APPENDIX I

NEXT STEPS STUDY

The Next Steps Study includes planning level cost estimates, phasing considerations, and construction details for several key projects recommended in the University & Colorado Stations Multi-Station Plan & Mobility Study.

Projects were selected to be included in the Next Steps Study based on community input, feasibility, timing, and potential funding sources. The Next Steps Study provides an additional level of concept design analysis and builds further public support before projects move to final design and implementation.
introduction and document organization

This Next Steps Study provides more detail on select projects identified in the University & Colorado Multi Station Plan & Mobility Study. Projects listed on the facing page represent the primary recommendations from this study and were selected from the Multi Station Plan & Mobility Study based on feasibility, community input, and potential funding opportunities.

Projects are organized in this document by study area planning zone. The University Station Zone covers all projects west of (and including) University Boulevard. University Park Connectivity Zone is comprised of projects between University Boulevard and Colorado Boulevard. The Colorado Station Zone includes all projects east of (and including) Colorado Boulevard.

Each project description includes conceptual graphics, timing and dependencies considerations and a recommended implementation priority.

public involvement and outreach

Initial project concepts were vetted during a public meeting in May 2017 and final recommendations were presented to stakeholders in September 2017. Key stakeholders in the area, Lincoln Property Company (developer and owner of Colorado Center) and University of Denver (DU), partnered with the City and County of Denver to provide critical input and recommendations for these projects.

The University Park Community Council neighborhood organization and its partners also contributed crucial insight towards crafting a community vision for this study.

potential funding sources

Potential funding sources for these projects include 2017 General Obligation Bond, Denver’s Capital Improvement Program, federal funding as distributed through Denver Regional Council of Governments’ (DRCOG) Transportation Improvement Program, or other grants and private funding.
### PROJECTS

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**TOTAL PRIORITY PROJECTS** $8.55M  
**TOTAL ALL PROJECTS** $18.65M

*Planning Level Cost Estimates in 2017 Dollars. Detailed cost breakdowns in Appendix II.*
**PROJECT A**

**INTERSECTION: FRANKLIN ST. & BUCHTEL BLVD.**

The intersection of Franklin Street and Buchtel Boulevard marks the westernmost edge of the proposed two-way cycle track. A complete intersection reconstruction is required in order to match the new street design of Buchtel, while maintaining the existing 12 ft. shared use path on the north side of Buchtel. Two-stage bike boxes are installed at three legs of the intersection, providing clear stopping zones for bicyclists transitioning from the adjacent, directional bike facilities.

**PROJECT DESCRIPTION**

- Long-term focus project that connects cycle track facility to existing bike routes at Franklin.
- Lower priority because existing shared use path currently provides a bicycle connection.
- Requires coordination amongst Regional Transportation District (RTD) and City of Denver to resolve ROW issues.

**TIMING & DEPENDENCIES**

- 2 way cycle track begins
- 2 stage bike boxes installed
- Existing median to be removed
- One WB lane removed, curb to curb measurement reduced
- 12 ft. shared use path to remain

**PROJECT KEY MAP**

**OPINION OF PROBABLE COST**

$1.1M
CYCLE TRACK: FRANKLIN ST. TO HIGH ST.

PROJECT DESCRIPTION
Section 1 of the proposed two-way cycle track spans 1,050 ft. from Franklin Street to High Street. Significant construction elements include removal and rebuild of the existing median. Vehicle lanes are reduced in this section to one in each direction, creating more space for pedestrian and bicycle mobility and encouraging slower traffic speeds. Design in this segment maintains the existing 12 ft. path on the north side of Buchtel Boulevard and widens the south side sidewalk to 8 ft.

TIMING & DEPENDENCIES
- Franklin & Buchtel intersection (PROJECT A) should be constructed in conjunction with this section of cycle track.
- Lower priority because existing shared use path currently provides a safe bicycle connection.

OPINION OF PROBABLE COST
$1.6M

PROJECT KEY MAP
Project Description

Construction of a single lane, urban roundabout at High Street and Buchtel Boulevard creates the opportunity to re-imagine the station area plaza and reconfigure vehicle access to the station parking garage. RTD Bus operations move to a curbside location and could integrate with an enhanced mobility hub. Vehicle travel lanes are reduced to one in each direction to match new roadway from Franklin Street to High Street. A new, signalized intersection marks the entrance to the station parking garage and creates a more defined and safer pedestrian crossing to DU’s Cable Center and other campus activities.

Timing & Dependencies

- Cycle track could be installed without roundabout construction
- Roundabout construction is needed to change access to garage and accommodate RTD operations
- Final design should compliment DU Master Plan efforts and its overall vision for the corridor.

Opinion of Probable Cost

$2.3M
**PROJECT 03 CYCLE TRACK: DU STATION TO UNIVERSITY BLVD.**

**PROJECT DESCRIPTION**
Extending from east edge of station’s parking garage to University Boulevard, Cycle Track Section 3 creates a street section that accommodates both the daily activity and special event needs of DU while providing multi-modal connectivity. Permeable pavement could be included at on-street parking locations and the 12 ft. sidewalk is maintained on the north side of Buchtel Boulevard.

**TIMING & DEPENDENCIES**
- Final design should compliment DU Master Plan efforts and its overall vision for the corridor.
- Should be constructed in conjunction with intersection improvements at Buchtel & University (PROJECT F)

**OPINION OF PROBABLE COST**
$1.6M
PROJECT E
MID-BLOCK PEDESTRIAN CROSSING AT DU RITCHIE CENTER

Location connects RTD Station and DU campus

Removal of existing median as part of PROJECT O

Signing treatments alert drivers to mid-block crossing

Signing treatments follow Denver guidelines

'Shark tooth' striping reinforces stopping location for drivers

PROJECT DESCRIPTION

The RTD station and several large apartment buildings sit just north of DU campus across Buchtel Boulevard between High Street and University Boulevard. However, with no marked crossing along this 1,700 ft. stretch, many visitors cross Buchtel Boulevard at the mid-block in order to access campus activities.

Project E proposes a mid-block ‘Z’ crossing across Buchtel Boulevard, connecting to DU Ritchie Center and intra-campus pedestrian paths. The ‘Z’ crossing forces walkers to shift their vision towards oncoming traffic, providing clear vehicle visibility before making a crossing decision.

PROJECT KEY MAP

TIMING & DEPENDENCIES

- Primary focus project due to its relative low cost and importance for creating another pedestrian crossing near DU and RTD Station.
- Recommended to be constructed at same time as Cycle Track Section 3 (PROJECT O), which removes median and reconstructs curb line, but could be installed independently of cycle track.

OPINION OF PROBABLE COST

$150K
Buchtel Boulevard and University Boulevard undergo significant safety enhancements for both pedestrians and vehicles in this reconstruction project. East of University Boulevard, Buchtel Boulevard is realigned to reduce the angle at which vehicles approach the intersection. The roadway realignment avoids impacts to designated parkland at Prairie Park and concept investigations reveal no ROW acquisition cost is required. Intersection reconstruction includes removing one thru lane of traffic on Buchtel Boulevard and changing traffic signalization to include controlled right turns and a protected bike phase.

**Project Description**

- Top priority project based on safety improvements and community input.
- Signal phasing and intersection realignment should be completed in conjunction with cycle track.
- Requires coordination with Denver Parks & Recreation.

**Opinion of Probable Cost**

$2.0M
INTERSECTION: UNIVERSITY BLVD. & ASBURY AVE.

**PROJECT DESCRIPTION**

Asbury Avenue is a key neighborhood connector running through the heart of DU campus. This redesigned intersection at Asbury Avenue and University Boulevard shortens pedestrian crossing distances and encourages slower speeds through the neighborhood while maintaining north-south traffic conditions on University Boulevard. Bulb-outs on the north side of Asbury Avenue provide additional water quality intervention opportunities and shadows on-street parking. Serving as an informal entry to DU campus, this new intersection becomes safer and more comfortable for pedestrians.

**TIMING & DEPENDENCIES**

- Final design of intersection should not be undertaken until adoption of DU Master Plan

**OPINION OF PROBABLE COST**

$600K
PROJECT DESCRIPTION

Pedestrian counts conducted on May 25, 2017 revealed 1,500 people crossing this intersection of arterial roadways between 11:00AM and 1:00PM. This reinforces the importance of prioritizing pedestrian safety improvements at this intersection.

This reconstruction project tightens the intersection at all four approaches, bringing the pedestrian crossing distances down to 56 ft. To accommodate this change, right turn lanes are removed along Evans Avenue, both eastbound and westbound. RTD bus stop is moved slightly north to accept on-street boarding along the new curb line.

TIMING & DEPENDENCIES

- Options A and B are both valid alternatives for this intersection. Further coordination is required between Denver Public Works and DU.
- Top priority project based on critical safety improvements at a high crash intersection.

OPINION OF PROBABLE COST

$1.5M
**PROJECT DESCRIPTION**

Pedestrian counts conducted on May 25, 2017 revealed 1,500 people crossing this intersection of arterial roadways between 11:00AM and 1:00PM. This reinforces the importance of prioritizing pedestrian safety improvements at this intersection.

This intersection reconstruction project adds a right turn lane at southbound University Boulevard, allowing traffic signal phasing to control all right turns with red arrows and giving pedestrians a designated crossing phase. Crossing distances are also shortened by creating larger sidewalks on the northeast and northwest corners.

**TIMING & DEPENDENCIES**

- Options A and B are both valid alternatives for this intersection. Further coordination is required between Denver Public Works and DU.
- Top priority project based on critical safety improvements at a high crash intersection.

**OPINION OF PROBABLE COST**

$1.5M
NEXT STEPS STUDY

UNIVERSITY PARK CONNECTIVITY ZONE
**PROJECT DESCRIPTION**

Providing better neighborhood access to Historic Buchtel Trail and Prairie Park, this new pedestrian crossing at Clayton Street can also calm traffic along Buchtel Boulevard. Engagement with local residents and neighborhood advocates identified this location as most desirable, sitting halfway between St Paul Street and University Boulevard.

Design elements at this crossing are consistent with Denver’s *Uncontrolled Pedestrian Crossing Guidelines (2016)* for Level A treatments and include signing and striping improvements.

**PROJECT KEY MAP**

**TIMING & DEPENDENCIES**

- High priority project due to community input, relative ease of implementation, and low cost.
- Mid-block crossing treatments could be installed independently of cycle track construction.
- Recommended to be coordinated with associated interventions at Clayton & Asbury (PROJECT P) and Cycle Track Section 4 (PROJECT O4).

**OPINION OF PROBABLE COST**

$50K
PROJECT DESCRIPTION

This stretch of cycle track connects University Boulevard and Colorado Boulevard, spanning the full distance of the University Park Neighborhood. Replacing the existing directional bike facility, the southside cycle track minimizes impacts to the nature and use of Historic Buchtel Trail and facilitates safe crossings of University Boulevard and Colorado Boulevard. The southside location also connects directly with DU on the west, and the pedestrian bridge over I-25 on the east.

Sidewalks on the south side are widened to 8 ft., replacing 3 ft. ‘rollover’ sidewalks in many locations.

PROJECT KEY MAP

TIMING & DEPENDENCIES

- High priority project because of neighborhood and community benefits and importance to overall connectivity for both RTD stations.
- Coordination with Denver Parks & Recreation and Forestry required to ensure health of existing trees.
- Further analysis of cross-street conflicts needed.

OPINION OF PROBABLE COST

$1.8M
INTERSECTION: SAINT PAUL AVE. & BUCHTEL BLVD.

PROJECT DESCRIPTION
To accommodate the two-way cycle track and improve pedestrian safety, the intersection at St. Paul Avenue and Buchtel Boulevard is reconstructed. A two-stage bike box is installed to help bicyclists transition between the cycle track and the neighborhood bikeway along St. Paul / Steele Avenues. New high-visibility, north-south crosswalks across Buchtel Boulevard, create better connections to the Historic Buchtel Trail.

Enhanced signage and pedestrian signals are also installed to improve pedestrian visibility and safety.

TIMING & DEPENDENCIES
- Intersection improvements should be implemented at same time Cycle Track Section 4 (PROJECT O₄) is constructed.
- Construction and design should be coordinated with Denver Parks & Recreation and Forestry to ensure health of existing trees.

OPINION OF PROBABLE COST
$400K
PROJECT K INTERSECTION: MONROE ST. & BUCHTEL BLVD.

INTERSECTION: MONROE ST. & BUCHTEL BLVD.

PROJECT DESCRIPTION
Crossing Monroe Street becomes significantly easier in this intersection reconstruction. Free right turn ‘pork chop’ islands are removed from Monroe Street to reduce vehicle turning speeds and total crossing distance of Monroe Street is reduced from 115 ft. to 32 ft. This new crossing for pedestrians and bicyclists limits vehicle conflicts and encourages slower speeds along the entire Buchtel corridor, reducing its appeal as an alternative to I-25.

A longer-term and more complex alternative to this project includes removing the median on Monroe to allow full vehicle movements at Asbury Avenue.

TIMING & DEPENDENCIES
- High priority project due to community input and critical safety improvements associated with cycle track and street crossings.
- Should be constructed with associated cycle track section (PROJECT O4).

OPINION OF PROBABLE COST
$300K
**PROJECT DESCRIPTION**

Extending through DU campus and the University Park Neighborhood, improvements to Asbury Avenue prioritize pedestrians and bicyclists. Traffic calming devices (raised table crossings and neighborhood traffic circles) are coupled with a completed sidewalk network to create a comfortable and attractive neighborhood walk. Crossings of Asbury Avenue are strategically located to leverage improvements along Buchtel Boulevard and reinforce pedestrian access to Historic Buchtel Trail, Prairie Park, and the new cycle track. Project extends along Asbury from University Blvd. to Monroe St.

**TIMING & DEPENDENCIES**

- Long-term priority project, but improvements may be phased based on funding availability or adjacent development.
- Specific traffic calming devices or pedestrian crosswalk types may be altered with further traffic analysis or community input.

**OPINION OF PROBABLE COST**

$700K
NEXT STEPS STUDY

COLORADO STATION ZONE

Added southbound left turn lane for local vehicle access
**PROJECT DESCRIPTION**

North of Colorado Center Drive, the S. Frontage Road is an underutilized access point to the shops, offices, and residences at Colorado Center. Intersection reconstruction and additional wayfinding adds emphasis to this approach to Colorado Center, taking some vehicle traffic off Colorado Center Drive and complementing its enhanced future pedestrian and bicycle facilities (PROJECT 06).

Realigning the right turn lane from Colorado Boulevard to S. Frontage Road also encourages slower vehicle speeds and provides more direct pedestrian crossings.

**PROJECT KEY MAP**

**TIMING & DEPENDENCIES**

- Lower project priority due to coordination complexities.
- Project needs to coordinate with Colorado Department of Transportation (CDOT) for roadway alignment, drainage facilities and potential traffic operations impacts.
- Project may be funded with adjacent development.

**OPINION OF PROBABLE COST**

$1.0M
A key consideration in locating the cycle track on the south side of Buchtel Boulevard is providing a safe passage for bicyclists across Colorado Boulevard. This strategy includes adding an exclusive bike/ped phase to the signal timing at this intersection. A single eastbound thru lane is removed to accommodate the cycle track, and bulbouts are added on the north side of Buchtel Boulevard to shorten the crossing distance of Colorado Boulevard. A raised median is added to the south leg of the intersection to improve bicycle and pedestrian mobility.

**TIMING & DEPENDENCIES**
- High priority project due to community input and critical safety improvements associated with cycle track and street crossings.
- Further coordination with CDOT is necessary.

**OPINION OF PROBABLE COST**
- $900K
**PROJECT DESCRIPTION**

This project keeps bus operations on Colorado Center Drive and constructs an 8-10 ft. shared use path that connects the Buchtel Boulevard cycle track from Colorado Boulevard to the I-25 pedestrian bridge.

In order to reduce transit riders conflict with bicycles, this design assumes that the RTD lot is used as a shared use facility on the north end. Removal or modification of the eastbound right turn lane from Colorado Center Drive to Birch Street should be considered to create more pedestrian and bicycle space.

**TIMING & DEPENDENCIES**

- High priority project that helps connect Colorado Station and University Station and leverages I-25 pedestrian bridge investment.
- Design must be coordinated with RTD and Colorado Center to ensure safe and conflict-free shared use path connection while maintaining efficient bus operations.

**OPINION OF PROBABLE COST**

$250K
**PROJECT 06 CYCLE TRACK: COLORADO CENTER DRIVE**

**PROJECT DESCRIPTION**

In this ‘ultimate’ condition, RTD bus operations are moved south of the station platform in conjunction with redevelopment of the existing parking lot and adjacent sites. One westbound drive lane is removed in order to provide a consistent bicycle connection to the I-25 pedestrian bridge and maintain 8 ft. sidewalks along both sides of Colorado Center Drive.

On-street parking is also added to Colorado Center Drive to support potential future ground floor retail and to enable a ‘main street’ type of environment.

**TIMING & DEPENDENCIES**

- Long-term priority project that assumes existing RTD Park-N-Ride is redeveloped and bus operations move off Colorado Center Drive.
- Should be coordinated with larger development strategy for area south of Colorado Center between Evans and I-25.

**OPINION OF PROBABLE COST**

$1.2M
**PROJECT N**

**INTERSECTION: COLORADO BLVD. & EVANS AVE.**

New right turn lanes angled to allow increased viewing distance between vehicles and pedestrians

New raised median constructed

Raised table crossing slows traffic on channelized right turns

Large pedestrian refuge islands created

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**PROJECT DESCRIPTION**

Both Colorado Boulevard and Evans Avenue are busy arterial roadways that play critical roles in the overall transportation network. Adjacent land uses include auto-oriented retail, but newer residential developments are expected to attract more pedestrian and bicycle traffic. Elements of this intersection redesign include increased sight distances for right turning vehicles and large pedestrian refuge islands. Design accommodates current RTD bus operations and traffic conditions along both roads.

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**TIMING & DEPENDENCIES**

- High priority project due to community input and critical safety improvements associated with key intersection.

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**OPINION OF PROBABLE COST**

$1.2M

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**PROJECT KEY MAP**
APPENDIX II

NEXT STEPS STUDY
SUPPORTING DOCUMENTS
TO: Chris Vogelsang, PE  
FROM: Chessy Brady, RTD  
DATE: 08/03/17  
RE: Response to memo of 6/30/17 titled “Future Bicycle Connection Opportunities near Colorado Station”

We have reviewed your memo and have assembled a summary of concerns and recommendations from across many RTD departments.

**Concerns:**
Several departments agree that mixing pedestrians, bicyclists and buses in a small space threatens the safety of the station area. With high bus activity surrounding the plaza and parking area, the proximity of Alignments A and B to the bus bays could increase the risk of bike/pedestrian collisions and serious accidents. It is preferred that areas in close proximity to RTD transit platforms be “walk your bike” zones; this applies to all 3 alignments. The layout at US36 & McCaslin, for example, has generated complaints, particularly from an ADA perspective.

Additionally, the Planning Department is concerned that Alignments A and B would require several infrastructure changes such as relocating the bus bays and TVMs.

The Rail Operations Department has concerns about Alignment C because the path would run through the traction power substation yard. As drawn, this would present security issues and limit access to the north side of the substation.

**Recommendations:**
Capital Programs recommends the separation of bike and pedestrian movements by keeping the multi-use trail off/out of the plaza area altogether to avoid any bike/pedestrian conflicts. Capital Programs is also curious to see how the connection through the Colorado Boulevard intersection would lay out.

Several departments recommended replacing a westbound lane with a protected two-way bike facility on the north side of Colorado Center Drive. Center-running bike lanes were also mentioned.

The Safety, Security and Asset Management Department recommends moving the bicycle path south towards Evans before turning back north to the pedestrian bridge.

**Takeaways:**
- Alignments A and B cause the greatest number of concerns across RTD departments.
- Alignment C does not create the same level of concern but exact routing could eliminate it as an option if it infringes too much on the substation yard, disrupts bus movements on Birch, or is determined to be unsafe for pedestrians. Special care would have to be taken in running the route between the PnR and the sidewalk to avoid ped/bike collisions. Note that in the case of Alignment C, the path could just be a bike lane for...
most of the distance, not necessarily a shared use path; perhaps 10’ width is unnecessary, especially at the tightest points.

- Placing the bike lanes on the north side of Colorado Center Drive reduces concerns about bike/ped/bus interactions but does not eliminate them because there are buses on the north side as well.
- Sharrows or on-street bike lanes on Colorado Center Drive would be less desirable from a biker perspective, but would cause fewer issues to RTD than the other options.
Hi Chris,

You are correct that designated park land cannot be used for public roadway improvements, however, a sidewalk would most likely be an acceptable addition contingent upon Parks review. Also, Parks does maintain the current Buchtel trail.

Let me know if you have any questions!

Thanks,

Adrienne Burton, PLA, LEED AP ND
West Denver Parks Planner
Planning, Design & Construction, Parks & Recreation | City and County of Denver
p: (720) 913-0627 | adrienne.burton@denvergov.org

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From: Chris Vogelsang [mailto:chris@ovllc.com]
Sent: Wednesday, June 28, 2017 2:35 PM
To: Burton, Adrienne B. - DPR PARKS Plan Design & Build Project Mgmt <Adrienne.Burton@denvergov.org>
Cc: Max Lubarsky <max@ovllc.com>
Subject: Buchtel - Prairie Park Designated park Land

Adrienne- we’ve reviewed the materials DPR provided and see that our concept level improvements would impact Designated Park Land at the University/Buchtel intersection. I wanted to confirm that your opinion is that Designated Park Land can’t be used for public roadway improvements. Max and I were thinking about Cheeseman Park’s situation with RTD and the traveling public using 12th Ave through the Park and just want to confirm for sure that no part of the Designated Park Land can be used. Even if we could put a concrete sidewalk in the Designated Park Land as part of the Buchtel Trail that would be something useful for us to know as it would provide a little more room for us to work with in improving the University/Buchtel intersection or peds and bikes. Maybe that would be possible as long as DPR owned and maintained the concrete path? I’m not even sure who currently maintains the Buchtel Trail. It’s in the Park boundary but is not inside the Designated Park Land boundary based on the exhibit DPR provided.

Drop me a line and let me know your thoughts. We can chat on the phone if that is easier.

Thanks.

Chris Vogelsang, PE