DRAFT Existing Infrastructure for People Biking

Sources: Denver Open Data Catalog (Denver Bicycle Facilities), DRCOG Bicycle Facility Inventory, Union Ave bicycle counts (2019 peak period, 7-9am), Belleview Ave bicycle counts (I-25 & Belleview NEPA Study 2018 peak period, 6-9am), Google Earth (speed limits, travel lanes, bicycle facility measurements)
Bellevueview Corridor Multimodal Transportation Plan

DRAFT Existing Infrastructure for People Walking

Sources: Denver Open Data Catalog (Sidewalk Line 2016), Union Ave pedestrian counts (2019 peak period, 7-9am), Bellevueview Ave pedestrian counts (I-25 & Bellevueview NEPA Study 2018 peak period, 6-9am), Google Earth (speed limits, travel lanes, sidewalk measurements)
DRAFT Existing Infrastructure for People Using Transit

Legend
- Schools
- Light Rail
- Local Bus
- FlexRide Service Area
- Bellevue Station
- Bus Stop
- Sheltered Bus Stop
- Elevators & Stairs
- Bustang
  (DTC Ridership: 24 avg weekday boardings)

Bustang
Boardings: 40
Peak Frequency: 30 min

105
Boardings: 40
Peak Frequency: 30 min

Elevators & Stairs

Local Bus

Bustang
Boardings: 1,380
Peak Frequency: 15 min

65 105

E/F/R
Boardings: 200
Peak Frequency: 15-30 min

27 46 65 73

Bustang
Boardings: 90
Peak Frequency: 50-50 min

E/F/R

Unincorporated Arapahoe County

Monaco Park & Open Space

Belleview Station

Legend Sources:
- RTD August 2018 average weekday boardings
- RTD Data (bus routes, bus stops, light rail lines, light rail stations)
- RTD Schedules January 2019 (peak frequency)
- CDOT (Bustang route, schedule, and ridership)
Legend
- Schools
- Crashes 2012-2016
- Total Crashes
- Bicycle Crashes
- Pedestrian Crashes
- Fatal Crashes
- Injury Crashes
- DUI-Related Crashes

Belleview Corridor Multimodal Transportation Plan
DRAFT Intersection-Related Crashes (2012 - 2016)

Sources: Denver Open Data catalog (traffic accidents downloaded 2/10/2019), I-25 & Belleview NEPA Study (CDOT, City and County of Denver, and Greenwood Village traffic accidents).
Belleview Corridor Multimodal Transportation Plan

DRAFT Existing Land Use

Sources: DRCOG Regional Data Catalog (building footprints 2016 - building type attribute, parking 2016), Google Earth (to confirm existing uses)
Bellevue Corridor Multimodal Transportation Plan

DRAFT Existing Plan Recommendations

Sources: See existing plans recommendations reference.
1. Install sidewalks on the following streets (Denver Moves: Pedestrians & Trails):
   - Olive St between Layton Ave and Chenango Ave
   - South side of Layton Ave between Newport St and Quebec St
   - East side of Newport St between Layton Ave and Chenango Ave
   - West side of Newport St between Union Ave and Layton Ave
   - North side of Chenango Ave between Newport St and Quebec St
   - West side of Niagara St between Belleview Ave and Union Ave
   - East side of Niagara St between Chenango Ave and Union Ave
   - Newport Way between Monaco St and Union Ave

2. Widen sidewalks on the following streets (Denver Moves: Pedestrians & Trails):
   - East side of Newport St between Union Ave and Layton Ave
   - South side of Union Ave between Niagara St and Newport St

3. Widen existing 8’ sidepath on Monaco St to a 10’ sidepath (North-South Regional Bicycle Corridors Study)

4. Multi-use trail and vegetated swale amenity along light rail tracks north of Union Ave (Belleview Station Transit Oriented Development General Development Plan)

5. East-west trail connections between multi-use trail along light rail tracks and Newport Way (Belleview Station Transit Oriented Development General Development Plan)

6. Improve the intersection at Monaco St and Belleview Ave (North-South Regional Bicycle Corridors Study)

7. Provide median refuges at the intersection of S Quebec St and E Belleview Ave (Last One-Half Mile Transportation Solutions)

8. Install pedestrian crosswalks along S Quebec St north of E Belleview Ave, at Chenango and the Homestead Suites hotel (Last One-Half Mile Transportation Solutions)

9. Stripe on-street bike lanes along S Quebec St south of station (Last One-Half Mile Transportation Solutions)

10. Bicycle parking/locker information at station (Last One-Half Mile Transportation Solutions)

11. Identified as a future bicycle priority street and proposed bike lane (Blueprint Denver Draft 2019, Denver Moves Bicycle and Pedestrian Connections)

12. Identified for further study (Denver Moves Bicycle and Pedestrian Connections)

13. Wayfinding signage to station entrance at Union Ave (Last One-Half Mile Transportation Solutions)

14. Large station sign at Union Ave entrance near elevator and staircase entry (Last One-Half Mile Transportation Solutions)

15. Improved lighting through station tunnel (Last One-Half Mile Transportation Solutions)

16. Identified as a future transit priority street and Tier 3 BRT corridor (Blueprint Denver Draft 2019, RTD BRT Feasibility Tier 2 Evaluation Results)

17. New signage to bus gates G and H, additional signage within the station to bus gates (Last One-Half Mile Transportation Solutions)

18. Safe crossing signs at the station platform (Last One-Half Mile Transportation Solutions)

19. Proposed traffic signal at Union Ave and Newport St (Belleview Station Transit Oriented Development General Development Plan)

20. U-turns prohibited for NB Niagara Street and Chenango Avenue (Belleview Station TOD Traffic Impact Study – Phase 1)

21. Proposed street crossing upgrade on the Goldsmith Gulch Trail at Tufts Ave (Denver Moves: Pedestrians & Trails)


23. Widening project on Goldsmith Gulch Trail in the following locations (Denver Moves: Pedestrians & Trails, North-South Regional Bicycle Corridors Study):
   - Within George Wallace Park
   - North of Tufts Ave to Mansfield Ave

24. Maintain or improve north-south bicycle or pedestrian connectivity under I-225 along Yosemite Street (PEL Report for I-225)

25. Improve the intersection at DTC Blvd and Belleview Ave (North-South Regional Bicycle Corridors Study)

26. Identified as a commercial arterial future street type (Blueprint Denver Draft 2019)