

## Major Missing Links Prioritization

As stated in the Major Missing Links Report, the DBMPU team examined and analyzed each of the remaining missing links that continue to prohibit or severely impede connections on the system to determine the best solution possible and provide initial cost estimates. The team, with the help of City staff, then developed a list of criteria from which to evaluate each missing link in order to create a prioritization list from which the City can then implement improvements and upgrades as funds and opportunities become available.

The criteria developed aimed to evaluate each missing link both quantitatively and qualitatively to provide a balanced approach. Initial criteria included:

- Link in the grid system
- Phasing opportunities with other projects
- Difficulty of implementation
- Regional connectivity
- Platte River Trail connectivity
- Cherry Creek Trail connectivity

Secondary criteria were used to accommodate more subjective issues and included issues such as cost, safety/availability of alternate routes and the potential for increased ridership in the area if a better connection existed. (Cost was included at the secondary level of criteria so as not to skew the relative importance of the connection in the overall grid route system.)

Once each missing link was evaluated, an initial prioritization list for the major missing links was created. This initial list was presented at a public meeting in April 2001 to solicit input and feedback from the bicycling community. The DBMPU team provided aerial maps of each missing link with the existing issues and suggested improvements as well as the initial order of priority. The team asked attendees to study each of the links and provided them with a set of colored dots to indicate from their point of view which missing links were seen as the most critical to complete to improve to bicycling in Denver.

The DBMPU team with city staff members then reviewed the prioritization list again to determine how well the initial priority list reflected the desires of the bicycling community. Generally, the priority list was reflective of the bicycling community's desires with the exception of the Cherry Creek Trail along 1st Avenue. The improvement of this segment received tremendous public support primarily due to the popularity and frequency that this segment is used. Although the Bicycle Master Plan recommends that the City acquire 10 feet of right-of-way to widen the trail, this segment of the trail received a low-priority improvement status in the initial prioritization rounds for a number of reasons:

- First Avenue/Speer Boulevard is a designated historic parkway, which severely limits potential alternative solutions
- Potential cost of land acquisition
- Politically difficult to resolve the existing conflicts of interest between the bicycling community's desire to widen the trail and the private property rights of the Denver Country Club

Overall the public input received by the DBMPU team confirmed and clarified the relative importance of some of the priorities of the Major Missing Links and helped to define the final prioritization list. For additional discussion regarding the Cherry Creek Trail see page XX of the Major Missing Links Report.

## Major Missing Links

| Location  | Conceptual Cost Estimate<br>(in 2002 dollars) |
|---|---|
| <b>Immediate Action Items:</b>  |   |
| D-9: 38th St. connection (currently in design)  | \$690,000                                     |
| D-20: Bridge at Iliff alignment over Santa Fe Drive (RTD Connection)  | \$3,680,000                                   |
| D-16, D-17: Improved at-grade crossing of Leetsdale at Kearney  | \$54,000                                      |
| D-2 Northeast Neighborhood: High Line Canal Trail, Darby Lateral, Pena Boulevard Trail, 40th Avenue, 56th Avenue  |   |
| D-14 Cherry Creek Trail Improvements: University Blvd. underpass reconstruction                                   | \$1,050,000                                   |
| D-7, D-14, D-16: Alameda Avenue intersection improvements at Santa Fe, Kalamath and I-25 off-ramps, and underpass | \$6,035,000                                   |
| <b>Near-Term Implementation:</b>  |   |
| D-15, D-20: Bridge over I-25 at Bellaire to Connect to Colorado Blvd. Station (RTD Connection)                    |   |
| Quincy Avenue Bike Trail construction - from 900 ft. west of Sheridan to Pierce                                   | \$1,080,000                                   |
| D-20: West Harvard Gulch - trail connection from Englewood trail to Platte River Drive                            |   |
| D-2: 46th Avenue from Platte River to National Western Complex (Arkins Court connection)                          | \$170,000                                     |
| D-18: Santa Fe Drive west-side trail improvements from Iowa to Florida  | \$200,000                                     |
| D-7, D-14, D-16: Alameda Avenue: Bayaud Bridge  |   |
| <b>Mid-Term Implementation:</b>   |   |
| D-2, D-23, D-25: Green Valley Ranch/Gateway: extension of grid route system                                       |   |
| D-15, D-20: Bridge over I-25 at Iliff/Warren/Dahlia   | \$2,180,000                                   |
| D-18: Iowa Avenue - Underpass reconstruction from Acoma to Santa Fe Drive   | \$2,000,000                                   |
| Grant Ranch Connections - on-street connections   |   |
| D-14: At-grade crossing of Leetsdale of Bayaud/Cedar with Burns Park connection                                   | \$1,610,000                                   |
| D-2: 43rd Ave. bridge over RR tracks from Fox to Inca   | \$3,010,000                                   |
| <b>Long-Term Implementation:</b>  |   |
| D-14: Cherry Creek Trail Improvements: University to Downing - rebuild trail with buffer                          | \$1,590,000                                   |
| D-10: Colorado Blvd. at 12th - intersection improvements  | \$60,000                                      |
| <b>Ongoing Long-Term Implementation:</b>  |   |
| Broadway Station (RTD Connection) - begin now for long-term results   |   |
| D-2: Northeast Neighborhood: Drainage Corridor Trails - begin ROW acquisition now                                 |   |