FEDERAL BOULEVARD CORRIDOR PLAN

MARCH 3, 2017

Acknowledgements

Thanks to the many community members who shared their time, efforts, and thoughts with the Federal Boulevard team. This report is the collaborative result of your work.

Project Management Team

Karen Good – PW Policy Planning and Sustainability, City of Denver
Kristina A. Evanoff – PW Policy Planning and Sustainability, City of Denver
David M. DiGiacomo – PW Transportation and Mobility, City of Denver
Curt Upton – CPD Planning Service, City of Denver
John D. Behan – Office of Economic Development, City of Denver
Mark Tabor – Assistant Director of Parks Planning, City of Denver
Jay Henke – Senior Landscape Architect, City of Denver
Douglas Monroe – RTD
Matthew Yachecio – CDOT
Duane Hendrickson – CDOT
Richard Zamora – CDOT

Stakeholder Task Force

Jaime Estrada – Harvey Park RNO
Julia Bourlakov – Harvey Park Improvement Association
Jon Applegate – Broncos Stadium Management Company
John D. Behan – PW Transportation and Mobility, City of Denver
Ailien Vuong – Denver Housing Authority (DHA)/West Denver Renaissance
Amanda Sandoval – Council aide – District #1
Oriana Sanchez – Mental Health Center of Denver
Gil Martinez – Sloan’s Lake Citizen’s Group (SLGC) RNO
Carol Sperat – Highland United Neighbors, Inc. (HUNI) RNO
Chris Parr – Sun Valley Eco District (SUED)
Cecelia Bowman – College View Neighborhood
Carina Gaz – Bike Denver
Rafael Espinoza – Councilperson District #1
Lebra Wedgeworth – Denver Health
Paul Casey – Regis University
Leslie Twarogowski – Federal Boulevard Business Improvement District
Marshall Vandenberg – Federal Boulevard Partnership
Linaa Bjorkman – Cultivate Health Program – Regis University
Duane Hendrickson – CDOT
Karen Good – PW Policy Planning and Sustainability, City of Denver
Martha Budge – Concerned Citizens for Barnum RNO
Amadita Sandtalo – Council aide – District #1
Rafael Espinoza – Councilperson District #1
Kevin Flynn – Councilperson District #2
Lima Bjorkman – Cultivate Health Program – Regis University
Ebba Wedgeworth – Denver Health
Chris Parr – Sun Valley Eco District (SUED)
Aileen Vuong – Denver Housing Authority (DHA)/West Denver Renaissance
Renee Martinez Stone – Denver Housing Authority (DHA)/West Denver Renaissance
Alexis Harrigan – Denver Public Schools (DPS)
Bradley Weing – Enterprise Community Partners
Leslie Twarogowski – Federal BID
Marshall Vandenberg – Federal Boulevard Partnership
Julia Bourlakov – Harvey Park Improvement Association
Jaime Estrada – Harvey Park RNO
Carol Sperat – Highland United Neighbors, Inc. (HUNI) RNO
Fred Nelson – Independence House Halfway House
Michael Guitez – Jefferson Park United Neighbors
Liz Neyes – La Gota De Mil Esperanza owner
Scott Molay – Loretto Heights RNO
Oriana Sanchez – Mental Health Center of Denver
Dace West – Mile High Connects
Paul Aldretti – Mile High Connects
Enka Holts – Regis University
Paul Casey – Regis University
Scott Bolt – Ruby Hill-Godman RNO
Gil Martinez – Sloan’s Lake Citizen’s Group (SLGC) RNO

Matt Sugar – Stadium District
Jeanie Granville – Sun Valley Community Coalition RNO
Brent Wambach – Sunnyside United Neighbors, Inc. (SUNI) RNO
Debra Bustos – Urban Land Conservancy (ULC)
Mark Marshall – Urban Land Conservancy (ULC)
David Sinners – Valverde/Columbine Home Resident
Father Joseph Dang – Vietnamese Senior Citizen Center
Tom Nguyen – Vietnamese-American Community of Colorado
JaAnn Phillips – Villa Park Neighborhood Association RNO
Jamie Torres – Villa Park Neighborhood Association RNO/CCD - Human Rights Community Partnerships
Jill Locantore – Walk Denver
Trevor Greco – West Highland Neighborhood Association RNO
Norma Brambilla – Westwood Unidos RNO
Rachel Cleaves – Westwood Unidos RNO
Heather Noyes – Berkeley Regis United Neighborhoods RNO (BRUN)
Carina Gaz – Bike Denver
Leslie Twarogowski – Federal Boulevard Business Improvement District (BID)
Marshall Vandenberg – Federal Boulevard Partnership
Jaime Estrada – Harvey Park RNO
Paul Aldretti – Mile High Connects
Linaa Bjorkman – Cultivate Health Program – Regis University
Tua Nguyen – Vietnamese-American Community of Colorado
JaAnn Phillips – Villa Park Neighborhood Association RNO (BID)
Jill Locantore – Walk Denver
Renee Martinez Stone – Denver Housing Authority (DHA)/West Denver Renaissance

Student Ambassador Administrators

Larry Irvin – Abraham Lincoln High School Principal
Stephanie Porteiro – Abraham Lincoln High School Activities Coordinator
Cassandra Talaya-Chavez – Abraham Lincoln High School Student Council Instructors
Kathryn Wesmiller – HRD Student Ambassador Lead
Shannon McGuire – HRD Student Ambassador Coordinator
Scott Wolf – North High School Principal
Carla Carino – North High School Civics Teacher
Cathy Hoffman – North High School Senior Counselor

Student Ambassadors

Julia Aguirre – Abraham Lincoln High School
Daniela Arroyo – Abraham Lincoln High School
Celine Baros – Abraham Lincoln High School
Melissa Dominguez – Abraham Lincoln High School
Jassoj Garcia – Abraham Lincoln High School
Angie Granados – Abraham Lincoln High School
Seymour Gonzalez – Abraham Lincoln High School
Felizin Gomez – Abraham Lincoln High School
Kevin Gutierrez – Abraham Lincoln High School
Mikayla Hanesworth – Abraham Lincoln High School
Jose Ibarra – Abraham Lincoln High School

Pamela Jauzac – Abraham Lincoln High School
Eudelia Koeher – Abraham Lincoln High School
Alyssa Koehler – Abraham Lincoln High School
Renee Lugo-Maestas – Abraham Lincoln High School
Leslie Marquez – Abraham Lincoln High School
Vianey Martinez – Abraham Lincoln High School
Carlos Martinez – Abraham Lincoln High School
Alejandro Mendez – Abraham Lincoln High School
Carlos Melendez – Abraham Lincoln High School
Ruendy Mendoza-Chavez – Abraham Lincoln High School
Olivia Montoya – Abraham Lincoln High School
Oscar Morales – Abraham Lincoln High School
Jenny Nguyen – Abraham Lincoln High School
Saul Ordaz – Abraham Lincoln High School
Pedro Ortega – Abraham Lincoln High School
Fernando Omeals – Abraham Lincoln High School
Ruben Pacheco – Abraham Lincoln High School
Moises Padilla – Abraham Lincoln High School
Christina Pehps – Abraham Lincoln High School
Julissa Ramirez – Abraham Lincoln High School
Joan Rivera – Abraham Lincoln High School
Ashley Vargas – Abraham Lincoln High School
Jamie Weber – Abraham Lincoln High School
Tiana Yapes – Abraham Lincoln High School
Cinthia Zapata – Abraham Lincoln High School
Christian Quinones – North High School
Guadalupe Tarango – North High School
Enrique Vasquez – North High School
Maria Solis Palma – North High School
Phoebe Santana – North High School
Stephan Thornton – Abraham Lincoln High School
Sherry Vargas – Abraham Lincoln High School
Miguel Salas – North High School
Jesus Rincon – North High School
Arianna Leal – North High School
Alyssa Koehler – North High School
Drue Maestas – North High School
Hodan Abdi – North High School
Alianna Leal – North High School
CONTENTS

1. EXECUTIVE SUMMARY 1
   1.1 VISION 2
   1.2 CRITICAL SUCCESS FACTORS 3
   1.3 PROCESS + PUBLIC INVOLVEMENT 4
   1.4 IMPLEMENTATION PROCESS 5
   1.5 OPPORTUNITIES + RECOMMENDATIONS 6

2. INTRODUCTION 11
   2.1 PURPOSE 12
   2.2 PUBLIC INVOLVEMENT 13
   2.3 SURVEY RESULTS 14
   2.4 EXISTING CHALLENGES 15
   2.5 HOW TO USE THIS DOCUMENT 16

3. FRAMEWORK 18
   3.1 CREATING A FRAMEWORK 19
   3.2 CORRIDOR-WIDE RECOMMENDATIONS 20
   3.3 FEDERAL BOULEVARD CROSS SECTION 22
   3.4 PRIMARY INTERSECTION 23
   3.5 SECONDARY INTERSECTION 24
   3.6 MID-BLOCK CROSSING 25
   3.7 PUBLIC REALM 26
   3.8 BUS STOP 28
   3.9 CORRIDOR VISION: SMART CITY TECHNOLOGY ON FEDERAL BOULEVARD 30
   3.10 CORRIDOR VISION: CONSOLIDATE CURB CUTS AND SHARE PARKING 31
   3.11 CORRIDOR VISION: DESTINATION AND CREATIVE DISTRICTS 32
   3.12 CORRIDOR VISION: BRANDING AND PROGRAMMING 33
   3.13 CORRIDOR VISION: REDUCE BILLBOARD DENSITY 34
   3.14 CORRIDOR VISION: PILOT PROGRAMS 35
   3.15 CORRIDOR VISION: STREET RACING 36

4. ZONE A SOUTH 37
   4.1 MAJOR RECOMMENDATIONS 38
   4.2 PROJECT IMPLEMENTATION MATRIX 39
   4.3 NEIGHBORHOOD BUILDING BLOCKS 41

5. ZONE B 43
   5.1 MAJOR RECOMMENDATIONS 44
   5.2 PROJECT IMPLEMENTATION MATRIX 45
   5.3 NEIGHBORHOOD BUILDING BLOCKS 46

6. ZONE C 49
   6.1 MAJOR RECOMMENDATIONS 50
   6.2 PROJECT IMPLEMENTATION MATRIX 51
   6.3 NEIGHBORHOOD BUILDING BLOCKS 53

7. ZONE D 55
   7.1 MAJOR RECOMMENDATIONS 56
   7.2 PROJECT IMPLEMENTATION MATRIX 57
   7.3 NEIGHBORHOOD BUILDING BLOCKS 59

8. ZONE E 61
   8.1 MAJOR RECOMMENDATIONS 62
   8.2 PROJECT IMPLEMENTATION MATRIX 63
   8.3 NEIGHBORHOOD BUILDING BLOCKS 64

9. ZONE A NORTH 67
   9.1 MAJOR RECOMMENDATIONS 68
   9.2 PROJECT IMPLEMENTATION MATRIX 69
   9.3 NEIGHBORHOOD BUILDING BLOCKS 70

10. IMPLEMENTATION 73
   10.1 PHASING + FUNDING 74
   10.2 MAJOR RECOMMENDATIONS: THE QUICK WINS 76

TABLES

CORRIDOR-WIDE RECOMMENDATIONS 20
ZONE A SOUTH IMPLEMENTATION MATRIX 33
ZONE B IMPLEMENTATION MATRIX 39
ZONE C IMPLEMENTATION MATRIX 45
ZONE D IMPLEMENTATION MATRIX 51
ZONE E IMPLEMENTATION MATRIX 57
ZONE A NORTH IMPLEMENTATION MATRIX 63
FUNDING OPPORTUNITIES 68
EXECUTIVE SUMMARY

1.1 VISION
1.2 CRITICAL SUCCESS FACTORS
1.3 PROCESS + PUBLIC INVOLVEMENT
1.4 IMPLEMENTATION PROCESS
1.5 OPPORTUNITIES + RECOMMENDATIONS
Federal Boulevard is a critical north-south link on Denver’s west side connecting people to local cultural districts and regional destinations via transit, vehicles, walking and cycling. Key regional multimodal connections include 6th Avenue, Colfax Avenue, I-70, the W rail line, Federal and Evans Transfer bus hub and four regional trails. In addition to accommodating travelers, Federal Boulevard passes through 21 registered neighborhoods whose communities represent English-, Spanish-, Vietnamese- and Somali-speaking residents, a number of community, city and regional parks and a plethora of cherished local businesses.

Through an analysis of existing conditions and a comprehensive community engagement process, the recently released Federal Boulevard Corridor Study Existing Conditions Report revealed a number of challenges to multimodal safety, aesthetics and economic success along the corridor. This Opportunities and Implementation Report faces those challenges head on by providing both long-term visions for the future of Federal Boulevard as well as short-term and “quick win” projects that will begin to transform the corridor in the near-future, while building support for long-term recommendations and interim projects that work toward achieving the ultimate Vision for the Boulevard.

**VISION**

Federal Boulevard will be a well-connected multimodal and high capacity Boulevard that supports and celebrates diverse local business, residents, cultures, natural resources and community. Traveling the corridor will be safe, easy, and comfortable for all modes of transportation.
The Federal Boulevard project team received over 1,800 comments of recommended improvements for the corridor. In order to evaluate and prioritize these comments as well as recommendations identified through the analysis of Existing Conditions, the project team developed a series of eight Critical Success Factors (CSF).

These Critical Success Factors are the project results that must be accomplished in order for Federal Boulevard to meet the Vision of the community. The eight factors were developed by the Project Management Team and based on categories of concerns, comments and recommendations received by the public. Each recommendation was prioritized based on how its implementation could potentially contribute to the CSF.

The implementation of future projects should continue to be evaluated based on how they will improve conditions along the corridor in response to these eight factors.

**Critical Success Factors**

1. **Improve Multimodal Safety**
   Recommendations will create an urban environment with safety improvements for all users and modes, including pedestrians, bicyclists, transit riders and drivers to meet Denver’s Vision Zero goals. To achieve this goal, improvements should provide appropriate separation between modes, elimination of conflict points, reduced speed at conflict points, and increased awareness and visibility of low volume multimodal areas.

2. **Improve Mobility for all Modes of Travel**
   Recommendations will upgrade existing infrastructure and provide new transportation options by improving travel times, improving ADA and universal design accessibility, and managing congestion while maximizing the number of people who can safely travel through the corridor.

3. **Create a Seamless Network Linking All Modes of Transportation**
   Recommendations will create a layered transportation network with intuitive access and connections between modes, especially at known congestion points or missing link locations and low volume multimodal areas. They may also provide low-stress connections to neighborhood destinations for all modes of transportation.

4. **Improve the Pedestrian Experience**
   Recommendations will improve the quality of experience for pedestrians by creating a safe, comfortable, useful, and interesting pedestrian realm for people to linger, spend time and connect with local businesses.

5. **Provide an Environmentally Sustainable Future**
   Recommendations will contribute to a reduction of resource use and waste and help improve the quality of the natural environment.

6. **Provide an Economically and Socially Sustainable Future**
   Recommendations will allow corridor revenues, land values and incomes to rise at a healthy rate while maintaining the affordability of housing and resources for the community. Recommendations will bond residents, business owners, and visitors in a cooperative trust to create a healthy environment for living, working and playing in the Corridor.

7. **Create and Support Synergy with Local Investments**
   Recommendations will support identified City or community improvement projects including catalytic development sites and locations with adjacent investments creating synergy with other ongoing or planned projects.

8. **Celebrate Local Businesses, Residents and Cultures**
   Recommendations will celebrate local businesses, residents, events and cultures and help to create unique and memorable destinations along the Corridor and in the City.
**OPPORTUNITIES + RECOMMENDATIONS**

**BOULEVARD FOR WALKING**

- Presence of major cultural and key destinations along Federal Boulevard
  - Strong public support for a complete street to increase safety and access
  - Support among business owners for aesthetic improvements to the public realm
  - Parkway designation from Colfax Avenue to 20th Avenue.
  - Educational institutions anchor both ends of the corridor
  - Four regional trails that connect to Federal Boulevard

**RECOMMENDATIONS**

Provide a continuous, safe and accessible environment for pedestrians and reconnect Federal Boulevard to the surrounding neighborhoods by implementing:

- Infrastructure and operational improvements at high crash and known crash intersections
- Infrastructure and operational improvements at complex multimodal areas
- A program to test the use of outside vehicular acceleration/deceleration lanes for additional public space and placemaking opportunities
- Increase pedestrian crossing times by re-timing traffic signal cycle length
- Install new medians where they are missing
- Extend parkway features south from 20th Avenue and North of I-70

**BOULEVARD FOR CYCLING**

- Four regional trails cross Federal Boulevard: Harvard Gulch Trail, Sanderson Gulch Trail, Weir Gulch Trail, and Lakewood Gulch Trail
- Several high-volume on-street bicycle routes cross Federal Boulevard, including: 17th Avenue, 23rd Avenue, 29th Avenue, and 35th Avenue
- Federal Boulevard runs parallel to the South Platte River Trail between 6th Avenue and 23rd Avenue
- A number of elementary, middle, and high schools as well as two higher education institutions are within close proximity to the corridor

**RECOMMENDATIONS**

Improve regional trail connections, and local bicycling route connectivity to and across Federal Boulevard by implementing:

- Enhanced grade-separated crossings of Federal at regional trails
- Multi-use paths along Federal Boulevard near key transit hubs or key business nodes
- Bicycle signal detection and bicycle green phases at key intersections
- Additional bike parking at parks, schools, and business nodes
- Protected intersections for bicyclists at key locations

**BOULEVARD FOR TRANSIT**

- Federal is the second highest bus ridership corridor in the RTD system
- Bus and light rail services connect neighborhoods to employment centers within the City and the region including downtown Denver, unincorporated Adams County, Englewood, Littleton, Lakewood, Sheridan, and Westminster
- Frequent transit service between Evans and Colfax with a maximum customer wait time of 7.5 minutes
- Two major transit centers on the Boulevard: Decatur-Federal Station and Federal and Evans Transfer Hub

**RECOMMENDATIONS**

Plan and lay the foundation for High Capacity Transit service with incremental improvements including:

- Test and pilot the use of outside lanes as dedicated peak hour bus-only lanes where there is currently vehicular acceleration/deceleration, turn and imbalanced travel lanes
- Improve the customer waiting environment at transit stops
- Optimize and restructure existing services
- Improve transit patron access, safety, and connections

**BOULEVARD FOR DRIVING**

- Key local and regional north-south connection on Denver’s west-side
- Connections to local and regional destinations
- Denver’s commitment to Vision Zero coincides with the identification of several known crash locations
- High daily traffic volume

**RECOMMENDATIONS**

Improve safety for drivers along the corridor by adopting and implementing:

- Traffic calming measures including street design, traffic infrastructure and speed enforcement
- New raised medians
- Protected left-turn phases where warranted
- Balanced signal cycle lengths that can improve mobility for all modes
- Reduced visual clutter and signage
The aesthetics of urban corridors can have important impacts on economic viability, perceived safety and sense of place within the community. The proposed aesthetic treatment of Federal Boulevard includes landscape, corner and intersection treatments, lighting, medians and the roadway itself. Improving the quality and maintenance of these components will go a long way to help unify the corridor and enhance the surrounding communities.

- Future improvements made to Federal Boulevard should strive to create a signature “look,” through consistency of material and plant choice in order to help define a recognizable, signature style for Federal Boulevard.

- The aesthetics of Federal Boulevard should strive to maintain a consistent level of quality corridor-wide, while differences in character along the corridor should support surrounding business or cultural districts, cultural flavor and community visual characteristics.

- Future improvements made to the corridor should seek input from the community to help define the visual characteristics of signature elements.

There are a number of city-wide and regional destinations that call Federal Boulevard home, including Regis University, Mile High Stadium, Decatur-Federal Station, Little Saigon and Colorado Heights University. These sites are important generators of sales for local businesses, organizations and the city and provide corridor communities with significant opportunities for exposure of near-by businesses, parks, trails and residential projects.

- Destination districts along Federal Boulevard should express a cultural personality, local attractions and dining and entertainment options to create a rich and memorable experience for residents and visitors.

- Future improvements along Federal Boulevard should strive to support and celebrate these destinations by creating ease of access to these districts for all modes of transportation.

- Future improvements should consider potential collaboration with destination sites in order to create unique and recognizable features that would enhance the public realm and the experience of travelling the corridor within these districts. Such collaboration might include a public art program, a signage and wayfinding program or signature planting and lighting scheme.

Federal Boulevard has developed a critical mass of ethnic shops and restaurants that have the potential to build a unique identity in the City of Denver and create a brand for the corridor. Successful branding of the Boulevard can help boost local revenues, spur corridor investment and attract visitors to Federal. The development and promotion of a brand can be promoted through local and corridor-wide programming as well as physical elements.

- A branding initiative for the corridor should include input from the community to build the Boulevard’s identity and create pride among residents and businesses in the corridor.

- A Federal Boulevard brand can be integrated into future right-of-way projects through public art, streetscape banner programs, signage and wayfinding features, and gateway elements.

- Programming a calendar of events at sites along the Boulevard or on a corridor-wide scale should support the brand of the corridor and help to promote Boulevard destinations and businesses as well as local natural assets such as city parks and trails.

Testing and piloting projects provide for low-cost, short-term actions that can quickly transform the Federal Boulevard, while building support for longer-term and more costly infrastructure improvements. In addition, it provides the City, CDOT and RTD an opportunity to learn what works and what doesn’t and allows for further refinement before committing to a long-term investment. Pilot projects aimed at incrementally improving walkability and transit may include:

- Use of low-cost, temporary materials to improve safety and visibility at intersections.

- Testing and piloting the use of outside vehicular travel lanes, where lane imbalances occur, as dedicated rush hour only bus lanes.

- Testing and piloting the use of outside vehicular acceleration/deceleration lanes for increase public space and placemaking opportunities.

The City of Denver is currently testing projects recommended in Denver Moves: Broadway and The Mall Experience: The Future of Denver’s 16th Street Mall.
COMMUNITY INPUT
Throughout the project, the community shared valuable, insightful input which articulated existing corridor challenges, identified many project recommendations and informed the corridor vision and success factors. Comments and recommendations were provided through a variety of sources including online surveys, bilingual student ambassadors’ surveys, traditional open houses, stakeholder task force and other small group meetings. In total, over 1,800 comments were collected and documented.

The project team was informed by the 1,800 public comments and recommendations as they developed eight Critical Success Factors and ultimately a project prioritization list. Once the recommendations were sorted, packaged and tested against the success factors, 244 prioritized projects were identified. Of those, 69 major recommendations are proposed for advancement towards implementation.

Common themes revealed during the community engagement process include:
- Improve safety and security
- Improve transit service
- Create a safer walking environment
- Provide enhanced bicycle and pedestrian crossings
- Improve the visual quality of Federal Boulevard

Community members were invited to comment on the final list of prioritized projects and recommendations through a traditional open house and online survey. Sixty-five comments were received during the recommendations comment period. Several projects not originally recommended during the initial development of the project prioritization list were incorporated into the final plan. All public comments received should be considered during future corridor planning and design efforts.

*Refer to map on pages 8-9 to view zone boundaries*
This study began with the goal of identifying community supported improvements to the corridor that were both feasible and transformative. The project lists that have been generated for each character area, as well as for the overall corridor, contain a variety of improvements. Each one provides an incremental step towards achieving the corridor’s vision of a well-connected, multimodal, high capacity Boulevard that is safe, easy, and comfortable for all modes of transportation and which supports and celebrates diverse local business, residents, and cultures, natural resources, and community.

Given the unpredictability of the future resources and funding, this plan presents these recommended improvements in several formats so that champions of different types of projects (transportation, pedestrian realm, redevelopment) can cull from these lists to work toward implementation of the projects most important to them. Several of these projects are identified as “quick wins” which appear to be projects that already have some momentum and should be able to be accomplished by Denver, RTD and CDOT in the next 1-2 years. There also appears to be a small group of the Stakeholder Task Force members who have chosen to continue to work together, once this study effort is completed, to work toward implementation of those projects that most benefit the corridor as a whole. With this type of multi-faceted implementation strategy in place, these Federal Boulevard corridor improvements should be organized and defined to better take advantage of the ever changing funding scenarios.

Though the corridor vision is ambitious, the projects have been defined as relatively manageable, affordable improvements. Based on funding priorities, there may be more aggressive strategies to package more of these projects together to take advantage of economies of scale or windows of opportunity for larger funding sources. For example, it might make sense to package all of the sidewalk improvements together to seek a DRCOG TIP grant. Under a different scenario it might make sense to construct all of the recommendations in one character area or smaller geographic area. In this way, the project lists are meant to be the starting point for all of the Federal Boulevard stakeholders to begin taking advantage of the great potential this corridor has to serve the neighborhoods and businesses along it.
MAJOR RECOMMENDATIONS

Quick Wins are recommended projects to improve the corridor. These projects are smaller in scale, have identified potential funding sources and are highly feasible improvements that could be accomplished in the next few years.

**CORRIDOR-WIDE**

- **F1** Identify key locations to implement increased pedestrian crossing intervals to improve pedestrian visibility and safety.
- **F2** Optimize existing transit service to reduce the number of stops and increase service (restructure RTD routes #27, #29, #30, #31, #36, #30L, #36L).
- **F3** Extend RTD route #31 hours of service.
- **F4** Upgrade all curb ramps to meet ADA and Universal Design standards.

**ZONE A SOUTH**

- **6** Consolidate southbound transit stops at Cornell and Girard and northbound at Bates, Warren, and Girard.
- **7** Install a bench for transit customers southbound at Dartmouth.
- **8** In 2017, a High-Intensity Activate Crosswalk (HAWK) beacon will be installed at Cornell to improve access to Colorado Heights University.
- **9** Test and pilot use of the northbound accel/decel lane between Iliff and Warren south of the transit stop for increased public space and placemaking opportunities.

**ZONE B**

- **20** Identify pedestrian and bicycle safety and access improvements at Florida.
- **21** Identify pedestrian safety and access improvements at Louisiana and Jewell.

**ZONE C**

- **30** Test and pilot use of the northbound accel/decel lane between Louisiana and Arizona north of the transit stop for increased public space and placemaking opportunities.
- **31** Test and pilot use of the northbound accel/decel lane between Kentucky and Ada south of the transit stop for increased public space and placemaking opportunities.
- **32** Test and pilot use of the southbound accel/decel lane between Walsh and Ohio for increased public space and placemaking opportunities.
- **33** Test and pilot use of the southbound accel/decel lane between Alameda and Dakota for increased public space and placemaking opportunities.
**ZONE D**

44 Remove the southbound transit stop atEllsworth and northbound at 19th

45 Test and pilot use of the southbound accel/decel lane between 18th and 17th for increased public space and placemaking opportunities

47 Identify pedestrian safety and access improvements at 10th

81 In 2017, reconstruction of Federal between 7th and Holden will occur including new sidewalks, landscaped median, street lighting, roadway pavement, storm sewer and a third travel lane

**ZONE E**

46 Test and pilot shortening the southbound right turn lane between 21st and 20th for increased public space and placemaking opportunities

48 Remove the southbound transit stops at 25th and 39th

58 Install a bench for transit customers southbound at 44th - Completed

59 In 2017, installation of a median south of 52nd will occur

73 Add design elements to existing bus stops north of I-70

**ZONE A NORTH**

**MAP KEY**

- QUICK WIN PROJECT
- NEAR-TERM PROJECT
- LONG-TERM PROJECT
- CATALYTIC PARCEL
- EXISTING PARK
2 INTRODUCTION

2.1 PURPOSE
2.2 PUBLIC INVOLVEMENT
2.3 SURVEY RESULTS
2.4 EXISTING CHALLENGES
2.5 HOW TO USE THIS DOCUMENT
The Federal Boulevard Corridor Plan—Opportunities and Implementation Report serves as a guiding document for the City of Denver, Colorado Department of Transportation, RTD and the Federal Boulevard Stakeholders as they pursue future projects to improve safety and access of a multimodal transportation network, urban design character and economic development opportunities along Federal Boulevard into the future.

This Opportunities and Implementation Report is the second and final report of the Federal Boulevard Corridor-wide Study, a Denver Public Works project that began in fall of 2015. The goal of the study is to find and prioritize opportunities that will make Federal a better place to walk, drive, bike, use public transit, shop, work, live and recreate.

The Federal Boulevard Existing Conditions Report was released in April 2016 and identified major issues along the corridor from a variety of perspectives including multimodal safety and pedestrian access, land use, urban design and placemaking, economic development and cultural resources. That report, along with a robust public engagement process, serve as the basis for recommendations outlined in this Opportunities and Implementation Report.

The report includes recommendations for a variety of interdependent components that contribute to the experience of the overall corridor. These recommendations include transportation and roadway opportunities, projects and initiatives, streetscape and urban design opportunities, projects and initiatives and economic strategies at catalytic parcels throughout the corridor. These opportunities are studied at a variety of scales including smaller “quick win” projects, individual parcel opportunities, neighborhood-scale building block projects and corridor-wide initiatives.

The variety of project type and scale provides the City with the opportunity to implement multiple projects at once, seek a variety of funding sources and partnerships and pursue a long-term vision for the corridor that can be implemented in phases or with temporary improvements.

Federal Boulevard is a nine-mile arterial that passes through 21 distinct neighborhoods and four City Council districts. In order to provide recommendations that meet the needs of these unique areas, the corridor was divided into six Character Zones. Each character zone possesses its own type of transportation and safety needs, urban design character and level of quality, and economic and market conditions. For an evaluation of these existing characteristics and conditions in each zone, refer to the Federal Boulevard Existing Conditions Report.

### PURPOSE

Federal Boulevard has the 2nd highest RTD ridership in the City

Every day, between 30,000 and 40,000 vehicles travel through Denver on Federal Boulevard

Communities along Federal Boulevard speak 4 main languages including English, Spanish, Vietnamese and Somali

Federal Boulevard is within walking distance of 10 parks and 4 regional trails

DID YOU KNOW?
The Federal Boulevard Corridor-wide Study project team

To properly engage Federal Boulevard’s mixed-use and multi-use communities as well as established neighborhoods and college campus communities. Those engaged to represent the priorities of Federal Boulevard’s diverse corridor include residents of Denver, Registered Neighborhood Organizations (RNOs), local Universities, Broncos Stadium District, resource agencies, commuters and bike and pedestrian organizations.

PARTICIPANTS

The 9 miles of Federal Boulevard in Denver is home to some of the most diverse neighborhoods in the city, including a mixture of immigrant, low income, and young adult and senior populations as well as established neighborhoods and college campus communities. Those engaged to represent the priorities of Federal Boulevard’s diverse corridor include residents of Denver, Registered Neighborhood Organizations (RNOs), residential and business landowners within the study area, Denver Metro Business Community, Denver Public Schools, local Universities, Broncos Stadium District, resource agencies, commuters and bike and pedestrian organizations.

PROCESS

To properly engage Federal Boulevard’s mixed-use and multi-ethnic community, the Federal Boulevard Corridor-wide Study team drew community input from surveys, bilingual student ambassadors, traditional open houses, special event outreach, a project website, media outreach, and a series of meetings with a stakeholder task force.

SURVEYS

The Federal Boulevard Corridor-wide Study project team administered two surveys over the course of the study. The early project survey was collected between September 9, 2015 and January 13, 2016. The mid-project survey was collected from March 23, 2016 and July 22, 2016. Surveys were distributed online and in-person through fairs and festivals, open houses, student ambassadors and community meetings.

BILINGUAL STUDENT AMBASSADORS

The Federal Boulevard Student Ambassadors program was a unique outreach opportunity employed to draw input from harder to reach non-English speaking members of the community. Sixty students from Denver’s Abraham Lincoln High School and North High School were identified to participate. These students were required to be bilingual and able to communicate in one of the three core languages spoken in the communities along the corridor – Spanish, Vietnamese and Somali. Students participated in a training session, and went into their communities to give surveys to their neighbors, families, and friends using a toolbox of information about the corridor to help explain the study and gather feedback from the community. These students helped collect about 10 percent of the total mid-project surveys.

TRADITIONAL OPEN HOUSES

Two traditional open houses were hosted by the project team allowing members of the public to provide open ended comments on project materials, ask questions, and interact with project staff. During these open houses, the project team also gave formal presentations of materials. The first open house was held at Abraham Lincoln High school April 27, 2016 and was attended by 66 individuals. The second open house was held at North High School October 25, 2016 and was attended by 50 individuals.

MEDIA OUTREACH

The Federal Boulevard Corridor-wide study attracted the attention of local media which in turn brought public awareness of the study and participation in study surveys and open houses. Media publications that reported on the study include 9news on April 27, 2016 and June 1, 2016, Telemundo on April 21, 2016, Harvey Park Newsletter on July 1, 2016, Streetsblog Denver on February 5, 2016, May 6, 2016, and October 31, 2016, and the American Planning Association Colorado Newsletter on May 2, 2016.

STAKEHOLDER TASK FORCE

The most active members of the Federal Boulevard community were invited to convene as a Stakeholder Task Force (STF). They were asked to weigh in on the goals and strategies of the study effort and had the responsibility of sharing project information and providing feedback from their neighborhood or organization. The STF convened four times throughout the project - at a kickoff meeting, through two intensive workshops, and again near the end of the project. The group provided input and feedback on outreach strategies and critical issues, preliminary findings and implementation recommendations.
SURVEY RESULTS

TOP RECOMMENDATIONS IDENTIFIED BY THE COMMUNITY

Images on the right represent the top recommendations identified by the community at the first public open house. Informational boards on display at the first public open house provided an opportunity for attendees to rank items they believe to be most important for the Corridor. Questions included:

1. Please tell us which images best describe your vision for buildings to interface with the roadway on Federal Boulevard.
2. Please select the two best ways to improve connectivity to parks and open spaces along Federal Boulevard.
3. Please tell us the most important way to improve safety on Federal Boulevard.
4. Please identify appealing amenities to add to Federal Boulevard.
5. What gateways are most appropriate for Federal Boulevard?

Please select the two best ways to improve connectivity to parks and open spaces along Federal Boulevard.
Ownership + Maintenance

A common theme in public commentary about the Boulevard is the lack of maintenance, presence of litter and dying or unkempt plants within the right-of-way and on privately owned parcels. Ordinances in the City of Denver establish that abutting property owners are responsible for the installation, repair and maintenance of all sidewalks within the public right-of-way. There is however a program within Denver’s Solid Waste Management department who is dedicated to supporting residents and businesses in maintaining an attractive, safe urban environment. Keep Denver Beautiful coordinates the efforts of neighborhood residents, volunteer groups and Solid Waste Management to eliminate trash, litter, junk and graffiti from city neighborhoods and public right-of-ways.

City street trees fall under the regulation of the City Forester but their maintenance is the responsibility of adjacent property owners. The exception to this is for parkways, whose trees are maintained by Denver Parks and Recreation Forestry Office. Since Federal Boulevard is considered by the Parks and Recreation Department as a parkway, there may be an opportunity for a more collaborative approach to the installation, irrigation and maintenance of street trees along Federal Boulevard in the future.

Funding for Improvements

The City of Denver funds the improvement and maintenance of city facilities, parks and roads through a Capital Improvement Program. A capital improvement is any improvement, construction or acquisition of buildings, viaducts, roads, streets, streetscape projects, pedestrian malls, plazas, designated parks or other permanent property. This program helps City Agencies, the Budget and Management Office, Development Council and City Council define the annual budget for the City. In order to be included in the city budget, a city department must submit a request for project funding to the Budget and Management Office for review.

Acquiring capital improvement funding through the city’s budget can be limited as there are only so many dollars to go around. Another opportunity for acquiring funding and pushing forward improvements for Federal Boulevard include the pursuit of grant funding. There are a number of federal, state and local grants that could potentially provide funding for recommended projects on Federal Boulevard. Additionally, there a number of local and national non-profit organizations who fund improvement projects that would make good partners moving forward.

Additional opportunities for funding include the development of local partnerships with business owners, districts and universities to improve conditions that would benefit their properties and businesses. The Denver Regional Council of Governments (DRCOG)

Equitable Distribution

As recommendations are implemented along the corridor, it will be challenging to provide an equitable distribution of resources, programs and improvements to the entire nine-mile stretch. Many neighborhoods along the corridor are low-income communities that have historically been disproportionally impacted by many of the challenges and needs of this state highway. As projects are prioritized and funding becomes available for the installation of improvements, it will be an important task to identify areas that have the greatest need for improvements and commit to successful implementation for the community, corridor-wide.

In 2002, Blueprint Denver identified Federal Boulevard, between Colfax and Evans Avenues, as an “Area of Change.” As the City continues to update Blueprint Denver through the Denveright process, it will be important that the results of the Existing Conditions Report and this Opportunities and Recommendations report are used as reference to make important decisions about identifying areas for improvement along the corridor.

Public Perception

When asking the community through public survey “What word describes Federal Boulevard?” some of the most common responses included:

- Busy
- Traffic
- Congested
- Dirty
- Unsafe

Overcoming this reputation will not be easy, but the assets Federal Boulevard possesses can help build a different identity for the corridor and improve public perception, bringing out investment from the community and the City to help define a perception about the boulevard. Other words community members used to describe the Boulevard include:

- Cultural
- Historic
- Great
- Potential
- Businesses
- Eclectic
- Diverse
HOW TO USE THIS DOCUMENT

FRAMEWORK

Ideal Conditions
Chapter 3 outlines the vision for the future of Federal Boulevard through a series of Ideal Conditions for a variety of facility types including cross sections, intersections, crossings, the public realm and bus stops.

CHARACTER ZONE CHAPTERS

Major Recommendations
Chapters 4 through 9 present the major recommendations for quick win, near-term and long-term projects. The character zone chapters also include implementation strategies for each recommendation.

The framework diagrams provide guidance for the improvements within the right-of-way that should be met to achieve the future Vision for Federal Boulevard. This chapter should be referenced as a guideline for improvements as various groups pursue changes along the Boulevard. This guideline includes features that are critical and must be included, potential enhancements to the streetscape that can reflect a desired character along the Boulevard and signature features that offer corridor-wide placemaking opportunities.

The intent of these chapters is to serve as a guide for the community, the City and the Stakeholders to make incremental improvements over time that will lead to a fulfillment of the Vision for Federal Boulevard.

Recommendations included in each character zone chapter are location specific and identified on a map of the corridor. Maps include both potential projects and the identification of catalytic parcels.

Neighborhood Building Blocks
Included in each character zone chapter is a look at a Neighborhood Building Block concept. These concepts study a set of improvements at a block-long scale that serve as case studies for common conditions along the corridor.

Each neighborhood building block concept looks at improvements to enhance the overall experience of traveling, visiting or lingering on Federal Boulevard. Site improvements at this scale should be well-integrated and work together with the surrounding environment to foster true placemaking on Federal Boulevard.
VISION SHEETS

Corridor-wide Initiatives
Each chapter includes a Vision Sheet with information about forward-thinking, corridor-wide initiatives that have the potential to transform Federal Boulevard to a 21st century boulevard.

CATALYTIC PARCELS
Development Opportunities
Identified in each character zone are a number of Catalytic Parcels; these sites have been identified as potential opportunities for (re)development that have the potential to fill a need along the corridor.

Each vision sheet provides a quick capture of the initiative and some information on precedent projects from around the world where these new concepts are being tested, implemented and achieving success for their communities.

These initiatives were selected for their ability to complement corridor recommendations and meet the Federal Boulevard Critical Success Factors.

Recommendations for Catalytic Parcels include potential highest and best use for each site. These recommendations have been developed through local study of market conditions, ongoing and planned projects and an assessment of community needs and desires.

APPENDICES

Community Survey
The project team received over 1,000 public comments throughout the life of the project. To see the complete list of comments refer to Appendix A.

FEDERAL BOULEVARD CORRIDOR WIDE STUDY

Project Ranking
Final recommendations for Federal Boulevard were informed by the 1,700 public comments and recommendations. All comments were ranked and prioritized, resulting in the 69 final recommendations. For a complete list of ranked comments, refer to Appendix B.

SAFETY
1 Improved visibility and awareness
2 Improved visibility, awareness, and/or physical protection at a conflict point
3 Physical protection or elimination of a conflict point

MOBILITY
1 Improved travel through an operational or regulatory change
2 Enhanced facility or improvement to address a known crash location
3 New facility or significant improvement at a known congestion point or missing link

NETWORK CONNECTIVITY
1 Improved access at other key locations
2 New facility or enhanced access between modes at a low volume multi-modal area
3 New facility or enhanced access between modes at a high-complexity multimodal area

PEDESTRIAN EXPERIENCE
1 Improved visual quality of the boulevard
2 Added positive variety to a walkable neighborhood destination with usable infrastructure
3 Significant pedestrian comfort improvement

SUSTAINABILITY
1 Program or opportunity that creates momentum toward a sustainability improvement
2 Small scale or interim sustainability improvement
3 Significant and permanent sustainability improvement

CELEBRATE
1 Programming or potential future improvement
2 Minor feature or program that reinforces the unique character along the Corridor
3 Major feature or program that reinforces the unique character along the Corridor

CATALYTIC SUPPORT
1 Supports advancement of a project near a catalytic development site
2 Low to moderate level of support for a project in a catalytic development site
3 Direct and significant support to advance a project in a catalytic development site
THE FRAMEWORK

3.1 CREATING A FRAMEWORK
3.2 CORRIDOR-WIDE RECOMMENDATIONS
3.3 FEDERAL BOULEVARD CROSS SECTION
3.4 PRIMARY INTERSECTION
3.5 SECONDARY INTERSECTION
3.6 MID-BLOCK CROSSING
3.7 PUBLIC REALM
3.8 TRANSIT STOP AND STATION ELEMENTS
3.9 CORRIDOR VISION: SMART CITY TECHNOLOGY ON FEDERAL BOULEVARD
3.10 CORRIDOR VISION: CONSOLIDATE CURB CUTS AND SHARE PARKING
3.11 CORRIDOR VISION: DESTINATION AND CREATIVE DISTRICTS
3.12 CORRIDOR VISION: BRANDING AND PROGRAMMING
3.13 CORRIDOR VISION: REDUCE BILLBOARD DENSITY
3.14 CORRIDOR VISION: PILOT PROGRAMS
The Federal Boulevard framework provides an underlying concept and structure for the future of the corridor. The following pages describe the ideal conditions for elements of the Boulevard, such as the roadway cross section, primary and secondary intersections, the public realm and bus stops. The specific recommendations included in each corridor chapter works towards the creation of these ideal conditions.

The framework for the Boulevard prioritizes safety for all modes of transportation and integrates the different modes to support ease of travel. Additionally, this framework provides a vision for unifying the aesthetics of Federal Boulevard to create a parkway for the 21st century on Denver’s west side.
## CORRIDOR-WIDE RECOMMENDATIONS

<table>
<thead>
<tr>
<th>Project ID</th>
<th>Project Description</th>
<th>Project Type</th>
<th>Cost Range</th>
<th>Key Implementation Strategies</th>
<th>Potential Funding Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>F1</td>
<td>Identify key locations to implement leading pedestrian intervals to improve pedestrian visibility and safety</td>
<td>BIKE/PED/TRANSIT</td>
<td>$10,000-$100,000</td>
<td>Coordinate with Denver Public Works, then CDOT to optimize corridor progression and pedestrian crossing times</td>
<td>Public Works Annual Budget</td>
</tr>
<tr>
<td>F2</td>
<td>Optimize existing transit service to reduce the number of stops and increase service (restructure RTD routes #27, #29, #30, #31, #36, #36L)</td>
<td>BIKE/PED/TRANSIT</td>
<td>N/A</td>
<td>Work with RTD Service Planning to assess pros and cons of streamlined route alignments and transfer points on the south end of the corridor</td>
<td>RTD Annual Budget</td>
</tr>
<tr>
<td>F3</td>
<td>Extend RTD route #31 hours of service</td>
<td>BIKE/PED/TRANSIT</td>
<td>$10,000-100,000</td>
<td>Work with RTD Service Planning to assess pros and cons enhanced service</td>
<td>RTD Annual Budget</td>
</tr>
<tr>
<td>F4</td>
<td>Upgrade all curb ramps to meet ADA and Universal Design standards</td>
<td>BIKE/PED/TRANSIT</td>
<td>$1M - $5M</td>
<td>Work with Denver Public Works Street Maintenance to prioritize Federal Boulevard curb ramp upgrades</td>
<td>Public Works Curb Ramp Program</td>
</tr>
<tr>
<td>F5</td>
<td>Plan for High Capacity Transit along the corridor</td>
<td>ROADWAY</td>
<td>Over $5 Million (Initial Study $100,000 - $500,000)</td>
<td>Work with RTD and Denver Public Works to identify funding for a feasibility study or NEPA. Study may be more efficient if it begins after the prioritization of RTD’s Regional Arterial BRT Analysis (anticipated completion in 2018).</td>
<td>FTA New Starts, DRCOG TIP grant, Public Works CIP, RTD Annual Budget</td>
</tr>
<tr>
<td>F6</td>
<td>Develop mechanism for Denver Parks &amp; Recreation to allocate funding to parkway maintenance and improvement for historic and future parkway features such as medians, median fencing and tree lawns</td>
<td>PARKS</td>
<td>N/A</td>
<td>Work with Denver Parks &amp; Recreation to identify a dedicated funding source</td>
<td>Parks and Recreation Annual Budget, State Historical Fund, Historic Denver’s Action Fund</td>
</tr>
<tr>
<td>F7</td>
<td>Complete the sidewalk network along the corridor</td>
<td>BIKE/PED/TRANSIT</td>
<td>$100,000-$500,000</td>
<td>Work with Denver Public Works to identify funding</td>
<td>Public Works CIP</td>
</tr>
<tr>
<td>F8</td>
<td>Identify high volume and school crossings and add enhanced cross walks at each location along the corridor</td>
<td>BIKE/PED/TRANSIT</td>
<td>$10,000-$100,000</td>
<td>Work with Denver Public Works to identify funding</td>
<td>Safe Routes To School Program, Public Works CIP</td>
</tr>
</tbody>
</table>

### QUICK WIN PROJECT

- # F1
- # F2

### NEAR-TERM PROJECT

- # F3
- # F4

### LONG-TERM PROJECT

- # F5
- # F6
- # F7
- # F8
In order for Federal Boulevard to be a well-connected Boulevard that supports and celebrates diverse local business, residents, cultures, natural resources and community, the composure of the road cross section should be revised over time to accommodate a number of critical features as well as important enhancements to the quality and character of the corridor.

The first major improvement to the corridor is the completion of a sidewalk network. While sidewalk widths may vary along the corridor, connections should be consistent and accessible. This complete network will help to support this highly travelled boulevard and provide safe passage for the many pedestrians who use it everyday, as well as future visitors to the community. An enhancement that will help maintain safety after daylight hours is pedestrian lighting. Pedestrian lighting along Federal Boulevard will create a more comfortable night-time environment along the Boulevard and help to foster some of the entertainment and restaurant businesses after dark. Also contributing to an improved experience includes a planted buffer zone. This zone separates pedestrians from travelling vehicles, provides shade, adds biodiversity to the corridor and can serve as a stormwater management measure. Additionally, the addition of trees to this zone, will help re-identify Federal Boulevard as one of Denver’s parkways.

In the roadway, a high-capacity transit lane will run adjacent to the curb, removing the bus from conflicts with cars traveling along Federal Boulevard and improve bus operations. Travel lanes are separated by a planted median, reducing conflicts between vehicles and providing an additional amenity to support the parkway experience.
Primary Intersections typically have a higher volume of both vehicular and pedestrian traffic on the Boulevard as well as the cross street. Additionally, the primary intersection is likely to be a major stop for the bus routes. Primary intersections on Federal Boulevard should provide the highest quality safety measures to protect all modes of transportation, while maintaining reasonable flow of traffic for vehicles.

While further analysis is required to determine appropriate crossing improvements at specific locations, in general, primary intersection treatment applies to the following intersections:

- Evans Avenue
- Jewell Avenue
- Florida Avenue
- Mississippi Avenue
- 5th Avenue
- 8th Avenue
- Howard Place
- 23rd Avenue
- 29th Avenue
- 38th Avenue
- 44th Avenue
- 26th Avenue
- Speer Boulevard
- Alamedia Avenue

Intersections with double left turn lanes will require the median to be narrowed.
SECONDARY INTERSECTION

Secondary intersections occur when Federal Boulevard crosses a less wide and typically slower-speed street. Some of these cross streets may include bike traffic on an identified bike lane or sharrow. In these cases, it is important that both pedestrians and bicyclists are accommodated for safe crossing.

While further analysis is required to determine appropriate crossing improvements at specific locations, in general, primary intersection treatment applies to the following intersections:

- Dartmouth Avenue
- Yale Avenue (West Leg)
- Harvard Avenue (East Leg)
- Iliff Avenue (East and West Legs)
- Colorado Avenue (West Leg)
- Arkansas Avenue (West Leg)
- Louisiana Avenue
- Kentucky Avenue
- Exposition Avenue
- West Virginia Avenue
- 1st Avenue (west leg)
- 2nd Avenue (east leg)
- 10th Avenue
- Holden Place
- 17th Avenue
- 20th Avenue
- 32nd Avenue
- 33rd Avenue/Highland Park Place
- 35th Avenue
- 41st Avenue
- 46th Avenue
- 50th Avenue
- 52nd Avenue

Where feasible, eliminate left turn lanes, provide a buffered bike facility with intersection crossing markings and install leading bicycle intervals.
Mid-block crossings allow for safe crossings along the Boulevard that connect important destinations but don’t necessarily align with the street network. These types of crossings are appropriate near schools, parks, trails, major bus or transit stops and other community destinations.
PUBLIC REALM IN A COMMERCIAL/CULTURAL DISTRICT

It is important that the public realm in commercial and cultural districts present a quality experience for pedestrians, visitors and customers. Wide, shaded sidewalks equipped with amenities like benches give visitors to the corridor an opportunity to linger in these districts. Pedestrian lighting is especially important to allow for a safe and attractive nighttime experience. Incorporating features such as banners and public art along the Boulevard can promote local events or help celebrate a neighborhood identity.

Bringing customers onto the street by providing cafe seating in front of a business can help to attract other customers and adds to a shared experience of the Boulevard.

1 COMPLETE AND WIDE SIDEWALKS
2 BUILDING FRONTAGE CAFE SEATING
3 PLANTED BUFFER ZONE AND STORMWATER TREATMENT PLANTER
4 PEDESTRIAN LIGHTING
5 BANNER PROGRAM
6 PUBLIC ART
7 BENCH
Residential areas should strive to maintain the quality and character of Federal Boulevard with consistent sidewalks and planted buffer zones. Treatment in residential districts will be more sensitive to noise and lighting.

1. COMPLETE AND WIDE SIDEWALKS
2. PLANTED BUFFER ZONE AND STORMWATER TREATMENT PLANter
3. PEDESTRIAN LIGHTING
TRANSIT STOP AND STATION ELEMENTS


The level of infrastructure improvements recommended was determined based on daily boardings. Locations for transit stations will be determined with a future high-capacity transit study. Stop and station elements have been identified as required, recommended, and optional based on the following levels:

- Typical Stop
- Typical Stop + Shelter
- Enhanced Stop
- Transit Station

The diagram to the right shows a menu of improvements that are possible for consideration.

Stops and stations require safe access for people of all ages and abilities via a concrete sidewalk platform and connecting sidewalks. Transit signage and customer seating is recommended at all locations.

A shelter is recommended for any stops with high customer demand. Next bus arrival information displays are also recommended for enhanced stop and station locations.

Additional elements to consider include branding and identity of local districts or enhanced transit services, additional customer seating, waste receptacles, lighting, bicycle parking, all-door boarding, and off-board fare collection.

Where feasible at enhanced stops and stations, providing green/sustainable infrastructure, near-level customer boarding along with a detectable warning strip and a transit curb and providing a warming space for customers including windbreaks and/or heaters (stations only) may be considered.

<table>
<thead>
<tr>
<th>Federal Boulevard Transit Typology</th>
</tr>
</thead>
<tbody>
<tr>
<td>Typical Stop ($)</td>
</tr>
<tr>
<td>&lt;50 daily boardings</td>
</tr>
<tr>
<td>Typical Stop + Shelter ($$)</td>
</tr>
<tr>
<td>51–150 daily boardings</td>
</tr>
<tr>
<td>Enhanced Stop ($$$+)</td>
</tr>
<tr>
<td>151+ daily boardings</td>
</tr>
<tr>
<td>Transit Station ($$$$$)</td>
</tr>
<tr>
<td>Station locations to be determined with future study</td>
</tr>
</tbody>
</table>

View of a typical stop along Federal Boulevard

A high-quality shelter, next bus arrival display and off-board fare collection in NYC

A transit station in Chicago provides an enhanced waiting environment for customers

Customers wait for a bus inside a shelter at the Federal and Evans Transfer Hub
EXAMPLE OF A TRANSIT STATION

1. SIDEWALK PLATFORM
2. SEATING
3. SHELTER
4. WASTE RECEPTACLE
5. BICYCLE PARKING
6. SIGNAGE + TRANSIT WAYFINDING
7. OFF-BOARD FARE COLLECTION
From 2015 to July 2016, the City of Denver participated in a Smart City Challenge grant competition hosted by the U.S. Department of Transportation. The city was a finalist, and while not selected as the winner, continues to collaborate and work with smart city funding partners. In October of 2016 the city did receive a $6 million federal grant to deploy technology that will address traffic congestion and safety. The funds will go toward three projects that utilize advancing technology directly to improve transportation safety, efficiency, and community health.

Potential technological advances included in the proposal integrate a powerful, intelligent data engine with city-wide phone applications, rechargeable transit cards, B-Cycle stations and sidewalk kiosks. Proposed kiosks would include access to mobility information, mobile device charging stations and WiFi hotspots. Additionally, the proposal included transportation electrification and the use of dedicated short-range communications (DSRC) technology.

As the City pursues the integration and installation of these new technologies throughout the city, Federal Boulevard presents itself as an excellent pilot corridor to test the potential of these advancements:

- The Boulevard touches all modes of transportation - walking, biking, riding the bus, riding light rail and driving.
- The corridor has the second highest bus ridership in the RTD network.
- Federal intersects with a number of low-income neighborhoods who could greatly benefit from the access to technology, reduced conflicts and improved mobility.
- The Boulevard connects major city-wide and regional destinations including Colorado Heights University, Regis University, Decatur-Federal Transit Station, Broncos Stadium at Mile High Station, Little Saigon Cultural District.

In addition to mobility enhancements, another new Smart City technology that could be implemented along the corridor is efficient monitoring of atmospheric conditions. New devices, such as the AoT in Chicago, help cities monitor and track conditions like air quality, temperatures, sound intensity and light intensity.

There are also Smart City technologies which could have positive effects on the pedestrian experience along Federal Boulevard. These include solar-powered “smart benches” with integrated USB charging stations, SOS call buttons for emergencies or safety concerns and a physical place to rest and socialize.

Cities like Boston, MA and London, England have recently installed Smart Benches to create multifunctional street furniture that can track environmental conditions, provide mobile device charging stations and offer SOS push buttons to connect users to emergency services.

LinkNYC station.

LinkNYC is a first-of-its-kind communications network that will replace over 7,500 pay phones across the five boroughs with new structures called Links. Each Link will provide superfast, free public Wi-Fi, phone calls, device charging and a tablet for Internet browsing, access to City services, maps and directions.

Chicago Array of Things

The Array of Things (AoT) is an urban sensing project, a network of interactive, modular sensor boxes that will be installed around Chicago to collect real-time data on the city’s environment, infrastructure, and activity for research and public use. AoT will essentially serve as a “fitness tracker” for the City, measuring factors that impact livability in Chicago such as climate, air quality and noise.
Access to adequate and affordable parking at destination sites continues to be an important element to the success of local businesses and districts. As the corridor transitions from a car-centric to a multimodal Boulevard, parking access needs to be maintained efficiently without impeding access or routes for other modes of transportation, such as walking or biking.

Sidewalk conditions along the corridor suffer from frequent breaks in the sidewalk that result from an over abundance of driveway curb cuts and/or parking that is located in front of buildings. Denver’s current zoning code shows preference for alley access and rear parking for buildings in the majority of zones along the Boulevard. While many blocks are equipped with alley access, unfortunately, not all blocks have suitable alleys to provide for this type of development and parking lot siting.

In order to maintain access to these local businesses while improving the quality of the pedestrian environment and experience, a parking needs assessment is recommended to determine locations for consolidating curb cuts and the potential for shared parking lots. Shared parking is the use of a parking space to serve two or more individual building uses without conflict or encroachment. In a mixed-use corridor, building uses and their associated parking often require different amounts of space, at different times of day, during different seasons of the year. By adjusting each building’s required parking to account for a shared parking model, the corridor can provide the optimal amount of effective parking. Creating the optimal parking ratios along the Boulevard ensures that parking is available to those who need and use it, but prevents the creation of an oversupply.

The Urban Land Institute and National Parking Association recommend a 9-step methodology for studying the potential of shared parking. These steps include:

1. Gather and review project data
2. Select and apply the base parking ratios
3. Adjust the base parking ratios according to the time of day, day of week and season
4. Develop scenarios for periods of critical parking need
5. Adjust ratios for modal split and persons per car
6. Make adjustments for captive markets
7. Calculate the number of spaces required under each scenario
8. Confirm that the scenarios reflect all critical parking periods
9. Recommend a parking plan
Federal Boulevard already possesses key attributes that would allow the Boulevard to flourish as a destination in the City of Denver. Locally-owned businesses, restaurants and shops line the street. Sections of the Boulevard possess rich cultural flare and provide unique experiences for visitors. One Business Improvement Districts and one cultural district has been formed to support improvements of the area. The Federal Boulevard BID encompasses Federal from W. 22nd to 27th Avenue and extends one block east to Eliot between W. 26th and 24th Avenues. The Little Saigon Cultural District extends from Mississippi Avenue on the southern end to Alameda Avenue on the north. Additionally, Denver’s west and southwest regions currently lack formalized historic or creative districts compared to central, south and east Denver.

The location and composition of Federal’s two districts have citywide appeal but would benefit from a retail anchor, additional specialty stores, streetscape enhancements and some district identity and wayfinding. Defining a unique identity for these districts through the incorporation of signage, signature planting, public art and lighting schemes into the streetscape can take these districts to the next level. Investing in aesthetic improvements that create memorable experiences for visitors and locals can help improve the local economy, attract new investment in the area and sustain quality environments for residents.

There are examples of corridors here in Denver and across the nation that have successfully defined their unique attributes to become destination districts. The Art District on Santa Fe is a Colorado Creative District. Colorado Creative Districts are vetted districts with access to specialized grant funding, tailored technical assistance, networking and training programs and access to advocacy tools. As the districts on Federal continue to develop the potential for access to these resources through Colorado Creative Industries should be considered to help enhance and inform the future of these areas and their community leaders.

The Little Saigon Cultural District has a truly unique opportunity to become a fully recognized cultural destination. Unlike some larger cities in the US, there is currently no recognized cultural destinations in Denver that possesses the opportunity for dining and retail experiences like a Chinatown in San Francisco or a Little Italy in New York. The Little Saigon Cultural District should leverage their current offerings with this opportunity and work with Denver’s Office of Economic Development and Denver Arts and Venues to develop that missing destination that could make Denver a recognized multi-cultural city and Federal Boulevard a unique destination in the region.

The Chinatown District in San Francisco is a national tourist attraction that sustains locally owned businesses and supports the day-to-day needs of a local community. The Little Italy in New York City defines a unique aesthetic through gateway signage, aesthetic treatments and cafe seating that identify the district.

The Art District on Santa Fe in Denver is a Colorado Creative District.
Today, "place branding" of streets, neighborhoods and cities can make significant impacts on tourism, local business development, visitor experience and overall success and sustainability of a region. Place branding aims to affect the perceptions of a place and position it favorably in the minds of an audience. Despite recent investments and exciting new programs along Federal, outdated perceptions of the Boulevard are lagging behind reality. Among many groups in Denver today, the words “Federal Boulevard” conjure a negative impression. In order to combat these perceptions, the corridor could greatly benefit from a re-branding exercise to accomplish the following:

- Compete more effectively for investment from businesses and government
- Attract customers, visitors and residents
- Promote the corridor as a dynamic place to live, work and play
- Enhance the corridor’s reputation as a destination to explore

Engaging the community to identify key messages and differentiating attributes for the corridor will help to define Federal’s unique story and create a brand for the Boulevard.

An important piece of re-branding that will help to spread the word about Federal Boulevard is programming. Local organizations and businesses should look for ways to partner with BIDs and city departments to produce a calendar of programs that will entice visitors to Federal and expose new customers and residents alike to the wide variety of offerings in the community. Currently, the Federal Boulevard BID hosts events such as “Fun on Federal,” celebrating local restaurants in the fall and the Jefferson Park Farm and Flea, a monthly market with vendors, music and food. At Little Saigon, plans for a Lunar New Year Tet celebration are in the works. These groups among others could look to other events to bring people out to the Boulevard and create positive memorable experiences. Some programming ideas identified by the community include:

- Collaboration with The Big Wonderful
- Cinco de Mayo parade
- Christmas Crafts Fair
- Food Truck Festivals
- Movie Nights
- Formalized Cruising
- Broncos Tailgating on Federal

Lake Street in Minneapolis, Minnesota shares similar characteristics and scale with Federal Boulevard. This street is well-branded, has a multi-lingual website geared towards residents and visitors alike and is supported by a local business association.

The Woodward Dream Cruise in Detroit, Michigan is an annual event celebrating classic cars. In 2015, the event had a $75 million impact on the local economy.

Larimer Street is a highly programmed destination in Denver that hosts a broad calendar of events throughout the year.
Creating and installing new signature aesthetics along Federal Boulevard in the form of gateway features, signage and lighting will actually increase the visual clutter of the Boulevard and add to the dynamics of business signage and the frequent billboards that line the corridor. Visual clutter detracts from perceived beauty of a boulevard by interrupting the symmetry and designed composition of the roadway.

Today, billboards exist in large quantities along Federal Boulevard and dominate the sky as travelers make their way along the corridor. Billboards are large, dominating advertisements that are incompatible with the scale of local buildings and the aesthetic improvements identified by this report.

The installation of a billboard is regulated by Denver’s zoning code. Currently, the City does not allow the installation of new billboards in any zone. Recent studies have found that while billboards may create some revenue generation for individual property owners, the presence of billboards is oftentimes detrimental to local property values, and the negative aesthetic impression decreases local retail sales.

As (re)development occurs along Federal, local organizations, BIDs and residents should consider lobbying for the removal of existing billboards. These controls could have positive impacts on local property values, sales revenues and the overall aesthetic of the corridor. Three years after billboard controls were put in place in Williamsburg, Virginia, restaurant sales increased from $48 million to $81 million.

Alternatively, cities like Paris have been using billboards as a way to display public art through an “ad busting” campaign that takes place once a year. This type of program could be a great way to take advantage of existing infrastructure to incorporate public art along the corridor.
Testing and piloting projects provide for low-cost, short-term actions that can quickly transform the Federal Boulevard, while building support for longer-term and more costly infrastructure improvements. In addition, it provides the City, CDOT and RTD an opportunity to learn what works and what doesn’t and allows for further refinement before committing to a long-term investment.

Pilot projects aimed at incrementally improving walkability and transit may include:

- Use of low-cost, temporary materials to improve safety and visibility at intersections
- Testing and piloting the use of outside vehicular travel lanes, where lane imbalances occur, as dedicated rush hour only bus lanes
- Restripe outside vehicular acceleration/deceleration lanes for increased public space and placemaking opportunities

The City of Denver is currently testing projects recommended in Denver Moves: Broadway and The Mall Experience: The Future of Denver’s 16th Street Mall.
CORRIDOR VISION: DESIGN AND ENFORCEMENT SOLUTIONS TO REDUCE STREET RACING

The need to reduce drag racing on Federal Boulevard has been cited by the public and other stakeholders who participated in the public process for this study. Some of the comments were specific to the desire to stop street racing and cruising. Others were more generally requesting an increased police presence around Federal Boulevard to reduce jaywalking, speeding, and running through stop lights. The public also noted that the most problematic area is from Alameda to Florida.

Through coordination with the Denver Police Department it became clear that the problems with racing are broader than the immediate safety concerns related to car crashes and conflicts with pedestrians. The social gathering of racers, often coordinated through social media or weekly tradition, can create a public nuisance if they are congregating in a certain location, slowing traffic or intimidating other users of the street. The racing itself also creates excessive noise impacting nearby neighborhoods.

Design solutions that should be considered as projects are developed along Federal Boulevard include the following:

- Install medians to encourage pedestrians to use signalized crossings, reduce the space for racers to maneuver across lanes and reduce visibility across the roadway to limit the racers potential audience
- Design medians with taller vertical edges rather than an angled edge so errant cars do not flip or launch off the angled edge
- Consider adjustment to roadway grade or relocation of pedestrian crossings where there are blind spots for speeding cars such as just north of Colfax
- Provide protected pedestrian refuge locations where pedestrian crossings are installed
- Install additional lighting and HALO cameras and remove benches at key locations where racers loiter

The Denver Police Department has implemented a strategy with the goal of curtailing street racing. Some of the tactics include:

- Establishment of a Public Nuisance Abatement Unit that seizes cars for up to a year from drivers who participate in racing and habitual traffic offenders
- Proactive enforcement with both uniformed and undercover officers in areas where racing is know to take place
- Partner with businesses where racers loiter to enforce trespassing laws and work with those businesses to make changes to their parking lots to discourage spinning tires and other unsafe and nuisance behaviors
- The Denver Police Department is also conducting outreach through the media, community meetings, and direct contact with pedestrians to discuss pedestrian safety and provide warnings and citations for jaywalking
CORRIDOR VISION: GREENING THE PARKWAY

Federal Boulevard is one of the City of Denver’s 35 streets designated as a parkway or boulevard. The parkway system was originally intended to be a framework of interconnected park-like streets that linked major parks in the city together. Denver’s parkways are characterized by a number of defining features: wide setbacks, consistent tree lawns and oftentimes, a planted median. Today on Federal Boulevard, these features primarily exist between 20th Street and I-70.

Through collaboration among CDOT, the City and local property owners, Federal Boulevard has the potential to express a more continuous parkway-like atmosphere through incremental improvements that positively contribute to the pedestrian experience and improve local environments. Tree planting along the Boulevard received significant support from the residential and business community alike.

There are a number of opportunities along Federal that would help reference the Boulevard’s history as a parkway and signal its evolution as a significant, multimodal, urban street. Though the overall vision for the corridor includes a defined cross-section (refer to pg.22), the City encourages all public and private projects on the corridor to seek opportunities to “green the street” in the near-term.

Potential projects include:

- Development of programs to encourage business owners and BIDs to voluntarily improve the public realm in front of their property
- Revision of the City’s development review guidance to require new trees, irrigation, and landscaping when a parcel is redeveloped
- Opportunities to plant trees and install planted landscapes when the City or CDOT acquire corridor ROW or build new medians
- Development of a new zone district for Federal Boulevard, similar to Main Street Zoning, but modified to improve the urban realm and provide for a balance of building massing, streetscaping and parking
- Development of annual funds allocation for Denver Parks and Recreation to provide parkway maintenance and improvements for parkway features such as medians, median fencing and tree lawns
- Testing and piloting the use of outside vehicular acceleration/deceleration lanes for increased public space and placemaking opportunities by installing low-cost, temporary planting and materials that contribute to safety and visibility measures
- Remove on-street parking where feasible between 20th and 48th to restore the original tree lawns

* Varying edge conditions of existing properties along Federal Boulevard may be more or less applicable to the strategies outlined above.
4.1 MAJOR RECOMMENDATIONS
4.2 PROJECT IMPLEMENTATION MATRIX
4.3 NEIGHBORHOOD BUILDING BLOCKS
MAJOR RECOMMENDATIONS

CATALYTIC PARCELS

<table>
<thead>
<tr>
<th>CATALYST</th>
<th>BACKGROUND</th>
<th>RECOMMENDATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Colorado (Loretto) Heights University</td>
<td>The recent decision by the U.S. Department of Education to deny recognition of the accrediting authority of the Accrediting Council of Independent Colleges and Schools has led to an unknown future of the campus at this time. The campus is characterized by its landmark Administration Building which was designed by one of Denver’s premier architects, Frank E. Edbrooke who also designed the Brown Palace Hotel. The building has been on the National Register of Historic Places since 1975. The University is currently owned by the Teikyo University Group, a multinational educational foundation based in Japan.</td>
<td>Develop a Master Plan which would respect the historic structures and educational needs, while also providing for additional private revenue generating options on currently undeveloped portions of the campus’ properties. Time Horizon: Master Plan: Short Term Implementation: Mid to Long Term</td>
</tr>
<tr>
<td>Varied Parcels</td>
<td>More so than any other zone, there are a number of vacant parcels potentially appropriate for infill housing opportunities in this area. Some of the larger parcels are identified on the map. While the corridor already houses a number of affordable multifamily units, the City and County of Denver also has a significant affordable housing need which continues to grow. Opportunities for market rate housing should also be explored. The corridor is centrally located within the region with relatively easy access to regional jobs opportunities.</td>
<td>Identify appropriate parcels for redevelopment with area property owners and developers. Leverage available financial tools, partnerships, and programs to help close financial feasibility gaps. Time Horizon: Short to Mid Term</td>
</tr>
<tr>
<td>Brentwood Shopping Center</td>
<td>The Brentwood Shopping Center is a multi-tenanted strip shopping center characterized by its colorful exterior and wide array of tenants. There is a vacant strip of property just behind the center between the retail and the adjoining single family residential neighborhoods which may be appropriate for infill development into either multifamily or employment (office) uses. Future development there should be compatible with surrounding residential community. This center has the opportunity to be a retail destination and community hub along Federal. Improved pedestrian amenities, landscaping and aesthetic upgrades will help this center realize its potential and attract new businesses, customers and visitors.</td>
<td>Partner with property owner and developer for potential infill development opportunity. Time Horizon: Mid Term</td>
</tr>
<tr>
<td>Project ID</td>
<td>Project Description</td>
<td>Project Type</td>
</tr>
<tr>
<td>------------</td>
<td>--------------------------------------------------------------------------------------</td>
<td>-----------------------</td>
</tr>
<tr>
<td></td>
<td><strong>CHARACTER ZONE A: FLOYD AVENUE TO JEWELL AVENUE</strong></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Consolidate southbound transit stops at Cornell and Girard and northbound at Bates, Warren, and Girard</td>
<td>BIKE/PED/TRANSIT</td>
</tr>
<tr>
<td>7</td>
<td>Install a bench for transit customers southbound at Dartmouth</td>
<td>BIKE/PED/TRANSIT</td>
</tr>
<tr>
<td>8</td>
<td>In 2017, installation is planned for a High-Intensity Activate Crosswalk (HAWK) beacon at Cornell to improve access to Colorado Heights University</td>
<td>BIKE/PED/TRANSIT</td>
</tr>
<tr>
<td>9</td>
<td>Test and pilot northbound accel/decel lane between Iliff and Warren south of the transit stop for increased public space and placemaking opportunities</td>
<td>BIKE/PED/TRANSIT</td>
</tr>
<tr>
<td>10</td>
<td>Install a transit shelter at northbound Cornell (over 100 boardings per day)</td>
<td>BIKE/PED/TRANSIT</td>
</tr>
<tr>
<td>11</td>
<td>Identify and install pedestrian safety and access improvements at Yale</td>
<td>BIKE/PED/TRANSIT</td>
</tr>
<tr>
<td>12</td>
<td>Identify and install pedestrian and bicycle safety and access improvements at Abraham Lincoln High School</td>
<td>BIKE/PED/TRANSIT</td>
</tr>
<tr>
<td>13</td>
<td>Identify and install pedestrian and bicycle safety and access improvements to Colorado Heights University</td>
<td>BIKE/PED/TRANSIT</td>
</tr>
<tr>
<td>15</td>
<td>Study feasibility of shortening left turn lanes between Jewell and Floyd and re-purposing with medians</td>
<td>BIKE/PED/TRANSIT</td>
</tr>
<tr>
<td>16</td>
<td>Complete the sidewalk network on the east side of Federal between Dartmouth and Evans and on the west side between Dartmouth and Floyd</td>
<td>BIKE/PED/TRANSIT</td>
</tr>
<tr>
<td>17</td>
<td>Conduct a traffic signal warrant study to relocate the traffic signal at the corner of Harvard to Vassar to create an enhanced multimodal crossing to the Harvard Gulch Trail and park. Coordinate with development of the Church of All Saints vacant parcel.</td>
<td>BIKE/PED/TRANSIT</td>
</tr>
</tbody>
</table>
## Project Implementation Matrix (Cont.)

### Character Zone A: Floyd Avenue to Jewell Avenue

<table>
<thead>
<tr>
<th>Project ID</th>
<th>Project Description</th>
<th>Project Type</th>
<th>Cost Range</th>
<th>Key Implementation Strategies</th>
<th>Potential Funding Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>18</td>
<td>Install a median between Evans and Asbury</td>
<td>ROADWAY</td>
<td>$500,000-$5M &amp; $100,000-$300,000</td>
<td>COD Public Works to coordinate with make announcements about closures at an upcoming schedule update cycle.</td>
<td>RTD Annual Budget, Public Works CIP</td>
</tr>
<tr>
<td>34</td>
<td>Provide an enhanced regional trail connection and improved bike/ped safety crossings with a minimum 10ft wide multiuse path connecting Abraham Lincoln High School, the Federal and Evans Transfer Hub, and the surrounding communities to the west with the W. Harvard Gulch Trail (S.Platte River Trail) and communities to the east. Path alignment is proposed along the east side of Federal from the W. Harvard Gulch Trail crossing Federal via the traffic signal at both the east and west legs of Illiff and along the west side of Federal north 100ft to Lincoln High School and 600 additional feet to the Federal and Evans Transfer Hub. In conjunction with the enhanced bike/ped connection across Federal at the east leg of Illiff, consideration should be given to either closing or realigning the northern O’Reilly Auto Parts store driveway. The generally wide building setbacks and potential to re-purpose the accel/decel lane between Wesley and Illiff can accommodate the proposed pathway. A controlled signal should also be provided at the west leg of Vassar to connect the shared roadway with the Weir Gulch Trail.</td>
<td>BIKE/PED/TRANSIT</td>
<td>$500,000-$5M &amp; $100,000-$100,000</td>
<td>Coordinate with Denver Public Works and CDOT to study safety needs and develop design plans. Could be done by Denver staff or through a task-order contract.</td>
<td>Public Works CIP, DRCOG TIP grant, CDOT Safety Funding or private funds</td>
</tr>
<tr>
<td>71</td>
<td>Work with local community members, businesses and schools and Colorado Heights University campus to design and install a gateway feature on or along the Boulevard to identify Federal Boulevard and the City of Denver.</td>
<td>STRUCTURE</td>
<td>Initial Design: $10,000-$100,000</td>
<td>Coordinate with Denver Public Works and CDOT to study safety needs and develop design plans. Could be done by Denver staff or through a task-order contract.</td>
<td>Public Works CIP, DRCOG TIP grant, CDOT Safety Funding or private funds</td>
</tr>
</tbody>
</table>
The Federal Evans Transfer Hub is a major transportation connector on Federal Boulevard. The station serves eight bus routes connecting travelers to local and regional destinations, light rail stations, and the surrounding suburbs. The station is located adjacent to Abraham Lincoln High School and is only a half mile from the western end of the Harvard Gulch Trail.

Today, the Federal Evans Transfer Hub is a bit of an eyesore in the community and difficult to access from the east side of the street. There is currently no provisions for bicycle access to this important hub and the station lacks any rider information for routes, destinations or bus timing. Due to the high number of boardings and routes that can be accessed from this station, it has the potential to serve as a great demonstration site for the installation of new bus stop amenities.

To better serve those travelling by bike in the area, a wide multiuse path is located along Federal, connecting the station to the Harvard Gulch Trail and neighborhoods to the east.
5.1 MAJOR RECOMMENDATIONS
5.2 PROJECT IMPLEMENTATION MATRIX
5.3 NEIGHBORHOOD BUILDING BLOCKS
MAJOR RECOMMENDATIONS

CATALYTIC PARCELS

<table>
<thead>
<tr>
<th>CATALYST</th>
<th>BACKGROUND</th>
<th>RECOMMENDATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Infill Housing by Sanderson Gulch</td>
<td>The Sanderson Apartments adjacent to the Sanderson Gulch and the Federal Boulevard Corridor will house sixty (60) one-bedroom apartment units. The sponsor is the Mental Health Center of Denver (MHCD), a nonprofit community health organization. This project will provide Permanent Supportive Housing (PSH) to Denver’s highest priority homeless individuals. This project is one of the first under Colorado’s social impact bond (SIB) program, a “pay-for-performance” model designed to yield public sector savings associated with the cost of addressing homelessness. Residents will have access to high intensity social services.</td>
<td>Continue to support the Mental Health Center of Denver. Monitor the success of the Social Impact Bond program and potentially leverage the model in other parts of Denver. Time Horizon: Short Term</td>
</tr>
<tr>
<td>Denver Health Southwest Family Medical Center</td>
<td>There had been a gap in medical services in the southwest Denver market. This recently constructed facility near Federal Boulevard and Louisiana Avenue has 40 exam rooms, 10 rooms for urgent care, a pharmacy, a dental clinic, and other community services for the surrounding area. During the public meeting, a number of participants mentioned the new facility and how it’s meeting area needs.</td>
<td>Continue to support the Southwest Family Medical Center as it fulfills a needed public service. Time Horizon: Ongoing</td>
</tr>
</tbody>
</table>

MAP KEY

- QUICK WIN PROJECT
- NEAR-TERM PROJECT
- LONG-TERM PROJECT
- CATALYTIC PARCEL
- EXISTING PARK
<table>
<thead>
<tr>
<th>Project ID</th>
<th>Project Description</th>
<th>Project Type</th>
<th>Cost Range</th>
<th>Key Implementation Strategies</th>
<th>Potential Funding Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>19</td>
<td>Test and pilot use of the southbound outside vehicular travel lane between Louisiana and Jewell as a dedicated rush hour only transit lane</td>
<td>BIKE/PED/TRANSIT</td>
<td>$100,000 - $500,000</td>
<td>Coordinate with Denver Public Works, then RTD and CDOT to develop pilot test design considerations and duration.</td>
<td>DRCOG TIP grant, Public Works or RTD Annual funds</td>
</tr>
<tr>
<td>20</td>
<td>Identify and install pedestrian and bicycle safety and access improvements at Florida</td>
<td>BIKE/PED/TRANSIT</td>
<td>$100,000 - $500,000</td>
<td>Coordinate with Denver Public Works and CDOT to study safety needs and develop design plans. Could be done by Denver staff or through a task-order contract.</td>
<td>Public Works CIP or CDOT Safety Funding</td>
</tr>
<tr>
<td>21</td>
<td>Identify and install pedestrian safety and access improvements at Louisiana and Jewell</td>
<td>BIKE/PED/TRANSIT</td>
<td>$100,000 - $500,000</td>
<td>Coordinate with Denver Public Works and CDOT to study safety needs and develop design plans. Could be done by Denver staff or through a task-order contract.</td>
<td>Public Works CIP or CDOT Safety Funding</td>
</tr>
<tr>
<td>22</td>
<td>Reduce speeding/racing south of Florida through additional policing, speed camera installations, and/or red light running cameras</td>
<td>BIKE/PED/TRANSIT</td>
<td>Initial Study: $10,000-$100,000</td>
<td>Coordinate with Denver Police, Public Works and CDOT to study safety needs. Work with community to prioritize and implement and monitor safety measures.</td>
<td>Police and Public Works annual funds or CDOT Safety Funding</td>
</tr>
<tr>
<td>23</td>
<td>Install a transit shelter at southbound and northbound Florida and northbound Jewell (over 100 boardings per day)</td>
<td>BIKE/PED/TRANSIT</td>
<td>$10,000 - $100,000</td>
<td>Prioritize request through Denver’s Transit Amenity Program.</td>
<td>Private advertisers</td>
</tr>
<tr>
<td>24</td>
<td>Install landscaping to the Brentwood shopping center parking lot</td>
<td>BIKE/PED/TRANSIT</td>
<td>$10,000 - $100,000</td>
<td>Work with property owner to assess sustainable, meaningful landscaping enhancements to complement shopping center and Federal Boulevard pedestrian experience.</td>
<td>Parks or Public Works annual funding, Denver Digs Trees, Private funding</td>
</tr>
<tr>
<td>25</td>
<td>Install a median between Asbury and Jewell</td>
<td>ROADWAY</td>
<td>$500,000-1M &amp; $100,000-$500,000</td>
<td>Coordinate with Denver Public Works and CDOT to study safety needs and develop design plans. Could be done by Denver staff or through a task-order contract.</td>
<td>Public Works CIP, DRCOG TIP grant, CDOT Safety Funding or private funds</td>
</tr>
<tr>
<td>26</td>
<td>Install a median between Jewell and Louisiana</td>
<td>ROADWAY</td>
<td>$500,000-1M &amp; $100,000-$500,000</td>
<td>Coordinate with Denver Public Works and CDOT to study safety needs and develop design plans. Could be done by Denver staff or through a task-order contract.</td>
<td>Public Works CIP, DRCOG TIP grant, CDOT Safety Funding or private funds</td>
</tr>
<tr>
<td>27</td>
<td>Install a grade separated crossing at the Sanderson Gulch Trail</td>
<td>STRUCTURE</td>
<td>Initial Study: $100,000-$300,000</td>
<td>Coordinate with Denver Public Works, then CDOT and DRCOG to determine appropriate “warrants” and design considerations.</td>
<td>Public Works CIP or CDOT Safety Funding</td>
</tr>
</tbody>
</table>
NEIGHBORHOOD BUILDING BLOCKS: SANDERSON GULCH

OPPORTUNITIES
In the corridor there are four regional trails running alongside gulches and connecting to Federal Boulevard: Harvard Gulch, Sanderson Gulch, Weir Gulch, and Lakewood Gulch. Community members have indicated that crossing the Boulevard at these trails is challenging, particularly at Sanderson Gulch. Additionally, Sanderson Gulch Trail connects a series of neighborhood parks and open spaces that are well loved by the community, however, the trail signage and wayfinding program currently fails to celebrate these great assets or identify their presence to visitors of the corridor.

RECOMMENDATIONS
To provide the safest connection for trail users and create a new experience on the southern half of the corridor, a grade-separated trail crossing is recommended at Sanderson Gulch. Additionally, a signage and wayfinding program that links these trails to local destinations in the corridor and regional destinations should be installed to highlight the trails access and reach. Many community members mentioned that the gulches lack signage significant enough to indicate to pedestrians and vehicles that they are walking on or adjacent to a gulch or open space amenity. Impactful public art and/or signage pieces can help identify these areas and serve as a signal to vehicles that pedestrians and bicyclists may cross at this location. In addition to the below-grade trail crossing, the community has indicated that the wait time for a pedestrian light signal at the existing midblock crossing located at the gulch is too long and the crossing times too short, forcing pedestrians to dash across traffic. Moving forward, this midblock crossing should be studied for the inclusion of a HAWK signal and pedestrian refuge.
ZONE C

6.1 MAJOR RECOMMENDATIONS
6.2 PROJECT IMPLEMENTATION MATRIX
6.3 NEIGHBORHOOD BUILDING BLOCKS
**MAJOR RECOMMENDATIONS**

**CATALYST**

*Little Saigon Cultural District*

**BACKGROUND**

The section of the Federal Boulevard Corridor between approximately Mississippi and Alameda Avenues is one of the most commercially active segments of the corridor and is a highly sought after business location particularly by Vietnamese American merchants. There are a number of restaurants in this area, many of which are regional destinations for those seeking high quality Vietnamese cuisine in the Denver metro area. The Vietnamese American Community of Colorado was involved in the Federal Boulevard planning effort and expressed support for exploring the potential for an association or Business Improvement District (BID). This association could help further marketing efforts and potential plans for gateway enhancements at Alameda and Mississippi Avenues, landscaping, art, and lighting, as well as other public improvements.

**RECOMMENDATIONS**

Support the Little Saigon Merchants and the Vietnamese American Community of Colorado as they explore district and association options including a Business Improvement District.

*Time Horizon: Short Term*

---

*Gateway to Southwest Cultural Neighborhoods*

**BACKGROUND**

The Little Saigon District and Morrison Road represent two of the most authentically Asian and Hispanic commercial corridors in Denver. Federal Boulevard is a common gateway to both neighborhoods. The recently adopted Westwood Neighborhood Plan recommends enhancing Kentucky Avenue as an important transit and bicycle link and a gateway to the neighborhood from the east. The Little Saigon Cultural District has mentioned a desire for a community center and centrally located festival street.

**RECOMMENDATIONS**

Coordinate with the Little Saigon Cultural District and the Westwood and Athmar Park neighborhoods in developing a centrally located festival street near either Mississippi and Kentucky with the potential to host special programs.

*Time Horizon: Mid Term*
## Project Implementation Matrix

### Character Zone C: Louisiana Avenue to W Cedar Avenue

<table>
<thead>
<tr>
<th>Project ID</th>
<th>Project Description</th>
<th>Project Type</th>
<th>Cost Range</th>
<th>Key Implementation Strategies</th>
<th>Potential Funding Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>28</td>
<td>Test and pilot use of the southbound outside vehicular travel lane between Dakota and Louisiana as a dedicated rush hour only transit lane</td>
<td>BIKE/PED/TRANSIT</td>
<td>$100,000 - $500,000</td>
<td>Coordinate with Denver Public Works, then RTD and CDOT to develop pilot test design considerations and duration.</td>
<td>DRCOG TIP grant, Public Works or RTD Annual funds</td>
</tr>
<tr>
<td>30</td>
<td>Test and pilot use of the northbound accel/decel lane between Louisiana and Arizona north of the transit stop for increased public space and placemaking opportunities</td>
<td>BIKE/PED/TRANSIT</td>
<td>$100,000 - $500,000</td>
<td>Coordinate with Denver Public Works, then CDOT to develop pilot test design considerations and duration.</td>
<td>DRCOG TIP grant, Public Works CIP</td>
</tr>
<tr>
<td>31</td>
<td>Test and pilot use of the northbound accel/decel lane between Kentucky and Ada south of the transit stop for increased public space and placemaking opportunities</td>
<td>BIKE/PED/TRANSIT</td>
<td>$100,000 - $500,000</td>
<td>Coordinate with Denver Public Works, then CDOT to develop pilot test design considerations and duration.</td>
<td>DRCOG TIP grant, Public Works CIP</td>
</tr>
<tr>
<td>32</td>
<td>Test and pilot use of the southbound accel/decel lane between Walsh and Ohio for increased public space and placemaking opportunities</td>
<td>BIKE/PED/TRANSIT</td>
<td>$100,000 - $500,000</td>
<td>Coordinate with Denver Public Works, then CDOT to develop pilot test design considerations and duration.</td>
<td>DRCOG TIP grant, Public Works CIP</td>
</tr>
<tr>
<td>33</td>
<td>Test and pilot use of the southbound accel/decel lane between Alameda and Dakota for increased public space and placemaking opportunities</td>
<td>BIKE/PED/TRANSIT</td>
<td>$100,000 - $500,000</td>
<td>Coordinate with Denver Public Works, then CDOT to develop pilot test design considerations and duration.</td>
<td>DRCOG TIP grant, Public Works CIP</td>
</tr>
<tr>
<td>34</td>
<td>Identify and install improvements to improve transit speeds during the PM peak period southbound between Bayaud and Alameda</td>
<td>BIKE/PED/TRANSIT</td>
<td>$100,000 - $500,000</td>
<td>Coordinate with Denver Public Works, then CDOT to develop pilot test design considerations and duration.</td>
<td>DRCOG TIP grant, Public Works CIP</td>
</tr>
<tr>
<td>35</td>
<td>Identify and install pedestrian and bicycle safety and access improvements at Alameda, Kentucky, and Mississippi</td>
<td>BIKE/PED/TRANSIT</td>
<td>Initial Study: $50,000 - $100,000</td>
<td>Coordinate with Denver Public Works and CDOT to study safety needs and develop design plans. Could be done by Denver staff or through a task-order contract.</td>
<td>Public Works CIP or CDOT Safety Funding</td>
</tr>
<tr>
<td>36</td>
<td>Install S. Platte River Trail wayfinding at Alameda</td>
<td>BIKE/PED/TRANSIT</td>
<td>$10,000 - $100,000</td>
<td>Coordinate with Denver Public Works to develop and place new signs.</td>
<td>Public Works Annual funds</td>
</tr>
<tr>
<td>37</td>
<td>Install a transit shelter at southbound Alameda (over 100 boardings per day)</td>
<td>BIKE/PED/TRANSIT</td>
<td>$10,000 - $100,000</td>
<td>Prioritize request through Denver’s Transit Amenity Program.</td>
<td>Private advertiser</td>
</tr>
<tr>
<td>38</td>
<td>Study the potential for a dedicated bicycle signal to improve the trail crossing at Tennessee/Westwood Greenway</td>
<td>BIKE/PED/TRANSIT</td>
<td>$100,000 - $500,000</td>
<td>Coordinate with Denver Public Works, then CDOT and DRCOG to determine appropriate “warrants” and design considerations.</td>
<td>Public Works CIP or CDOT Safety Funding</td>
</tr>
<tr>
<td>39</td>
<td>Install dedicated bicycle/pedestrian signal at Bayaud</td>
<td>BIKE/PED/TRANSIT</td>
<td>$10,000 - $100,000</td>
<td>Coordinate with Denver Public Works, then CDOT and DRCOG to determine appropriate “warrants” and design considerations.</td>
<td>Public Works CIP or CDOT Safety Funding</td>
</tr>
</tbody>
</table>
## Character Zone C: Louisiana Avenue to W Cedar Avenue

<table>
<thead>
<tr>
<th>Project ID</th>
<th>Project Description</th>
<th>Project Type</th>
<th>Cost Range</th>
<th>Key Implementation Strategies</th>
<th>Potential Funding Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>40</td>
<td>Install a median between Louisiana and Alameda</td>
<td>ROADWAY</td>
<td>Initial Study: $50,000-$100,000</td>
<td>Coordinate with RTD Service Planning to make announcements about closures at an upcoming schedule update cycle.</td>
<td>RTD Annual Budget</td>
</tr>
<tr>
<td>41</td>
<td>Install a gateway feature at Mississippi and Alameda and identify intersection treatments, planting, art, and lighting that celebrate the character and identity of the Little Saigon Cultural District</td>
<td>BIKE/PED/TRANSIT</td>
<td>Initial Study: $10,000-$100,000</td>
<td>Coordinate with multiple Denver agencies, possibly led by Office of Economic Development (OED), and the Cultural District to study features for a gateway and develop design plans. Could be done by Denver staff or through a task-order contract.</td>
<td>Denver OED annual funds or private funds</td>
</tr>
<tr>
<td>42</td>
<td>Create a centrally-located festival street between Mississippi and Kentucky with the potential to host special programs</td>
<td>ROADWAY</td>
<td>Initial Study: $10,000-$100,000</td>
<td>Coordinate with multiple Denver agencies (possibly led by Office of Economic Development) and the Cultural District to study features for a gateway and develop design plans. Could be done by Denver staff or through a task-order contract.</td>
<td>Denver OED annual funds or private funds</td>
</tr>
</tbody>
</table>
**OPPORTUNITIES**

The Little Saigon Cultural District provides a great opportunity to build on existing assets in the community to create a unique experience along Federal Boulevard. Collaboration among area businesses and residents with the City and CDOT could provide the community with the opportunity to install some features that would serve as a gateway for the district.

**RECOMMENDATIONS**

The Little Saigon Cultural District has perhaps the greatest opportunity to incorporate signature features along the Boulevard that will serve as gateway elements and create a true identity for this segment of the corridor. Incorporating public art pieces that are reflective of the culture of the area is a great way to unite this segment of the Boulevard and create a gateway into the neighborhood. Specialized planting along this segment that both provides shade and brings color to the area will help to define the identity of the business district. Additional features that could be customized for this area of Federal include pedestrian lighting, banner programs and furnishings such as benches and planters.
ZONE D
7
7.1 MAJOR RECOMMENDATIONS
7.2 PROJECT IMPLEMENTATION MATRIX
7.3 NEIGHBORHOOD BUILDING BLOCKS
MAJOR RECOMMENDATIONS

MAP KEY

- **#** QUICK WIN PROJECT
- **#** NEAR-TERM PROJECT
- **#** LONG-TERM PROJECT
- ▪ CATALYTIC PARCEL
- ▫ EXISTING PARK
<table>
<thead>
<tr>
<th>Project ID</th>
<th>Project Description</th>
<th>Project Type</th>
<th>Cost Range</th>
<th>Key Implementation Strategies</th>
<th>Potential Funding Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>43</td>
<td>Test and pilot use of the northbound outside vehicular travel lane between north of 14th and 19th as a dedicated rush hour only transit lane</td>
<td>BIKE/PED/TRANSIT</td>
<td>$100,000 - $500,000</td>
<td>Coordinate with Denver Public Works, then RTD and CDOT to develop pilot test design considerations and duration.</td>
<td>DRCOG TIP grant, Public Works or RTD Annual funds</td>
</tr>
<tr>
<td>44</td>
<td>Remove the southbound transit stop at Ellsworth and northbound at 19th</td>
<td>BIKE/PED/TRANSIT</td>
<td>$10,000 - $100,000</td>
<td>Coordinate with RTD Service Planning to make announcements about closures at an upcoming schedule update cycle.</td>
<td>RTD Annual Budget</td>
</tr>
<tr>
<td>45</td>
<td>Test and pilot use of the southbound accel/decel lane between 18th and 17th for increased public space and placemaking opportunities</td>
<td>BIKE/PED/TRANSIT</td>
<td>$100,000 - $500,000</td>
<td>Coordinate with Denver Public Works, then CDOT to develop pilot test design considerations and duration.</td>
<td>DRCOG TIP grant, Public Works CIP</td>
</tr>
<tr>
<td>47</td>
<td>Identify pedestrian safety and access improvements at 10th</td>
<td>BIKE/PED/TRANSIT</td>
<td>Initial Study: $10,000-$100,000</td>
<td>Coordinate with Denver Public Works and CDOT to study safety needs and develop design plans. Could be done by Denver staff or through a task-order contract.</td>
<td>Public Works CIP or CDOT Safety Funding</td>
</tr>
<tr>
<td>48</td>
<td>Identify transit slow zone improvements southbound between 1st and Bayaud</td>
<td>BIKE/PED/TRANSIT</td>
<td>$10,000 - $100,000</td>
<td>Coordinate with Denver Public Works and RTD Service Planning to study and implement improvements to reduce transit delays.</td>
<td>Denver Public Works or RTD Annual Budget</td>
</tr>
<tr>
<td>49</td>
<td>Identify pedestrian and bicycle safety and access improvements at Holden, Howard, Colfax &amp; Federal Transit Center, 17th, and 20th</td>
<td>BIKE/PED/TRANSIT</td>
<td>$100,000-1M &amp; $10,000-$100,000</td>
<td>Coordinate with Denver Public Works, CDOT and RTD to study safety needs and develop design plans. Could be done by Denver staff or through a task-order contract.</td>
<td>Public Works CIP, CDOT Safety Funding, RTD Annual Budget</td>
</tr>
<tr>
<td>50</td>
<td>Install a transit shelter at northbound 4th (over 100 boardings per day)</td>
<td>BIKE/PED/TRANSIT</td>
<td>$10,000 - $100,000</td>
<td>Prioritize request through Denver’s Transit Amenity Program.</td>
<td>Private advertisers</td>
</tr>
<tr>
<td>51</td>
<td>Reduce speeding/racing between Howard and 20th through additional policing, speed camera installations, and/or red light running cameras</td>
<td>ROADWAY</td>
<td>Initial Study: $10,000-$100,000</td>
<td>Coordinate with Denver Police, Public Works and CDOT to study safety needs. Work with community to prioritize and implement and monitor safety measures.</td>
<td>Police and Public Works annual funds or CDOT Safety Funding</td>
</tr>
<tr>
<td>52</td>
<td>Carry elements of the historic parkway south between 20th and Colfax. Install wide sidewalks, ADA curb ramps, landscaped buffers between the sidewalk and the roadway, pedestrian lighting, and a banner program between 20th and Colfax to improve safety, access, and to enhance the stadium district</td>
<td>BIKE/PED/TRANSIT</td>
<td>$500,000-1M &amp; $100,000-$500,000</td>
<td>Coordinate with multiple Denver agencies (Public Works, Parks &amp; Recreation and Office of Economic Development) and the Business District to study enhancements to pedestrian and parkway features and develop design plans. Could be done by Denver staff or through a task-order contract.</td>
<td>Denver OED annual funds or private funds</td>
</tr>
<tr>
<td>53</td>
<td>Install a median between 16th and 20th</td>
<td>ROADWAY</td>
<td>$500,000-1M &amp; $100,000-$500,000</td>
<td>Coordinate with Denver Public Works and CDOT to study safety needs and develop design plans. Could be done by Denver staff or through a task-order contract.</td>
<td>Public Works CIP, DRCOG TIP grant, CDOT Safety Funding or private funds</td>
</tr>
</tbody>
</table>
### Project Implementation Matrix (Cont.)

#### Character Zone D: W Cedar Avenue to W 20th Avenue

<table>
<thead>
<tr>
<th>Project ID</th>
<th>Project Description</th>
<th>Project Type</th>
<th>Cost Range</th>
<th>Key Implementation Strategies</th>
<th>Potential Funding Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>54</td>
<td>Work with CDOT to ensure the Colfax/Federal interchange has a more urban design friendly solution for pedestrians and bikes. Continue to work with adjacent entities for improvements at the interchange including CDOT. CDOT is moving their headquarters to the site which is testament to their interest in this area.</td>
<td>STRUCTURE</td>
<td>Over $5 Million (Initial Study $100,000-$500,000)</td>
<td>Work with CDOT, Denver Public Works and the Bronco Stadium to identify funding for a feasibility study or NEPA.</td>
<td>CDOT, DRCOG TIP grant, Public Works CIP, Private Funds</td>
</tr>
<tr>
<td>55</td>
<td>Provide a more direct bicycle and pedestrian connection from the Decatur LRT Station to the Lakewood Dry Gulch Trail either at the existing bridge west of Decatur or with a new bridge between Rude Park and Decatur-Federal Station.</td>
<td>STRUCTURE</td>
<td>Initial Study: $10,000-$100,000</td>
<td>Coordinate with Denver Public Works, Parks &amp; Recreation and RTD to study safety needs and develop design plans. Could be done by Denver staff or through a task-order contract.</td>
<td>Public Works CIP, DRCOG TIP grant, CDOT Safety Funding or private funds</td>
</tr>
<tr>
<td>57</td>
<td>Install a grade separated crossing at Weir Gulch/8th and continue upgrades to bike facilities along the trail.</td>
<td>STRUCTURE</td>
<td>Over $5 Million (Initial Study $100,000-$500,000)</td>
<td>Coordinate with Denver Public Works, then CDOT and DRCOG to determine appropriate “warrants” and design considerations.</td>
<td>Public Works CIP or CDOT Safety Funding</td>
</tr>
<tr>
<td>77</td>
<td>Enhanced multimodal connections and wayfinding to Barnum Park</td>
<td>BIKE/PED/TRANSIT</td>
<td>Over $5 Million (Initial Study $100,000-$500,000)</td>
<td>Coordinate with Denver Public Works.</td>
<td>Public Works</td>
</tr>
<tr>
<td>81</td>
<td>In 2017, reconstruction of Federal between 7th and Holden will start including new sidewalks, landscaped median, street lighting, roadway pavement, storm sewer and a third travel lane.</td>
<td>STRUCTURE</td>
<td>Funded for construction</td>
<td></td>
<td>Construction planned for Fall 2017 to Early 2019</td>
</tr>
</tbody>
</table>

#### CATALYTIC PARCELS

**CATALYST**

Decatur Federal Station Area Gateway

**BACKGROUND**

There has been ongoing planning efforts by the Denver Housing Authority (DHA), Sun Valley Eco District (SUED), the Metropolitan Football Stadium District (Denver Broncos), and the City and County of Denver focused on redevelopment of DHA’s Sun Valley Homes, and redeveloping the Federal-Decatur Station Area. Current plans include redeveloping the area near the station into a mixed use, mixedincome residential community and an Entertainment District including a Broncos museum, restaurants, retail, office, and hotel uses. There are plans to connect 13th Avenue and Holden Place to to make a direct connection to Federal Boulevard and to enhance the grid and enable better accessibility into the development. The Stadium District (Broncos) has also indicated their support for an enhanced entryway and supporting infrastructure.

**RECOMMENDATIONS**

Support the City and County, Metropolitan Football Stadium District, and Denver Housing Authority as they continue to work together to fund infrastructure and other needed improvements to support area redevelopment.

*Time Horizon: 13th Avenue Infrastructure improvements: Short Term*

*Implementation: Long term*

**6th Avenue to Approximately 8th Avenue east of the Federal Boulevard Corridor**

The area to the east of the Federal Boulevard corridor and south of the Federal Decatur Station Area is characterized by a mix of residential (Sun Valley Homes) and industrial land uses, containing small to medium sized businesses. Some of the area businesses have been in this location for a number of years. Many of the buildings are owner-occupied and like this central location because of its close proximity to I-25 and 6th Avenue. There are a variety of area businesses and several involved in food manufacturing.

**RECOMMENDATIONS**

Support the industrial businesses in the areas east of the corridor as a primary jobs location. The Decatur Federal Station Area Plan envisions maintaining the industrial orientation of this area with the potential for adding creative industrial uses to complement the future mixed use orientation of the area.

*Time Horizon: Long Term*

**6th Avenue to approximately 12th Avenue along the Federal Boulevard Corridor**

There may be potential opportunities for revitalization and redevelopment of area businesses into mixed use retail and housing along the Federal Boulevard corridor as Federal-Decatur redevelopment occurs.

**RECOMMENDATIONS**

Work with the Federal Boulevard Partnership in Identifying appropriate parcels for redevelopment with area property owners and developers. Partner with property owners and developments for potential infill development opportunities.

*Time Horizon: Long Term*
NEIGHBORHOOD BUILDING BLOCKS: STADIUM DISTRICT

OPPORTUNITIES

One of the largest regional attractions on Federal Boulevard is the Mile High Stadium, home to the Denver Broncos Football Club. Located off of Federal Boulevard between Colfax and W. 20th Avenues, this destination draws more than 75,000 fans to the area during football games. In addition to the stadium’s NFL events, it also hosts a myriad of other events and guests throughout the year including sporting, political, music, weddings and food and beverage events. Despite the stadium’s proximity to the Boulevard, there remains a disconnect in aesthetic quality, character and mutually supported uses between the two entities.

RECOMMENDATIONS

Cities around the country have been revitalizing and redeveloping neighborhoods surrounding large sports venues into “Stadium Districts” - mixed use developments with entertainment, commercial, residential and food and beverage offerings that create a synergy of uses between stadium events and the surrounding areas. As neighborhoods like Sun Valley, West Colfax, Sloan’s Lake and Jefferson Park continue to receive public and private investments, enhanced accommodations for pedestrians, bicyclists and transit riders along Federal Boulevard should be incorporated into the corridor. As a stadium district, this zone of the Boulevard has the opportunity to work with the Denver Broncos organization to “brand” the area through the use of signature aesthetic treatments, lighting and planting that would embrace the stadium and its culture while giving an identity to this segment of the corridor.
ZONE E

8.1 MAJOR RECOMMENDATIONS
8.2 PROJECT IMPLEMENTATION MATRIX
8.3 NEIGHBORHOOD BUILDING BLOCKS
MAJOR RECOMMENDATIONS

CATALYST
Federal Boulevard Business Improvement District

BACKGROUND
There are several organizations in this section of the corridor promoting community and business opportunities, including the Federal Boulevard Partnership and the recently formed Federal Boulevard Business Improvement District (BID). The district boundaries encompass Federal Boulevard from West 22nd to 27th Avenues and one block east to Eliot between West 26th to West 24th Avenues. The BID has been working to implement median art, wayfinding signs, streetscape improvements, and marketing. The transition of commercial businesses along West 25th Avenue in particular is indicative of the demographic changes ongoing in this section of the corridor.

RECOMMENDATIONS
Support the BID in its marketing activities. Support the development of commercial activities near 26th Avenue.

The West 26th Avenue and Federal Boulevard intersection is a commercial center for the surrounding neighborhood. The commercial district will see additional commercial services and changes.

Time Horizon: Short to Mid Term

CATALYTIC PARCELS

Commercial Intersections between West 32nd Avenue and I-70

A number of intersections in this area have limited commercial options or are primarily fast food establishments. Residential redevelopment in the surrounding neighborhoods which enjoy close proximity to downtown Denver, smaller scale neighborhood commercial centers, historic and attractive housing stock, could potentially lead to redevelopment at several of these key intersections, including West 32nd Avenue, West 35th Avenue, West 38th Avenue, West 44th Avenue, and at I-70.

RECOMMENDATIONS
Support the redevelopment of critical commercial intersections. Given the attractiveness and value of these intersections, it would be anticipated that redevelopment efforts would primarily be led by the private sector without the need for public sector assistance.

Time Horizon: Mid to Long Term
## PROJECT IMPLEMENTATION MATRIX

### CHARACTER ZONE E: W 20TH AVENUE TO I-70

<table>
<thead>
<tr>
<th>Project ID</th>
<th>Project Description</th>
<th>Project Type</th>
<th>Cost Range</th>
<th>Key Implementation Strategies</th>
<th>Potential Funding Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>58</td>
<td>Remove the southbound transit stops at 25th and 39th</td>
<td>BIKE/PED/TRANSIT</td>
<td>$0 - $100,000</td>
<td>Coordinate with RTD Service Planning to make announcements about closures at an upcoming schedule update cycle.</td>
<td>RTD Annual Budget</td>
</tr>
<tr>
<td>59</td>
<td>Install a bench for transit customers southbound at 44th</td>
<td>BIKE/PED/TRANSIT</td>
<td>$0 - $100,000</td>
<td>Prioritize request through Denver’s Transit Amenity Program.</td>
<td>Private advertisers; PS You Are Here grants</td>
</tr>
<tr>
<td>60</td>
<td>Identify pedestrian and bicycle safety and access improvements at 25th,</td>
<td>BIKE/PED/TRANSIT</td>
<td>Initial Study: $10,000-$100,000</td>
<td>Partner with the Federal Boulevard BID to create an enhanced crossing.</td>
<td>Public Works CIP, Federal Boulevard BID</td>
</tr>
<tr>
<td></td>
<td>26th, 38th, 44th, and 46th</td>
<td></td>
<td></td>
<td>Coordinate with Denver Public Works and CDOT to study safety needs and develop design plans. Could be done by Denver staff or through a task-order contract.</td>
<td>Public Works CIP or CDOT Safety Funding</td>
</tr>
<tr>
<td>61</td>
<td>Identify pedestrian safety and access improvements at Speer and adjacent streets</td>
<td>BIKE/PED/TRANSIT</td>
<td>$100,000 - $1M</td>
<td>Coordinate with Denver Public Works, Parks &amp; Recreation and CDOT to study safety needs and develop design plans. Could be done by Denver staff or through a task-order contract.</td>
<td>Public Works CIP or CDOT Safety Funding</td>
</tr>
<tr>
<td></td>
<td>connecting to Viking Park. Work with local event groups Denver Night Out, etc. to</td>
<td></td>
<td>Initial Study: $10,000-$100,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>host event to showcase for the park space.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>62</td>
<td>Install a transit shelter at southbound 29th and southbound 38th (over 100 boardings</td>
<td>BIKE/PED/TRANSIT</td>
<td>$0 - $100,000</td>
<td>Prioritize request through Denver’s Transit Amenity Program before January 1st.</td>
<td>Private advertisers</td>
</tr>
<tr>
<td></td>
<td>per day)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>63</td>
<td>Identify transit slow zone improvements northbound between 23rd and 29th</td>
<td>BIKE/PED/TRANSIT</td>
<td>$10,000-$100,000</td>
<td>Coordinate with Denver Public Works and RTD Service Planning to study and implement improvements to reduce transit delays.</td>
<td>Denver Public Works or RTD Annual Budget</td>
</tr>
</tbody>
</table>

### MAP KEY

- # QUICK WIN PROJECT
- # NEAR-TERM PROJECT
- # LONG-TERM PROJECT
- □ CATALYTIC PARCEL
- ■ EXISTING PARK
NEIGHBORHOOD BUILDING BLOCKS: FEDERAL AND SPEER INTERSECTION

OPPORTUNITIES
The intersection with Speer Boulevard provides a great opportunity to create a community hub on Federal and reinforce the historic parkway nature of this northern section of the corridor. This intersection connects Viking Park to North Lincoln High School and a surrounding commercial and residential community. Despite these assets, community members have indicated that the area lacks safe crossings and pedestrian activity.

RECOMMENDATIONS
The park, school, church and commercial uses surrounding the Federal-Speer intersection merit a study to improve the pedestrian safety and amenities at this intersection. Tree planting on the west side of the street and the installation of pedestrian lighting along Federal can go a long way to achieving the atmosphere of a safe Denver parkway along this segment of the corridor. In order to activate Viking Park and solidify the park’s connection to Federal Boulevard, small enhancements such as the inclusion of benches and bike racks along Federal will invite people to pause and enjoy the park. This park provides excellent, shaded space for local community events, neighborhood meetings, exercise groups and afterschool play time. Providing a community board at entrances to the park along Federal could help promote these events and give pedestrians an opportunity to engage with each other and community activities.
9.1 MAJOR RECOMMENDATIONS
9.2 PROJECT IMPLEMENTATION MATRIX
9.3 NEIGHBORHOOD BUILDING BLOCKS
MAJOR RECOMMENDATIONS

CATALYST

Regis University

Regis University is planning on undertaking a master planning effort focused on approximately West 50th to 52nd Avenues along Federal Boulevard propelled by its growing curriculum needs / plans and student population. There are currently leasehold interests on some of the properties it controls in this area currently with most expiring by 2021. As a long-standing anchor of the north Denver community, the university recognizes its role as a gateway to the City. Regis University considers Federal Boulevard to be an opportunity to strengthen its relationship with the community by providing additional amenities and services to contribute to a vibrant transportation corridor and community. Regis University’s priorities for redevelopment include: academic buildings, housing, transportation, health, recreation facilities, and an all-purpose arena. Regis University is also part of the RWJF Invest Health Small Cities grant to Westminster, Colorado. This grant focuses on transportation along the Federal Boulevard Corridor from the Westminster and Federal Boulevard light rail stations, creating a transportation corridor from Adams County to Denver through the North Zone.

Cultivate Health

Cultivate Health, through a Colorado Health Foundation grant, is a unique partnership with Regis University, Aria Development and adjacent neighborhood residents and nonprofit partners to promote health in the environments in which we live, work and learn. The goal of the project is to support the health and wellness of more than 14,500 residents living in the multi-generational, mixed-income community adjacent to Regis by creating infrastructure, programming and increasing access to healthy food. This infusion of grant funding has brought increased recognition of the community needs of transportation. Cultivate Health has funding to support median on 52nd, bike access design along 50th Boulevard.

Aria Redevelopment

Aria Denver is a 17.5 acre master planned community under development on the site of the former convent of the Sisters of St. Francis. With a variety of housing options (townhomes, row homes, and apartments), Aria Denver is promoting healthy living with community gardens, production gardens, pocket parks, and pathways prominently integrated into its site. Assisted living and some commercial uses are also envisioned for the project. Aria Denver is part of Cultivate Health, a partnership among neighboring Regis University, the surrounding neighborhoods and over a dozen non-profit organizations.

BACKGROUND

Aria Redevelopment

Aria Denver is a 17.5 acre master planned community under development on the site of the former convent of the Sisters of St. Francis. With a variety of housing options (townhomes, row homes, and apartments), Aria Denver is promoting healthy living with community gardens, production gardens, pocket parks, and pathways prominently integrated into its site. Assisted living and some commercial uses are also envisioned for the project. Aria Denver is part of Cultivate Health, a partnership among neighboring Regis University, the surrounding neighborhoods and over a dozen non-profit organizations.

征

RECOMMENDATIONS

Support and coordinate with Regis University as it begins the Master Plan work. Facilitate development of multimodal transportation options that connect to campus. Encourage economic investment that will improve infrastructure and destinations along Federal Boulevard.

Time Horizon: Short Term

Implementation: Mid Term

Leverage grant funds to support short and mid-term implementation. Facilitate other grant funds for related projects.

Time Horizon: Long Term

Support and coordinate with Aria’s planning and economic development efforts it better connects with Regis University and surrounding neighborhoods.

Time Horizon: Long Term
<table>
<thead>
<tr>
<th>Project ID</th>
<th>Project Description</th>
<th>Project Type</th>
<th>Cost Range</th>
<th>Key Implementation Strategies</th>
<th>Potential Funding Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>64</td>
<td>Install a median south of 52nd</td>
<td>ROADWAY</td>
<td>$100,000 - $500,000</td>
<td>Coordinate with Denver Public Works and CDOT to study safety needs and develop design plans. Could be done by Denver staff or through a task-order contract.</td>
<td>Colorado Health Foundation, Public Works CIP, DRCOG TIP grant, CDOT Safety Funding or private funds</td>
</tr>
<tr>
<td>65</td>
<td>Provide an enhanced bike/ped connection and improved safety crossing of Federal with a minimum 10ft wide multiuse path linking the proposed 50th bike facility, Regis University, and the communities to the west with 52nd, Aria, and the communities to the east. Path alignment is proposed along the west side of Federal crossing the roadway via the traffic signal at 52nd. Reconstruct the current acceleration lane on the west side of Federal between 50th and 51st and widen the outside vehicular lane north to 52nd to accommodate the proposed pathway. City staff should work with Adams County and CDOT to continue the path north to the Clear Creek Trail in the vicinity of 55th or I-70.</td>
<td>BIKE/PED/TRANSIT</td>
<td>Initial Study: $10,000-$100,000</td>
<td>Coordinate with Denver Public Works and CDOT to study safety needs and develop design plans. Could be done by Denver staff or through a task-order contract.</td>
<td>Colorado Health Foundation, Public Works CIP, DRCOG TIP grant, CDOT Safety Funding or private funds</td>
</tr>
<tr>
<td>66</td>
<td>Identify pedestrian and bicycle safety and access improvements at 50th</td>
<td>BIKE/PED/TRANSIT</td>
<td>Initial Study: $10,000-$100,000</td>
<td>Coordinate with Denver Public Works and CDOT to study safety needs and develop design plans. Could be done by Denver staff or through a task-order contract.</td>
<td>Cultivate Health, Public Works CIP or CDOT Safety Funding</td>
</tr>
<tr>
<td>67</td>
<td>Install gateway and urban design elements to reinforce Regis district north of I-70</td>
<td>BIKE/PED/TRANSIT</td>
<td>Initial Study: $10,000-$100,000</td>
<td>Coordinate with multiple Denver agencies (possibly led by Office of Economic Development) and the Business District to study features for a gateway and develop design plans. Could be done by Denver staff or through a task-order contract.</td>
<td>Denver OED annual funds or private funds</td>
</tr>
<tr>
<td>68</td>
<td>Widen sidewalks along I-70 overpass</td>
<td>BIKE/PED/TRANSIT</td>
<td>$100,000 - $1M &amp; $10,000-$100,000</td>
<td>Coordinate with Denver Public Works and CDOT to options to provide wider sidewalk over I-70 and develop design plans. Could be done by CDOT or Denver staff or through a task-order contract.</td>
<td>Public Works CIP or CDOT Safety Funding</td>
</tr>
<tr>
<td>69</td>
<td>Improve pedestrian safety and comfort by installing lighting and landscaped buffers between the sidewalk and the roadway</td>
<td>BIKE/PED/TRANSIT</td>
<td>Initial Study: $10,000-$100,000</td>
<td>Coordinate with multiple Denver agencies (Public Works, Parks &amp; Rec and Office of Economic Development) and the adjacent businesses to study enhancements to pedestrian and parkway features and develop design plans. Could be done by Denver staff or through a task-order contract.</td>
<td>Public Works CIP, DRCOG TIP grant, CDOT Safety Funding or private funds</td>
</tr>
<tr>
<td>73</td>
<td>Add design elements to existing bus stops north of I-70</td>
<td>BIKE/PED/TRANSIT</td>
<td>$10,000-$100,000</td>
<td>Coordinate with Birdseed Collective on completed projects and future locations for new design elements.</td>
<td>The Birdseed Collective</td>
</tr>
</tbody>
</table>
NEIGHBORHOOD BUILDING BLOCKS:  NORTH GATEWAY

OPPORTUNITIES

The north end of corridor is anchored by the Regis University on the west side and the new Aria development on the east side. Consisting of more than 90 acres, Regis University Northwest Denver (Lowell) Campus has been an iconic landmark and gateway for Federal Boulevard for decades. The university is undertaking a master planning effort in the next year to accommodate a growing student population and curriculum. Aria’s slogan “Bringing neighbors back to the neighborhood” is representative of the main goals for the thoughtfully designed 17.5 acre community along Federal Boulevard. The Aria development is dedicated to creating a community that reduces the carbon footprint, provides urban agriculture and supports continued education.

RECOMMENDATIONS

By building off of the two landmarks, Aria and Regis University, this northern portion of corridor is recommend to be the gateway into Denver. Through campus-like boulevard plantings along Federal to artistic iconic signage, this portion of Federal will create a unique experience that relates to the adjacent context and welcomes travelers into the city. Linkages between education at Regis University and healthy living initiatives at Aria are possible through partnerships with Cultivate Health.
10.1 PHASING + FUNDING
10.2 MAJOR RECOMMENDATIONS: THE QUICK WINS
This study began with the goal of identifying community supported improvements to the corridor that were both feasible and transformative. The project lists that have been developed for each character area, as well as for the overall corridor, contain a variety of improvements. Each one provides an incremental step towards achieving the corridor’s vision of a well-connected, multimodal, high capacity, transit boulevard that is safe, easy, and comfortable for all modes of transportation and which supports and celebrates diverse local business, residents, and cultures, natural resources, and community.

Given the unpredictability of the future resources and funding, this plan presents these recommended improvements in several formats so that champions of different types of projects (transportation, pedestrian realm, redevelopment) can cull from these lists to work toward implementation of the projects most important to them. Several of these projects are identified as “quick wins” which appear to be projects that already have some momentum and should be able to be accomplished by Denver, RTD and CDOT in the next 1-2 years. Near-term projects have a timeline of completion in the next 10 years. Long-term projects are intended to be evaluated, tested and executed within the next 10-20 years. With this type of multi-faceted implementation strategy in place, these Federal Boulevard corridor improvements should be organized and defined to better take advantage of the ever changing funding scenarios.

Though the corridor vision is ambitious, the projects have been defined as relatively manageable, affordable improvements. Based on funding priorities, there may be more aggressive strategies to package more of these projects together to take advantage of economies of scale or windows of opportunity for larger funding sources. For example, it might make sense to package all of the sidewalk improvements together to seek a DRCOG TIP grant. Under a different scenario it might make sense to construct all of the recommendations in one character area or more discreet geographic area. In this way, the project lists are meant to be the starting point for all of the Federal Boulevard stakeholders to begin taking advantage of the great potential this corridor has to serve the surrounding community.

### PHASING + FUNDING

#### PHASING

This study began with the goal of identifying community supported improvements to the corridor that were both feasible and transformative. The project lists that have been developed for each character area, as well as for the overall corridor, contain a variety of improvements. Each one provides an incremental step towards achieving the corridor’s vision of a well-connected, multimodal, high capacity, transit boulevard that is safe, easy, and comfortable for all modes of transportation and which supports and celebrates diverse local business, residents, and cultures, natural resources, and community.

Given the unpredictability of the future resources and funding, this plan presents these recommended improvements in several formats so that champions of different types of projects (transportation, pedestrian realm, redevelopment) can cull from these lists to work toward implementation of the projects most important to them. Several of these projects are identified as “quick wins” which appear to be projects that already have some momentum and should be able to be accomplished by Denver, RTD and CDOT in the next 1-2 years. Near-term projects have a timeline of completion in the next 10 years. Long-term projects are intended to be evaluated, tested and executed within the next 10-20 years. With this type of multi-faceted implementation strategy in place, these Federal Boulevard corridor improvements should be organized and defined to better take advantage of the ever changing funding scenarios.

Though the corridor vision is ambitious, the projects have been defined as relatively manageable, affordable improvements. Based on funding priorities, there may be more aggressive strategies to package more of these projects together to take advantage of economies of scale or windows of opportunity for larger funding sources. For example, it might make sense to package all of the sidewalk improvements together to seek a DRCOG TIP grant. Under a different scenario it might make sense to construct all of the recommendations in one character area or more discreet geographic area. In this way, the project lists are meant to be the starting point for all of the Federal Boulevard stakeholders to begin taking advantage of the great potential this corridor has to serve the surrounding community.

#### FUNDING OPPORTUNITIES

##### FEDERAL PROGRAMS

**US DOT TIGER PROGRAM**

Competitive program: Supports implementation of “shovel ready” infrastructure projects, including highways, bridges, public transit, passenger and freight rail, port infrastructure, and intermodal facilities

**National Highway Performance Program**

Supports the condition and performance of the national highway system including the construction of new facilities

**FHWA Congestion Mitigation and Air Quality Improvement (CMAQ) - administered through DRCOG**

Funds projects that contribute to the attainment of national ambient air quality standards with a focus on ozone and carbon monoxide

**FHWA Surface Transportation Program (STP)**

Program with the broadest eligibility criteria. Funds can be used on any of the following: Federal-aid highway; bridge projects; transit capital projects; non-motorized paths, and bridge and tunnel inspection

**FHWA Transportation Alternatives Program (TAP)**

FAST Act program provides funding for transportation alternatives

**Environmental Protection Agency**

Diesel Emissions Reduction Program (known as “DERA”) was created under the Energy Policy Act of 2005 (EPAct), Title VII, Subtitle G which gave the EPA new grant and loan authority for promoting diesel emission reductions

**FASTLANE**

A national freight program establishes federal formula funding for infrastructure improvements supporting the national freight network

**USDOT IT Programs and Initiatives**

Reflecting the Gateway Cities Technology Plan For Goods Movement - Federal Engagement Strategy And Action Plan, 18 USDOT programs have been identified that have some potential relevance to planned IT improvement in the Gateway Cities. A limited number of the programs provide between $0.5 million and $7 million to support implementation of ITS projects.

#### STATE PROGRAMS

**CDOT Resurfacing**

**CDOT Highway Safety Improvement Program (HSIP)**

Signal Replacement

**CDOT TSM&O / ITS**

CDOT provides regular funding for projects that implement strategies including traffic signal timing, ramp metering, alternative intersection and interchange designs; traffic incident management planning; real-time travel time information to passenger and freight drivers; variable speed limits, traffic metering; HOV and managed lanes and truck management and parking

**CDOT FASTER funds**

Transit, Safety

**CDOT Water Quality**

Annual funds provided for local municipalities to create regional water quality facilities

**Devolution**

CDOT may consider transferring ownership and responsibility of certain state highways to the local municipality in exchange for funds equivalent to approximately 20 years of maintenance reduced to present day value.
## FUNDING OPPORTUNITIES

### CITY PROGRAMS

- **Denver Bond Program Funding**
- **Denver Public Work - Annual Funds, Maintenance Programs**
- **Denver Public Work - Capital Improvement Program**
- **Denver Parks & Recreation - Annual Funds, Maintenance Programs**
- **Denver Office of Economic Development program funds**
- **Denver Arts and Venues program funds and grants**

### LOCAL/REGIONAL PROGRAMS

- **DRCOG TIP**
  Serves as a short-range implementation tool to address the goals of the regional long-range transportation plan. Identifies and prioritizes transportation federally funded transportation projects recommended for implementation over a six-year period.

- **RTD Funding**
  Transit facility and operations

- **Redevelopment/Tax Increment Financing (TIF)**
  In areas that are blighted, the Denver Urban Renewal Authority can help establish a TIF district to provide funds for infrastructure

- **GOCO**
  Grants for trails and parks improvements

- **Federal Boulevard BID**
  Assessment of fees on properties and businesses in defined areas which can be used on infrastructure and programming

- **Cultivate Health**
  Through a grant from the Colorado Health Foundation, Regis University created Cultivate Health to promote health by creating infrastructure, programming and increasing access to healthy food

- **Birdseed Collective (Local Nonprofit)**
  A local non-profit which supports art and design activities in Denver neighborhoods

- **Little Saigon Cultural District**
  Assessment of fees on properties and businesses in defined areas which can be used on infrastructure and programming

- **Property Owner Contribution**
  Direct contribution of property owner towards improvements on or near their properties

- **Urban Drainage**
  Agency may provide contribution towards infrastructure projects that reduce flooding and improve water quality

- **Xcel**
  Agency may provide contribution towards infrastructure projects that reduce energy use and improve safety for electric and natural gas utilities

### Potential new Federal Boulevard BID's
Assessment of fees on properties and businesses in defined areas which can be used on infrastructure and programming
THE QUICK WINS

CORRIDOR-WIDE

1. Identify key locations to implement increased pedestrian crossing intervals to improve pedestrian visibility and safety.
2. Optimize existing transit service to reduce the number of stops and increase service (restructure RTD routes #27, #29, #30, #31, #36, #30L, #36L)
3. Extend RTD route #31 hours of service
4. Upgrade all curb ramps to meet ADA and Universal Design standards
5. Plan for High Capacity Transit along the corridor

ZONE A SOUTH

6. Consolidate southbound transit stops at Cornell and Girard and northbound at Bates, Warren, and Girard
7. Install a bench for transit customers southbound at Dartmouth
8. Install a High-Intensity Activate Crosswalk (HAWK) beacon at Cornell to improve access to Colorado Heights University
9. Test and pilot use of the northbound accel/decel lane between 11th and Warren south of the transit stop for increased public space and placemaking opportunities

ZONE B

19. Test and pilot use of the southbound outside vehicular travel lane between Louisiana and Jewell as a dedicated rush hour only transit lane
20. Identify pedestrian and bicycle safety and access improvements at Florida
21. Identify pedestrian safety and access improvements at Louisiana and Jewell

ZONE C

28. Test and pilot use of the southbound outside vehicular travel lane between Dakota and Louisiana as a dedicated rush hour only transit lane
29. Test and pilot use of the northbound accel/decel lane between Louisiana and Arizona north of the transit stop for increased public space and placemaking opportunities
30. Test and pilot use of the northbound accel/decel lane between Kentucky and Ada south of the transit stop for increased public space and placemaking opportunities
31. Test and pilot use of the southbound accel/decel lane between Walsh and Ohio for increased public space
32. Test and pilot use of the southbound accel/decel lane between Alameda and Dakota for increased public space

Quick Wins are recommended projects to improve the corridor. These projects are smaller in scale, have identified potential funding sources and are highly feasible improvements that could be accomplished in the next few years.
ZONE D

43. Test and pilot use of the northbound outside vehicular travel lane between north of 14th and 19th as a dedicated rush hour only transit lane

44. Remove the southbound transit stop at Ellsworth and northbound at 19th

45. Test and pilot use of the southbound accel/decel lane between 18th and 17th for increased public space and placemaking opportunities

46. Test and pilot shortening the southbound right turn lane between 21st and 20th for increased public space and placemaking opportunities

47. Identify pedestrian safety and access improvements at 10th

ZONE E

56. Consolidate the southbound transit stops at 25th and 39th

58. Install a bench for transit customers southbound at 44th

ZONE A NORTH

64. Install a median south of 52nd

73. Add design elements to existing bus stops north of I-70

MAP KEY

# QUICK WIN PROJECT

# NEAR-TERM PROJECT

# LONG-TERM PROJECT

CATALYTIC PARCEL

EXISTING PARK