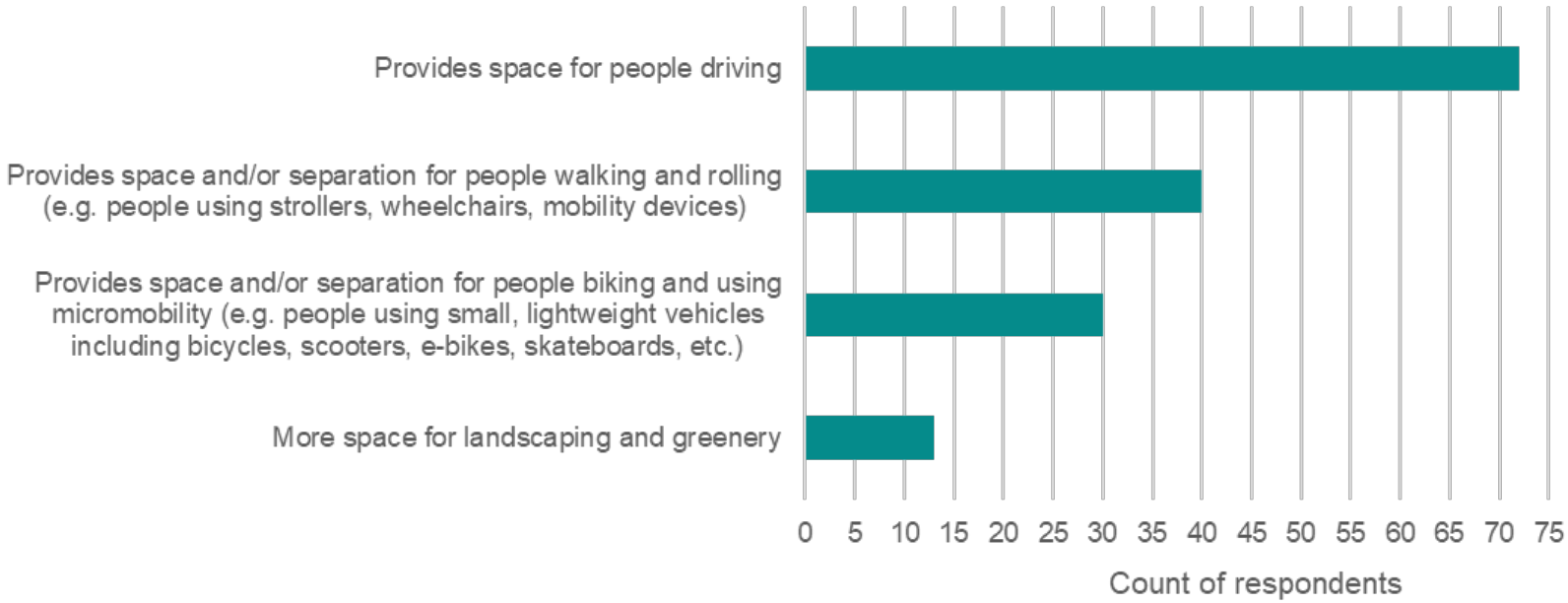

Figure 39: Respondents' reasoning for selected segment A design

Design Preference for Segment C: 13th Avenue to Sheraton Place

The majority of respondents prefer design option one, aligning with feedback from in-person events. Compared to the other segments, respondents were more divided between preferring an option that provides space for driving and an option that offers more space for people walking and rolling (using wheelchairs/assisted mobility devices/strollers). Respondents were able to "select all that apply" for the choices describing the reason they selected their preferred design option.

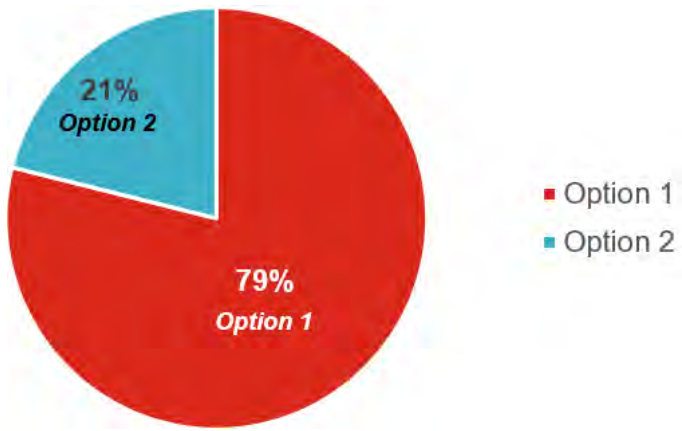

Figure 40: Respondents' design preference for segment C of Bridge Street

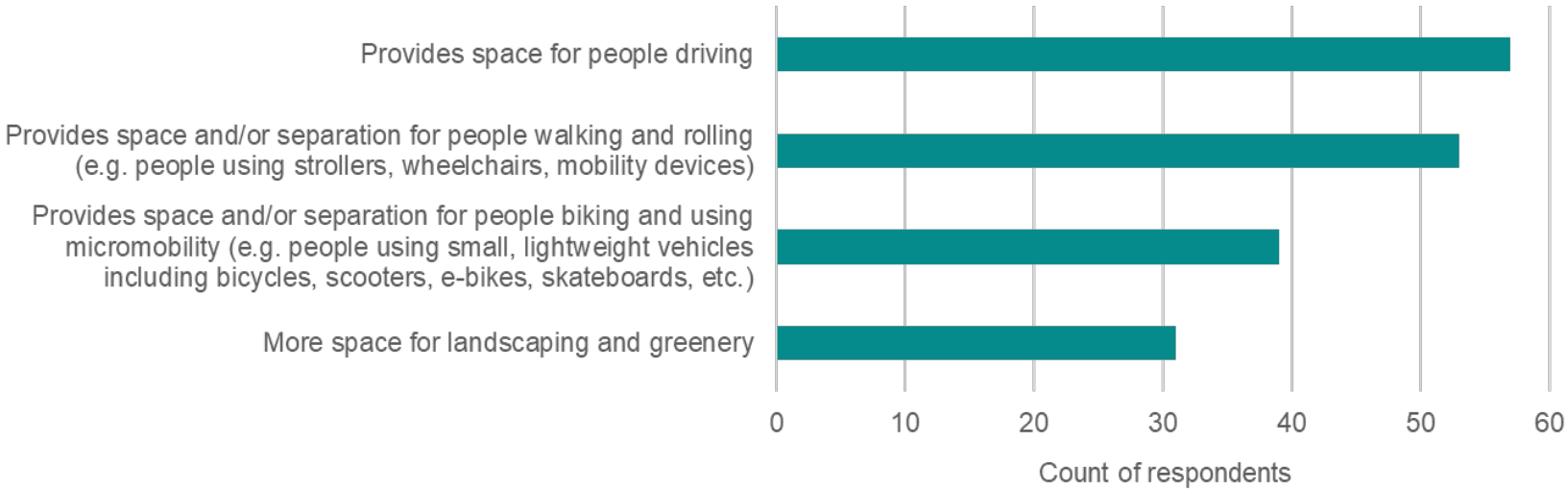

Figure 41: Respondents' reasoning for selected segment C design

Design Preference for Segment D: Sheraton Place to 22nd Avenue

Respondents were more divided when it came to segment three. However, over half ultimately preferred design option one, aligning with feedback from in-person events. Like other segments, respondents noted space for driving as the primary reason for their preference, followed by space for people walking and rolling. Respondents were able to select multiple choices describing the reason they selected their preferred design option.

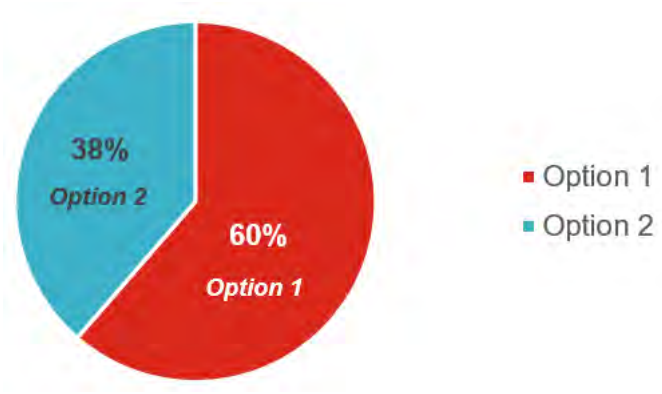

Figure 42: Respondents' design preference for segment D of Bridge Street

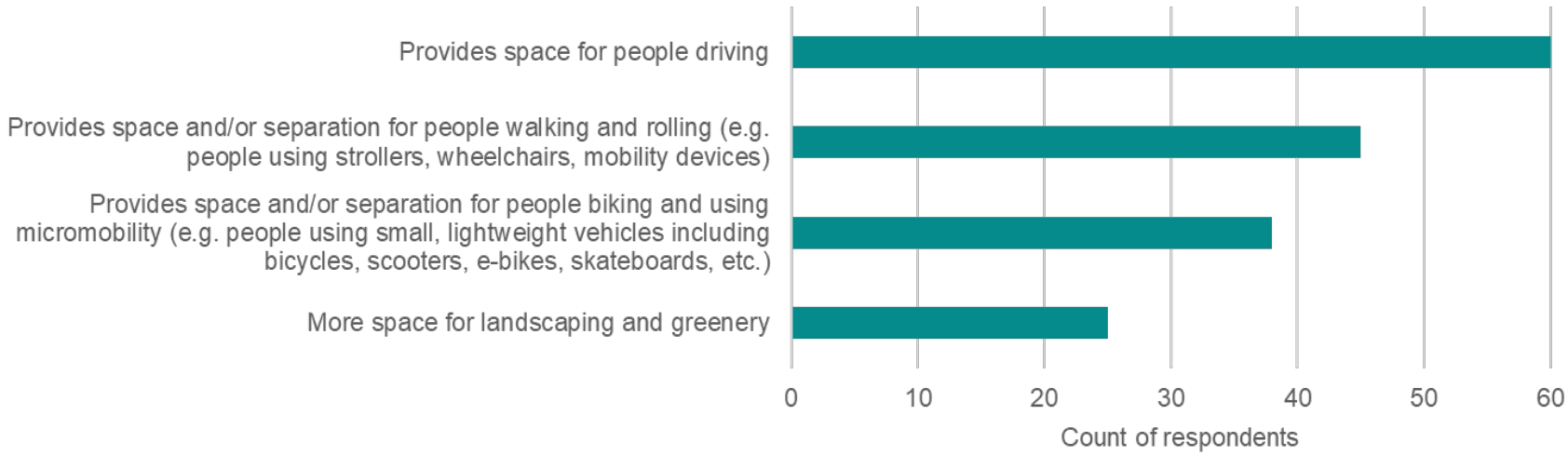

Figure 43: Respondents' reasoning for selected segment D design

Targeted intersection improvements

The recommended targeted intersection improvements align somewhat well with most respondents' priorities. Respondents preferred treatments that protect pedestrians and accommodate wheelchairs and walkers. Many respondents noted concerns about traffic flow, speed compliance, and signal timing, especially at the roundabouts, on Main Street, and at the train tracks. Crossings near commercial areas, schools, and trails emerged as higher priority locations for targeted intersection improvements.

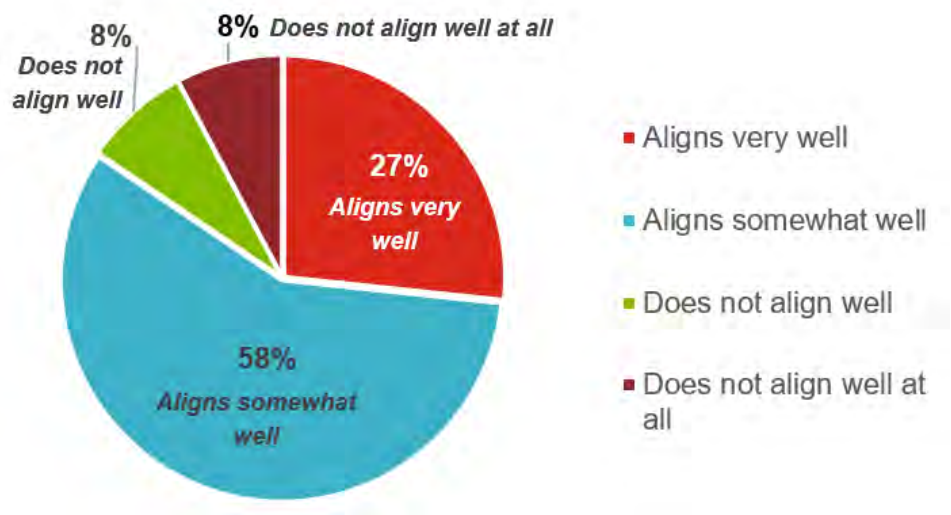

Figure 44: How well recommended targeted intersection improvements align with respondents' priorities

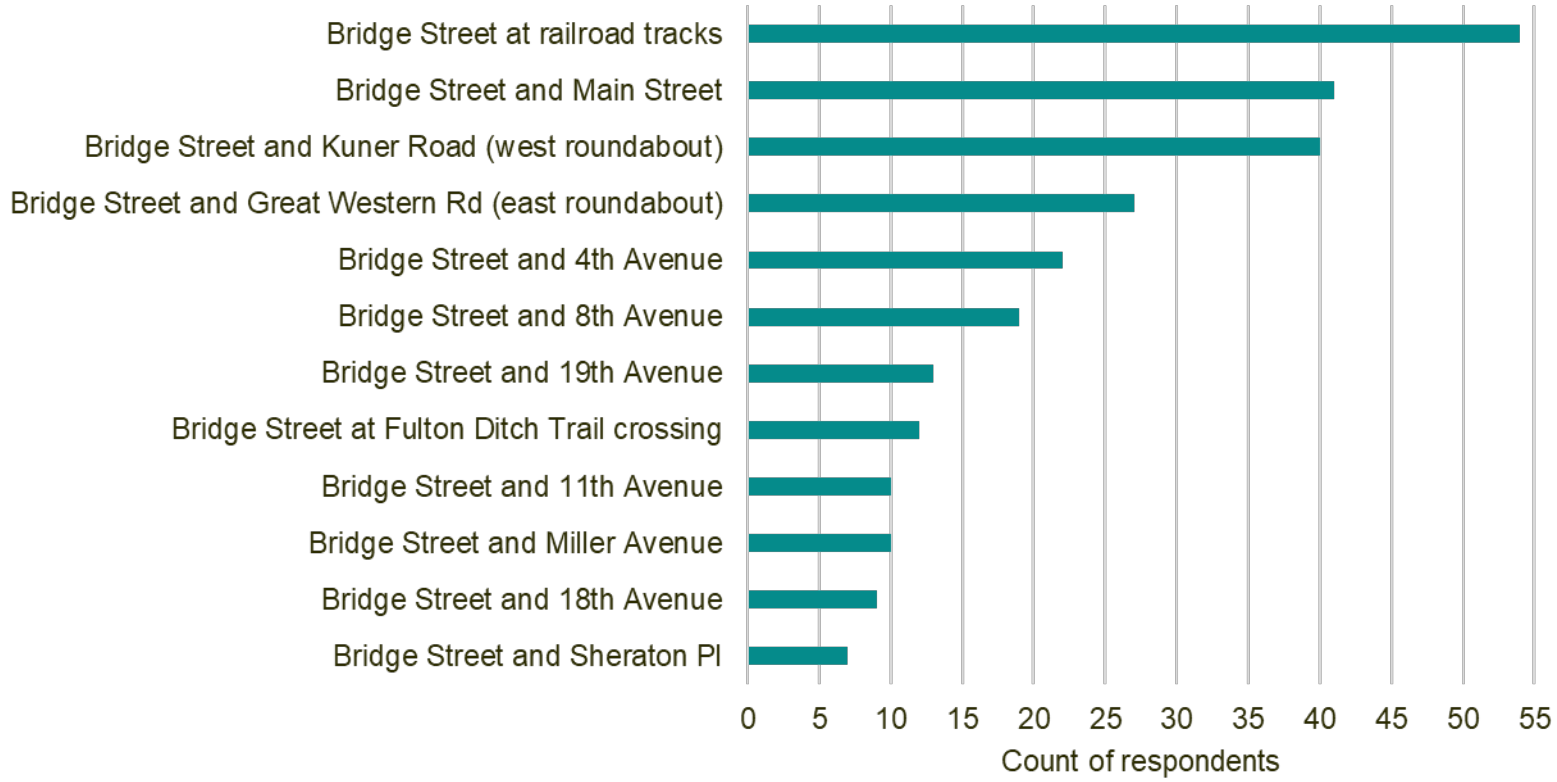

Figure 45: Targeted intersection improvement locations respondents would like the City to prioritize

Phase three

Purpose of phase three

The final phase of engagement, which took place from September 19 to October 15, 2025, asked stakeholders and community members to provide feedback on the project recommendations. Goals for the third phase of engagement for the Brighton Core City Circulation Plan included:

- **Present final recommendations:** Share the finalized corridor plan, outlining key design elements and planned improvements based on community input from prior phases.
- **Solicit final feedback:** Allow community members to review the plan recommendations and offer suggestions or concerns before finalizing.
- **Ensure alignment with community vision:** Confirm that the plan aligns with the original goals and priorities expressed in earlier phases, and make any necessary adjustments.
- **Celebrate community collaboration:** Acknowledge the contributions of the community and highlight how their involvement has shaped the final plan.

Overview of Activities

Phase three activity stats	Number
Surveys completed	65
Steering Committee meetings planned	1
Pop-up events planned	2
Focus groups planned	1

Successes

Phase three engagement successfully gathered final input to confirm community support for the preferred design options and study area recommendations. The project team effectively reached a broad cross-section of residents through bilingual, accessible online and in-person opportunities, including the community survey, Steering Committee meeting, and pop-up events at the Japanese American Festival and

Treat Street. Participants showed strong overall support for the final designs and concept sketches, with most feedback focused on refining design details such as landscaping maintenance, visibility, and pedestrian crossings. The Steering Committee meeting also reinforced stakeholder buy-in, with members providing constructive input to ensure coordination with RTD and CDOT. Demographic results demonstrated success in reaching youth and a range of age groups, helping to confirm that the proposed improvements reflect community priorities for safety, accessibility, and connectivity.

Failures

Although phase three achieved broad participation and strong support for the final recommendations, several challenges remained. Engagement from Spanish-speaking residents and individuals with disabilities declined compared to earlier phases, indicating ongoing barriers to inclusive participation. While most participants expressed satisfaction with the design direction, a portion of the community remained skeptical about specific elements such as medians, lane narrowing, and the roundabouts. These comments suggest lingering concerns about visibility, traffic flow, and long-term maintenance that will need to be addressed during implementation. Future outreach could benefit from more focused efforts to reengage underrepresented groups, clarify technical design trade-offs, and communicate how community feedback has directly influenced final design decisions.

Project materials and feedback opportunities

Survey

The project team created a community survey (available in English and Spanish) that could be completed through the project website. Presentation boards with the same survey questions were available at in-person events. The community survey for phase three was intended to gather final feedback on the proposed design concepts for Bridge Street and priority targeted intersection improvement locations including Frontage Road & Sheraton Place, 18th & 19th Avenue, Main Street & railroad crossing, and the roundabouts.

Presentations and boards

The project team created several presentation materials to gather feedback on recommendations. Materials included:

- **PowerPoint presentation:** Included a recap of Bridge Street design options presented in phase two. The presentation focused on reviewing the selected alternatives and provided an overview of the alternatives analysis process. Participants also reviewed the final project recommendations and concept designs for priority targeted intersection treatment locations. The PowerPoint was made 508 compliant and passed WCAG 2.1 web accessibility standards.
- **Mentimeter poll:** A Mentimeter poll accompanied the presentations given by the project team in phase three. The poll asked participants to provide the same feedback collected via the survey and project boards.
- **Informational project boards:** Boards were displayed at various in-person events to present project recommendations and provide feedback. They presented the selected design option for various segments of Bridge Street and concept designs for Frontage Road & Sheraton Place, 18th & 19th Avenue, Main Street & railroad crossing, and the roundabouts. Participants were invited to vote on whether they do, do not, or partially support the recommended designs and to provide open comments. Feedback was collected through sticky dots and post-it notes.

Promotion and advertising

The project team enlisted the help of steering committee members, focus group attendees, partner agencies, and other community contacts to promote the project, engagement events, and the survey. The project team created a suite of materials shared with these groups to make advertising the project to their networks as easy as possible. Promotional materials produced for Phase three included:

- **Project flyer:** Included a QR code linking people to the project webpage and survey. The flyer was provided in English and Spanish, made 508 compliant, and passed WCAG 2.1 web accessibility standards.
- **Social media/newsletter copy:** Text, provided in both English and Spanish, for social media posts and email communications, including a brief description of the project and information about the survey.

Third steering committee meeting

Meeting overview

During the phase three Steering Committee meeting, held virtually on Thursday, September 18, 2025, from 12:00 PM to 1:30 PM, the project team presented the selected design options for Bridge Street, draft final study area recommendations, and concept designs for priority targeted intersection improvement locations. The goal of the meeting was to gather feedback on the final project recommendations and design before finalizing the study.

Throughout the presentation, the team used Mentimeter live polling to ask the Steering Committee members:

- Do you support the selected alternatives?
- Overall, do you support the study area recommendations?

The project team also facilitated an open discussion around the following questions:

- What comments do you have on the selected alternatives?
- What comments do you have on the study area recommendations?
- What comments do you have on the concept sketches?

Key takeaways

Steering Committee members expressed strong overall support for the selected design alternatives, final study area recommendations, and concept sketches, with most feedback focused on refining design details and ensuring smooth implementation.

Key themes from the feedback included:

- Strong support for preferred alternatives and recommendations. Six members indicated full support and three indicated partial support with comments, while all members supported the overall study area recommendations.

- Committee members recommended reducing bike-bus conflicts, clarifying stop locations, and coordinating with RTD on parking and access.
- Members supported not including trees in the median to avoid viewshed issues.

Pop-ups, focus groups, and interviews

Overview

The project team set up "pop-up" tables at various community events and key destinations to meet people where they are and engage with members of the public who regularly use Bridge Street and may be unfamiliar with DRCOG and the Brighton Core City Circulation Plan. The project team scheduled pop-ups at events that engaged targeted populations, including Spanish-speaking residents. At all pop-up events, the project team set up boards and a table, invited attendees to respond to activity boards on design options and targeted intersection improvements, encouraged people to scan the survey QR code or provide verbal feedback, handed out bike lights or candy, and distributed the project flyer to promote the project and survey. Because the audiences and settings varied, the project team tailored engagement activities to fit each context. At some events, all survey questions were asked, while at others, the team selected only a subset of questions.

Members of the project team organized one-on-one interviews as well as focus groups with various community organizations, institutions, and committees. These sessions engaged targeted populations, including young residents, active mode users, and residents with disabilities. The project team presented a slide deck, interactive Mentimeter polls, and/or printouts of materials at all focus groups to share findings from the existing conditions analysis, Phase one community engagement results, and draft design options for Bridge Street. Participants provided feedback on design options and targeted intersection improvements. Because the audiences and settings varied, the project team tailored engagement activities to fit each context. At some events, all survey questions were asked, while at others, the team selected only a subset of questions.

Table 4: Engagement event logistics and stats

Event	Event Type	Date/Time	Reach (number of People)
Colorado Department of Transportation Interview	Stakeholder Interview	September 9, 2025 3:00 PM – 4:00 PM	7
Japanese American Festival	Pop-Up	September 27, 2025 11:00 AM – 4:00 PM	100-200
Treat Street	Pop-Up	October 18, 2025 3:00-6:00 PM	800-1,000

Colorado Department of Transportation interview

The project team met with CDOT Region 1 staff on September 10, 2025, to review draft recommendations and coordinate on improvements along the CO-7 corridor. The meeting began with an overview of the study methodology used to develop recommendations and updating recommendations for inclusion in CDOT's CO-7 Corridor Development Plan.

The majority of the meeting focused on proposed improvements at the Bridge Street roundabouts, including signing, striping, and geometric updates, as well as evaluation of a signalized intersection alternative. Participants also discussed maintenance responsibilities, coordination needs, and short-term operational and safety enhancements.

Japanese American Festival pop-up

The Japanese American Festival is a community event that celebrates Japanese American culture with food and performances. The event was held outside of the Brighton City Museum. Local organizations attended and set up tables

to sell goods and engage with the community. The project team set up materials and engaged attendees during the event. Feedback from the event revealed the following:

- **Support for selected design options**: All participants indicated support for the selected design options, with one expressing partial support.
- **Common words/phrases from open comments**: Concerns over landscaping maintenance and visibility.

Treat Street pop-up

Treat Street is a family-friendly trick-or-treating event in Brighton that welcomes residents of all ages for an afternoon of costumes and candy. The event was held at Brighton Park. The project team set up a table and project information and feedback boards and engaged with attendees during the event. Feedback from the event revealed the following:

- **Support for selected design options**: All participants indicated support for the selected design options.
- **Common words/phrases from open comments**: Concerns over visibility and support for wider sidewalks.

Key takeaways from engagement events

Participants across phase three engagement events expressed strong support for proposed design options for Bridge Street. Feedback emphasized the importance of maintaining visibility and considering long-term maintenance requirements as design details are refined. Key topics and sentiments revealed during phase three engagement events include:

- **Support for design options**: Participants overwhelmingly supported the selected design options presented during phase three. Many appreciated the balance of improving safety for all modes while maintaining traffic capacity on Bridge Street.
- **Landscaping and visibility**: Concerns were raised about landscaped medians and other planting areas regarding long-term maintenance and potential visibility issues.

Survey results

Responses from the phase three online survey, the third Steering Committee meeting, and community pop-up events were combined for this analysis. At pop-up events, participants were not asked to respond to study area recommendation questions. Demographic questions were included only for the online survey, and not all respondents chose to answer them.

Demographics of respondents

Responses from demographic questions reveal that phase two strategies successfully engaged a diversity of Brighton community members, especially youths.

Gender

A balanced mix of men and women responded to the survey, with slightly more individuals identifying as male responding than those identifying as female.

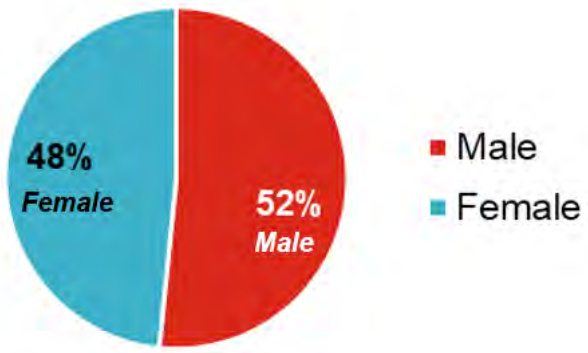

Figure 46: Gender of respondents

Age

Engagement for this phase successfully reached a broad range of age groups across the Brighton community, with high engagement from youths. The largest share of respondents was between 15 and 19 years old, followed by those in their 40s and late 30s.

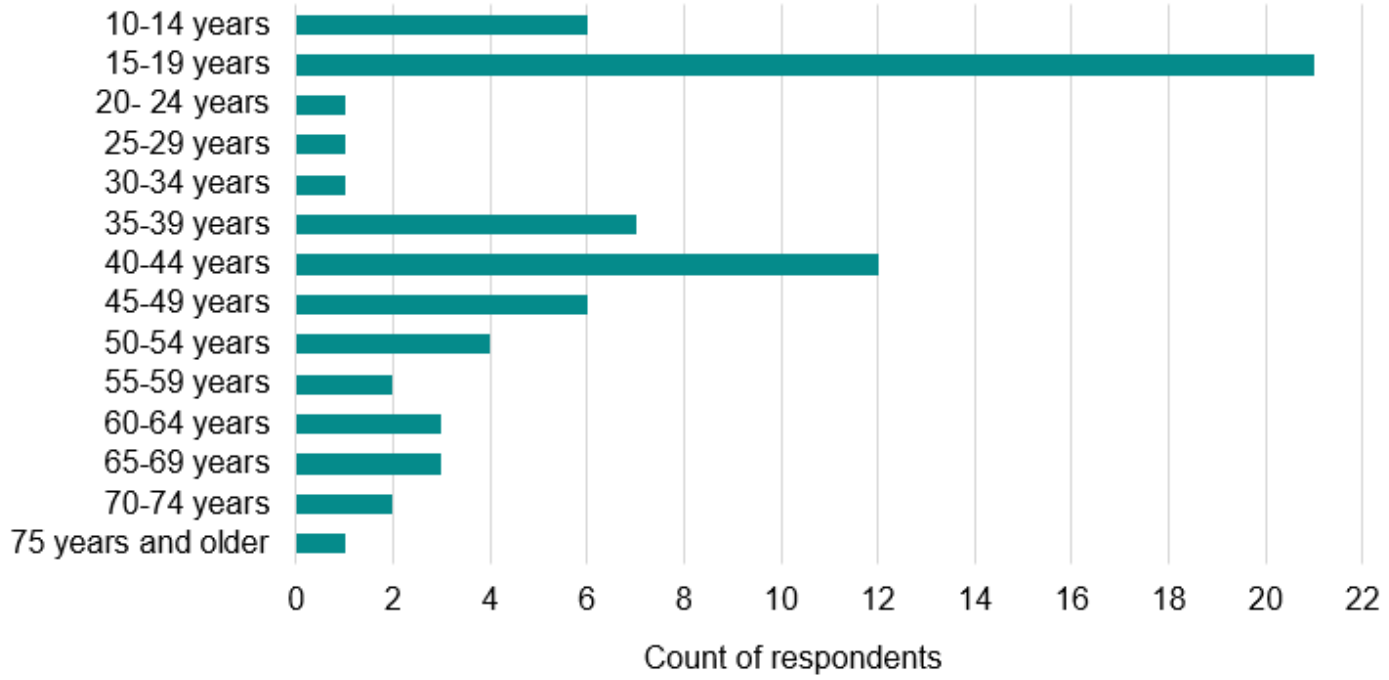

Figure 47: Age of respondents

Disability

Five percent of survey respondents indicated they have a disability that affects how they travel along the Bridge Street corridor.

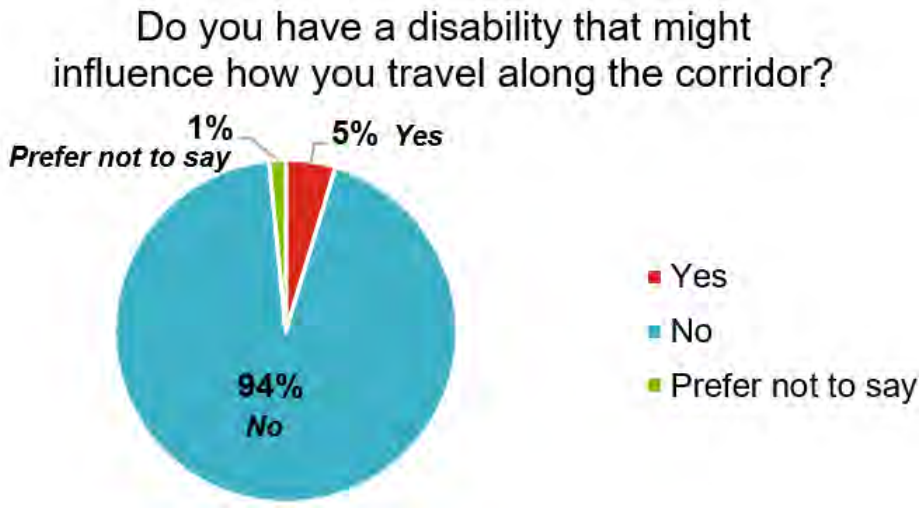

Figure 48: Disability status of respondents

Race & ethnicity

About 20% of survey respondents identify as Hispanic or Latino/a, though the vast majority of respondents identify as white. Respondents were able to select multiple choices, or "select all that apply".

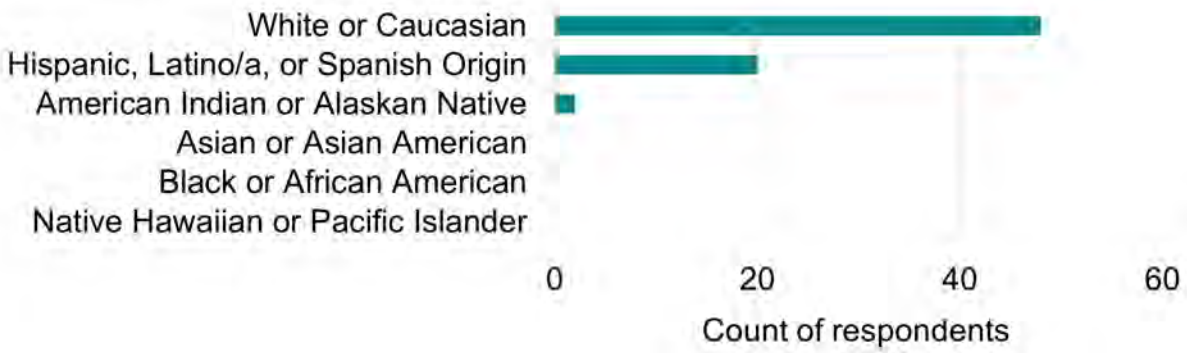

Figure 49: Race and ethnicity of respondents

Languages spoken at home

In phase three, the majority of respondents (94%) indicated English as the language spoken at home, while only 6% indicated Spanish. Compared to phase two, the share of Spanish speaking respondents was smaller.

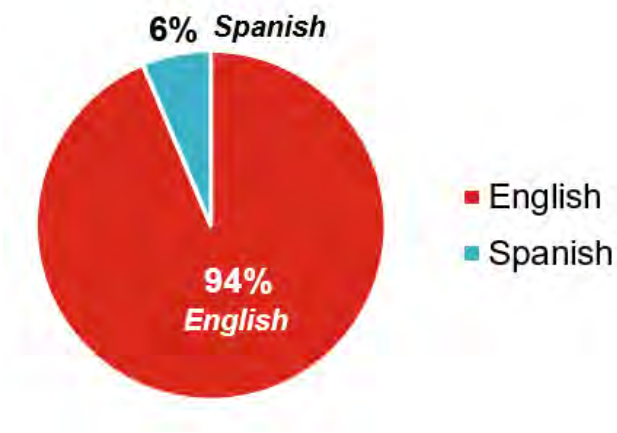

Figure 50: Respondents' language spoken at home

Geographic distribution

City of Brighton Ward 1 was the highest engaged geographic area with over a third of respondents. The four wards combined made up 85%.

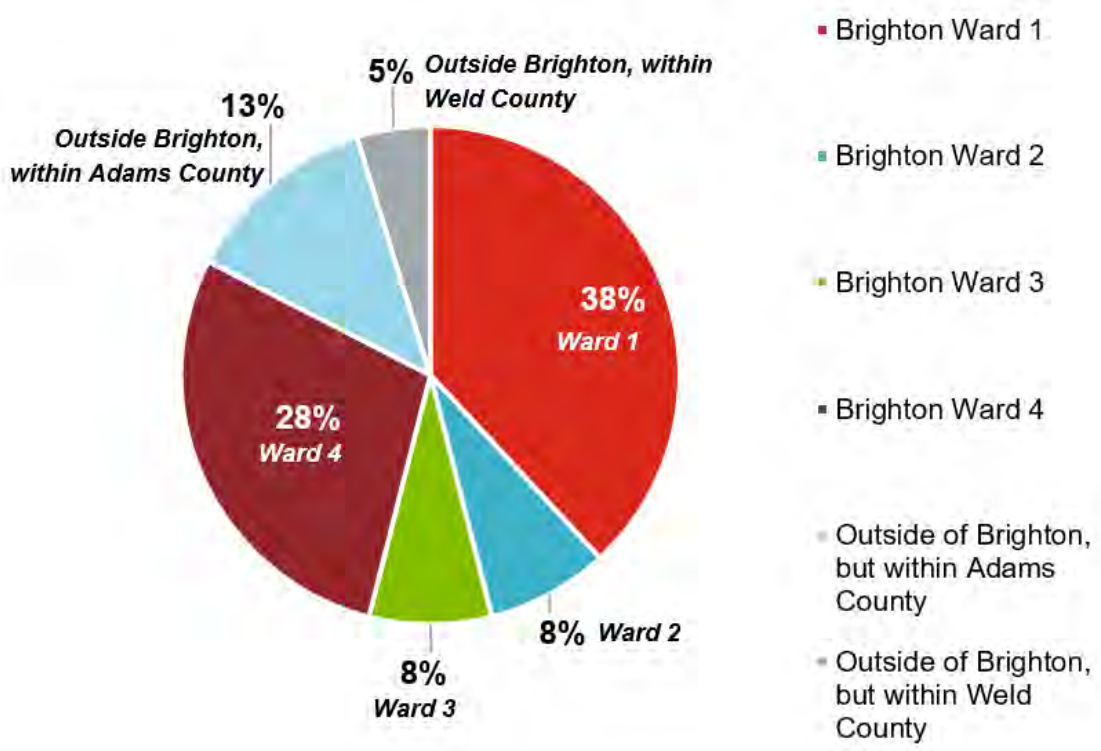

Figure 51: Geographic distribution of respondents

Design options

Only 10% of respondents indicated they did not support the selected design options, while 90% expressed support, either fully or partially with some comments.

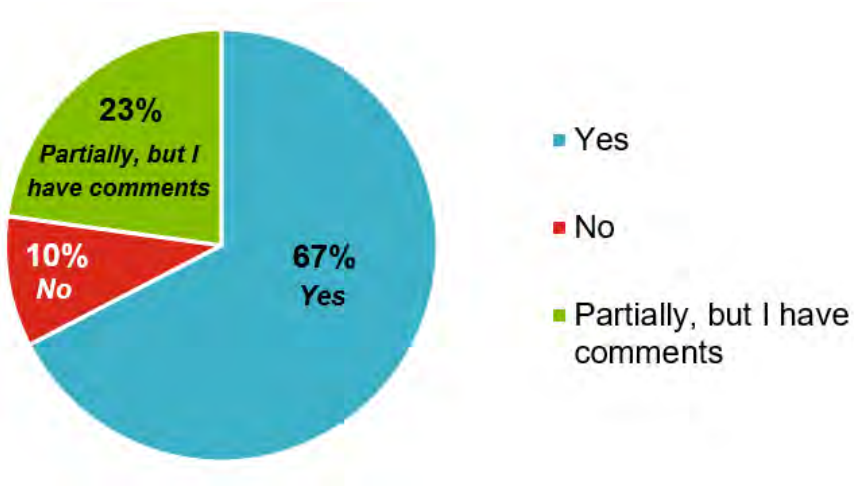

Figure 52: Votes in support and in opposition to recommended design options

Open-ended feedback showed strong overall support for the selected design options, with many comments focusing on specific design details rather than major changes. The most common comments related to visibility and landscaping maintenance, as well as concerns about business access or misunderstanding that left-turn lanes would be replaced with a median. Participants also shared support for widened sidewalks and sidepaths.

Other reoccurring themes included dislike of roundabouts, concerns about narrowing lanes and desire for additional crossing or safety enhancements, such as a grade-separated railroad crossing or further speed restrictions.

Table 5: Design option comment themes and frequency

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

Study area recommendations

Almost three quarters of respondents indicated full support for the study area recommendations, while 15% expressed partial support with comments and 11% indicated they did not support them.

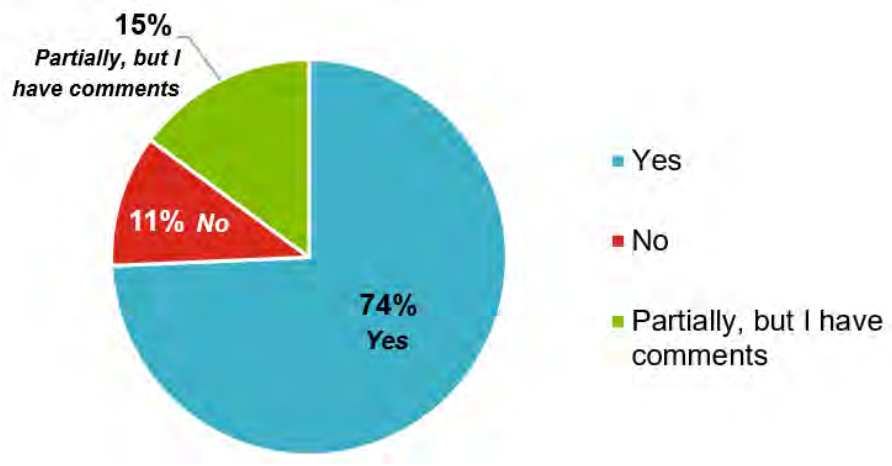

Figure 53: Votes in support and in opposition to recommendations for the study area

Open-ended responses reflected broad agreement with the proposed recommendations. The most common theme expressed was a desire for improved signal coordination and keeping traffic flowing smoothly. Participants also expressed support for ADA upgrades and improved pedestrian crossings, reinforcing the value of safety and accessibility improvements in the plan.

Additional comments included concerns about restricting left turns at 19th Avenue, dislike of medians, and a desire for improved Main Street sidewalks and landscaping. Overall, comments demonstrated support for the study area recommendations.

Table 6: Recommendations comment themes and frequency

Theme	Count
Desire for signal coordination ("green wave")/continued travel reliability	11
Support for ADA improvements/improved pedestrian crossings	6
General support	4
Concern about restricting left turns at 19th Ave	1
Desire for improved Main Street sidewalks and landscaping	1
Dislike of medians	1

Concept sketches

Respondents were invited to review concept sketches illustrating proposed designs for priority targeted intersection improvement locations at Frontage Road & Sheraton Place, 18th & 19th Avenue, Main Street & the railroad crossing, and the two roundabouts. Feedback was collected through open-ended comments only.

The most common themes in responses included general support for the concepts, along with concerns about the safety at the roundabouts and visibility at Sheraton Place. Participants also expressed support for widened sidewalks and sidepaths and for the proposed roundabout recommendations. Other reoccurring comments included interest in a grade-separated railroad crossing and concerns about restricting turning movements. Overall, participants' comments indicated support for the concept sketches, with most feedback focused on safety, visibility, and access.

Table 7: Concept sketch comment themes and frequency

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