The Hampden Avenue Corridor Study is dedicated to Steve Hersey. Steve was a figurehead in the Denver transportation community and cared deeply about the safety and improvement of Denver’s streets, including the development of this project along Hampden Avenue. As a Director of Traffic Operations for Denver’s Transportation and Mobility Division of Public Works and City Traffic Engineer, Steve was a major contributor to the vision of Hampden Avenue. Steve was not content with the status quo, a problem solver, and was incredibly passionate about making our streets safe for all.
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All figures can also be found at: http://www.denvergov.org/hampdenave
Executive Summary

Introduction

The vision for Hampden Avenue is a safe and engaging multimodal street that provides intuitive connections to residents and businesses to services and destinations, while balancing the regional needs as a vital east/west corridor in southeast Denver.

The Hampden Avenue Corridor Study is a planning process led by the City and County of Denver to engage residents and business along the corridor and develop a plan for Hampden Avenue between University Boulevard and Galena Street that addresses three main goals:

• Define a long-term vision that identifies improvements to the corridor that better reflect the values of the community
• Identify improvements that accommodate all modes of travel while also balancing the regional needs of the corridor
• Identify improvements that can be implemented with the 2019 CDOT resurfacing efforts that advance the realization of the long-term vision.

Project Process

Working with the Hampden Advisory Team (HAT), consisting of representatives from Councilwoman Kendra Black’s office, City staff, CDOT, and RTD, the consultant team examined the existing conditions, past and adjacent studies, opportunities and constraints, and documented potential trade-offs within the right-of-way (ROW). Throughout several months of meetings with stakeholders and three interactive public gatherings, several reoccurring themes were documented that help shape the plan’s vision and develop the ultimate configuration of the recommended improvements. These themes are:

• Comfortable and Convenient Crossings of Hampden – The community identified a need for safer and more accessible crossings of Hampden Avenue.

Opportunities to cross at signalized intersection vary from ¼ mile to in some instances ¾ mile spacing and generally occur at large intersections with multiple turn movements, leaving people walking and people biking feeling uncomfortable and intimidated.

• Safety for all Modes of Travel – A crash happens on Hampden Avenue every 1.5 days and every 5.5 days somebody is injured in the corridor. Years of automobile-dominated growth have resulted in a corridor with wide lanes and little to no access control in and out of neighborhoods and businesses and substandard conditions for people to walk or bike.

• A Complete Sidewalk Network – Pedestrian facilities in the corridor are sub-standard and bike facilities are non-existent. Stakeholders identified support for the completion of the sidewalk network and implementation of a multi-use path to provide connections to destinations along this corridor, including bus stops and regional light rail stations.

Recommendations and Implementation

The study’s recommendations and implementation strategies will help the City work with stakeholders and agency partners to develop a corridor that meets the desires of residents and businesses. Safety improvements including signal modifications or upgrades can be implemented with scheduled City or CDOT maintenance efforts.

The corridor was divided into five character areas based on adjacent land uses and existing conditions. The proposed cross-sections for each character area, as shown in this report, will guide future funded construction efforts that address lane width modifications, median widths, access control, and sidewalk improvements. As a result, these elements can be built efficiently and in their optimal location, minimizing throwaway cost and redesign.
Long-term items that require further study include the formation of an improvement district to facilitate the implementation of landscaping or public art. Inter-Agency or City Departmental coordination will be needed improve access to light rail facilities or implement better region trail connections. These items should be communicated to members of the public so that their continued engagement in the transformation of the corridor is enhanced.

The Hampden Avenue corridor, like the region, is experiencing growth and change. Residents and stakeholders are demanding safe, connected multimodal streets in their community. The role Hampden Avenue plays and the configuration of elements within the ROW should adapt to those needs. The vision presented in this study reflects shared goals and recommended solutions that can guide the transformation into the corridor that the City, its residents, and the region desires.
Introduction

Context and Project History

The current Hampden corridor is characterized by years of automobile dominated growth. The residents, elected officials, and City are seeking an improved corridor that better reflects the values of the Hampden Avenue community between University Boulevard and Galena Street, serves as both a regional east-west connection, and provides a local arterial for businesses and residents in southeast Denver. Southeast Denver, like many areas of the city, is undergoing changes, and there is a need to retain Hampden’s role as a major arterial while meeting a growing demand for multi-modal options, leading to a need for a long-term vision. In an evolving and diverse residential neighborhood with access to I-25 and I-225, two light rail stations, and higher ridership regional and local bus routes, stakeholders have expressed a desire to link these assets and create a safer, more connected and identifiable main thoroughfare.

With CDOT’s resurfacing of Hampden in 2019, the Hampden Avenue Corridor Study became the ideal effort to capture the community’s vision for this corridor and see it reflected in CDOT’s resurfacing effort.

Existing Conditions

Introduction

The Hampden Avenue corridor is a critical east-west arterial near the southern limits of the City and County of Denver, serving residents, visitors, shoppers, businesses and employees. It is also a State Highway, designated as US-285 west of I-25 and SH-30 east of I-25. Signal timings are managed by the City and County of Denver, while other aspects of street design and operations are generally managed by CDOT in collaboration with the City and County of Denver.

Right-of-Way

The existing ROW along the corridor is generally inconsistent and differs from west of I-25 to east of I-25. West of I-25 the ROW ranges from roughly 32 feet to roughly 115 feet, while east of I-25, the ROW varies from roughly 52 feet to roughly 200 feet. The corridor in general is expansive and will need very little or no additional permanent ROW acquisitions for any proposed improvements.
Transit
The Regional Transportation District (RTD) provides public transit service along the Hampden Avenue corridor. Three RTD bus routes operate along various segments of Hampden Avenue within the study area:

- Route 35 is an east-west route that operates along most of the corridor
- Route 40 is a north-south route that serves the west end of the Hampden corridor
- Route 105 is primarily a north-south route that operates on the east end of the corridor

Routes 27, 46, 65, and 73 cross Hampden Avenue at Tamarac Drive, Dahlia Street, Monaco Parkway, and Quebec Street, respectively, within the study area.

In some cases, existing bus stops, specifically at Clermont Street and Hampden Avenue, are in locations along the corridor where there are no existing sidewalks. This creates an unsafe situation for riders wanting to board their bus. Many of the locations do not provide passenger amenities such as shelters.

Light rail is also an option along the corridor via the Southmoor and Dayton Stations. Both stations are located south of Hampden Avenue.

Sidewalks
Sidewalks are present on both sides of Hampden Avenue through the study area, except for two major gaps on either end of the corridor where no sidewalk currently exists. These areas are:

- North side of Hampden Avenue between University Boulevard and Dahlia Street (about 6,500 feet)
- South side of Hampden Avenue, between Dayton Street and Galena Street (about 2,000 feet)

Most sidewalks along Hampden Avenue are less than 8 feet in width, meaning these sections do not currently meet the City’s street design standards for minimum width for a sidewalk along an arterial street. Additionally, there are a few blocks where the width of the sidewalk is less than 4 feet. These locations include a few blocks on the north side of Hampden Avenue between Dahlia Street and Holly Street and a section on the north side of Hampden Avenue just east of Poplar Street. Because the sidewalks in these locations are less than 4 feet, they do not comply with the minimum width required to meet ADA (Americans with Disabilities Act) standards.
Bicycle Facilities

Currently there are very limited bicycle facilities across the corridor.

The Highline Canal Trail crosses Hampden Avenue at Colorado Boulevard via a shared-use sidewalk and the pedestrian crosswalks.

Designated shared road facilities that cross Hampden Avenue include:

- Dahlia Street/Happy Canyon Road
- Oneida Way
- Tamarac Drive
- Yosemite Street
- Dayton Street

Bike lanes currently exist but do not reach Hampden on:

- Yosemite Street
- Tamarac Drive

Additionally, the Goldsmith Gulch Trail, a north-south trail located just west of Tamarac Drive, ends about 1,000 feet south of Hampden Avenue and then picks up again about 1,400 feet north of Hampden Avenue at Eastman Avenue with no connection provided across Hampden.
Streetscape

Overall the streetscape along the corridor is that of a vehicle-friendly route. The corridor is characterized by long crossings for pedestrians, little connectivity for bicycle routes, stretches of narrow or no sidewalks, and very little if any urban design pieces (trees, decorative medians, public art etc.).

Landsaped buffers, between the sidewalk and curb, are located along most of the existing sidewalk network on the north side of Hampden Avenue within the study area, with a few exceptions. Landscape buffers are present on the south side of Hampden Avenue only between I-25 and Tamarac Drive.

West of I-25, consistent medians exist from Dahlia Street to Ivanhoe Street. Overall, the medians are in adequate condition however none of them include landscaping or patterned material. There are breaks in the medians at every intersection providing left turns into the adjacent neighborhoods west of Dahlia.

East of I-25, consistent striped medians along with dedicated, continuous left-hand turn lanes exist from I-25 to the end of the study limits (Galena Street). This creates a very wide open, expansive corridor that is uninviting and uncomfortable to people walking and biking.
Previous Studies

While no previous Hampden Avenue specific studies have been conducted, several recently completed and ongoing plans lay a foundation for the Hampden Avenue Vision:

- **The update to Blueprint Denver (ongoing)**, which establishes street types based on land use context, along with appropriate design and operations variables. Blueprint Denver identifies different portions of Hampden Avenue as residential arterial (University Boulevard to I-25 and Tamarac Drive to Yosemite Street), mixed-use arterial (I-25 to Tamarac Drive), and commercial arterial (Yosemite Street to Havana Street). Each of these street types comes with guidance for variables such as parking orientation, target operating speed, driveway access, and amenity zone type. Blueprint Denver also establishes pedestrian priority areas, bicycle priority streets, and transit priority streets. Hampden Avenue from I-25 to Tamarac Drive is identified as a pedestrian priority area, suggesting that pedestrian realms greater than the City standard may be appropriate and that the street’s design and operation should prioritize pedestrian convenience.

- **The Strategic Transportation Plan (2008)**, which recognizes the importance of moving people, not just cars and identifies Hampden Avenue as an investment corridor, including pedestrian improvements (sidewalks and crossings) and improved connections to transit.

- **Mayor’s Mobility Action Plan (2017)**, which identifies actions to reduce single-occupant vehicle mode share, eliminate traffic fatalities and serious injuries, reduce greenhouse gas emissions, and increase access to technologies and mobility services for everyone.

- **Denver Moves: Bicycles**, which proposes shared-use sidewalks on the north side of Hampden Avenue along Wellshire Municipal Golf Course and on-street bikeways crossing Hampden Avenue on Dahlia Street/Happy Canyon Road, Tamarac Drive, and Yosemite Street.

- **Denver Moves: Pedestrians & Trails**, which identifies several missing sidewalk segments along Hampden Avenue and proposes filling a gap in the Goldsmith Gulch Trail from Hutchison Park to Tamarac Drive.

- **Denver Moves: Transit (ongoing)**, which identifies Hampden Avenue as a speed and reliability corridor and a part of the Frequent Transit Network. As a speed and reliability corridor, Hampden Avenue should be considered for improvements such as bypass lanes, transit signal priority, stop consolidation, and enhanced fare collection, in addition to pedestrian and bicycle access improvements and passenger experience improvements.
Public Engagement

During the 12 months of this project, public engagement played a vital role in shaping the vision and implementation elements. Along with Denver Councilwoman Kendra Black, the design team held two town hall meetings and hosted a booth at the South by Southeast Community Festival. All three events helped prioritize different design elements along the corridor.

South by Southeast Community Festival – Bible Park

On Saturday, August 19, 2017 the Hampden Corridor Project team hosted a station at the inaugural South by Southeast community event, hosted by Denver City Councilwoman Kendra Black, District 4. At the project table, attendees were invited to provide input about the vision for Hampden Avenue in creative ways that blended with the casual festival. The project team engaged with more than 350 community members throughout the day where they were given tokens to place in jars representing their highest priority of improvements.

**Mason Jar Input**

For those with specific suggestions and recommendations, comment cards were provided for more detailed input. In total, 33 completed comment cards touched on many topics. The chart above indicates the occurrence of each topic.

Two canvas boards provided festival attendees a simple way to express “Things I Love” and “Things I Want” related to the Hampden Corridor.

| Prompt: Using three tokens, what improvements to the Hampden Corridor are most important for the future of your community? |
|---|---|---|---|---|---|---|
| **SHIFT** | **1** (10 a.m. - 12 p.m.) | **2** (12 - 2 p.m.) | **3** (2 - 4 p.m.) | **4** (4 - 6 p.m.) | **5** (6 - 8 p.m.) | **TOTAL** |
| Aesthetic and Landscaping | 37 | 32 | 20 | 23 | 23 | 135 |
| Safety for all Users | 43 | 35 | 31 | 29 | 26 | 164 |
| Traffic Congestion | 38 | 72 | 41 | 31 | 38 | 220 |
| Getting to Transit | 22 | 14 | 17 | 20 | 13 | 86 |
| Bike Lanes and Trails | 54 | 44 | 28 | 33 | 30 | 189 |
| Sidewalks and Crosswalks | 52 | 45 | 34 | 28 | 21 | 180 |
| **TOTAL** | 246 | 242 | 171 | 164 | 151 | 974 |
“Things I love” and “Things I Want” Canvas Display Boards
At a November 1 town hall meeting, team members from the Hampden Avenue Corridor Study gave a brief introduction of the study and then invited the public to provide feedback on the findings of the existing conditions and validation of the proposed character area boundaries. The design team was there to support the public engagement process and presented several methods for community members to have their voices heard.

Attendees were provided several input and feedback opportunities during the town hall meeting through a combination of project display boards, comment cards, and an online survey where they were asked what improvements they would like to see and tradeoffs were they willing to live with to accomplish those improvements.

**Comment Cards**

Town hall meeting attendees completed comment cards to share their feedback and opinion on the future of Hampden Avenue. All comments were logged and then categorized based on the comment content.

**Survey**

The final method of public feedback was through printed and online surveys available at the town hall meeting. Proposed improvements were presented asking survey participants to rate which improvements are most important then asked to consider the level of tradeoff they are willing to make to accomplish these improvements.

<table>
<thead>
<tr>
<th>Potential Improvement</th>
<th>#1 Votes</th>
<th>#2 Votes</th>
<th>#3 Votes</th>
<th>Weighted Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Comfortable and Convenient Pedestrian Crossings</td>
<td>23</td>
<td>16</td>
<td>10</td>
<td>111</td>
</tr>
<tr>
<td>Safety for all Users</td>
<td>23</td>
<td>13</td>
<td>9</td>
<td>104</td>
</tr>
<tr>
<td>Complete and Comfortable Sidewalks</td>
<td>11</td>
<td>18</td>
<td>11</td>
<td>80</td>
</tr>
<tr>
<td>Fast and Reliable Transit and Pleasant Stops</td>
<td>10</td>
<td>7</td>
<td>10</td>
<td>54</td>
</tr>
<tr>
<td>Attractive Landscaping</td>
<td>7</td>
<td>8</td>
<td>10</td>
<td>47</td>
</tr>
<tr>
<td>Complete and Comfortable Bikeways along Hampden</td>
<td>5</td>
<td>8</td>
<td>10</td>
<td>41</td>
</tr>
<tr>
<td>Aesthetics /Public Art Elements</td>
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<td>5</td>
<td>10</td>
<td>23</td>
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<tr>
<td>Sustainable Features</td>
<td>3</td>
<td>4</td>
<td>5</td>
<td>22</td>
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<tr>
<td>Wayfinding</td>
<td>1</td>
<td>3</td>
<td>2</td>
<td>11</td>
</tr>
</tbody>
</table>
Following the first town hall meeting that identified improvement priorities and collected community input, the design team reconvened with the public to present a proposed vision for Hampden Avenue. Project team members gave a brief introduction of the study and input received to date and then invited the public to provide input on the proposed vision and solicit additional feedback and ideas.

This public engagement was a joint meeting for the Hampden Corridor Study and Denver Moves: Transit Meeting attendees were provided several input and feedback opportunities during the town hall meeting, through a combination of project corridor roll plot maps for direct input and comment cards for overall vision feedback.

**Proposed Vision Support**
Based on the proposed vision presented at the start of the meeting and accompanying display boards, a comment form was used to collect input and gauge support for the drafted vision. The comment form asked if attendees were supportive of the proposed vision for Hampden Avenue.

<table>
<thead>
<tr>
<th>How Supportive are you of this Proposed Vision for Hampden Avenue?</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>VERY SUPPORTIVE</td>
<td>31</td>
</tr>
<tr>
<td>SOMEWHAT SUPPORTIVE</td>
<td>6</td>
</tr>
<tr>
<td>NEUTRAL</td>
<td>2</td>
</tr>
<tr>
<td>SOMEWHAT NON-SUPPORTIVE</td>
<td>1</td>
</tr>
<tr>
<td>UNSUPPORTIVE</td>
<td>0</td>
</tr>
</tbody>
</table>

**GO Bond Funding Prioritization**
By the second town hall meeting, the City and County of Denver’s GO Bond funding initiative had passed with overwhelming public support. Among the projects outlined in the ballot initiative was an allocation of funds for Hampden Avenue improvements. The team asked attendees to rank in order of importance how the Go Bond funding should be allocated. The table below indicates the overall ranking of funding prioritization.

<table>
<thead>
<tr>
<th>GO Bond Funding Priority</th>
<th>#1 Votes</th>
<th>#2 Votes</th>
<th>#3 Votes</th>
<th>Weighted Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improved Pedestrian Crossings</td>
<td>20</td>
<td>11</td>
<td>4</td>
<td>86</td>
</tr>
<tr>
<td>Complete the Sidewalk Network</td>
<td>9</td>
<td>9</td>
<td>6</td>
<td>51</td>
</tr>
<tr>
<td>Installing Medians</td>
<td>7</td>
<td>5</td>
<td>6</td>
<td>37</td>
</tr>
<tr>
<td>Installation of Multi-Use Trail Network</td>
<td>5</td>
<td>5</td>
<td>4</td>
<td>29</td>
</tr>
<tr>
<td>Transit Improvements - Signal Priority for Buses, Bus Stop Improvements</td>
<td>2</td>
<td>4</td>
<td>4</td>
<td>18</td>
</tr>
<tr>
<td>Enhanced Landscape and Aesthetics</td>
<td>1</td>
<td>2</td>
<td>7</td>
<td>14</td>
</tr>
<tr>
<td>Goldsmith Gulch Trail Connection</td>
<td>1</td>
<td>2</td>
<td>7</td>
<td>14</td>
</tr>
</tbody>
</table>

**Roll Plot Maps**
Community members were also invited to provide input and feedback directly on a large roll plot map of the corridor within the project boundaries. Project team members were on hand to discuss potential improvements based on different intersections and corridor locations. In total, more than 80 comments were made directly on the map.
Project Process/Design Development

The first step in creating a vision for Hampden Avenue was to document its strengths and weaknesses and understand the role it plays in the corridor. The project team met with the City’s Hampden Advisory Team, to present and discuss the study’s findings and feedback received from the public. Concepts were then developed that would address key issues and shape the designs presented in subsequent public meetings. By studying the existing condition, variance in ROW, adjacent land uses, and current zoning, it became clear that while common needs exist throughout the corridor, implementing a single solution would not be feasible and would not best serve the interests of users along the corridor.

The identification of character areas emerged to subdivide the area as the existing condition and context varies along the corridor. This approach also became an effective way to communicate to the public where improvements are planned as funding becomes available. The team developed a list of issues and objectives for intersections, barriers, bottlenecks, and other streetscape elements in disrepair or non-existent in the corridor. While different solutions may emerge as the character of the area changes, many areas shared similar infrastructure deficiencies.

Issues

- Hampden Avenue is an intimidating street for pedestrians and offers little comfort in its current condition throughout the corridor for crossing.
- With many parking fronted retail strips and individual commercial business parcels, driveways dominate large stretches of the corridor, further diminishing the delineation for pedestrians and transit users to feel safe accessing the corridor assets.
- The ability of bicyclists and pedestrians to travel safely along the corridor is severely hampered by sub-optimal or non-existent facilities.

Plan Goals

- Define a long-term vision that identifies improvements to the corridor that better reflect the values of the community.
- Identify improvements that accommodate all modes of travel while also balancing the regional needs of the corridor.
- Identify improvements that can be implemented with the 2019 CDOT resurfacing efforts that advance the realization of the long-term vision.

Existing Land Use
Character Areas

The Hampden Corridor has been classified into five character areas. These areas have been identified by their location on the corridor, proximity to existing conditions, land use found within the proposed zones, and common identifiable character. The identified zones and their characteristics are as follows:

**Western Gateway Area – University Boulevard to Holly Street**
- Wellshire Golf Course borders Hampden on the north from University Boulevard to Colorado Boulevard
- Cherry Hills Village borders Hampden Avenue on the south from University Boulevard to Dahlia
- Predominately single family detached housing north of Hampden Avenue
- Predominately single family detached south of Hampden Avenue east of the Happy Canyon Shopping Center
- Limited right-of-way

**Interchange Area – Holly Street to Monaco Parkway**
- Mixed-use corridor: residential, commercial, office
- Proximity to Southmoor Station and RTD Park-n-Ride
- I-25 off/on ramp connections
- Recent private development – south side – mixed use

**Mainstreet Area – Monaco Parkway to Tamarac Drive**
- Mixed-use corridor: residential, commercial, office

**Multifamily Area - Tamarac Drive to Yosemite Street**
- Mixed-use corridor: residential, commercial, office

**Eastern Gateway Area - Yosemite Street to Galena Street**
- Mixed Use Corridor: residential, commercial, office
- Dayton Station Access

*Detailed Character Area analysis can be found in Appendix XXX.*

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**Proposed Character Areas**
Recommendation/Implementation

The Vision

The vision for Hampden Avenue is a safe and engaging multimodal street that provides intuitive connections to residents and businesses to services and destinations, while balancing the regional needs as a vital east/west corridor in southeast Denver.

The ultimate vision will incorporate safe and attractive streetscape elements that bring character and identity to a major arterial that in the past has focused mainly on the vehicular needs of the corridor. Prioritizing safe travel for all modes brings the opportunity to introduce best practices to elements of the corridor that the public identified as deficient.

Improvements to key intersections include signal modifications (equipment changes, timing, turning movement adjustments and installation of new signaled crossings), reduction of crossing distances, and introduction of pedestrian refuges in corridor-wide raised medians. Completing the sidewalk network, introducing a shared-use path, rightsizing travel lanes, and optimizing turn movements and business access along the corridor will increase safety and improve the experience of getting to and from essential services and connections to local and regional destinations, regardless of mode.

A safe and inviting crossing of Hampden Avenue near Goldsmith Gulch removes a barrier identified by the public and introduces a connection linking important local and regional open space north and south. Access west of I-25 to Southmoor Station will alleviate the need for western neighborhoods to traverse the I-25 interchange to access light rail service. Improved signage and crossing improvements along Hampden Avenue will make access to Dayton Station safer and more intuitive to travelers in the corridor.

Completion of safe and comfortable sidewalks and the implementation of a shared-use path will provide users much needed non-vehicular travel options and an opportunity for aesthetic enhancements to the corridor.

Long-term improvements that introduce trees, shrubs, perennial plantings, public art, or decorative hardscape installations in both a corridor-wide raided median or along sidewalks and the shared-use path provide a human scale element not found along the corridor today. These elements will provide pedestrians and cyclists comfort and visual interest as they travel along the corridor. Thoughtful design and selection of materials will communicate a unique identity and will act as a gateway to distinct character areas.

This vision provides a recommended list of improvements to the Hampden Avenue corridor between University Boulevard and Galena Street.
Recommended Corridor Wide Improvements

Across the corridor, many of the same needs and desires appeared; the opportunities and final design solutions to address these deficiencies vary, as ROW and local existing conditions change. However, the implementation of these recommended improvements will help transform the corridor to meet the vision expressed by stakeholders.

Safety Countermeasures:

Signal equipment improvements
- Install backplates where missing
- Implement pedestrian countdown timers at all intersections

Signal timing adjustments
- Update signal timing progression to match target operating speed
- Adjust timing for yellow/red/all red intervals to match guidelines in MUTCD

Complete an Access Control Plan
- Introduce raised median to limit left-turns at non-signalized intersections

Raised Median
Install or improve medians between Colorado Blvd to Galena Street
- Consolidate double left turn lanes and limit free left turns where appropriate
- Install ADA compliant pedestrian refuge within medians at crossings
- Implement aesthetic hardscape and/or decorative splash guard to create an identity and visually narrow the corridor

Implement Multi-use
Implement a multi-use trail and enhanced buffer strip along one side of Hampden.
- Implementation shall include an access study to consolidate driveways
- Implementing a landscaped amenity zone buffer between the pedestrians and bicyclists for visual interest, user comfort and traffic calming

Reduce Pedestrian Crossings Distances
- Colorado to Dahlia – move north curb by narrowing lanes and removing two-way left turn lane
- Dahlia to Holly – Move south curb by narrowing lanes
- Holly to I-25 – Move north and south curb by narrowing lanes, removing 3rd westbound lane, and/or removing left turn lanes
- I-25 to Tamarac – consolidate two left turns lanes, and/or removing acceleration/right turn lanes to driveways and to streets with low volumes of right-turns (<100 vph)
- Tamarac to Galena – Move south curb by consolidating two left turns lanes, and/or removing acceleration/right turn lanes to driveways

Enhanced Landscape and Aesthetics
Implement a multi-use trail and enhanced buffer strip along one side of
- Improvements should include an access study to consolidate driveways
- Install landscape within amenity/buffer strip and median as appropriate to humanize the scale of the road
- Signature hardscape solution or public art opportunities should be included in the median
Transit Stop Improvements

Proposed enhanced bus stop locations (40+ boardings per day per direction)

- Monaco (110)
- Tamarac (60)
- Dayton (50)

Enhanced bus stops could include:

- Seating
- Enhanced shelter
- Pedestrian lighting
- Trash receptacles
- Art installations
Recommended Character Area Specific Improvements

**West Gateway Area**

In combination with the corridor-wide improvements, site-specific improvements have been identified:

**Improve Pedestrian Crossings**

**Colorado Blvd**
- Add crosswalk on west side of intersection across Hampden
- Shorten crosswalk distance on east side of intersection
  - Remove eastbound acceleration lane
  - Remove 3rd westbound through lane by converting to right-turn only
  - Add a speed table to westbound right turn
- Dahlia/Happy Canyon
  - Add pedestrian ramp to southwest corner
  - Add protected right-turn phase to eastbound right-turn lane, possibly with overlap with Happy Canyon green signal
- Conduct a signal warrant study
  - Forest/Fairfax Street
- Holly Street
  - Shorten crosswalk distance by removing third westbound lane

**Sidewalks**
- Colorado to Dahlia – move north curb by narrowing lanes and removing two-way left turn lane and construct detached sidewalk/ shared use path with landscape buffer
- Dahlia to Holly – Move south curb by narrowing lanes and construct detached sidewalk/ shared use path with landscape buffer
Interchange Area

The Interchange Area includes a complex set of existing conditions that must be studied carefully to balance the desire for an improved and continuous vision for Hampden Avenue and the regional needs of the metro area and its connection to I-25. Recommended improvements to consider include:

Improved Pedestrian Crossings

- Holly Street
  - Shorten crosswalk distance by removing third westbound lane
- I-25 Southbound/Northbound
  - Tighten the radius of the free right-turn lanes (particularly eastbound right and westbound right) using a 30-60-90 design
  - Add speed tables to free right turns
- Locust Street
  - Shorten crossing distance by removing fourth westbound lane
  - Add a pedestrian refuge median on the east crosswalk across Hampden Avenue
  - Add leading pedestrian interval across Hampden Avenue (and study to see if protected left turns would be needed in future on Locust Street)
- Monaco
  - Add a pedestrian refuge median on the east crosswalk across Hampden Avenue or move north or south curb by removing second left-turn lane

Transit Improvements

Station Access Improvements

- Consider implementation of Southmoor Station access a west of I-25
Main Street Area

In combination with the corridor wide improvements opportunities site specific improvement have been identified in this character area that include:

Improved Pedestrian Crossings

- Oneida
  - Shorten crossing distance by removing second left-turn lane
- Poplar
  - Shorten crossing distance by removing eastbound right-turn lane and second left-turn lane
- 7500 E Hampden
  - Shorten crossing distance by removing westbound right-turn lane, westbound and eastbound acceleration lanes and second left-turn lane
  - Add lead pedestrian interval across Hampden (and study to see if protected left-turns would be needed in future on Locust Street)
- Tamarac
  - Shorten crossing distance by removing westbound acceleration lane and second left-turn lane
  - Add protected left-turn to all directions

Goldsmith Gulch Trail Linkage

- Improvements for the gap in the Goldsmith Gulch trail between Eastman Avenue and S. Rosemary Way will link important regional open space destinations. Options include:
  - Robust on-street/streetside improvements along Tamarac
  - Multiuse path with underpass or overpass at Hampden

Transit Improvements

Transit Signal Priority

Implement transit signal priority between Monaco and Galena to improve transit travel time and reliability
Implement transit signal queue jump in the westbound direction at Oneida Street to improve the reliability of buses changing lanes to make the left turn at Monaco Street
**Multi-Family Area**

In combination with the corridor wide improvements opportunities site specific improvement have been identified in this character are that include:

**Improved Pedestrian Crossings**

- Conduct a signal warrant study
  - Verbena Street

**East Gateway Area**

In combination with the corridor wide improvements opportunities site specific improvement have been identified in this character are that include:

**Improved Pedestrian Crossings**

- Yosemite
  - Add a pedestrian refuge median on west crossing across Hampden
  - Implement fully-controlled and channelized double right-turn lanes for the northbound right-turn movement with pork chop pedestrian refuge

- Akron
  - Shorten crossing distance by removing second left-turn lane
  - Protected left turns (northbound and southbound)
  - Reduce the turn radius of the southwest and southeast corners

- Dayton
  - Shorten crossing distance by removing second left-turn lane
  - Protected left turns (northbound and southbound)
  - Tighten the radius of the free right turn lanes (particularly eastbound right and westbound right) using a 30-60-90 design
  - Add a speed table to eastbound right turn

- Florence
  - No recommendations

- Galena
  - Monitor and consider protected left-turns (northbound and southbound) as the configuration is similar to Akron and Dayton although the pedestrian demand is lower and the medians are narrower
  - Remove westbound acceleration lane
  - Narrow the crossing distance of Galena Street by removing the southbound through lane and converting the southbound right to a thru/right movement

**Transit Improvements**

**Station Access Improvements**

Implement pedestrian crossing improvements at Dayton and enhance station signage

**Transit Stop Improvements**

- Proposed enhanced bus stop locations
- Enhanced bus stops could include:
  - Seating
  - Enhanced shelter
  - Pedestrian lighting
  - Trash receptacles
  - Art installations

The recommended cross-sections accommodate all modes of travel, establish vehicular travel lane widths, dedicate space for tree lawns, public art and other community amenities, and allow for a phased approach to implementation that minimizes cost and maximizes opportunities for cohesive implementation to occur on a character area-by-character area basis.
Implementation

The purpose of this study was to define a vision for Hampden Avenue. With the scheduled 2019 CDOT resurfacing project and earmarked GO Bond funding, there exists opportunities to improve the corridor in the near term. The design team, along with City staff, is working collaboratively with CDOT to identify shared goals and solutions that help realize the vision of the corridor. Improvements under consideration with the resurfacing include signal equipment upgrades, additional signal warrant investigations, lane width modifications, near-term and ultimate locations of pedestrian crossings, improved ADA-compliant access ramps, and location and sizes of medians.

In 2017, the passage of the City’s GO Bond initiative earmarked $5 million for Hampden Avenue improvements. These funds can advance near-term design and implementation of the vision that fall outside the scope of CDOT’s resurfacing efforts. That effort could include:

- Detailed design and completion of the sidewalk network and implementation of the shared-use path from Colorado Boulevard to Dahlia Street
- Detailed design and improvement of the sidewalk network and implementation of the shared-use path from Monaco to Tamarac
- Identifying opportunities for public art and other options for establishing an identity for the corridor

Improvements identified by the community, including an improved connection or new trail crossing near the Goldsmith Gulch or a western access to the Southmoor Station rail platform, are more expensive long-term improvements that would require further studies and cooperation with multiple stakeholders to reach completion.

Elements to create a unique and identifiable Hampden Avenue present different challenges but are obtainable with a commitment from residents and business owners, as witnessed throughout many areas of the City in recent years. Under current CDOT and City and County of Denver policies, the installation of landscaping within the ROW, aesthetic hardscaping, unique wayfinding signage, or public art installations would require the formation of a Business Improvement District, General Improvement District, and/or other intergovernmental agreements to address funding, design, construction and long-term maintenance. For example, the City has recently engaged with District representatives to implement these unique, human-scaled streetscape elements along the Brighton Boulevard and Colfax corridors.

The Hampden Avenue corridor study represents an in-depth look at the community’s vision for Hampden Avenue. As Denver continues to grow, adhering to the projects and values identified in this study will be paramount to maintaining a strong, safe, and resilient city.