Why are we changing from a ramp to an elevator on the west side?

Additional engineering found the ramp to be less feasible from a technical, usability and constructability perspective:

- Much steeper and longer than originally anticipated (8% grade with 10 landings)
- Creates safety and accessibility concerns related to ADA best practices
- Construction cost of a ramp would exceed the project budget

Refinement Details:

- Elevator and Stair access on both sides of railroad tracks (Wazee and Blake)
- Sidewalks extending north and south on both sides of the bridge
- Most feasible in constrained landing area

Project Benefits:

- Provides important near-term connection across the railroad tracks
- Strengthens connections to 35th Street and redeveloping areas on Brighton Boulevard
- Provides a connection to RTD 38th & Blake Commuter Rail Station