Welcome to the
35/36th St Pedestrian Bridge
Public Meeting
The project’s purpose is to provide additional pedestrian and bicycle connectivity over the heavy rail and commuter rail corridor in the vicinity of 35th and 36th Streets to achieve improvement of:

- **Connectivity** of the transportation system including trails, pedestrian and bicycle routes

- **Access** to existing and evolving public places, neighborhoods, and businesses

- Potential **redevelopment opportunity** that surrounds the 38th/Blake East Corridor Rail Station

The need for this connection has been identified since 2009.
Where do you live and/or work?

Please mark on the map.
Connectivity Context

LEGEND
- Bicycle lane/trail (existing/future)
- Bicycle route (no dedicated lane/trail)
- Commuter rail (under construction)
- RTD commuter rail ped/bike bridge
- Freight rail (multiple lines)
- Existing Traffic signal
- Potential traffic signal
- Potential park
- Potential bike/ped connection
- Potential roadway realignment

Potential Ped Bridge Location

35th / 36th Ped Bridge Study Area
West Side Landing Concepts

- West side landings are shown as far south as possible.
- West side landings can move north within the limits of the landing zone.
- West side landing stairs can orient north so long as they fit side-by-side with ramp within the landing zone.
- East side landing needs to be an elevator and stairs due to numerous constraints.

LANDINGS WITH TWO-POINT ACCESS

Stairs and ramps land at different locations: less user-friendly

**Location:** ramp lands furthest north of all options; cannot land further south, cannot change orientation

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Bike Navigation: easiest, no switchback
ADA Navigation: significant out-of-direction travel to get to ramp entrance
Ramp/Stair Location: furthest apart of all options
Appearance: longest street ‘face’ of all options

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Bike Navigation: must navigate switchback
ADA Navigation: similar to all switchbacks
Ramp/Stair Location: separated
Appearance: medium-length street ‘face’
West Side Landing Concepts

- West side landings are shown as far south as possible.
- West side landings can move north within the limits of the landing zone.
- West side landing stairs can orient north so long as they fit side-by-side with ramp within the landing zone.
- East side landing needs to be an elevator and stairs due to numerous constraints.

LANDINGS WITH ONE-POINT ACCESS
Stairs and ramps land at same location: more intuitive

Traditional Switchback
- Bike Navigation: must navigate switchback
- ADA Navigation: similar to all switchbacks
- Ramp/Stair Location: close
- Appearance: medium-length street face

Wrap-Under Switchback
- Bike Navigation: must navigate corner radius
- ADA Navigation: similar to all switchbacks
- Ramp/Stair Location: fairly close
- Appearance: medium-length street face

Elevator
- Bike Navigation: must dismount
- ADA Navigation: most convenient/efficient
- Ramp/Stair Location: fairly close
- Appearance: smallest street face
Project Schedule

Fall 2013

- Public outreach
- Data collection
- Refine project goals
- Develop evaluation criteria
- Develop alternatives

Winter 2013 - Spring 2014

- Public/stakeholder outreach
- Preliminary alternatives evaluation
- Final alternative evaluation
- Alternative selection

Spring 2014 - Fall 2015

- ROW acquisition, if required
- NEPA/utilities/permits
- Structure & plaza design
- Construction plans & specifications

2016*

- Final estimates & advertisement
- Construction & opening

* Tentative and subject to change. Project intent is to construct the pedestrian/bike bridge as close as possible to opening date of the East Corridor (2016).
Bridge Landing Options

Elevator and Stairs

- Minimizes property required for landing footprint
- More convenient for pedestrians, strollers + those with physical disabilities
- Less convenient for cyclists
- More expensive to maintain

Helix Ramp

- Compact footprint
- Less convenient for strollers + those with physical disabilities
- More convenient for cyclists
- Requires two levels and a set, minimum radius

*Although used elsewhere in Denver, this type of ramp is not feasible in the study area due to property constraints and ADA requirements.

Straight or Switchback Ramp

- Largest property requirement
- Less convenient for strollers + those with physical disabilities
- Moderately convenient for cyclists (more than elevator/stairs, less than helix ramp)
- Visual appearance more difficult to integrate into neighborhood
Help Us Prioritize Evaluation Factors

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<thead>
<tr>
<th>Minimizing Impacts to:</th>
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<tbody>
<tr>
<td>Private property</td>
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<tr>
<td>Union Pacific Railroad</td>
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<td>RTD’s 38th/Blake rail station</td>
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<td>Utilities and drainage</td>
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<th>Minimizing Environmental Impacts to:</th>
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<td>Historic properties</td>
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<td>Hazardous materials</td>
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<td>Ease of bike use</td>
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<td>Ease of pedestrian and ADA use</td>
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<td>Multi-modal interface</td>
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<td>Safety and security</td>
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### Help Us Prioritize Evaluation Factors

#### Improving Connectivity through:
- Visibility and wayfinding (signage)
- Local and regional connectivity
- Multi-modal integration

#### Maximizing Urban Design Benefits through:
- Integration with rail station and nearby properties
- Allowance of active street frontage
- Opportunities for public plazas

#### Maximizing Capital and Maintenance Costs by:
- Minimizing capital and right-of-way cost
- Minimizing maintenance cost
- Maximizing cost-sharing opportunities