Burnham Small Area Plan

Mobility Existing Conditions

Overview

The Burnham Yard study area sits amid some of Denver's most consequential mobility barriers—Interstate 25, the South Platte River, the Consolidated Mainline (CML) and light rail transit (LRT), as well as Colfax, 6th, and 8th Avenues—creating significant access friction for people walking and biking. Inside and around the site, missing sidewalks, limited bikeway coverage, and a fragmented roadway grid that is less dense than surrounding neighborhoods constrain short local trips and concentrate conflict at a handful of crossings, where bicycle and pedestrian crash hot spots already emerge. Without early, safety-first design, future activity generated by redevelopment risks amplifying these issues rather than solving them.

At the same time, the site is exceptionally well-positioned to plug into a growing multimodal system. Regional trails (South Platte and Cherry Creek) lie within a mile, and planned projects—the 5280 Trail and the 7th Avenue neighborhood bikeway—can be leveraged to stitch the site into downtown, Auraria Campus, and adjacent neighborhoods of La Alma-Lincoln Park, and Baker. Locations where transit, walking, and biking converge today (e.g., near 10th & Osage Station) are natural candidates for mobility hubs that expand first/last-mile options, support everyday trips, and reduce reliance on auto access.

The existing conditions point toward a clear strategy: add network density and continuity; prioritize low-stress, ADA-compliant pedestrian and bikeway links; and rework high-stress edges with safer crossings and signal operations to unlock 5-, 10-, and 15-minute walk access to key destinations. Doing so will convert current constraints into connective tissue for a mixed-use district that supports short trips, equitable access, and a resilient multimodal system.

Analysis and Map Observations

Access, Constraints, and Roadway Grid

- Direct access to the Burnham Yard site is limited. Seminole Road is the local street providing access to the Burnham Yard site. Seminole Road is accessed from the north via 13th Avenue and by Osage Street on the south.
- Freeway access is provided from 6th Avenue via the Osage Street interchange to Seminole Road. Freeway access from I-25 is via the Colfax interchange to Osage

Street to 13th Avenue, or the 8th Avenue interchange to Wyandot and Umatilla streets to 13th Avenue.

- The roadway grid within the study area is limited and disconnected. Even some corridors that pass through the study area do not provide internal access to Burnham Yard. The 8th Avenue viaduct is a clear example of this disconnect and gap in existing access. Reorienting 8th Avenue to be an at-grade street would provide needed internal access. The greatest potential for this conversion is between Mariposa Street and Vallejo Street.
- Connections to the east are limited, creating barriers between the study area and surrounding neighborhoods. While the communities east of the site have a much denser local street and trail network, these connections break down approaching the railroad tracks, where many streets terminate. This results in widely spaced crossings and potential safety concerns at existing at-grade railroad crossings.
- There are many constraints/large barriers to access for active modes both within the study area/site and surrounding it. This includes access from other trails/paths. These constraints isolate the study area, preventing it from integrating with the surrounding community. The constraints impact all modes and have led to existing conditions that are unfavorable for most travel trips.

Walking

- There are many missing sidewalks within the site, leading to barriers for pedestrians. At the same time, the presence of many sidewalk facilities in the surrounding neighborhoods leads to continuity and access issues into and through the study area.

Biking

- There are very few bicycle facilities within the study area; however, big future bicycle projects such as the 5280 trail and 7th Avenue neighborhood bikeway will connect directly to the study area, providing opportunities to leverage.
- Proposed bicycle facilities do show increased access nearby and within the study area. However, limitations with the current roadway network, combined with potential significant land use and destination changes within the study area, indicate a need to reevaluate the proposed facilities within and near the study area.

- There are multiple high-quality trail facilities, including the Cherry Creek Trail and South Platte River Trail, near the study area. These provide an opportunity to create new linkages that can support current and future community mobility needs.

Transit

- In addition to the 10th and Osage Station, there are four additional stations near the study area that may be leveraged with improved first/last mile access and options.
- Local transit routes and bus stops are located within and near the study area. These provide an opportunity to connect people from nearby neighborhoods and destinations to the study area. Bus stops serving routes that access the study area may benefit from improvements that can encourage ridership, which would further help the study area rely less on on-site parking.

Mobility Hubs

- There are several locations where all three modes – transit, walking, and biking – all meet up, making potential for mobility hubs or something similar, and ensuring adequate access via active modes to those locations. The 10th and Osage Station is an example of a location that has the potential to provide significantly more multimodal options for people who live nearby and people who are visiting and accessing the study area by transit.
    - The nodes where all three modes intersect are mainly close to where existing transit/light rail stops/stations exist. Two of those nodes exist south of Colfax and west of the river, which is close to the existing Decatur-Federal station. Another node is located just south of Colfax on Shoshone, which is on the other side of Colfax from the Auraria West Station. This location offers easier and more accessible access to the study area, and it is also just outside the MSU Regency Athletic Complex. The other two are relatively close to the 10th/Osage station, one located at 13th and the other at 8th, and could potentially be redundant. Furthermore, the node at 8th Ave encounters potential challenges due to the rail line being located below 8th Ave.

Safety

- The High Injury Network (HIN)is defined by the City and County of Denver as streets with a “disproportionately high rate of traffic deaths and serious injuries,” which are prioritized for safety improvements. The HIN shown in the map was sourced from DOTI’s open data GIS catalog. The HIN generally ends just outside of the study area in several locations, highlighting those edges as potential spots to pay attention to in

terms of safety and bicycle and pedestrian facilities and safety measures. An increase in future trips in the study area may lead to increased safety issues if improvements are not incorporated into early project development.

- Hotspots of bicycle and pedestrian crashes seem to occur on or near the major barriers to access. As these barriers funnel multimodal travel into a few locations, along with vehicles, this shows the need to factor in safety with access for all modes.

Walkability analysis

- The roadway network itself is less dense in the study area than in the surrounding community. This indicates a need to build up the network grid that can accommodate and distribute a wider variety and number of trips in the future.
- The current network does not provide enough access to support a 5-, 10-, or 15-minute walk to destinations within or near the study area. This will be important for future development opportunities and for creating connected communities.
- The surrounding neighborhoods have greater network density, which allows access to significantly more destinations within a 5-, 10-, or 15-minute walk. Connecting into these neighborhoods in thoughtful ways can help expand the reach and accessibility of the study area and better connect the surrounding neighborhoods.


Study Area Access Map
Key Access Corridor
Study Area Street Grid
Small Area Plan Study Area
Railroads
RTD Stations
RTD Rail
N
0 0.1 0.2 0.3 0.4
Miles
Source: Denver DOTI
W COLFAX AVE
W 14TH AVE
W 13TH AVE
W 12TH AVE
W 11TH AVE
W 10TH AVE
W 8TH AVE
W 7TH AVE
W 6TH AVENUE FWY
W 4TH AVE
W 3RD AVE
W 1ST AVE
W BAYAUD AVE
W ALAMEDA AVE
25
N ZUNI ST
N YUMA ST
N VALLEJO ST
N UMATILLA ST
N SHOSHONE ST
N FEION ST
N RIO CT
N OSAGE ST
N MARIPOSA ST
SEMINOLE RD
N NAVAJO ST
N SANTA FE DR
N KALAMATH ST
N INCA ST
N QUIVAS ST
N RARITAN WAY
N RIO GRANDE BLVD
N LIPAN ST
S KALAMATH ST
S SANTA FE DR
La Alma / Lincoln Park
Frog Hollow Park
Milstein (Phil) Park
South Platte River


Constraints Map
Constraints
Small Area Plan Study Area
Railroads
RTD Stations
RTD Rail
N
0 0.1 0.2 0.3 0.4
Miles
Source: Denver DOTI
W COLFAX AVE
W 14TH AVE
W 13TH AVE
W 12TH AVE
W 11TH AVE
W 10TH AVE
W 8TH AVE
W 7TH AVE
W 6TH AVENUE FWY
W 4TH AVE
W 3RD AVE
W 1ST AVE
W BAYAUD AVE
W ALAMEDA AVE
N ZUNI ST
N YUMA ST
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N UMATILLA ST
N SHOSHONE ST
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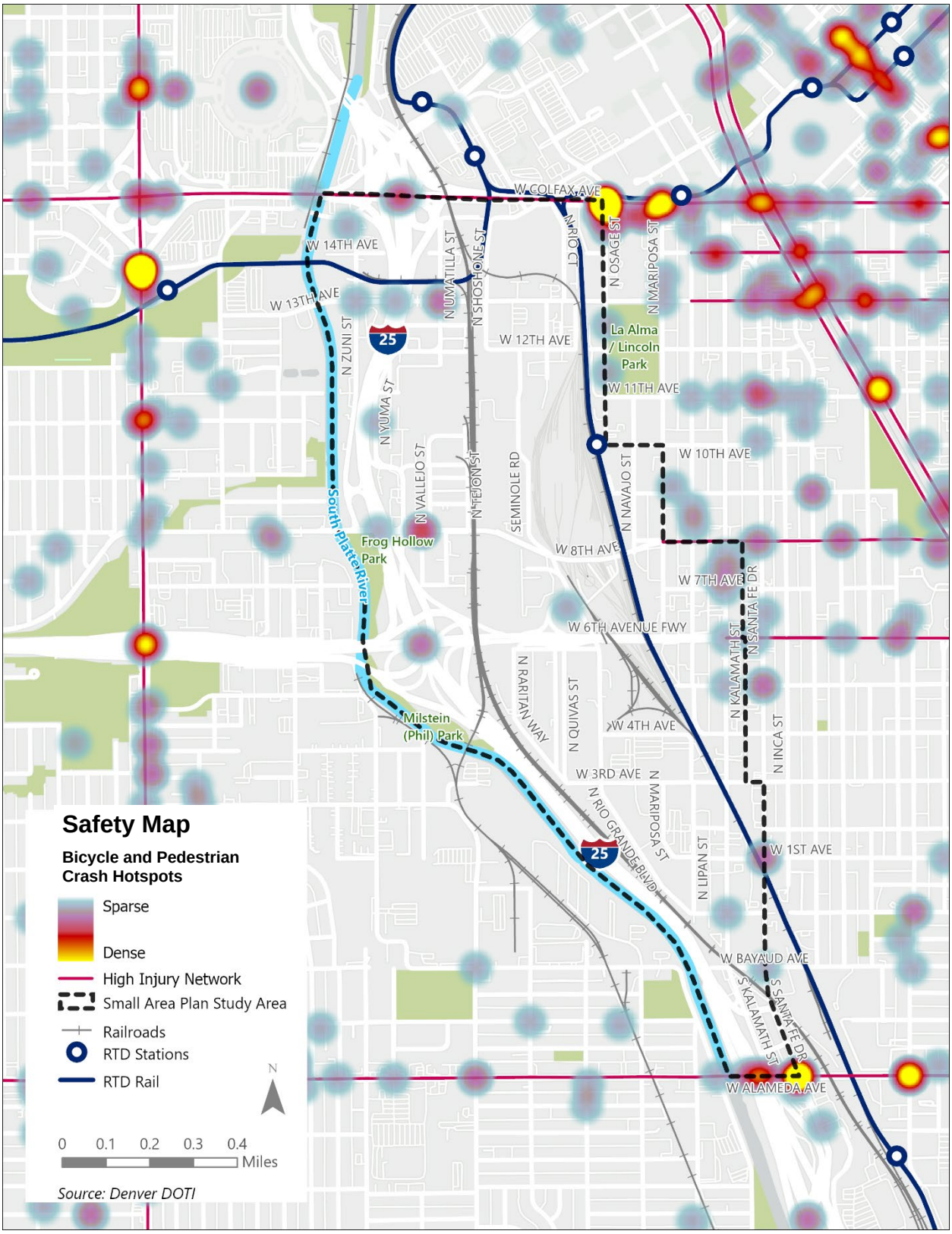
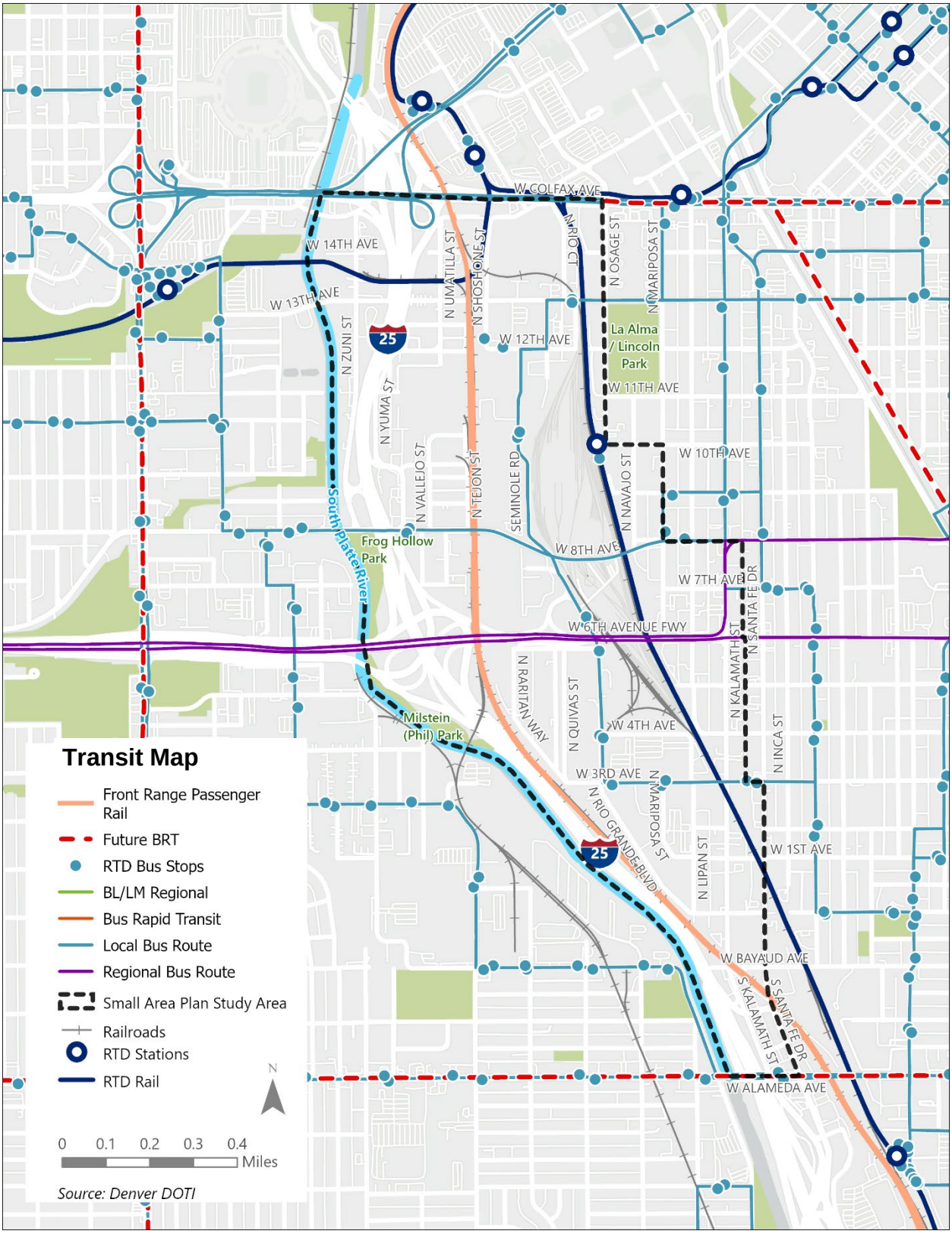
N OSAGE ST
N MARIPOSA ST
N NAVAJO ST
N RARITAN WAY
N QUIVAS ST
N KALAMATH ST
N SANTA FE DR
N INCA ST
N LIPAN ST
S KALAMATH ST
S SANTA FE DR
La Alma / Lincoln Park
Frog Hollow Park
25


Safety Map
Bicycle and Pedestrian Crash Hotspots
Sparse
Dense
High Injury Network
Small Area Plan Study Area
Railroads
RTD Stations
RTD Rail
N
0 0.1 0.2 0.3 0.4
Miles
Source: Denver DOTI
W COLFAX AVE
W 14TH AVE
W 13TH AVE
W 12TH AVE
W 11TH AVE
W 10TH AVE
W 8TH AVE
W 7TH AVE
W 6TH AVENUE FWY
W 4TH AVE
W 3RD AVE
W 1ST AVE
W BAYAUD AVE
W ALAMEDA AVE
N RIO CT
N OSAGE ST
N MARIPOSA ST
N UMATILLA ST
N SHOSHONE ST
N ZUNI ST
25
La Alma / Lincoln Park
N YUMA ST
N VALLEJO ST
N TEJON ST
SEMINOLE RD
N NAVAJO ST
South Platte River
Frog Hollow Park
Milstein (Phil) Park
N RARITAN WAY
N QUIVAS ST
N KALAMATH ST
N SANTA FE DR
N INCA ST
N LIPAN ST
N RIO GRANDE BLVD
S KALAMATH ST
S SANTA FE DR


Transit Map
Front Range Passenger Rail
Future BRT
RTD Bus Stops
BL/LM Regional
Bus Rapid Transit
Local Bus Route
Regional Bus Route
Small Area Plan Study Area
Railroads
RTD Stations
RTD Rail
N
0 0.1 0.2 0.3 0.4
Miles
Source: Denver DOTI
W COLFAX AVE
W 14TH AVE
W 13TH AVE
W 12TH AVE
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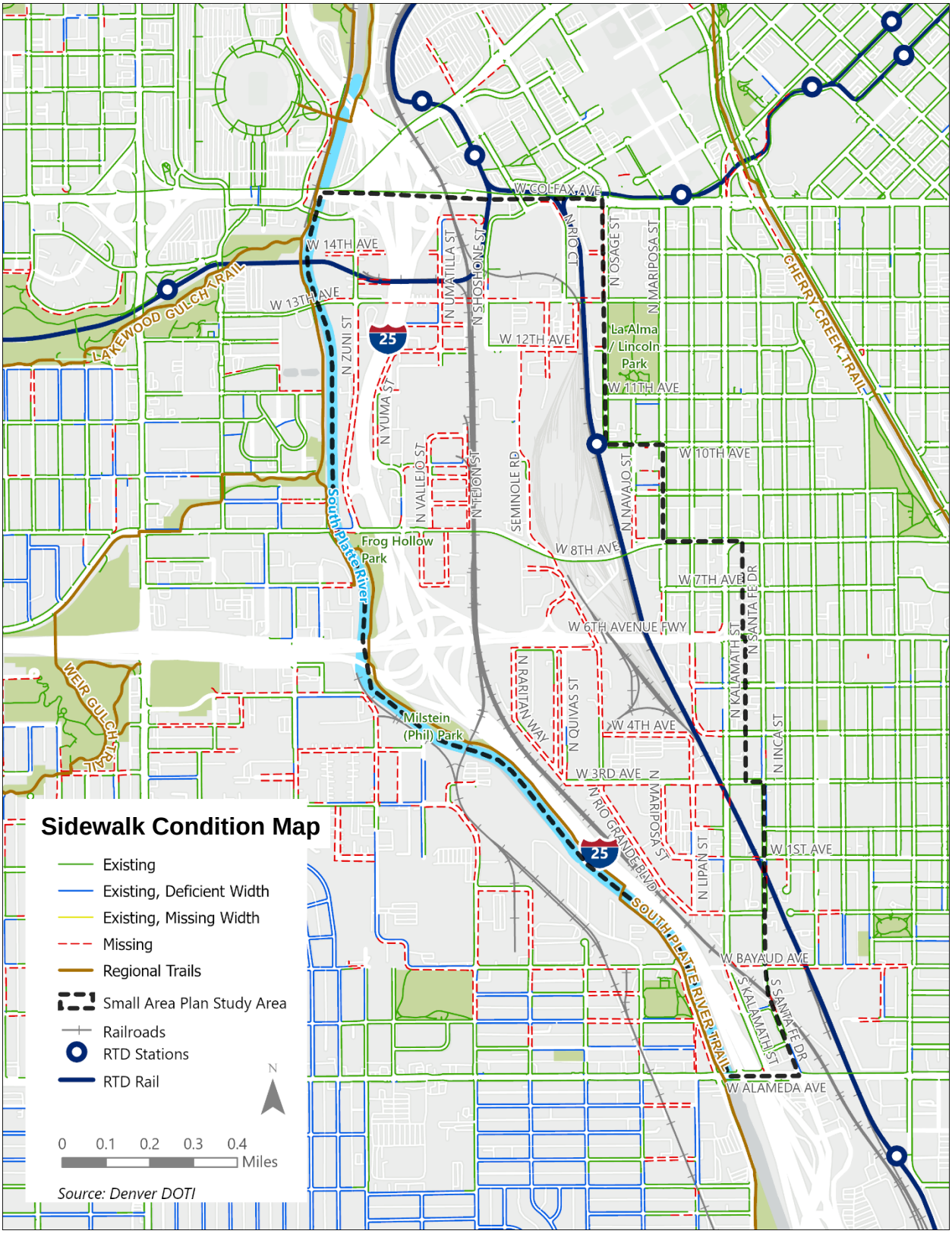
La Alma / Lincoln Park
Frog Hollow Park
South Platte River
Milstein (Phil) Park


Sidewalk Condition Map
Existing
Existing, Deficient Width
Existing, Missing Width
Missing
Regional Trails
Small Area Plan Study Area
Railroads
RTD Stations
RTD Rail
N
0 0.1 0.2 0.3 0.4
Miles
Source: Denver DOTI
W COLFAX AVE
W 14TH AVE
W 13TH AVE
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W 7TH AVE
W 6TH AVENUE FWY
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W 3RD AVE
W 1ST AVE
W BAYAUD AVE
W ALAMEDA AVE
LAKEWOOD GULCH TRAIL
CHERRY CREEK TRAIL
SOUTH PLATTE RIVER TRAIL
South Platte River
WEIR GULCH TRAIL
Frog Hollow Park
Milstein (Phil) Park
La Alma / Lincoln Park
N RIO CT
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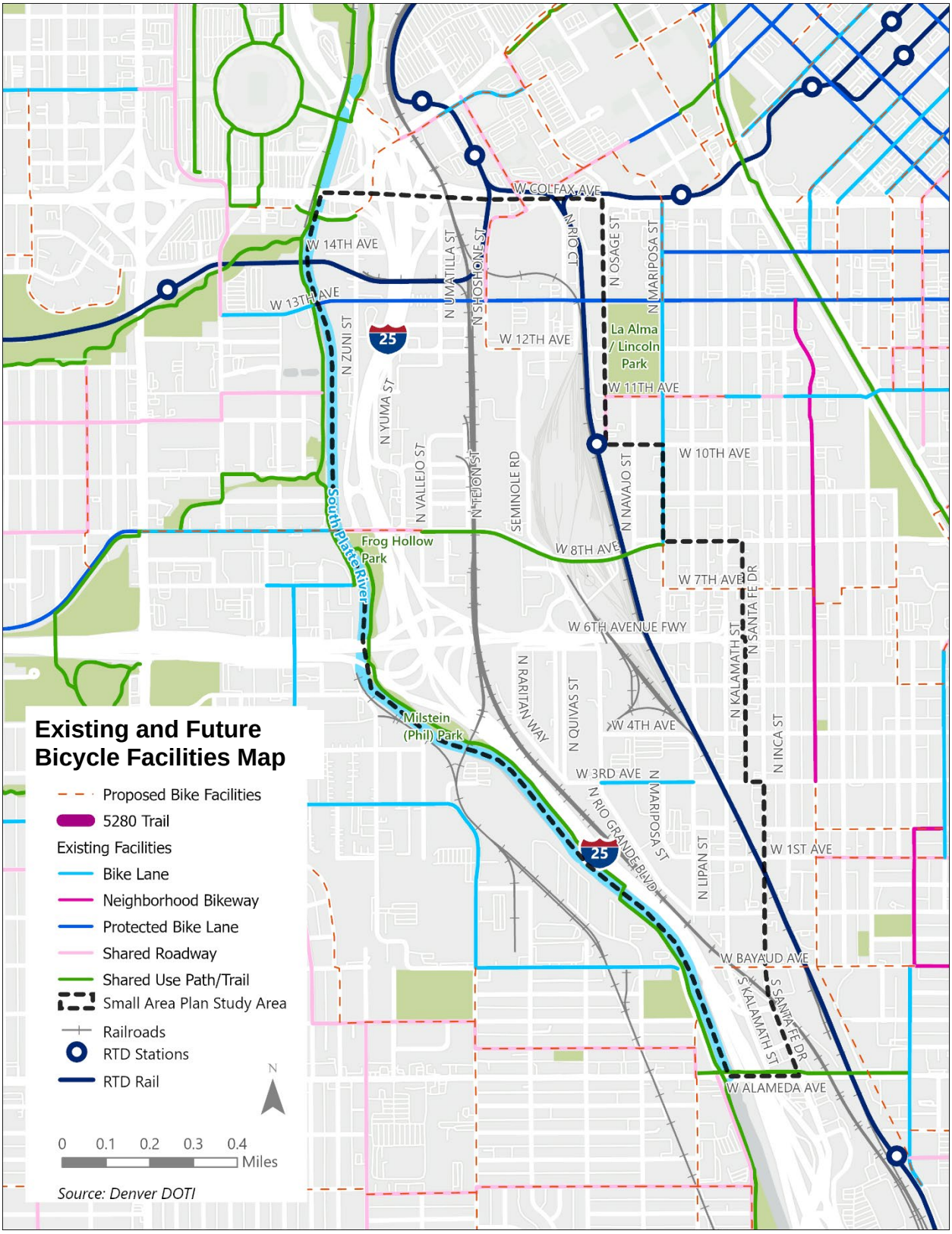
Existing and Future Bicycle Facilities Map
Proposed Bike Facilities
5280 Trail
Existing Facilities
Bike Lane
Neighborhood Bikeway
Protected Bike Lane
Shared Roadway
Shared Use Path/Trail
Small Area Plan Study Area
Railroads
RTD Stations
RTD Rail
N
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Miles
Source: Denver DOTI
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