

# SOUTHEAST MOBILITY HUBS

## ACTION PLAN



# ACKNOWLEDGMENTS

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# ACKNOWLEDGMENTS

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Arapahoe County Public Works and Development  
Cherry Hills Village  
City of Greenwood Village,  
Colorado Department of Transportation (CDOT)  
Denver Fire Department  
Mayor's Bicycle Advisory Committee (MBAC)  
Mayor's Pedestrian Advisory Committee (MPAC)

## **Non-Profits**

Bicycle Colorado  
Denver Streets Partnership  
High Line Canal Conservancy

## **Registered Neighborhood Organizations (RNOs) & Homeowners Associations (HOAs)**

Penterra Plaza  
Southmoor Park East Homeowners Association  
Southside Unified  
University Hills Neighborhood Association  
University Hills North Community

## **Local Community Centers**

Grace United Methodist Church  
Ross Hills Library

## **Metro Districts**

Belleview Station Metro District  
Goldsmith Metro District

## **Developers**

EastWest Partners  
Kentro Group  
Lincoln Property Company  
Mile High Development  
Stonebridge Companies

## **Residents**

*Thank you to all of the residents who volunteered their time to represent their communities by participating as stakeholders.*

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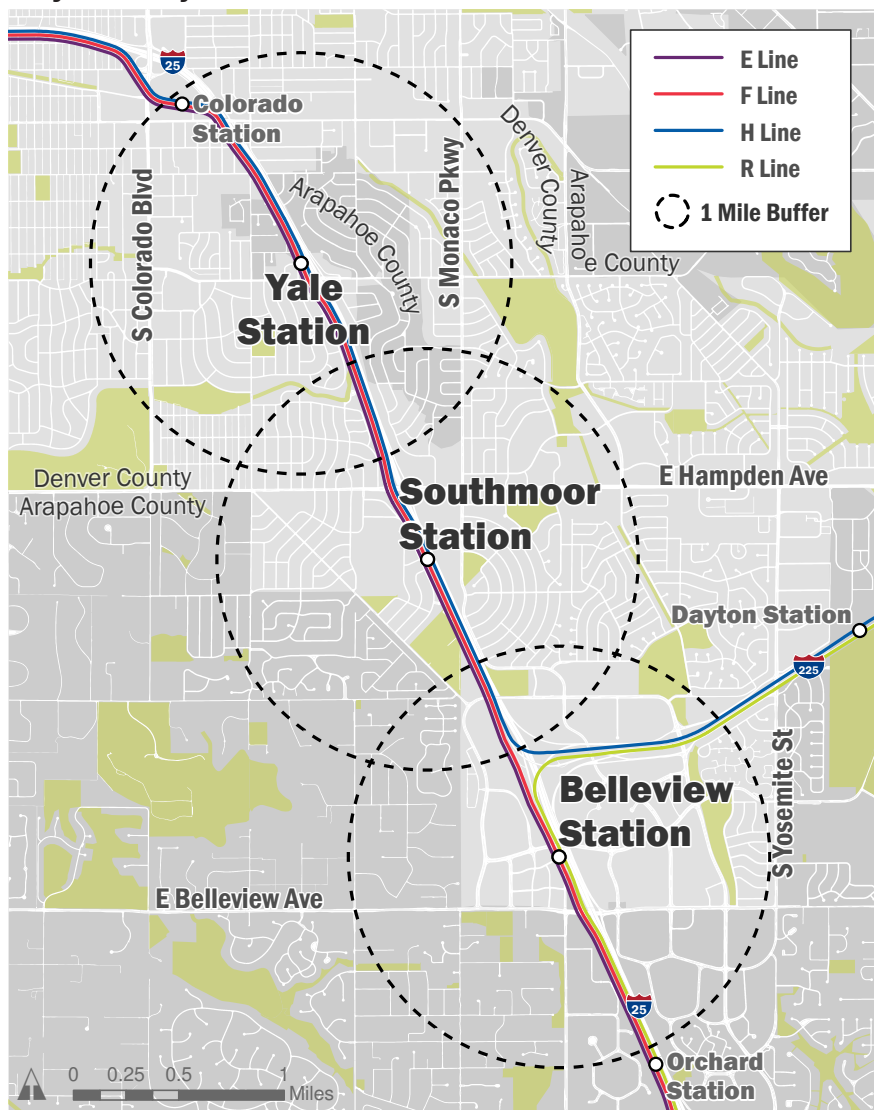
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# EXECUTIVE SUMMARY

## Project Overview

Transportation Solutions Foundation, in cooperation with Denver South, the City & County of Denver, and the Regional Transportation District (RTD), conducted the Southeast Mobility Hubs Study in order to discover strategies for enhancing mobility and sustainability in the areas around Yale, Southmoor, and Bellevue Station along the region's southeast transit corridor. The study area included the stations as well as the surrounding communities within a one-mile buffer. The study primarily took place in Denver, but included parts of Arapahoe County as well.

### Project Study Area



## Project Principles

Three project principles guided the planning process. The project team used these principles throughout the existing conditions analysis, needs assessment, and recommendations development. These were: design a multimodal transportation network that connects people to places; search for opportunities to energize stations with diverse economic activity; and transform backdoor light rail stations into active mobility hubs.



## Community Participation

Ongoing community participation throughout the plan development included Stakeholder Working Groups and the general public. A Stakeholder Working Group was developed for each station and consisted of local representatives who provided feedback at key project milestones ahead of presentation to the public. Due to the COVID-19 pandemic, almost all community participation occurred in a virtual setting. Outreach touchpoints included community meetings hosted on Zoom, an online survey, an interactive map, and an in-person Town Hall.

## Planning Process

The existing conditions analysis involved a review of previous and ongoing planning efforts and an in-depth look at relevant transportation data. Combined with public feedback, the project used the results of this analysis to perform a needs assessment, which identified mobility gaps at the stations and in the immediate areas. For example, access barriers exist at each station that make walking or biking to the stations uncomfortable. The needs assessment informed the development of recommendations for station programming, amenities, land use changes, network connectivity, and safety enhancements. Finally, the plan concludes with recommended direction for next steps, including regional coordination and identification of funding.

# EXECUTIVE SUMMARY

## Recommendations

The Southeast Mobility Hubs Study concluded with the following recommendations, which are all described in detail in the Recommendations Chapter of the plan on page 59. Recommendations are organized within the following categories:

### Programs/ Policies



Actions or activities that aim to support increased mobility options in the long term.

### Amenities



Features that will be useful to transit riders at the stations or in the immediate vicinities.

### Safety



Multimodal improvements intended to minimize crash risk along routes leading to the stations.

### Network Connectivity



Creation of new access points or completion of existing routes to the stations.

### Land Use



Proposed strategies to achieve desired land use outcomes given existing constraints.

### Recommended TDM Programs/Policies for All Stations

Category

1	Flexible employee work programs	
2	Station re-launch event & marketing	
3	District-wide parking management	
4	Parking structure redevelopment	
5	Development regulations overview	
6	Overlay zone	
7	Carpool only parking	
8	eBike program	
9	Micromobility district	



















### Recommended Amenities for All Stations

Category













1	Weather/noise shelters	
2	Secure bike parking	
3	Electric vehicle charging	
4	Public information displays	
5	Unique branded bus stops	

# EXECUTIVE SUMMARY









## Yale Station Recommendations

	Category
1 Improve and widen sidewalks along Yale Avenue	 
2 Complete missing sidewalk segment on Yale Circle	 
3 Establish a formal pedestrian crossing across bus loop	 
4 Repurpose street parking on Yale Circle for formal kiss-n-ride	 
5 Install elevators to access the station platform	
6 Improve safety and vehicle stop compliance at I-25 interchange	
7 Construct stairs and ADA accessible sidewalk to and from I-25 Service Road	 
8 Improve pedestrian comfort along Yale Avenue from I-25 to Holly Street	
9 Install a bike facility on Cornell Avenue	 
10 Establish a microtransit service area	 
11 Install wayfinding to create clear routes to the station	

## Southmoor Station Recommendations

	Category
1 Improve pedestrian safety and comfort along Hampden Avenue	
2 Improve pedestrian crossings on Hampden Avenue at Locust Street	
3 Improve pedestrian crossings on Hampden Avenue at Monaco Parkway	
4 Activate station access tunnel	 
5 Improve park-n-ride with dedicated space for people walking and biking	 
6 Improve Monaco Parkway pedestrian crossings	
7 Establish a connector route shuttle and microtransit service area	 
8 Install wayfinding to create clear routes to the station	
9 Development Strategy	

## Bellevue Station Recommendations

	Category
1 Evaluate channelized right-turn lanes along Bellevue Avenue	
2 Install a bicycle facility along Monaco Parkway	
3 Create connection from the station tunnel through the north property	
4 Improve multimodal comfort and safety along Union Avenue	
5 Analyze multimodal improvements in the immediate station area	
6 Establish a connector route shuttle and microtransit service area	 
7 Install wayfinding to create clear routes to the station	



Yale Circle

The background image shows a residential street scene. In the foreground, there is a concrete sidewalk with a circular storm drain. To the right of the sidewalk, there is a planter box with tall, yellow, feathery grass. In the background, there are bare trees, a black metal fence, and a brick wall. The sky is clear and blue.

## PROJECT OVERVIEW

The Southeast Denver Mobility Hubs Study focuses on three RTD light rail stations along the southeast corridor and the surrounding communities: Yale, Southmoor, and Bellevue. The approximate study area includes the one-mile radius around each station, which often straddles Arapahoe County and the City & County of Denver. This section of the plan describes the project purpose (including what is a mobility hub), project goals and principles, planning process (including project start-up, existing conditions analysis, needs assessment, and recommendations development), and community participation (including descriptions of the project management team, stakeholder working groups, and an outreach summary).

# PROJECT OVERVIEW

## Purpose

The vision for Metro Denver is a healthier and more sustainable future that prioritizes multimodal travel and efficient land use development. The Yale, Southmoor, and Bellevue RTD light rail stations have the capacity to fulfill this vision by evolving from backdoor light rail stations into fully functional mobility hubs through strategic planning and designing for enhanced multimodal connectivity, as well as active promotion of Transportation Demand Management (TDM). The purpose of the Southeast Denver Mobility Hubs Plan is to build upon recent and current planning initiatives and set the path forward for the transformation of these three stations. This plan is the result of a collaborative planning process that sought to bring together various stakeholder and community voices to transform obstacles into opportunities.

**Mobility hubs** are more than just transit stops. They are community amenities that seamlessly integrate various transportation modes, provide supportive multimodal and technological infrastructure, and utilize place-making strategies to create activity centers that maximize first and last mile connections and increase the reach of transit into the surrounding communities. Mobility hubs can vary in size, programming, and design depending on the specific context and function of each location. Some examples of mobility hub components are shown below.



*Bikeshare at Pentagon City Station, DC (Curbed)*



*Singapore transit stop with community book shelf (DPA)*



*Bus shelter with solar-powered phone charger (Fruita, CO)*

## Goals

The goals of this study are to identify **key actions** and **implementable strategies** to provide **innovative transportation solutions** that expand people's travel choices and enhance the quality of life.



### Top Ranking Project Principles

During the first phase of outreach, stakeholders and the community were asked to prioritize six project principles to help inform solutions that align with the neighborhoods' priorities. The top three project principles include the following:

- 1 Design a multimodal transportation network that connects people to places
- 2 Search for opportunities to energize stations with diverse economic activity
- 3 Transform backdoor light rail stations into active mobility hubs

## Planning Process

The study consisted of a 13-month process with four phases, including the project start-up, existing conditions analysis, needs assessment, and recommendations development with community participation throughout.

### Project Start-Up

This phase of the project included the organization of project management team members, selecting stakeholder working group members, and developing a community outreach strategy. Due to the COVID-19 pandemic, many of the planned in-person outreach efforts had to be shifted to a primarily virtual engagement strategy.

### Existing Conditions Analysis

This analysis began with a review of previous planning documents and collection of existing data. Station profiles were created to gain an understanding of the population, housing, and employment characteristics around each station area. Using previous plans, geospatial information systems (GIS) data, and field visits, existing land use and infrastructure conditions were mapped and analyzed.

### Needs Assessment

This assessment was based on findings from the existing conditions analysis, field visits, community input received through an online input map and survey, virtual meetings, and stakeholder workshops.

### Recommendations Development

Recommendations were developed using the needs assessment and then performing further research and analysis to determine feasibility and steps towards implementation.

# PROJECT OVERVIEW

## Project Engagement

### Project Management Team

Transportation Solutions guided the Project Management Team (PMT) and transportation and engineering consultants to conduct this study. The PMT consisted of representatives from the City & County of Denver, RTD, and the Denver South Transportation Management Association (TMA). The PMT provided technical, policy, and strategic guidance throughout the process. They also provided input on final recommendations and next steps.

### Community Participation

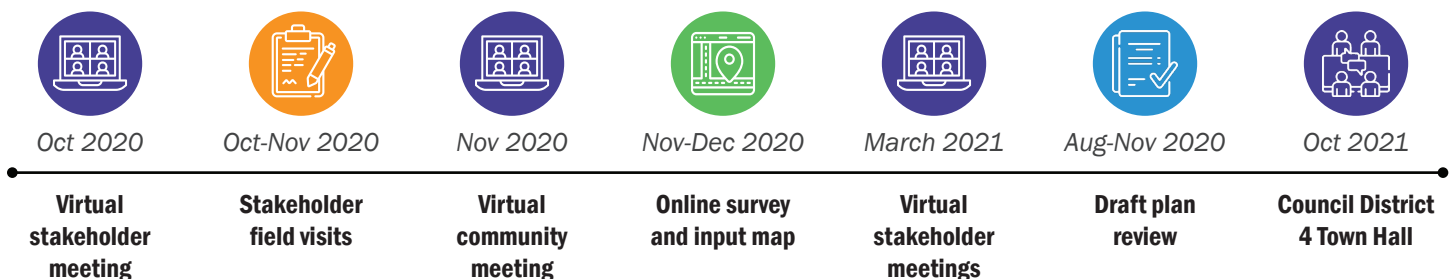
The project team formed stakeholder working groups for each station consisting of representatives from neighborhood and non-profit organizations, local business owners, and community residents. Stakeholders participated in virtual workshops to identify issues and support the development of recommendations. A final round of stakeholder meetings were held to solicit input on the draft plan before presenting to the public for review.

### Virtual Stakeholder Meeting #1: Southmoor Station Activity



In addition to the stakeholder working groups, the general public helped the team identify existing challenges, gaps in the transportation network, and provide input on desired outcomes. As part of the public outreach process:

- **38 people attended the virtual community meeting in November 2020**
- **151 comments were added to the input map**
- **28 survey responses were received**
- **Around 80 people attended the Council District 4 Town Hall to provide feedback on the final plan**



## Community Input Map & Survey

The community input map and survey were available during November and December 2020 for community members to provide location-specific comments and project initiatives for the stations. Users were able to drop pins with comments to share what they enjoy, what needs improvement, challenges, safety concerns, and what they want to see in the future. The survey asked about commuting behaviors and asked respondents to rank project initiatives. The input received during this engagement informed the project principles, existing conditions, needs assessment, and recommendations.

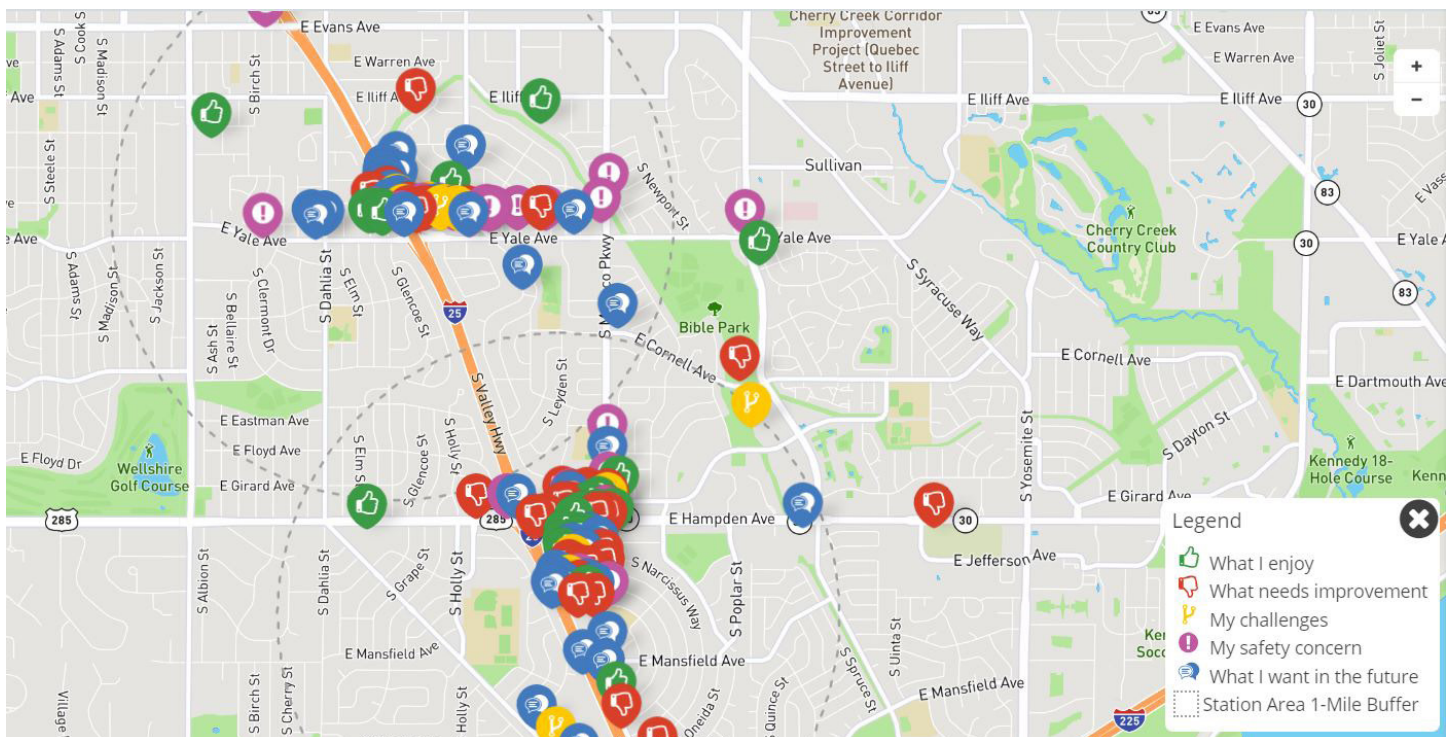


### Top Ranking Project Initiatives

The survey asked constituents to prioritize potential project initiatives. The top four initiatives include the following:

- 1 Provide real-time transit information at the station
- 2 Provide more retail and restaurants near the station
- 3 Provide more lighting around the station
- 4 Provide more community space near the station

## Community Input Map





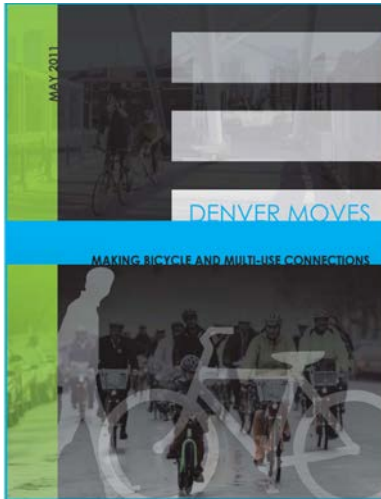
**Belleview Station**

A photograph of a transit station platform under a blue sky with white clouds. In the background, there are power lines, a building with a 'Target' sign, and a green highway sign for 'EXIT 200' and 'Aurora Lincoln'. The foreground shows a concrete platform with metal benches. A dark rectangular box is overlaid in the center, containing white text.

## PREVIOUS PLANS SUMMARY

The project team conducted a plan review process to understand previous efforts around each station as well as identify completed plans applicable to the three stations. The following section summarizes relevant recommendations from select plans that can provide guidance for future recommendations.

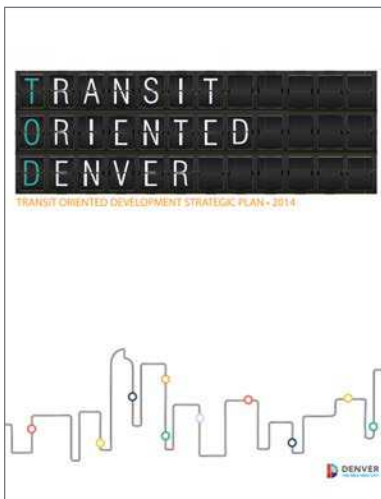
# PREVIOUS PLANS SUMMARY



## Denver Moves: Bicycles (2011-2015)

Station Relevancy: [Yale](#) | [Southmoor](#) | [Bellevue](#)

- The 2011 plan, which was updated in 2015, set goals for Denver to reach a 15% commute mode share for pedestrians and bicyclists by 2030 and to install 125 miles of bikeways by the end of 2023.
- Yale Station has a bike lane planned nearby, and the segment of Yale Avenue immediately serving the station is slated for a future bicycle facility, though further study is needed. To the east of Southmoor Station, Monaco Parkway is also slated for a bicycle facility, though the facility type is to be determined upon further study.
- There were no bicycle facilities planned that would directly serve Bellevue Station.



## Transit Oriented Denver (2014)

Station Relevancy: [Yale](#) | [Southmoor](#) | [Bellevue](#)

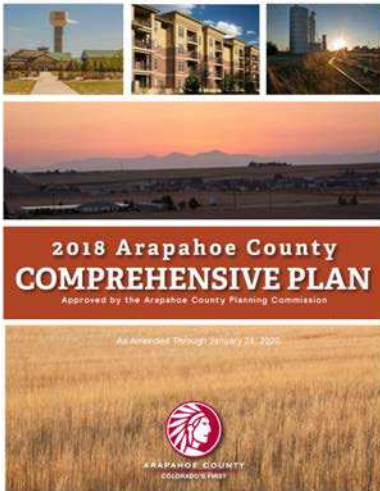
- This update to Denver's 2006 Transit-Oriented Development (TOD) Strategic Plan created a typology of TOD-readiness to align appropriate strategies to stations.
- Yale and Bellevue Stations were both identified as “Energize” stations, which are already well-established and may benefit from strategies such as wayfinding, pedestrian passages, and enhanced bike facilities.
- The plan noted that Yale Station has limited development potential; however, small moves with surrounding parcels may unlock future opportunities.
- Southmoor Station was identified as a “Strategize” station, which means more in-depth planning efforts will need to be undertaken to determine next steps.



## Multistation Plan & Mobility Study — Colorado Station & University Station (2017)

Station Relevancy: [Yale](#) | [Southmoor](#) | [Bellevue](#)

- This study explores strategies for activating the University and Colorado Stations areas. Transportation Solutions undertook the study because the two stations lacked multimodal connectivity and integration with their surrounding neighborhoods. University and Colorado Stations are just north of Yale Station.
- The two recommendations categories were: improvements to the network such as intersection upgrades and a pedestrian bridge over I-25, and programmatic recommendations like wayfinding and a system of mobility hubs.
- The study identified mobility hubs as a near-term recommendation.



## Arapahoe County Comprehensive Plan (2018)

Station Relevancy: [Yale](#) | [Southmoor](#) | [Bellevue](#)

- The Arapahoe County Comprehensive Plan provides guidance for land use decisions for the County's unincorporated areas. It also set up the process for Sub-Area Plans that provide more guidance for specific areas of the county.
- Although Englewood, Cherry Hills Village, and Greenwood Village are all part of Arapahoe County, the Plan only provides detailed land use guidance for the unincorporated parts of the County, which includes an island of land north and east of Yale Station that is slated for Urban Residential development (low- to medium-density).
- The County is in the process of creating a Multi-Hazard Mitigation Plan to aid in future planning and risk mitigation.



## Denver Moves: Transit (2019)

Station Relevancy: [Yale](#) | [Southmoor](#) | [Bellevue](#)

- Denver Moves: Transit is Denver's most recently adopted citywide public transit plan that aims to enhance the frequency, speed, and reliability of service in an effort to increase ridership and promote a healthier and more sustainable city.
- The first phase of Denver Moves: Transit involved extensive community outreach and in-depth analysis of existing conditions. The plan developed a map of proposed transit capital investment corridors.
- Recommended corridors serving the Southeast Denver area include Colorado Boulevard (very frequent, high capacity full bus rapid transit to rail), Evans Avenue (frequent, medium-capacity rapid bus to full bus rapid transit), and Hampden Avenue and Quebec Street (frequent, speed and reliability corridors).



## Denver Moves: Pedestrians & Trails (2019)

Station Relevancy: [Yale](#) | [Southmoor](#) | [Bellevue](#)

- This plan identifies a complete pedestrian network that would include new sidewalks, upgrades to existing sidewalks, and improved at-grade crossings as well as separated crossings at major barriers.
- The plan does not include specific recommendations relevant to the three station areas but does set a goal of providing direct pedestrian access to transit. Transit access at high-frequency stops, like rail stations, was one of the criteria for sidewalk prioritization.
- For trails, the plan identifies a complete network of trails. Several crossing improvements were proposed for the High Line Canal Trail, which runs parallel to the three station areas in Southeast Denver.

# PREVIOUS PLANS SUMMARY



## Blueprint Denver (2019)

Station Relevancy: *Yale* | *Southmoor* | *Bellevue*

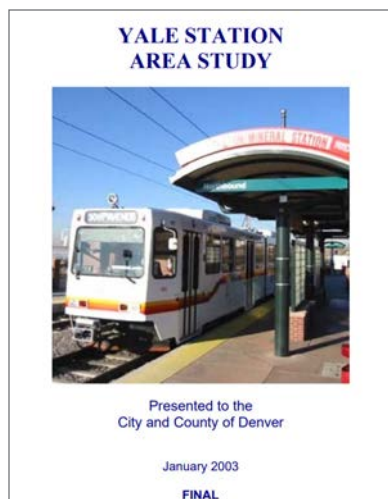
- Blueprint Denver is the City & County of Denver's citywide land use and transportation plan. It establishes a growth strategy as well as future Place Types to guide development for the next 20 years.
- The Growth Strategy map identifies the areas that are projected to be community or regional centers (absorbing 20-50% of new jobs and 25-30% of households), and areas that will only absorb 10% of jobs and 20% of households.
- The Future Place Types map creates a guide for future land uses, identifying the densities of centers, corridors, and residential areas around the stations.
- Denver CPD is currently creating and adopting a Complete Streets policy and comprehensive street design guidelines based on Blueprint Denver street types.



## RTD First & Last Mile Strategic Plan (2019)

Station Relevancy: *Yale* | *Southmoor* | *Bellevue*

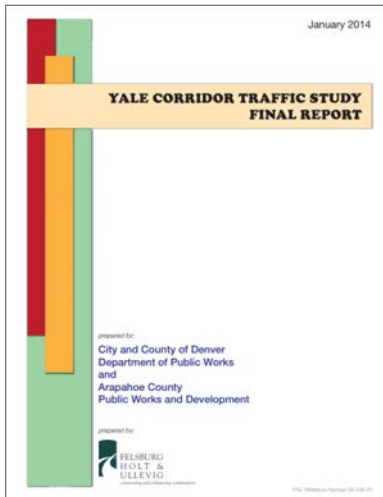
- RTD assembled a strategy for improving First and Last Mile connections to transit. Recommendations included new infrastructure recommendations, methods for reusing existing infrastructure, Transportation Demand Management strategies, and new services to connect riders with transit.
- The study identified overlays based on characteristics like socioeconomic indicators, locations that attract high volumes of visitors, and areas with high volumes of parking demand to identify where FLM solutions might be especially needed. The study also provides a toolkit of strategies for improving FLM access, like upgrading pedestrian infrastructure or providing shuttle services. The plan identifies relevant typologies for each strategy.



## Yale Station area Study (2003)

Station Relevancy: *Yale*

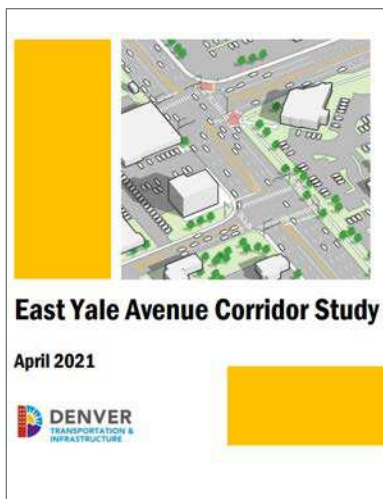
- This study was prepared in advance of the 2006 opening of the station to create a framework for TOD. It established guiding principles for fostering walkable TOD while maintaining compatibility with the neighborhoods surrounding Yale Station. As well, the study sought to ensure safe multimodal access to the station, that minimal land use would go towards surface parking, and that ground floor uses would be pedestrian-oriented.
- The study provided recommendations to better connect the station with the surrounding neighborhoods, including enhanced pedestrian crossings along Yale Avenue at future traffic signals. Denver recently installed a traffic signal at the Yale Avenue, Yale Circle, and Forest Street intersection in 2021.



## Yale Corridor Traffic Study (2014)

Station Relevancy: *Yale*

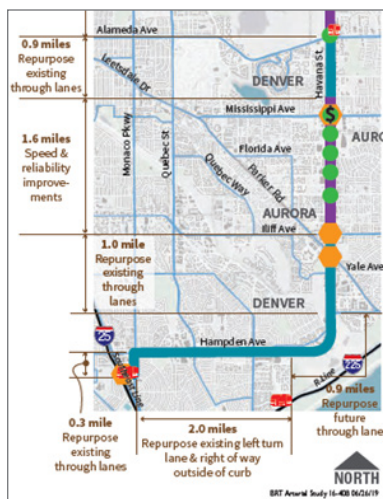
- This study was a cooperative effort between Arapahoe County and the City & County of Denver to evaluate the infrastructure upgrades and identify multimodal improvements that would make non-vehicle travel safer along Yale Avenue. Yale Station is on the western end of the study area.
- The study identified several improvements relevant to Yale Station, including bringing deficient sidewalks up to standards, improving pedestrian crossings of Yale Avenue, and adding better pedestrian connections to bus stops.
- In addition, the study recommended extending on-street bicycle facilities on Yale Avenue, which would bring those facilities closer to the station.



## East Yale Avenue Corridor Study (2021)

Station Relevancy: *Yale*

- The Denver Department of Transportation and Infrastructure (DOTI) studied the East Yale Avenue corridor from Downing Street to the High Line Canal Trail in order to recommend multimodal mobility improvement projects that put people first.
- The Southeast Mobility Hubs Study coordinated closely with the East Yale Avenue Corridor Study team in order to further advance some of the study's many recommendations.

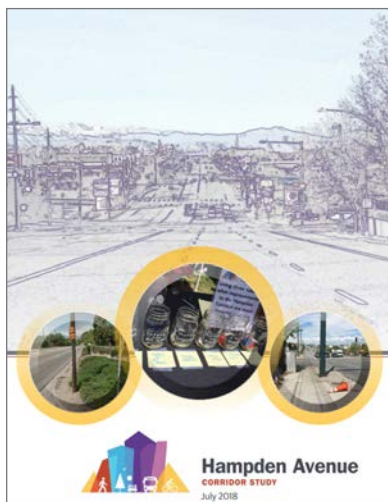


## Regional BRT Feasibility Study (2020)

Station Relevancy: *Southmoor*

- RTD recently completed a study that evaluated the feasibility of implementing candidate bus rapid transit (BRT) corridors throughout the district.
- One of the routes identified for Small Starts grant funding eligibility would operate on Havana Street and Hampden Avenue between the Central Park Station serving the A-Line and Southmoor Station.
- The study predicts that the Havana/Hampden route would have more than 9,000 daily boardings and provide a 12% travel time savings over the current local route.
- The City of Aurora is scheduled to initiate a corridor study that includes a feasibility analysis for including bus-only lanes on Havana Street.

## PREVIOUS PLANS SUMMARY



### Hampden Avenue Corridor Study (2018)

Station Relevancy: **Southmoor**

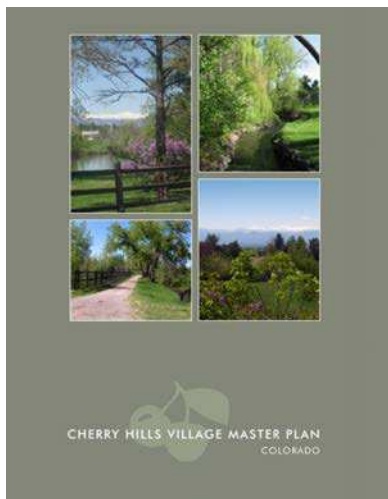
- The City & County of Denver developed a plan for transforming Hampden Avenue between University Boulevard and Galena Street into a multimodal street.
- Southmoor Station fell into the “Main Street Area” of the corridor.
- Recommendations for this area included intersection improvements at Locust Street, transit signal priority and the removal of left-turn lanes at Oneida Way and Poplar Street to reduce crossing distances and improve linkage to Southmoor Station from the Goldsmith Gulch Trail.
- The City & County of Denver GO Bond funding will help design and construct the near-term improvements highlighted in the study.



### ULI Technical Advisory Panel Report (2017)

Station Relevancy: **Southmoor**

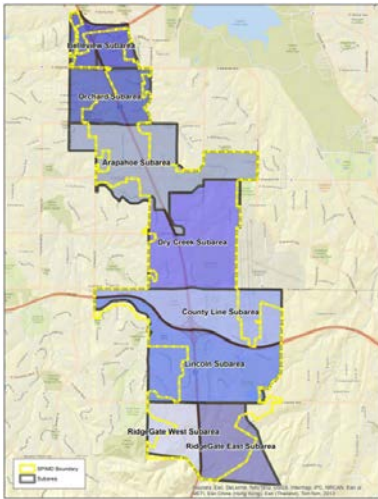
- The City & County of Denver engaged the Urban Land Institute (ULI) to create an advisory report for the Southmoor Station area. Limited internal connectivity due to surface parking and conflicting neighborhood visions have slowed potential redevelopment in the past.
- Recommendations included investing in existing community assets and anchors (such as the movie theatre and grocery store), creating a unique identity, and improving internal connectivity. Additional recommendations included master planning and community visioning, identifying catalysts for new development, creating community gathering spaces, the inclusion of new uses, and maintaining the quality of life for existing residents.



### Cherry Hills Village Master Plan (2008)

Station Relevancy: **Southmoor** | **Bellevue**

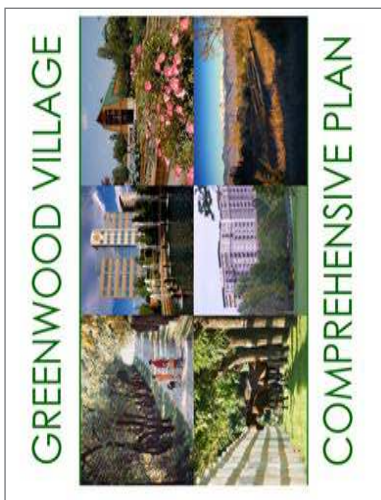
- The Cherry Hills Village Master Plan sets goals and strategies for the Village’s land use, character, open space, transportation, City Center, infrastructure, and community services.
- The overall established vision is to keep Cherry Hills Village a low-density residential community, defined by its semi-rural character.
- The Plan does not speak specifically to the Southmoor station, but does recommend medium-density development adjacent to Happy Canyon Road. It should be noted that this equates closer to low density in the other related plans.
- Cherry Hills Village is currently in the process of updating the master plan to reflect more relevant guidance.



## South I-25 Urban Corridor Study (2016)

Station Relevancy: [Bellevue](#)

- The purpose of the study was to provide existing conditions, forecasts, and recommendations for the South I-25 Corridor based on economic and development data, travel patterns, and demographics.
- Some of the corridor-wide strategies included: Bellevue Avenue and I-25 interchange improvements (study currently underway), completing north/south bike corridors, building connections from these corridors to regional trail systems, enhancing internal transit circulation (such as shuttles), developing a customized RTD transit pass program for the area, working with RTD to provide enhanced east/west bus service, establishing mobility hubs throughout the corridor, and developing a centralized parking management program.



## Greenwood Village Comprehensive Plan (2018)

Station Relevancy: [Bellevue](#)

- The Comprehensive Plan guides land use and other decisions in Greenwood Village. It sets forth goals, objectives, and policies regarding land use development, environment, transportation, and economic development.
- The plan shows a Planning Area adjacent to Bellevue Station with primarily commercial and higher-density residential development.
- The plan calls for promoting the area as a major office park and for focusing development and redevelopment on commercial and employment uses.
- The Village is currently implementing a number of capital improvement projects, including improvements to Bellevue Corridor and Tommy Davis Park.



## N-S Regional Bicycle Corridors Study (2018)

Station Relevancy: [Bellevue](#)

- This study envisions low-stress regional north-south bicycle corridors that parallel I-25, encourage bicycle travel, and enhance the overall economic vitality and community prosperity of the Region. Bikeway corridors recommended to complete the regional network near Bellevue Station include the following:
- To complete the Monaco Street bicycle corridor, the plan recommends widening the existing sidewalk from eight to ten feet to create a multi-use path and implement intersection improvements at Bellevue Avenue.
- To complete the DTC Boulevard bicycle corridor, the plan recommends completing gaps along the existing Goldsmith Gulch Trail and implementing intersection improvements at Bellevue Avenue and the I-225 interchange.

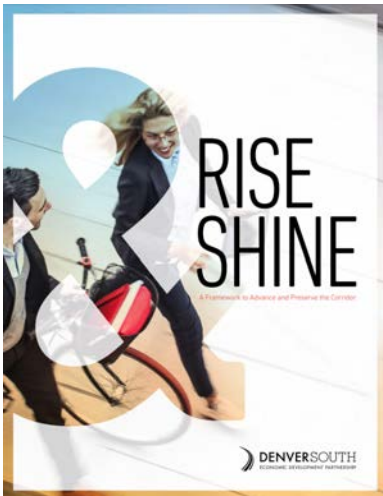
# PREVIOUS PLANS SUMMARY



## Bellevue Corridor Multimodal Plan (2019)

Station Relevancy: [Bellevue](#)

- This plan was initiated by the City & County of Denver to understand and address the existing and future multimodal infrastructure needs surrounding the Bellevue Station area.
- Recommendations included: modifying channelized right-turn lanes to increase pedestrian safety and comfort; implementing protected bike lanes and intersections on Monaco Street and Union Avenue; exploring opportunities for a microtransit service or autonomous shuttle between the east and west sides of I-25; pedestrian-activated on- and off-ramp stop control at the I-25 and I-225 interchanges; and place-making treatments in the west station area where development is occurring.



## Denver South Framework (2019)

Station Relevancy: [Bellevue](#)

- This study assesses opportunities and challenges associated with population growth in South Denver, particularly related to transit-oriented development.
- The framework recommends focusing growth on areas near transit, along commercial arterials, and in business parks, while also considering strategies to integrate these isolated areas.
- Recommendations include breaking down automobile super blocks by providing a variety of pathways through station areas, overcoming the I-25 barrier with new pedestrian bridges, utilizing the latest innovations in transportation technology, and introducing more residential, retail, entertainment, cultural, and civic uses.



## Mobility Evolution Initiative (2020)

Station Relevancy: [Bellevue](#)

- The purpose of this study was to determine the most appropriate locations for an initial deployment of smart mobility first mile/last mile (FMLM) technologies in the South Denver TMA. This includes all of the light rail stations between Bellevue and Sky Ridge.
- The study evaluated the applicability of the following solutions: autonomous shuttles, mobility on demand, micromobility, microtransit, and mobility as a service. Bellevue Station scored highest in the applicability of each solution evaluated.

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*Southmoor Station*



## EXISTING CONDITIONS

The existing conditions analysis consisted of a thorough inspection and inventory of the assets, challenges, and opportunities within one mile of each station. This analysis included: neighborhood context and active organizations, population and household demographics, existing land use and community resource locations, employment and commuting patterns, existing zoning, future land use and growth strategy, as well as transportation infrastructure for all modes.

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# EXISTING CONDITIONS

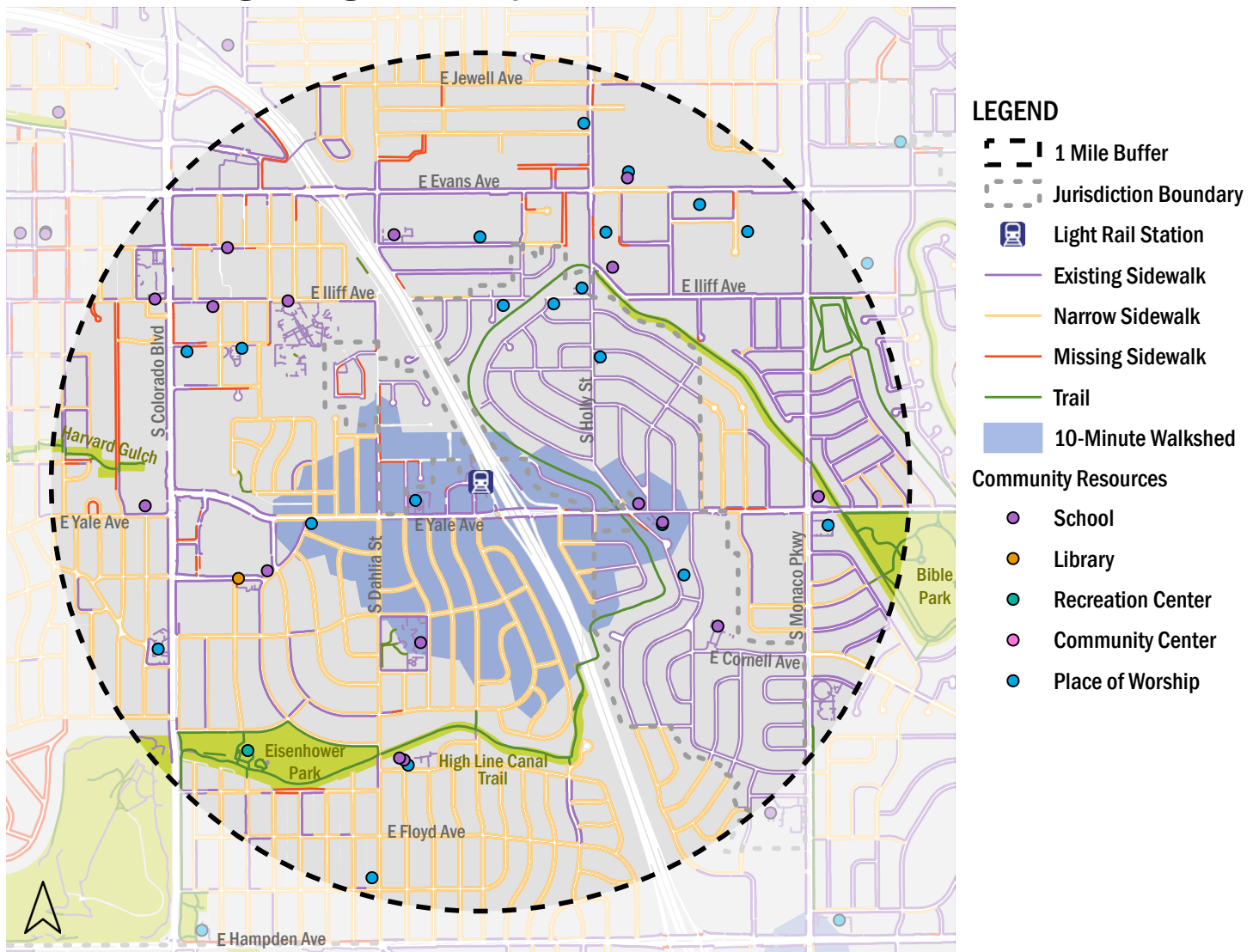
## Yale

### People Walking

Currently, the Yale Avenue underpass is the primary crossing for pedestrian access to the station from the east side of I-25; however, the volume and speed of traffic along Yale Avenue create an uncomfortable pedestrian environment. A new signal at the intersection of Yale Avenue and Forest Street provides a safe crossing of Yale Avenue to access the station. The High Line Canal Trail is a valuable community amenity;

however, the crossing at Yale Avenue and Holly Street feels uncomfortable for pedestrians due to heavy traffic volumes and the presence of slip lanes. The Yale Station area contains an expansive pedestrian network, although many sidewalks are of deficient width and quality per Denver's standards. There are also many missing sidewalk segments, including some within the 10-minute walkshed.

Yale Station Existing Walking Network Map

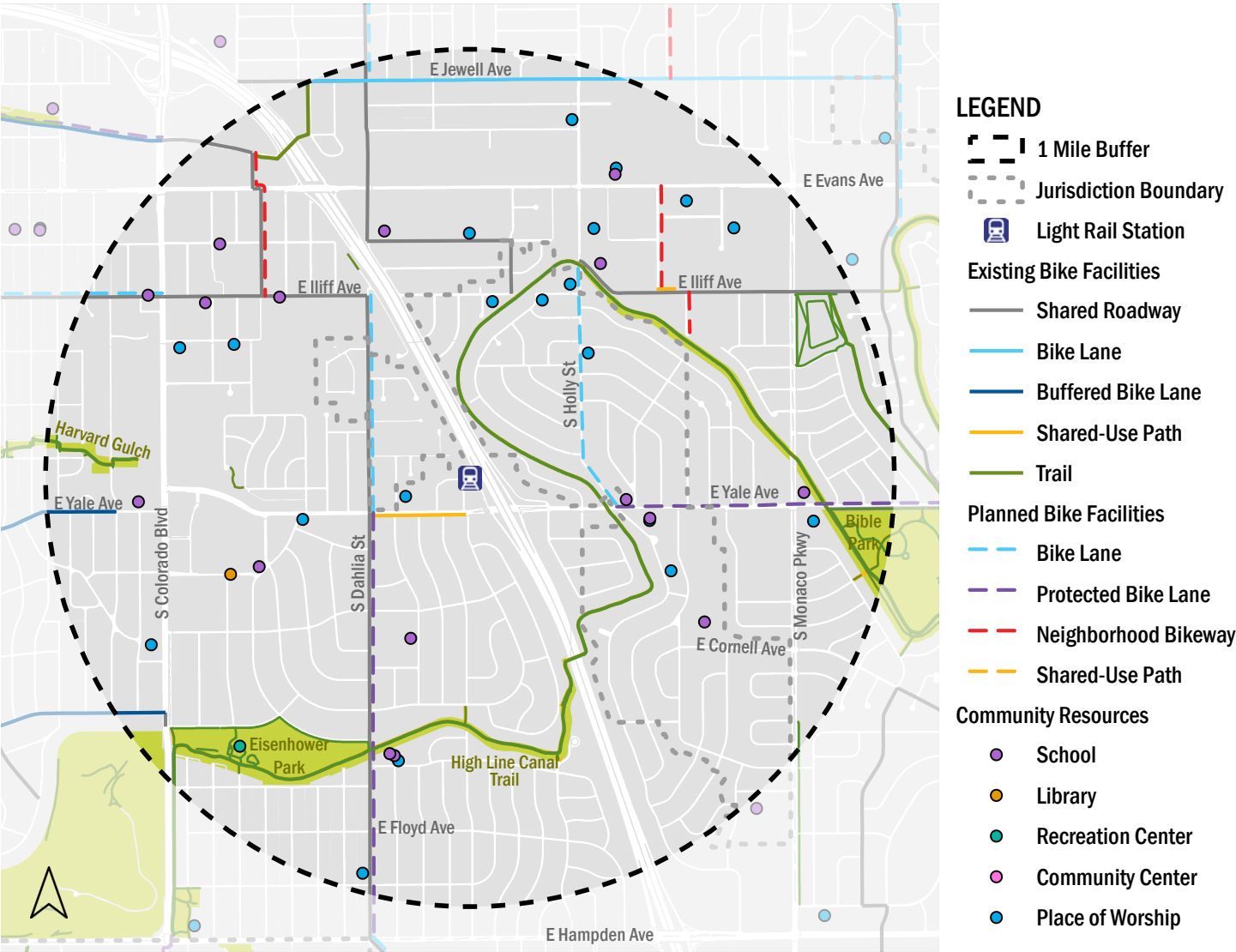


## People Biking

Few facilities currently exist for people biking in the Yale Station area. These include the High Line Canal Trail, a shared-use path on the south side of Yale Avenue between Dahlia Street and Yale Circle, and a section of Yale Avenue to the west with a buffered bike lane. Denver Moves: Bicycles recommends a bike facility on Dahlia Street, which is currently a designated shared

roadway and one of the only north-south bike routes in the area. The intersection of Yale Avenue and Dahlia Street may need some additional safety analysis if this project is implemented. The area also contains two planned neighborhood bikeway connections, a facility type that uses traffic calming to allow people biking to feel more comfortable sharing the road with vehicles.

Yale Station Existing Biking Network Map



# EXISTING CONDITIONS

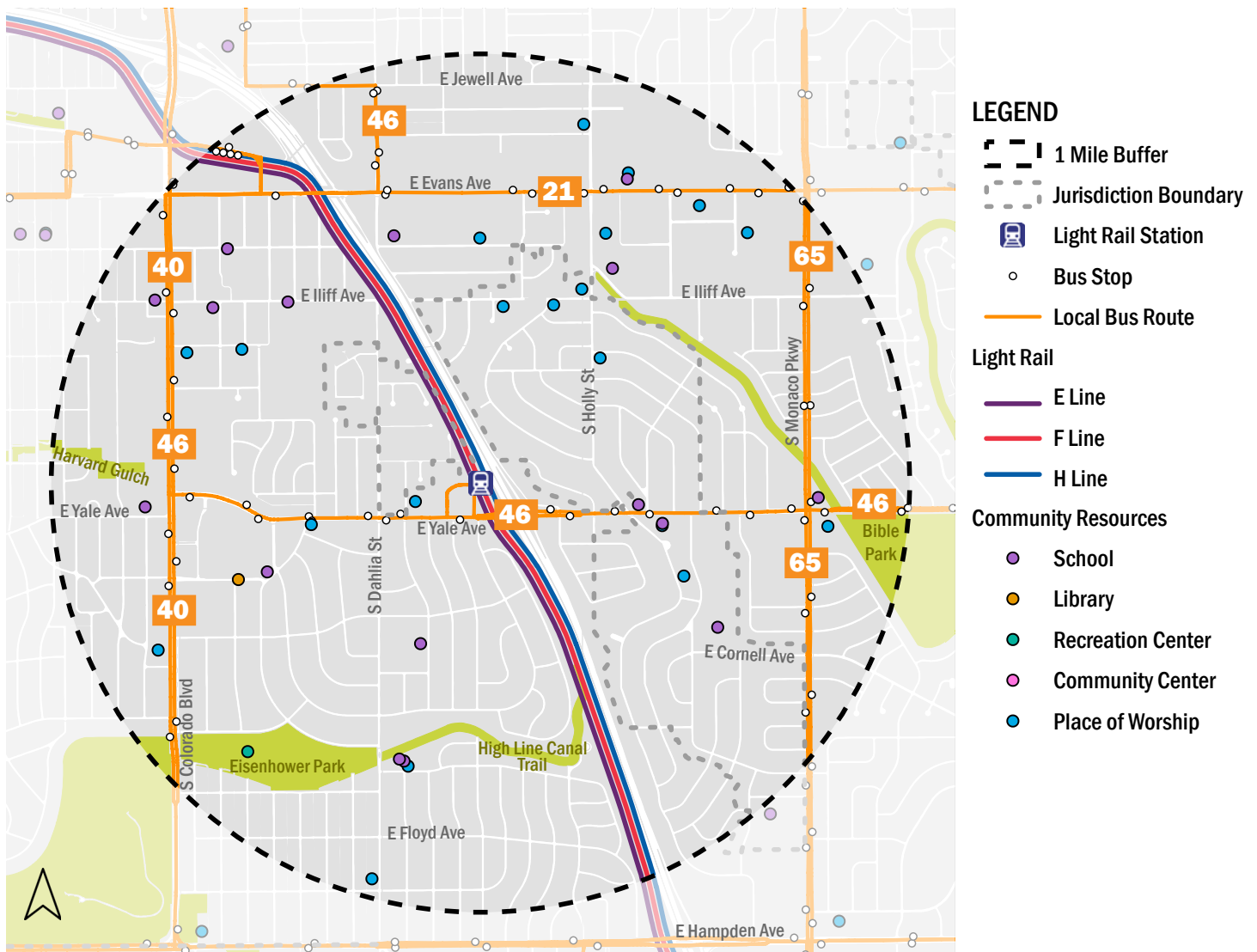
## Yale

### Transit Service

Yale Station is served by route 46, which runs north and south from the Cherry Creek Shopping Center to Southmoor Station. Other routes servicing the Yale station area include the 21, 40, and 65. Route 21 runs east and west along Evans Avenue and Iliff Avenue, establishing a connection between southern Lakewood and southern Aurora. Route 40 runs north and south along Colorado Boulevard from Southmoor Station to the

40<sup>th</sup> & Colorado Station, which is served by the A-Line to the Denver Airport. Route 65 runs along Monaco Parkway from the Denver Tech Center to the Central Park Station (also served by the University of Colorado A-Line) with stops at George Washington High School and Thomas Jefferson High School. Route 65 also has a higher peak frequency (15 minutes) than all other local bus routes in this study.

Yale Station Existing Transit Service (2019 Pre-COVID) Map



## Existing Transit Service Summary (2019 Pre-COVID)

Route	Name	Service	Days of Operation	Peak Frequency
21	Evans Avenue	Local	Monday-Sunday	30 minutes
40	Colorado Boulevard	Local	Monday-Sunday	30 minutes
46	South Dahlia	Local	Monday-Friday	30 minutes
65	Monaco Parkway	Local	Monday-Saturday	15 minutes
101	E-Line	Light Rail	Monday-Sunday	15 minutes
101	F-Line	Light Rail	Monday-Friday	15 minutes
101	H-Line	Light Rail	Monday-Sunday	15 minutes

## Ridehailing Demand Analysis

Based on average daily ridership at Yale Station, an estimated 19 to 57 riders transfer to or from an Uber, Lyft, or taxi, representing one to three percent of average daily ridership (based on peer research on TNC ridership at BART light rail stations conducted in 2017). During the peak hour, this equates to two to six riders. The maximum simultaneous number of ridehailing vehicles present at the station on any given day is estimated to be between one and three. These numbers indicate

less ridehailing demand at Yale compared to Southmoor Station, which could be due to the fact that there is no designated kiss-n-ride or ridehailing pick-up or drop-off area at Yale Station. The only options for ridehailing vehicles to wait and load is in the RTD parking lots or public right-of-way on Yale Circle, a situation that has the potential to create conflicts between various roadway users.

## Ridehailing Service Summary

Estimated Ridehailing FLM Ridership	Low End of Range	High End of Range
Daily	19	57
Peak Hour	2	6
Maximum Simultaneous Vehicles Present	1	3

# EXISTING CONDITIONS

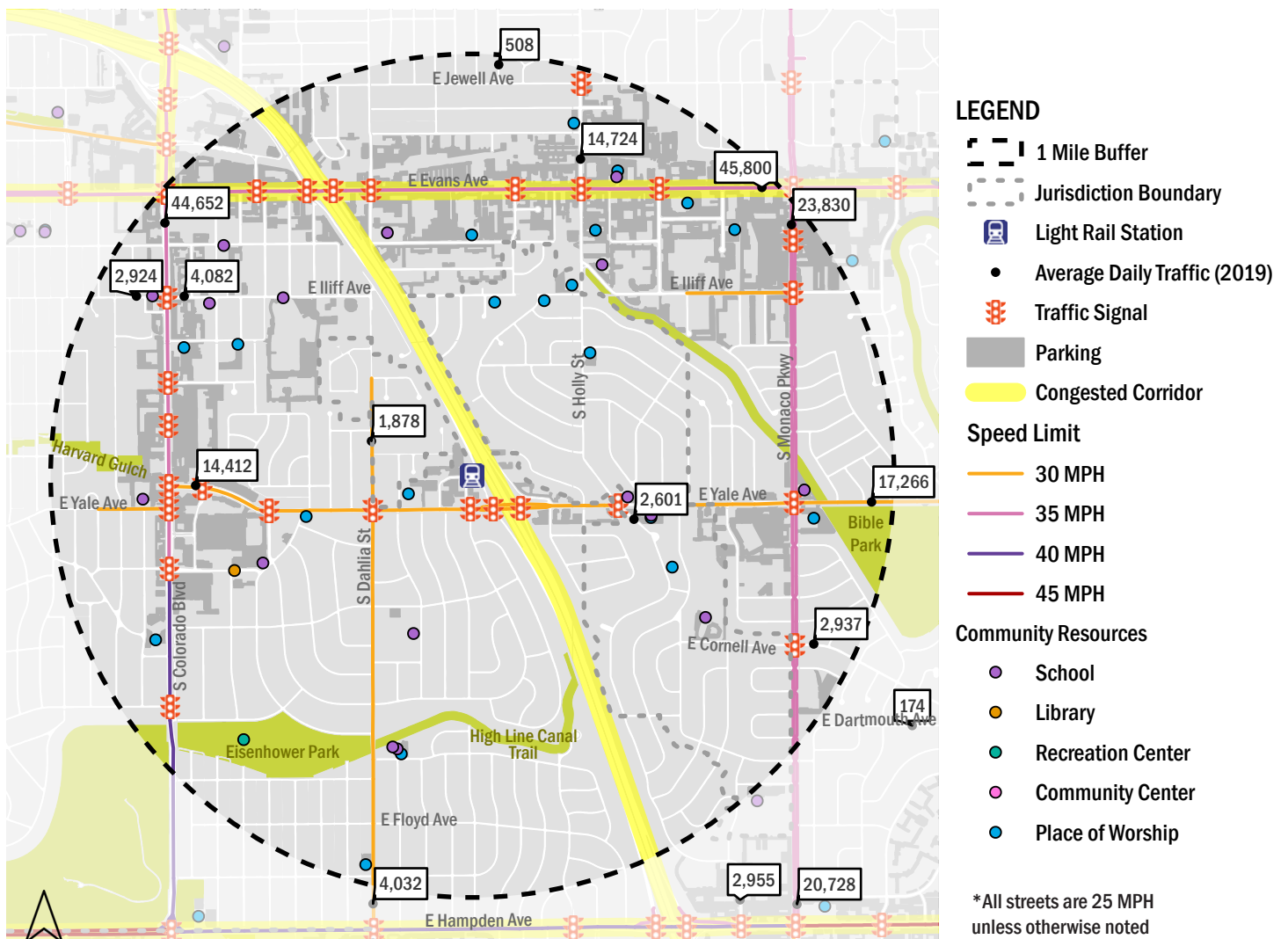
## Yale

### People Driving

The primary arterial and collector streets for people driving in the Yale Station area are Evans Avenue, Monaco Parkway, Dahlia Street, Yale Avenue, and Colorado Boulevard, in addition to I-25. Both I-25 and Evans Avenue experience congestion for three or more hours on an average weekday, according to 2018 data.

Street	MPH	# of Lanes
Colorado Boulevard	35-40	8-9
Dahlia Street	30	2
Evans Avenue	35	5-6
Monaco Parkway	35	5-6
Yale Avenue	30	5-6

**Yale Station Existing Traffic Conditions Map**



Station Amenities

Yale Station has 129 parking spaces, five of which are reserved for drivers experiencing disabilities. In 2019, the average daily utilization was 91%, making Yale Station one of the most highly utilized park-n-rides. Yale Station also has eight bike lockers and two covered shelters for people waiting to board buses. Stairs and

a ramp provide access to the elevated station platform; however, there is no elevator. The station area has a few barriers that prohibit access from the surrounding area, including a wall that blocks access to the north parking lot from Vassar Avenue.

Yale Station Amenities Map



LEGEND

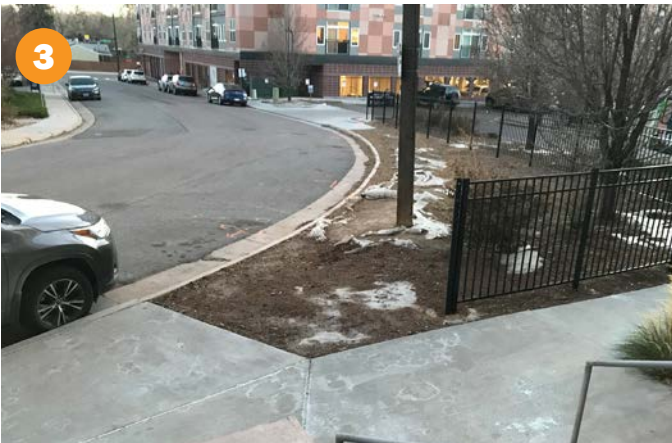
- ➔ Access Point
- ✗ Barrier
- Bus shelter
- Wayfinding
- Payment Machine
- Bike Rack
- Bike Locker
- RTD Parking
- Station Platform

EXISTING CONDITIONS

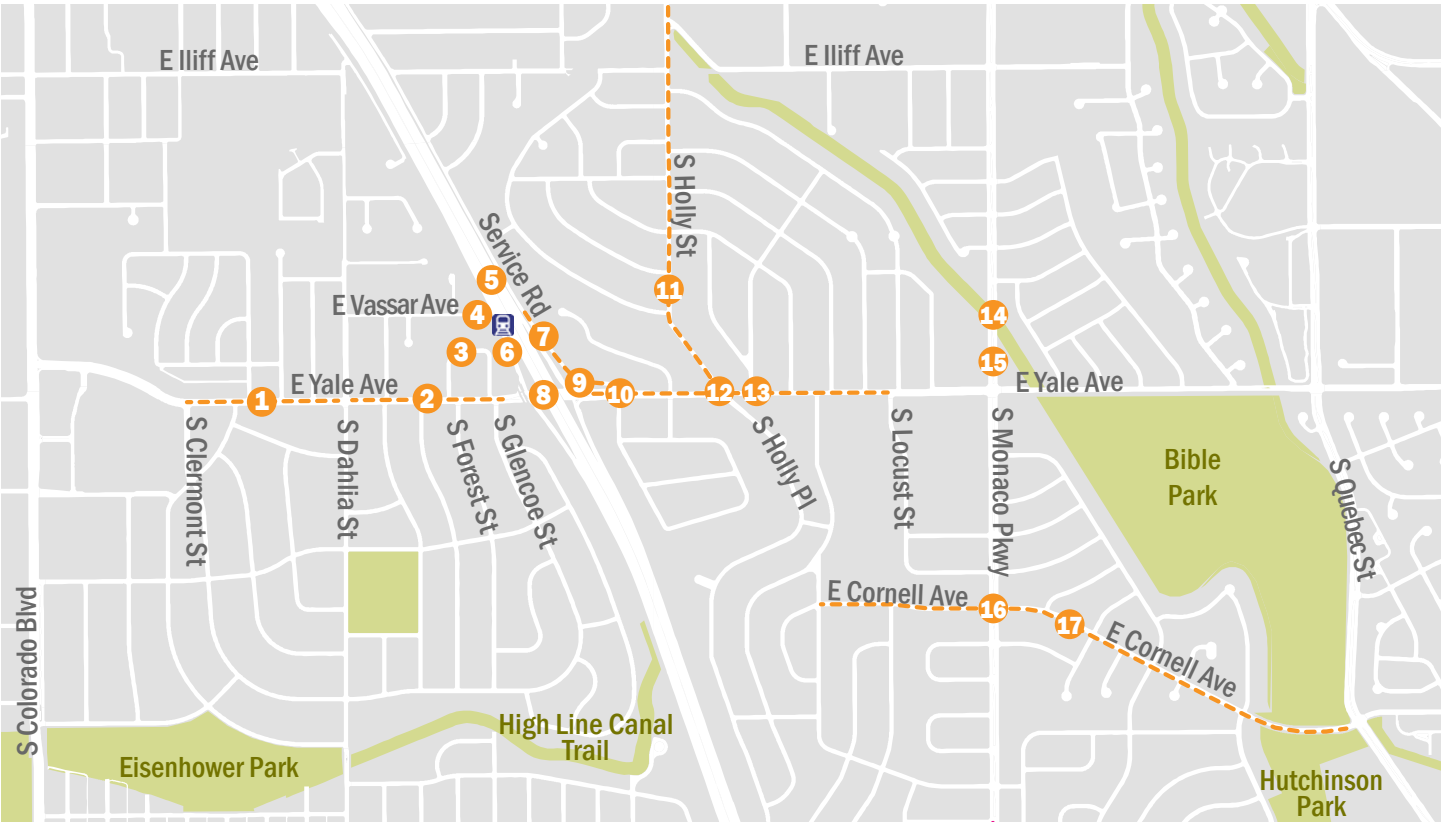
Yale

Needs Assessment

The needs assessment is a summary of gaps and barriers related to mobility in the Yale Station study area. The existing conditions assessment and public outreach process identified these challenges and opportunities.



Yale Station Needs Assessment Map



## EXISTING CONDITIONS

- 1** Some sidewalk segments along Yale Avenue from Clermont Street to Dahlia Street are substandard.
- 2** A shared-use path on the north side of Yale Avenue from Dahlia Street to Yale Circle is desired.
- 3** Missing sidewalk segments exist along Yale Circle near the station.
- 4** A wall between Vassar Avenue and the station prohibits access from the northwest.
- 5** A multimodal connection over or under I-25 connecting to the High Line Canal Trail is desired.
- 6** The station lacks desired amenities such as wayfinding and a designated kiss-n-ride.
- 7** The I-25 service road northeast of the Yale interchange lacks pedestrian infrastructure.
- 8** Walking underneath I-25 along Yale Avenue feels uncomfortable due to the high number of conflict points and vehicle volumes.
- 9** An unimproved desire path has formed on the slope from Yale Avenue to the I-25 service road.
- 10** Crossing the I-25 service road on the north side of Yale Avenue is challenging as a pedestrian.
- 11** A bike facility is desired on Holly Street between Yale Avenue and the Cherry Creek Trail.
- 12** The intersection of Holly Street, Yale Avenue, and the High Line Canal Trail is challenging for people walking and biking.
- 13** The attached sidewalks along Yale Avenue from the I-25 interchange to Locust Street are deteriorating and substandard in width.
- 14** An enhanced crossing is desired along the High Line Canal Trail at Monaco Parkway.
- 15** The sidewalks on the east side of Monaco Parkway just north of Yale Avenue experience drainage problems.
- 16** People biking experience challenges crossing Monaco Parkway at Cornell Avenue.
- 17** A bike facility is desired on Cornell Avenue between Kearney Street and Quebec Street



## EXISTING CONDITIONS

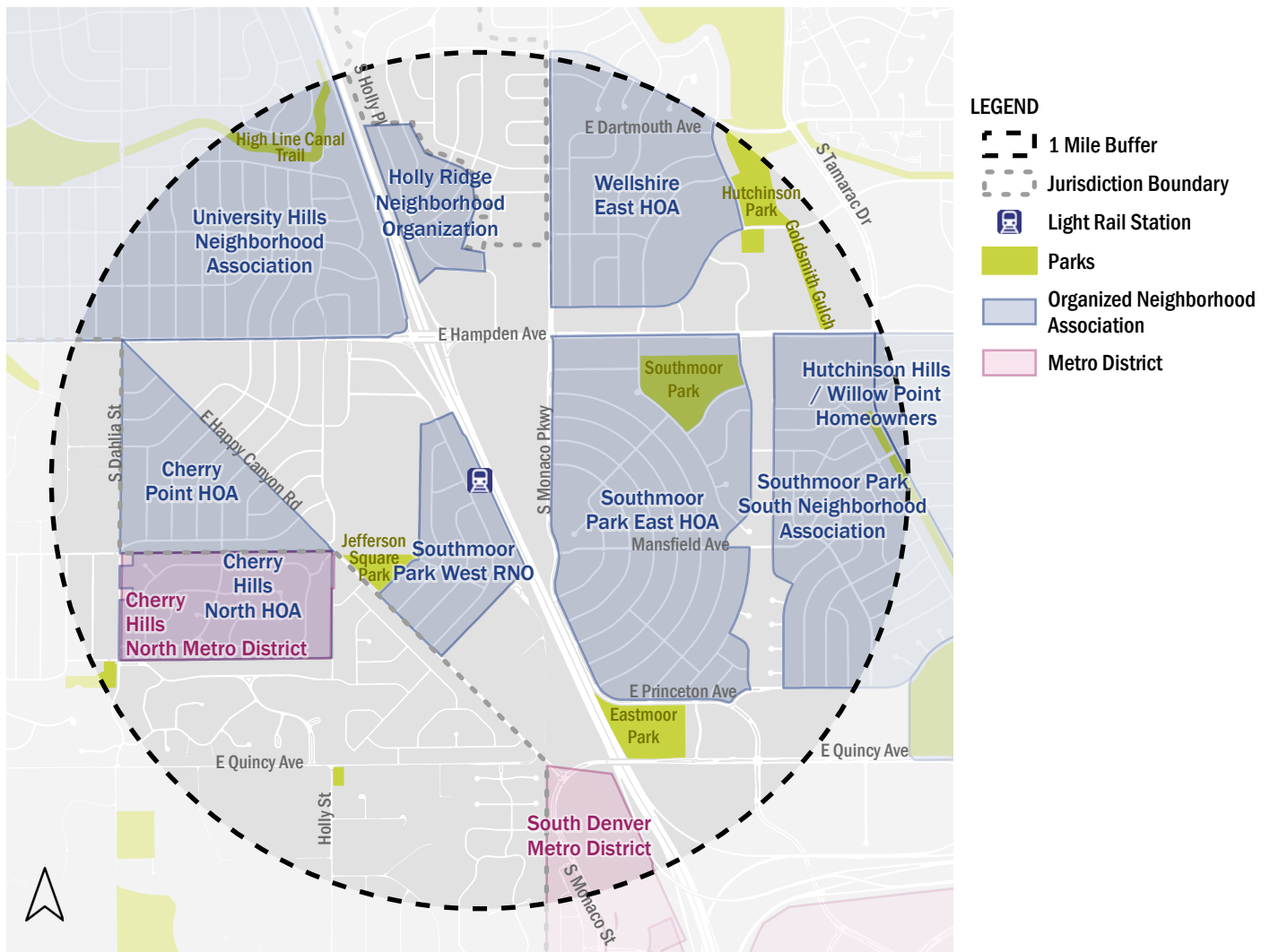
# Southmoor

## Neighborhood Context & Organizations

The Southmoor Station area is home to seven organized neighborhood associations and two metro districts. Cherry Hills North is both its own homeowners association and metro district.

- University Hills Neighborhood Association
- Wellshire East Homeowners Association
- Southmoor Park East Homeowners Association
- Southmoor Park South Neighborhood Association
- Southmoor Park West Neighborhood Organization
- Cherry Point Homeowners Association
- Cherry Hills North Homeowners Association & Metro District
- South Denver Metro District

### Southmoor Station Neighborhood Context Map

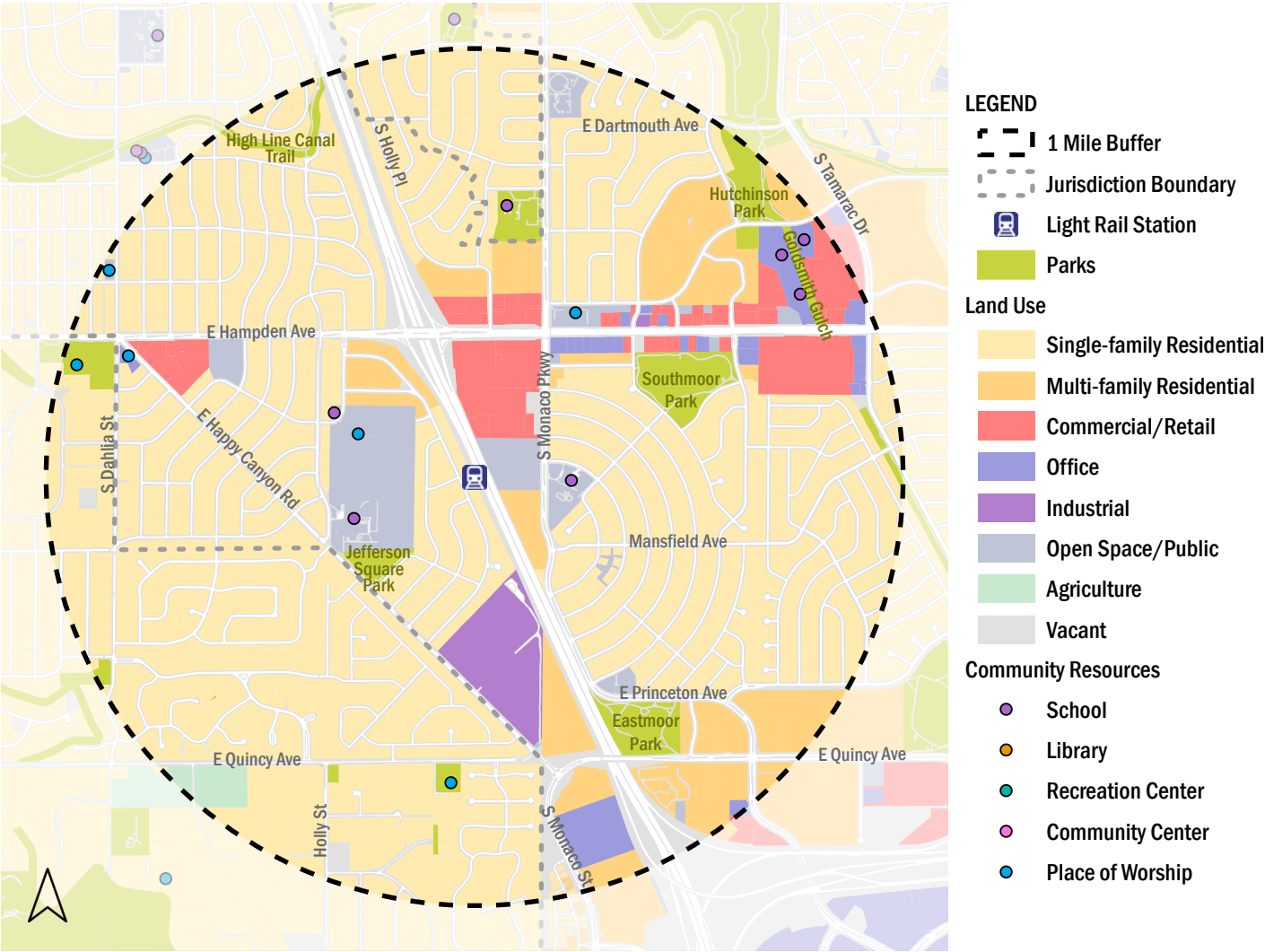


Existing Land Use and Community Resources

The Southmoor Station area is primarily single-family residential with one major commercial corridor along Hampden Avenue. The Hampden Avenue corridor contains commercial, retail, and office land uses with multi-family residential transitioning to single-family

residential. There are some multi-family residential and mixed-use land uses near the station, as well as a small piece of vacant land northeast of the station park-n-ride. Overall, this station area is located in well-established residential neighborhoods with very few vacant parcels.

Southmoor Station Land Use & Amenities Map



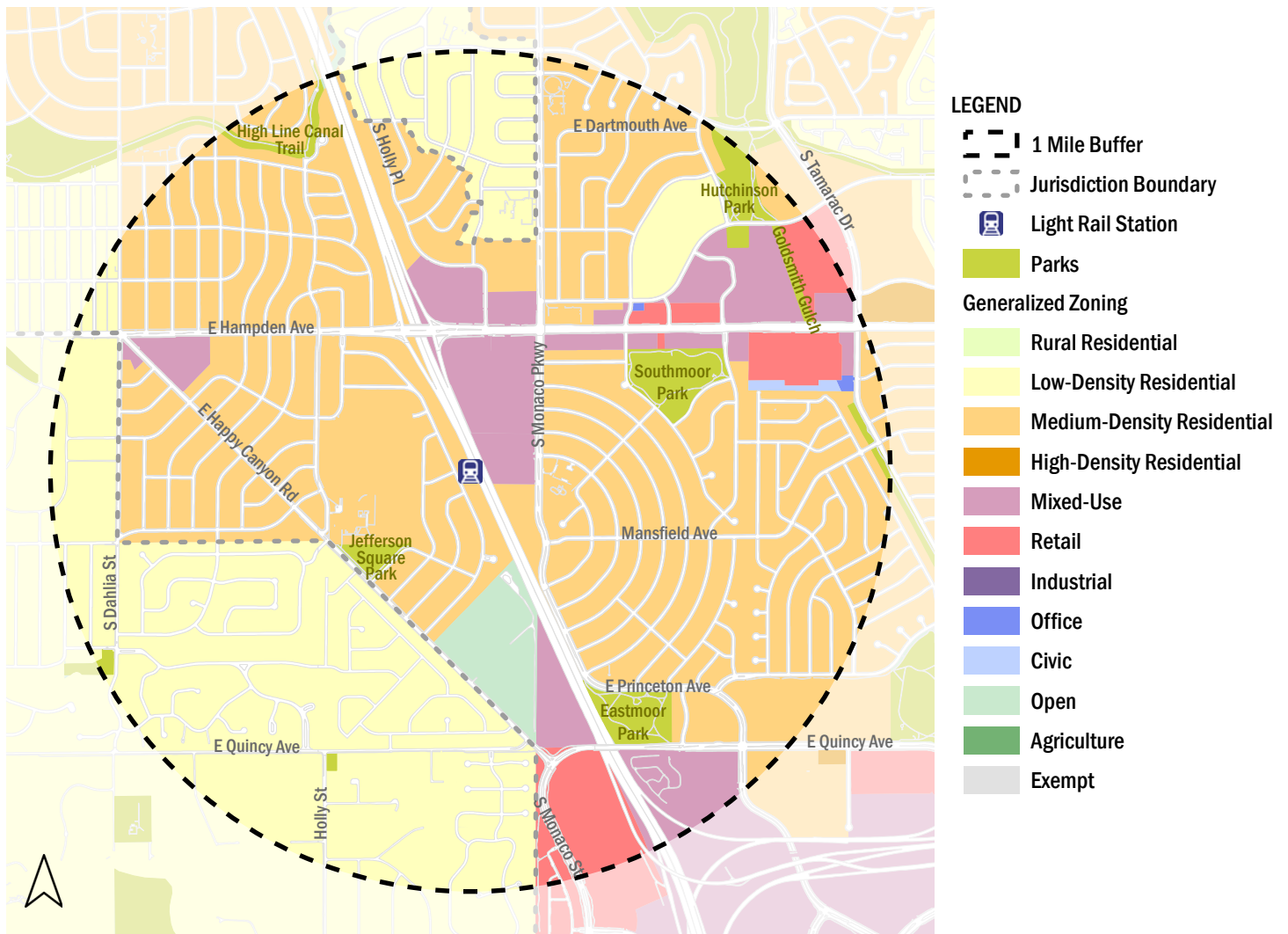
## EXISTING CONDITIONS

# Southmoor

## Existing Zoning

The majority of the zoning around the Southmoor Station area is low- and medium-density residential. Some commercial, mixed-use, and medium-density residential zoning exists along major corridors in the area, primarily along Hampden Avenue and south of Quincy Avenue.

Southmoor Station area Generalized Zoning Map



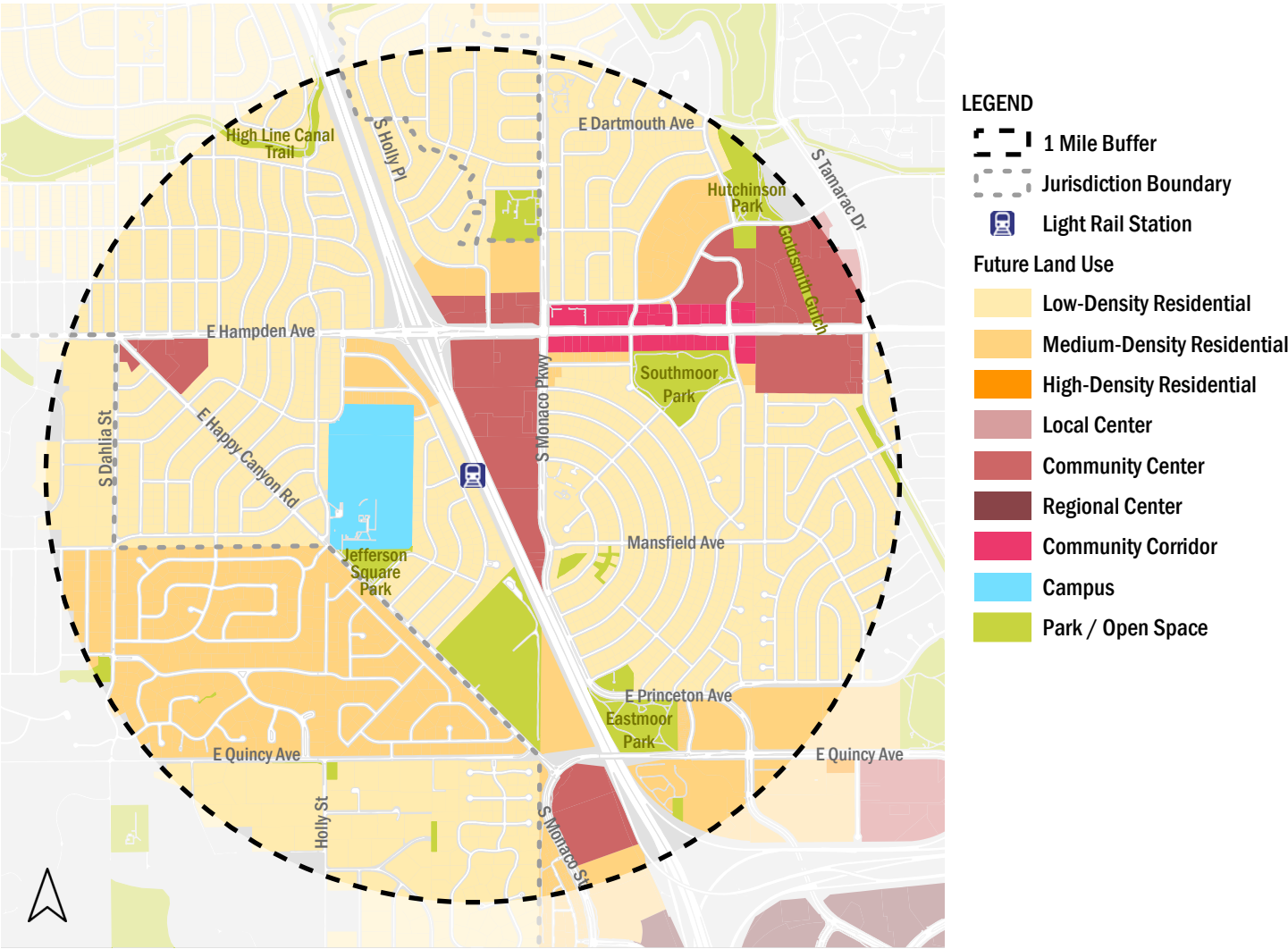
Note: Zoning can vary from municipality to municipality, and even within a single jurisdiction (Denver's form-base code and former Ch. 59 code for example). Therefore, a composite zoning map was produced to understand, at a broad level, the intended capacity trends for development or change in an area.

Future Land Use and Growth Strategy

Blueprint Denver and the Cherry Hills Village Master Plan provide recommendations within the Southmoor Station area. Within this area, the vision for the scale and type of future development is different east and west of the light rail corridor. The northeast portion of the station area is slated for moderate growth and development, including mixed-use, commercial, and high-density residential.

The southwest area is slated to remain primarily low and medium density residential, with a small area of civic that accommodates the existing high school. The residential portion within Cherry Hills Village will likely remain low-density and maintain the area’s rural character.

Southmoor Station area Future Land Use Map



## EXISTING CONDITIONS

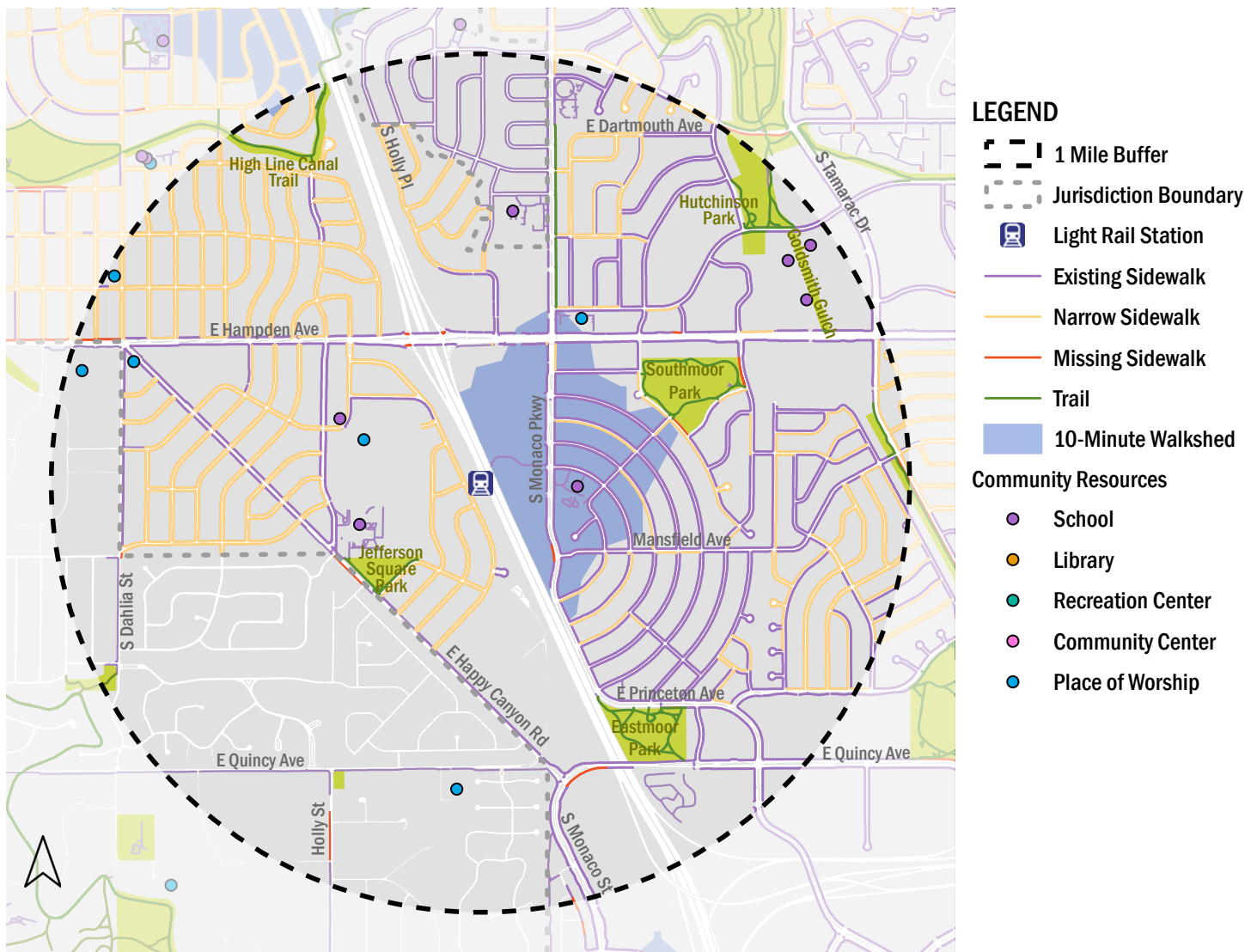
# Southmoor

## People Walking

Southmoor Station is only accessible east of I-25. The nearest I-25 crossing is Hampden Avenue, which is missing some sidewalk segments and requires a half-mile of out-of-direction travel. East of I-25, Southmoor Elementary School is within a five-minute walk of the station. Thomas Jefferson High School is west of the station, but due to the described access issues, it is outside the 10-minute walkshed. The station area

contains a mixture of detached and attached sidewalks, as well as some substandard sidewalks. Sidewalks are not present in Cherry Hills Village. In the immediate station area, the parking lots lack direct sidewalk connections to destinations, creating a challenging environment for pedestrians. Additionally, the area has a circuitous block pattern that contributes to less direct travel and longer walking distances.

**Southmoor Station Existing Walking Network Map**

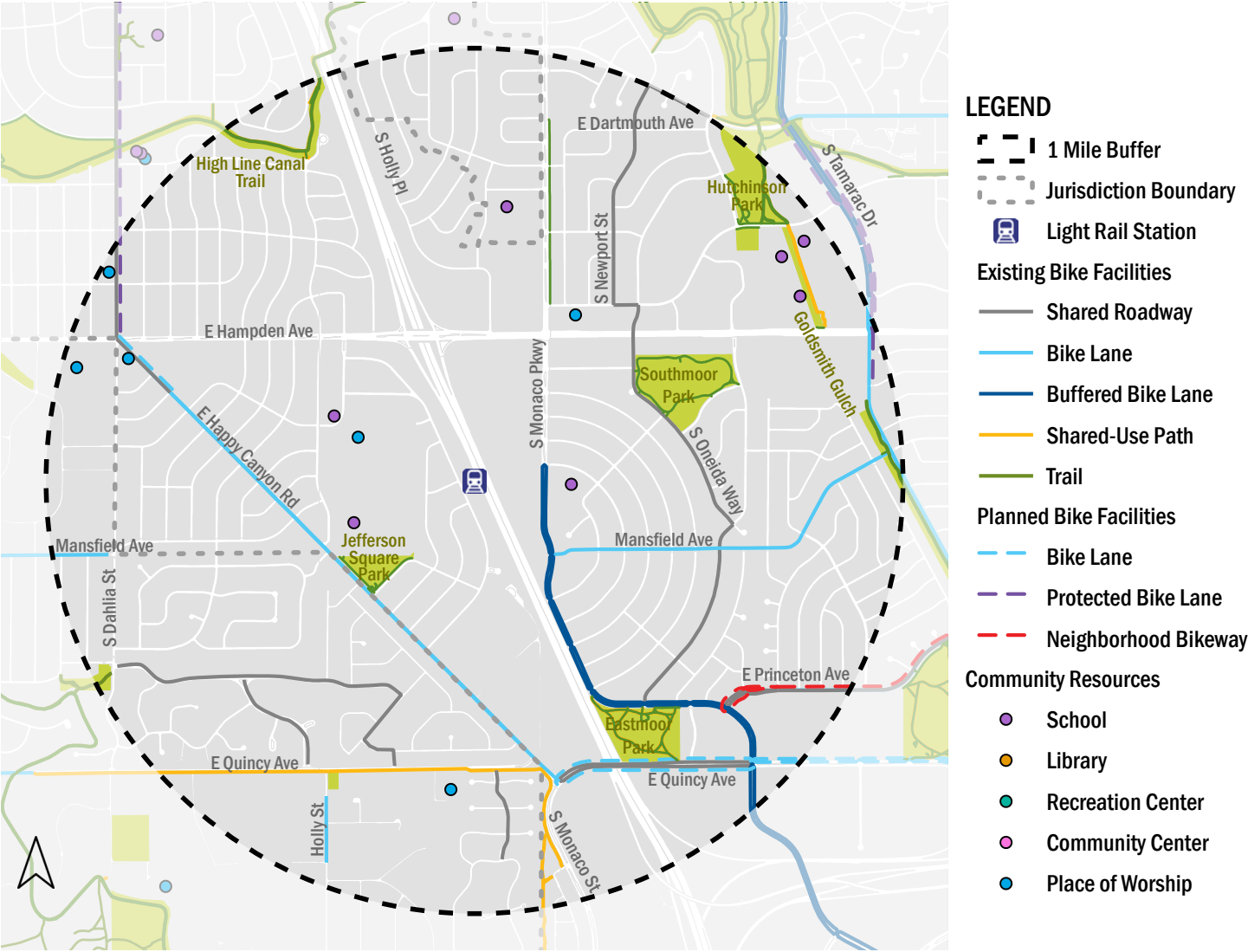


People Biking

A buffered bike lane on Monaco Parkway provides access to Southmoor Station from the south, particularly for the multi-family residential area near Eastmoor Park. Denver recently installed a bike lane on Mansfield Avenue from Monaco Parkway to the Goldsmith Gulch trail to provide a connection for people biking to and from the Southmoor Park East neighborhood. To the west of the station area, a bike lane on Happy Canyon

Road exists, but does not provide a connection to Southmoor Station due to the lack of a safe and comfortable bike facility on Quincy Avenue at this time. High traffic volumes and speeds on Happy Canyon Road may warrant the need for safer infrastructure for people biking. Generally, the station area lacks complete corridors for people biking.

Southmoor Station Existing Biking Network Map



## EXISTING CONDITIONS

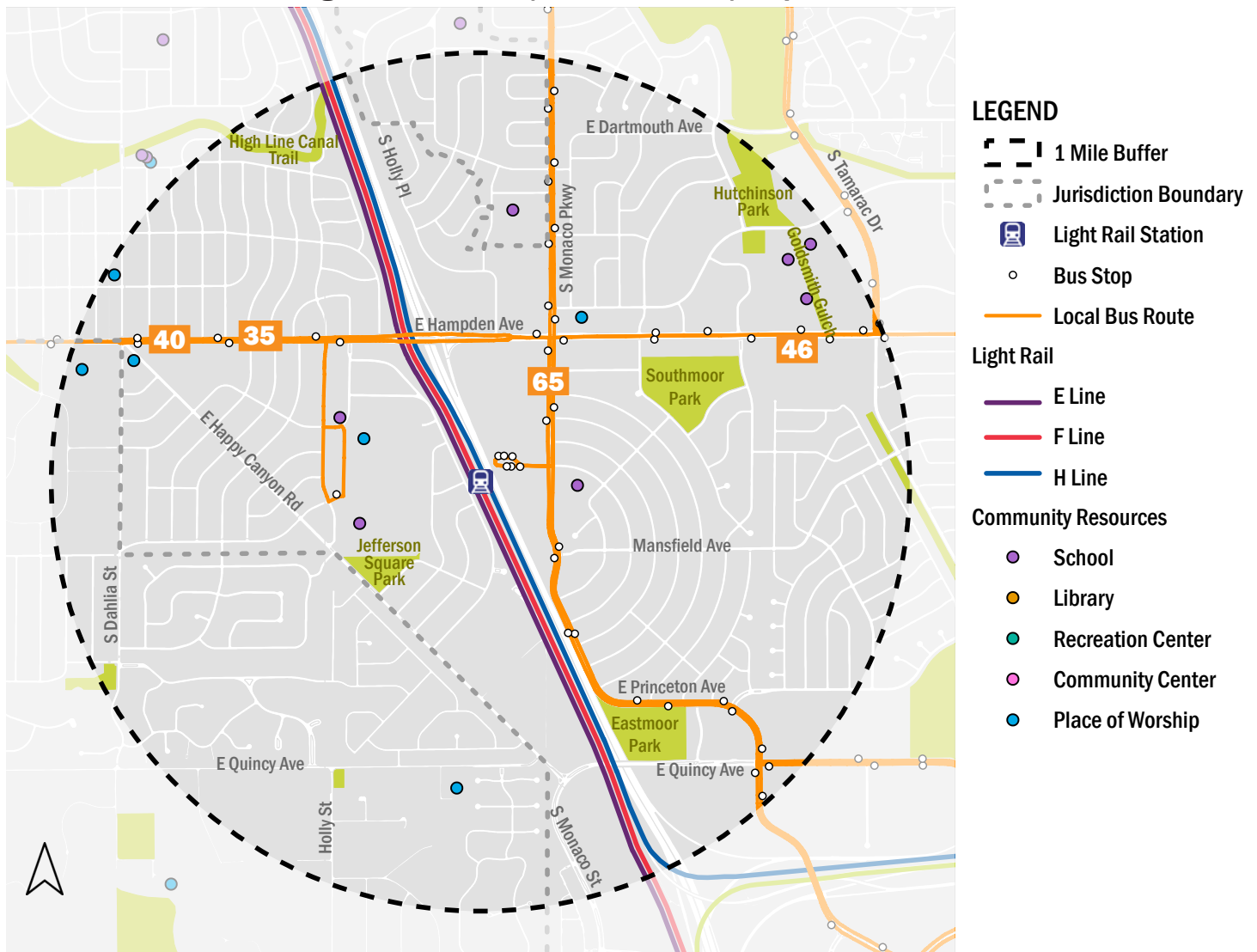
# Southmoor

## Transit Service

Routes 35, 40, 46, 65, and 105 stop at Southmoor Station. Route 35 runs along Hampden Avenue from Littleton to Nine Mile Station and may become a future BRT route (see Previous Plans section). Route 40 travels along Colorado Boulevard from Southmoor Station to the 40<sup>th</sup> & Colorado Station along the University of Colorado A-Line to the Denver Airport. Route 46 connects Southmoor Station to the Cherry Creek Shopping Center

via a meandering route Hampden Avenue, Tamarac Drive, and other local streets. Route 65 runs along Monaco Parkway from the Denver Tech Center (DTC) to Central Park Station (also on the University of Colorado A-Line) with stops at George Washington High School and Thomas Jefferson High School. Route 65 has a higher peak frequency than all other local bus routes in this study.

**Southmoor Station Existing Transit Service (2019 Pre-COVID) Map**



## Existing Transit Service Summary (2019 Pre-COVID)

Route	Name	Service	Days of Operation	Peak Frequency
35	Hampden Avenue	Local	Monday-Friday	30 minutes
40	Colorado Boulevard	Local	Monday-Sunday	30 minutes
46	South Dahlia	Local	Monday-Friday	30 minutes
65	Monaco Parkway	Local	Monday-Saturday	15 minutes
73	Quebec Street	Local	Monday-Sunday	30 minutes
101	E-Line	Light Rail	Monday-Sunday	15 minutes
101	F-Line	Light Rail	Monday-Friday	15 minutes
101	H-Line	Light Rail	Monday-Sunday	15 minutes

## Ridehailing Demand Analysis

Based on average daily ridership at Southmoor Station, an estimated 56 to 168 riders transfer to or from an Uber, Lyft, or taxi, representing one to three percent of average daily ridership (based on peer research on TNC ridership at BART light rail stations conducted in 2017). During the peak hour, this equates to six to 17 riders. The maximum simultaneous number of ridehailing vehicles present at the station on any given day is estimated to be between three and five. These numbers

indicate more ridehailing demand at Southmoor Station compared to Yale, which may be because of the number of transit connections offered at the station as well as presence of a designated kiss-n-ride area close to the station access tunnel. Because Southmoor Station's 10-minute walkshed primarily covers the park-n-ride and other nearby parking lots, riders are more likely to connect to Southmoor Station by vehicle than by walking or biking.

## Ridehailing Service Summary

Estimated Ridehailing FLM Ridership	Low End of Range	High End of Range
Daily	56	168
Peak Hour	6	17
Maximum Simultaneous Vehicles Present	3	5

## EXISTING CONDITIONS

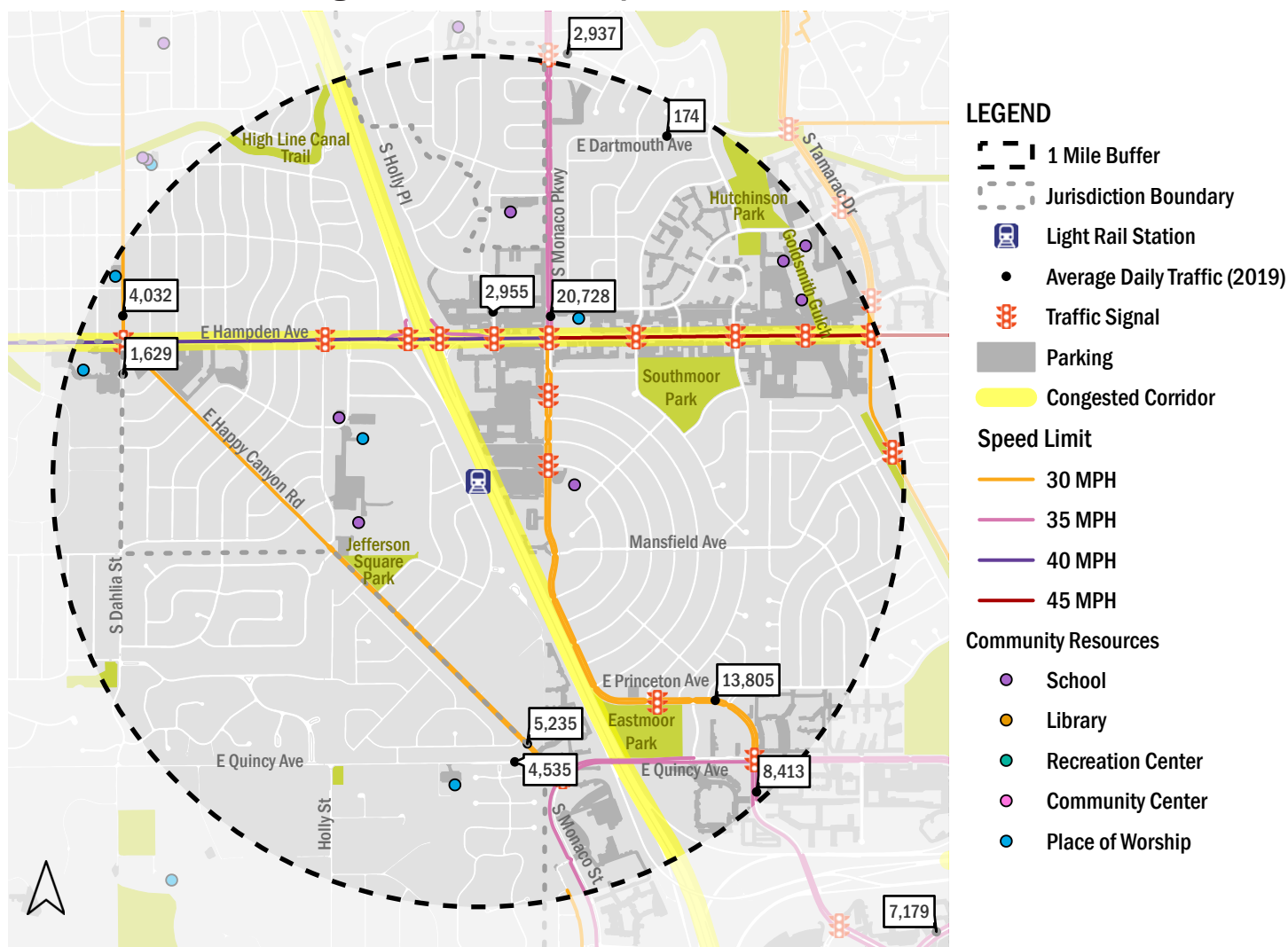
# Southmoor

## People Driving

The primary arterial and collector streets for people driving in the Southmoor Station area are Hampden Avenue, Monaco Parkway, Happy Canyon Road, and Quincy Avenue, in addition to I-25. Both I-25 and Hampden Avenue experience congestion for three or more hours on an average weekday, according to 2018 data.

Street	MPH	# of Lanes
Hampden Avenue	40-45	5-7
Happy Canyon Road	30	2-4
Monaco Parkway	30-35	2-5
Quincy Avenue	35	4-6

**Southmoor Station Existing Traffic Conditions Map**

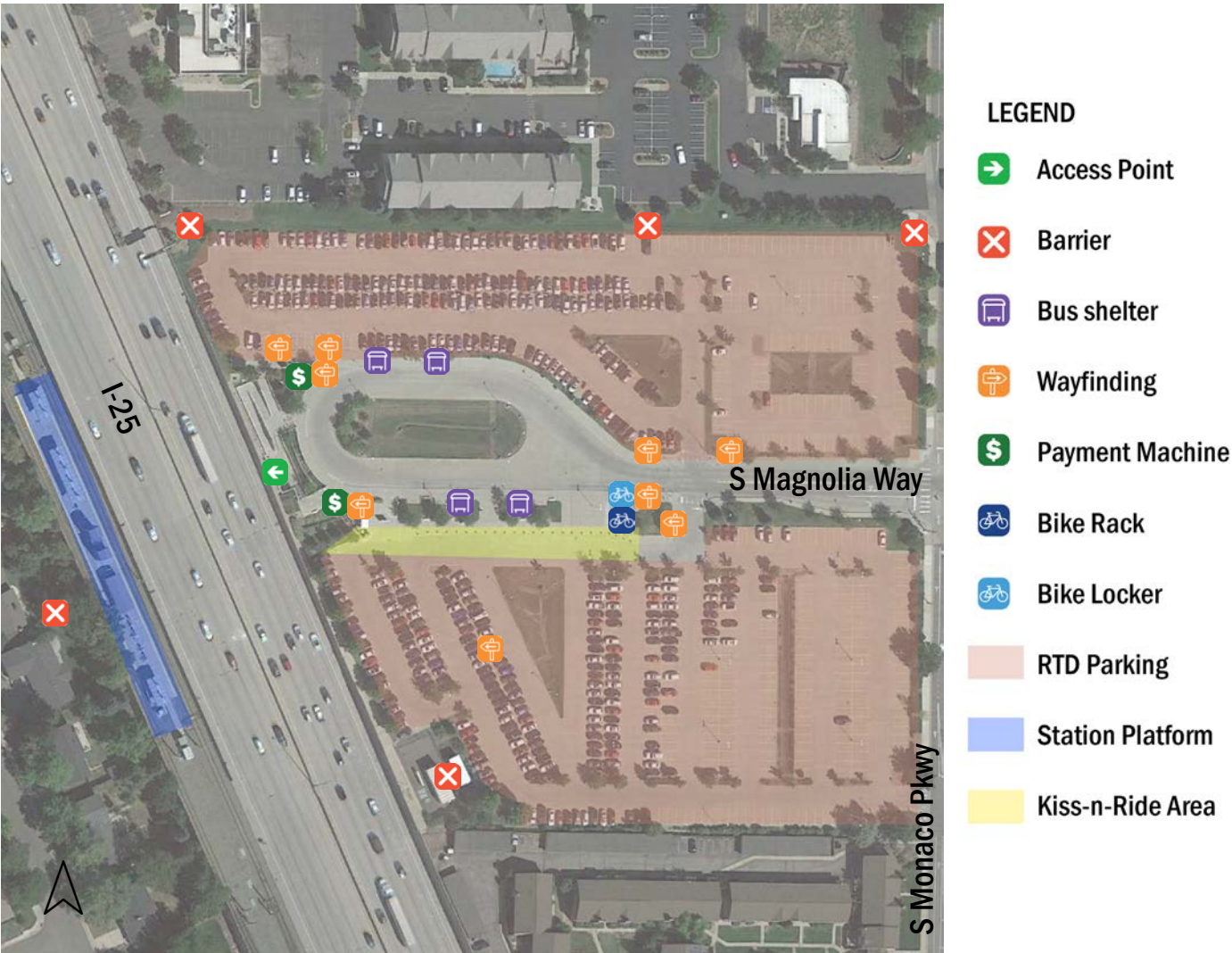


Station Amenities

Southmoor Station has 788 parking spaces, making it one of the largest park-n-rides along the southeast corridor. In 2019, the average daily utilization was 84%. Southmoor Station also has four bike lockers and four covered shelters for people waiting to catch buses. A tunnel below I-25 provides access to the station from the east side of the interstate. The tunnel contains security

cameras, but some riders may not feel safe using the tunnel alone at night, making it a potential barrier for some. Other barriers to Southmoor Station include the lack of access to the station from the west and the large parking lots that do not follow pedestrian desire lines. Additionally, Southmoor Station has a kiss-n-ride area with space for approximately eight to ten vehicles.

Southmoor Station Amenities Map



EXISTING CONDITIONS

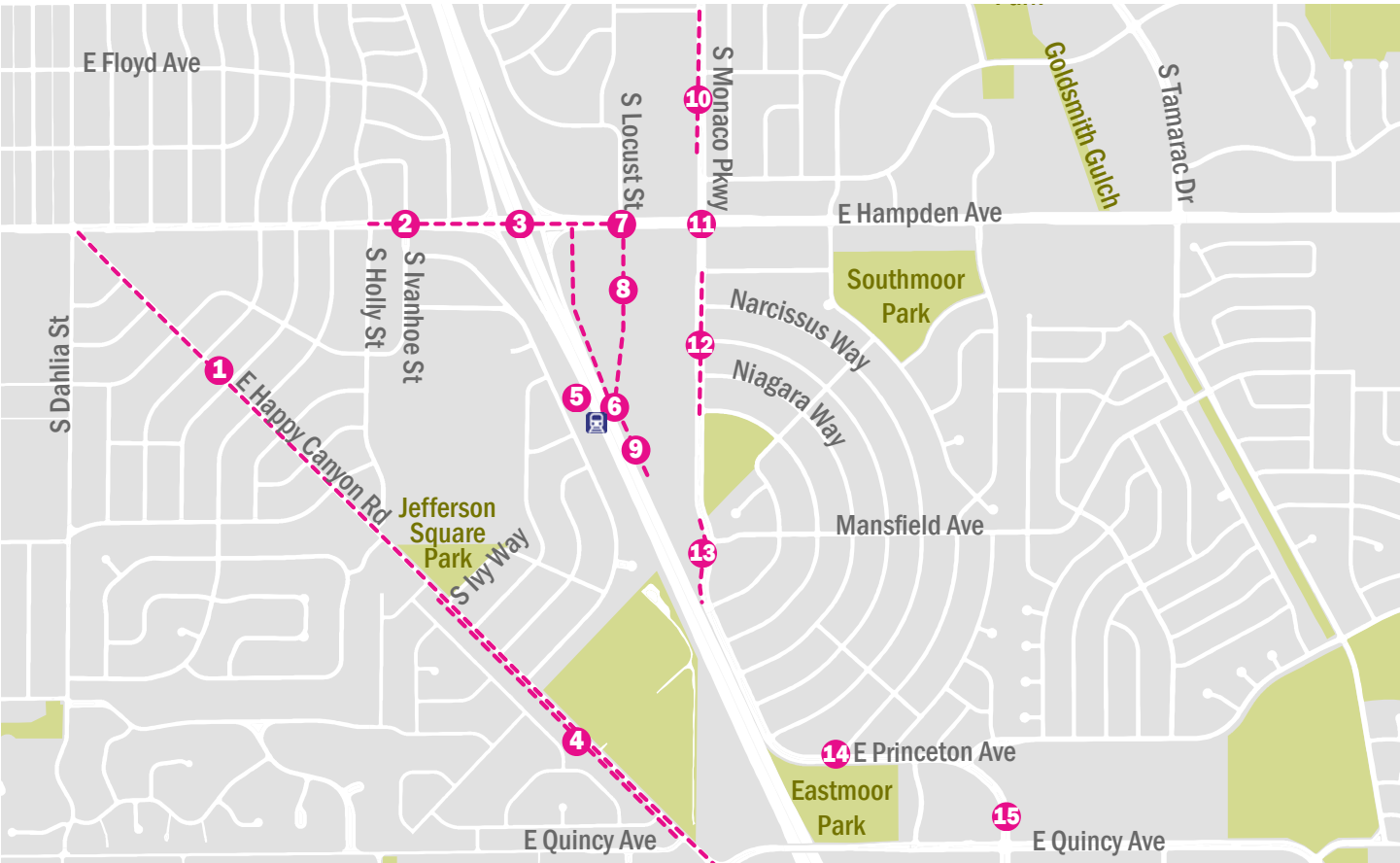
Southmoor

Needs Assessment

The needs assessment is a summary of mobility gaps and barriers in the Southmoor Station study area. These challenges and opportunities were identified during the existing conditions assessment and public outreach process.



Southmoor Station Needs Assessment Map



## EXISTING CONDITIONS

- 1** An enhanced bike facility, such as protected bike lanes, on Happy Canyon Road is desired.
- 2** Curb ramps are missing at the southeast corner of Hampden Avenue and Ivanhoe Street.
- 3** Pedestrian crossings along the I-25 interchange are challenging due to the presence of many slip lanes, which encourage vehicle speeding.
- 4** The southwest side of Happy Canyon Road between Ivy Way and Quincy Avenue does not have a sidewalk.
- 5** Station access from the west side of I-25 is non-existent.
- 6** The station access tunnel from the parking lot is uncomfortable due to maintenance issues and lack of adequate lighting.
- 7** The long crossing of Hampden Avenue and Locust Street is challenging for pedestrians.
- 8** There is a lack of pedestrian connectivity in the parking lots surrounding the station.
- 9** Stakeholders and the community expressed a need for a future sidewalk connection from the multifamily residential south of the station.
- 10** Pedestrian crossing improvements are needed across Monaco Parkway near Holly Ridge Elementary School.
- 11** The intersection of Monaco Parkway and Hampden Avenue feels uncomfortable for pedestrians.
- 12** Pedestrian crossing improvements are desired across Monaco Parkway from Narcissus Way to Magnolia Way.
- 13** Missing sidewalk segments exist along the west side of Monaco Parkway South at Mansfield Avenue and directly south.
- 14** Bus stop facility improvements such as shelters and boarding platforms are desired along Princeton Avenue near Eastmoor Park.



## EXISTING CONDITIONS

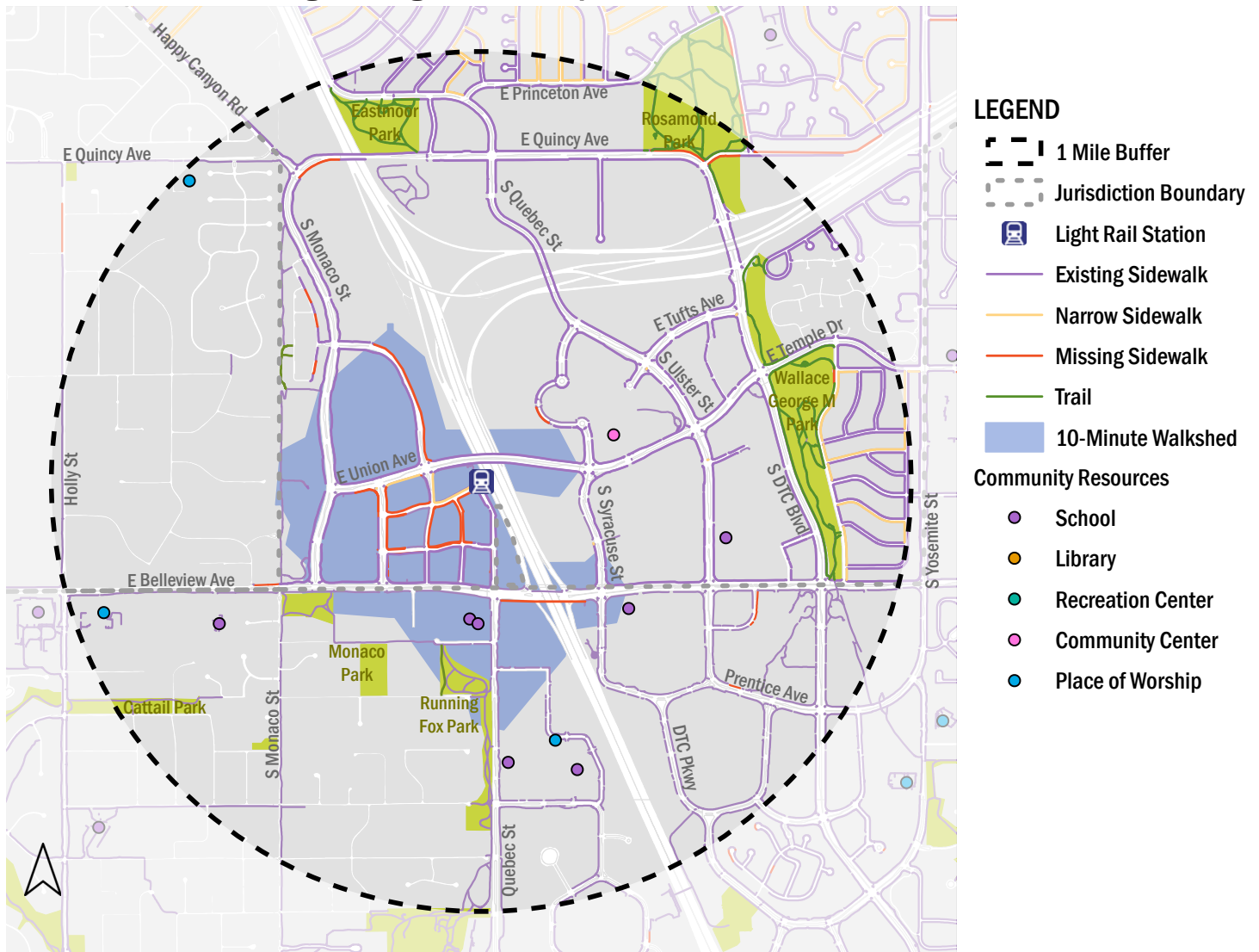
# Bellevue

## People Walking

Many detached sidewalks have been built near Bellevue Station with new development. It is anticipated that many missing sidewalks within the ten-minute walkshed will be installed with more new development. Beyond the walkshed, sidewalks are not present in the single-family neighborhoods to the west and south of the station area. The DTC has some missing sidewalk segments and extremely large blocks that inhibit pedestrian

connectivity. Union Avenue provides walking access from the east side of I-25 to Bellevue Station. Pedestrians may also cross I-25 via Bellevue Avenue, although high traffic volumes and speeds along this corridor decrease pedestrian comfort. Additionally, there are no sidewalks on the south side of Bellevue Avenue through the interchange.

**Bellevue Station Existing Walking Network Map**

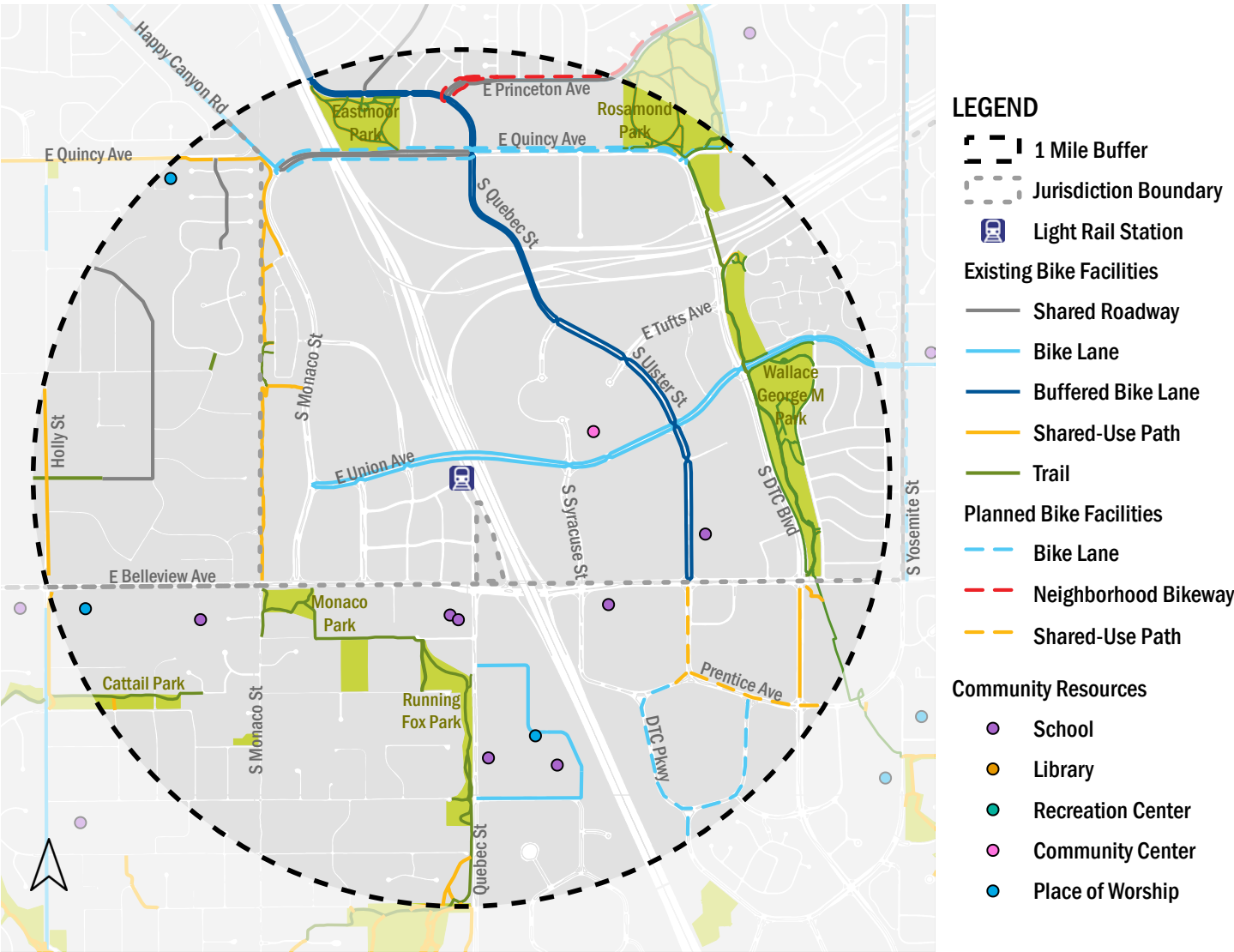


People Biking

The Belleview Station area contains shared-use paths, trails, and bike lanes. The bike lanes on Union Avenue provide direct access to the station and connectivity over I-25 and The buffered bike lanes on Ulster Street provide north-south connectivity and access to a major bus transfer station near Tufts Avenue. Although the shared-use paths provide a high level of comfort for bicyclists, these facilities frequently disconnect and share space

with pedestrians. The Goldsmith Gulch Trail loses quality through the I-225 interchange. The “Monaco Trail” does not safely cross Belleview Avenue and disconnects near Monaco Row Apartments. A section of Quincy Avenue is a designated shared roadway, and a bike lane is recommended; however, the traffic volumes and speeds on Quincy Avenue may require a more protective facility for bicyclists to feel safe.

Belleview Station Existing Biking Network Map



## EXISTING CONDITIONS

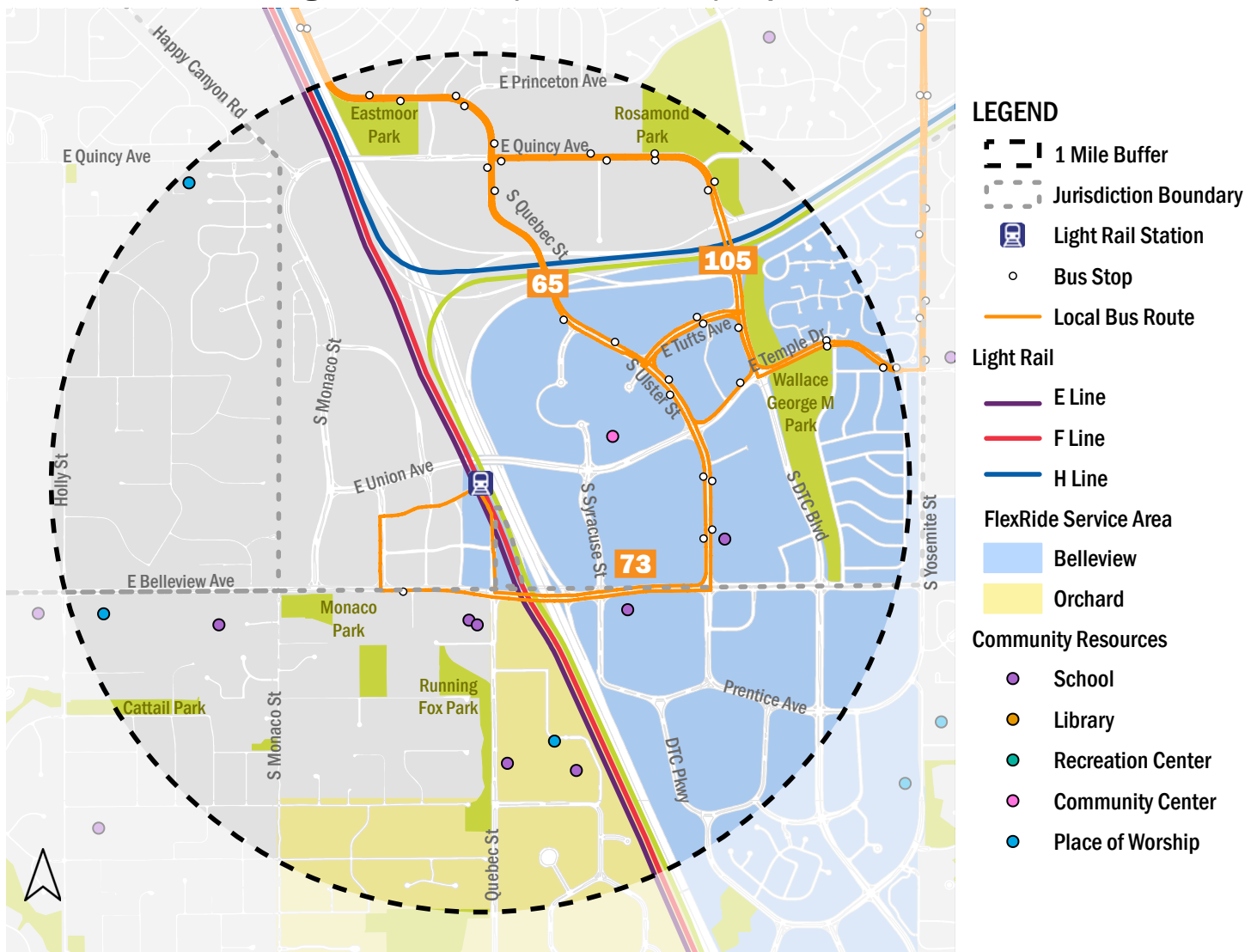
# Bellevue

## Transit Service

Route 73 is the only bus route that stops at Bellevue Station. This route terminates at Bellevue Avenue and runs from Central Park Station via Yosemite Street and Quebec Street. Routes 65 and 105 also service the Bellevue station area, but terminate at the Ulster Street and Tufts Avenue stop. Both routes also run to Central Park Station, where the A-Line to Denver Airport may be

accessed. Two FlexRides also serve the Bellevue Station area. The Bellevue FlexRide connects Denver Tech Center Commuters heading to and from the offices to the east side of the interstate to Bellevue Station. Part of the Station area to the south of Bellevue Avenue is within the Orchard Station FlexRide zone, which brings riders to the Orchard Station.

**Bellevue Station Existing Transit Service (2019 Pre-COVID) Map**



## Existing Transit Service Summary Pre-COVID

Route	Name	Service	Days of Operation	Peak Frequency
35	Hampden Avenue	Local	Monday-Friday	30 minutes
65	Monaco Parkway	Local	Monday-Saturday	15 minutes
73	Quebec Street	Local	Monday-Sunday	30 minutes
BWFX	Bellevue	FlexRide	Monday-Friday	30 minutes
ORFX	Orchard	FlexRide	Monday-Friday	30 minutes
101	E-Line	Light Rail	Monday-Sunday	15 minutes
101	F-Line	Light Rail	Monday-Friday	15 minutes
101	H-Line	Light Rail	Monday-Sunday	15 minutes
107	R-Line	Light Rail	Monday-Sunday	15 minutes

## Ridehailing Demand Analysis

Based on average daily ridership at Bellevue Station, an estimated 31 to 92 riders transfer to or from an Uber, Lyft, or taxi, representing one to three percent of average daily ridership (based on peer research on TNC ridership at BART light rail stations conducted in 2017). During the peak hour, this equates to three to nine riders. The maximum simultaneous number of ridehailing vehicles present at the station on any given day is estimated to

be between two and three. These numbers indicate less ridehailing demand at Bellevue Station compared to Southmoor and just slightly more than Yale. Because a FlexRide already serves Bellevue Station, ridehailing demand may be higher during off-peak or weekend hours when the FlexRide service is not available or not running as frequently.

## Ridehailing Service Summary

Estimated Ridehailing FLM Ridership	Low End of Range	High End of Range
Daily	31	92
Peak Hour	3	9
Maximum Simultaneous Vehicles Present	2	3

## EXISTING CONDITIONS

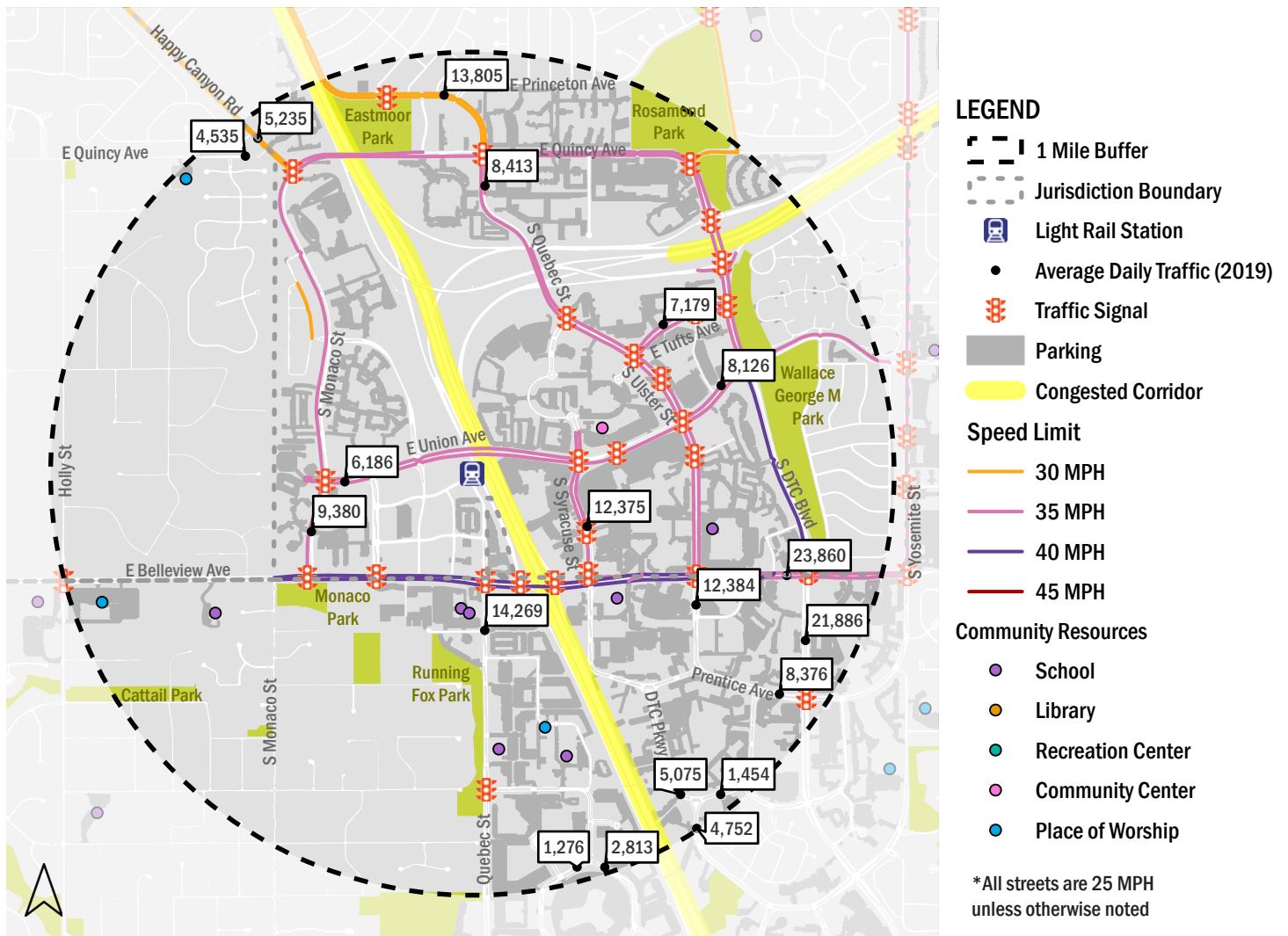
# Bellevue

## People Driving

The primary arterial and collector streets for driving in the Bellevue Station area are Union Avenue, Monaco Street, Bellevue Avenue, Ulster Street, DTC Boulevard, and Quincy Avenue, in addition to I-25 and I-225. Both I-25 and I-225 were congested for three or more hours on an average weekday, according to 2018 data. Site analysis and public feedback revealed that many commuters park on the local streets around the station.

Street	MPH	# of Lanes
Bellevue Avenue	35-40	5-8
DTC Boulevard	35-40	6-8
Monaco Street	35	5-7
Quincy Avenue	35	4-6
Ulster Street	35	4-6
Union Street	35	4-6

## Bellevue Station Existing Traffic Conditions Map

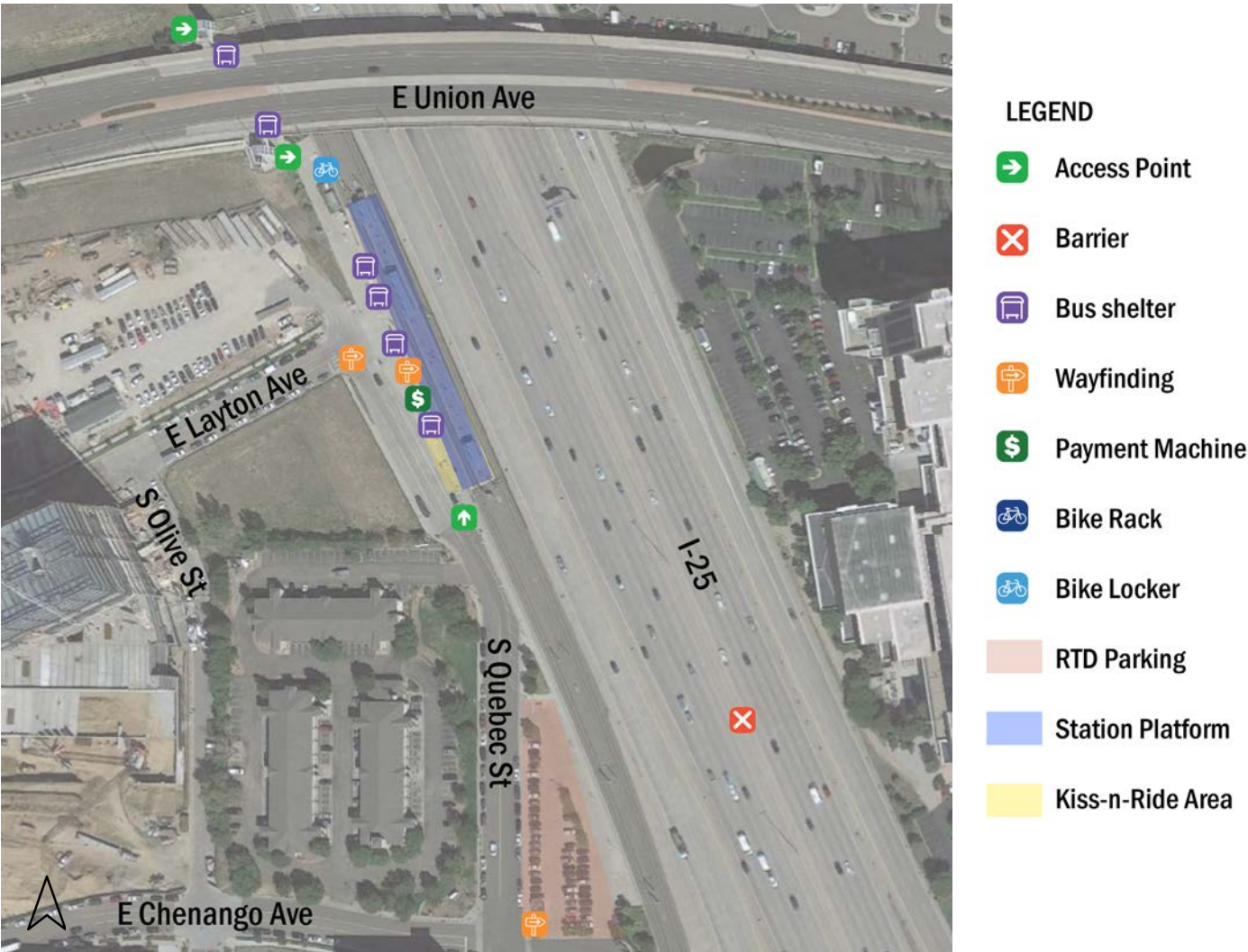


Station Amenities

Bellevue Station has 59 parking spaces, making it one of the smallest RTD park-n-rides. In 2019, the average daily utilization was 92%, which is higher than most park-n-rides, likely due to the small size of the single lot. Bellevue Station has four covered shelters for people waiting to catch a bus, and there are two more shelters at the stops on Union Avenue. The station platform is

accessible by Layton Avenue, Quebec Street, or the elevators on the Union Avenue bridge, just north of the station. East of the Station, there are no opportunities to cross the interstate, making it a barrier for pedestrians. Bellevue Station does contain a few kiss-n-ride spaces along Quebec Street adjacent to the south end of the station platform.

Bellevue Station Amenities Map



EXISTING CONDITIONS

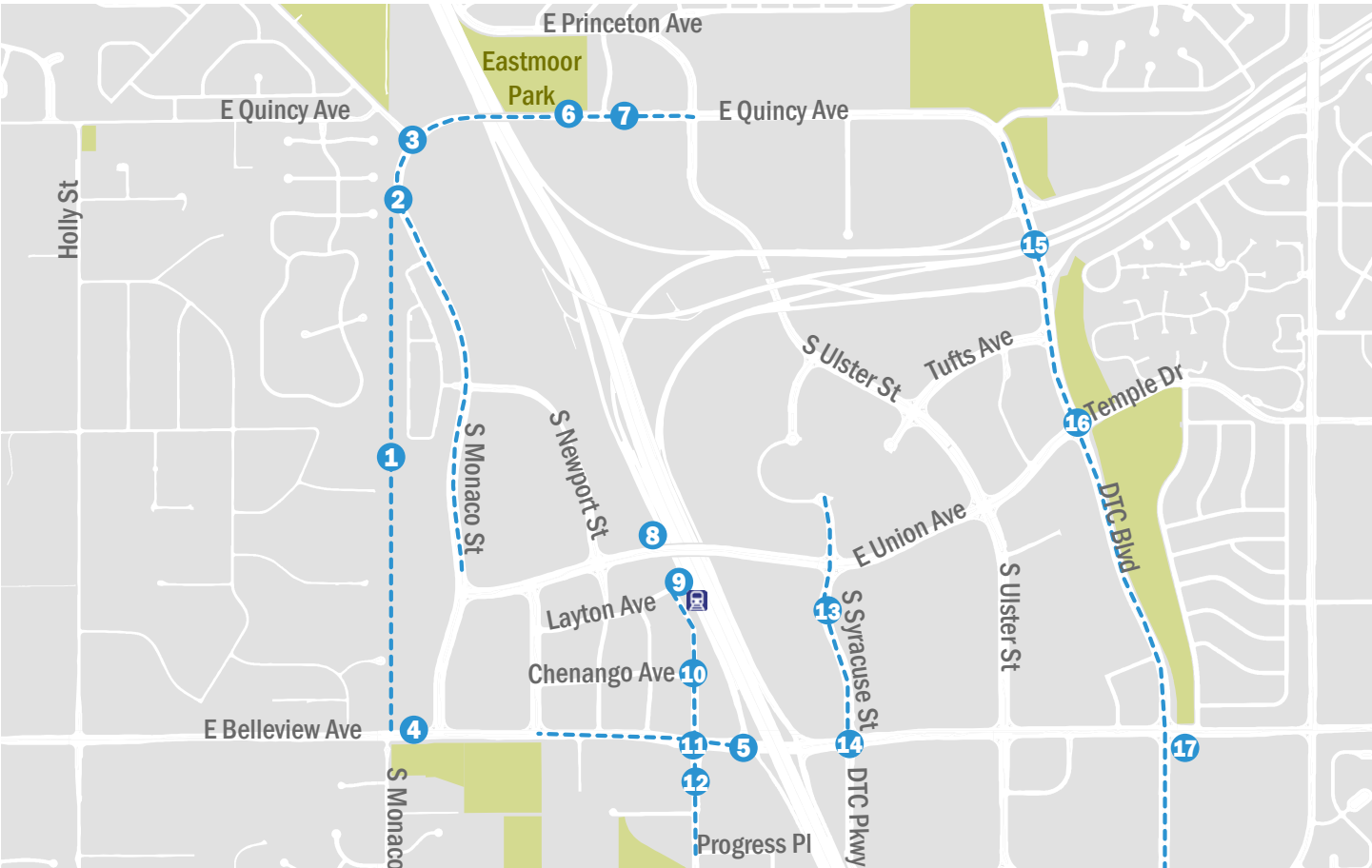
Bellevue

Needs Assessment

The needs assessment is a summary of mobility gaps and barriers in the Bellevue Station study area. These challenges and opportunities were identified during the existing conditions assessment and public outreach process.



Bellevue Station Needs Assessment Map



## EXISTING CONDITIONS

- 1** The multi-use path west of Monaco Street between Quincy Avenue and Bellevue Avenue is in need of repair.
- 2** A bike facility is desired on Monaco Street between Union Avenue and Happy Canyon Road.
- 3** The Monaco Street, Quincy Avenue, and Happy Canyon Road intersection is challenging for people walking and biking.
- 4** An enhanced connection to the multi-use path is needed at Monaco Street and Bellevue Avenue.
- 5** The Bellevue Avenue and I-25 interchange experiences safety issues and congestion that backs up to Monaco Street. (An ongoing study is evaluating potential multimodal solutions here.)
- 6** Improved access to Eastmoor Park from Quincy Avenue is needed.
- 7** A bike facility is desired along Quincy Avenue between Happy Canyon Road and Princeton Avenue.
- 8** Access on the north side of the Union Avenue pedestrian underpass is limited to the stairs and elevator up to the bridge with no at-grade path through the undeveloped parcel.
- 9** The immediate station area lacks desired amenities such as public information displays (PIDs) and secure bike parking.
- 10** Crossing improvements for people walking and biking are needed at the Quebec Street and Chenango Avenue intersection.
- 11** Crossing improvements for people walking and biking are needed at the Quebec Street and Bellevue Avenue intersection.
- 12** A bike facility is desired on Quebec Street from Bellevue Station to Progress Place to improve access from the south.
- 13** A bike facility is desired along Syracuse Street from Bellevue Avenue to the DTC.
- 14** Crossing improvements for people walking and biking are needed at the Syracuse Street and Bellevue Avenue intersection.
- 15** Crossing the I-225 interchange along DTC Boulevard as a pedestrian or bicyclist is challenging.
- 16** Traffic calming is desired along DTC Boulevard.
- 17** Enhanced wayfinding may improve the connection to the Goldsmith Gulch Trail at Bellevue Avenue.



## EXISTING CONDITIONS

# Transportation Demand Management (TDM)

## TDM Background

Transportation Demand Management (TDM) is about affecting demand for transportation versus the supply of transportation infrastructure and services. It is designed to encourage the use of transit, biking, walking, carpooling, and teleworking. In some cases, it can discourage single-occupant vehicle driving to and from work through parking fees and road tolls (wherein carpools are exempt).

In the United States, TDM strategies are generally targeted at curtailing peak period demand for vehicle travel to reduce roadway congestion (although in some urban areas, a form of TDM is often used to reduce peak period demand for transit using peak and off-peak fares).

TDM strategies encourage travelers to prioritize travel modes, times, and routes that are more cost-effective over travel modes, times, and routes that are less cost-effective (VTPI 2014). During peak periods times when transportation systems are oversubscribed, the most cost-effective modes are typically those that are also the most space-efficient. This is done through a comprehensive approach integrated with public-sector and private-sector partners inside and outside the transportation profession to create:

- Expanded travel choices (e.g., shared vehicles to solve FMLM access barriers to transit stations).
- Improved information about those travel choices (e.g., real-time updates on the availability of shared vehicles).
- Strategic pricing of all modes to incentivize travelers to utilize travel modes, times, and routes that are the most cost effective from a system-wide perspective (e.g., priced parking during peak periods of travel demand).

A resurgence of TDM has occurred throughout the Denver region largely due to worsening air quality. The Denver airshed was downgraded at the beginning of 2021 to “Serious Nonattainment” of the Federal Clean Air Act, and the region may be further downgraded to “Severe Nonattainment” in 2022. As a result, the Air Pollution Control Division of the Colorado Department of Public Health and Environment is currently developing regulations for an [employee trip reduction program \(ETRP\)](#), which may require employers with 100 or more employees to participate in TDM programs. The concept is based on evidence that two-thirds of commuters often prefer a more convenient and cost-effective solution than driving alone to work each day.

Additionally, the City & County of Denver recently passed an [ordinance](#) requiring new developments to incorporate TDM measures that will mitigate trip generation at the new site, depending on the land-use types and number of dwelling units being built. The collection of strategies can include promotional events, incentives, transit subsidies, as well as support strategies such as secure and weather protected bike storage, orienting the building to pedestrians and not cars, and in some cases, creating shuttles that connect to train and bus stations.

A core element of this study is to convert train stations into mobility hubs such that travelers have options for the first and last mile to their destinations. Additionally, lower-income housing at rail stations is a TDM tool in that residents often do not own a car and depend exclusively on transit for mobility.

## TDM Core Elements



Source: [rtd-denver.com](http://rtd-denver.com)

**RTD EcoPass:** This employer-sponsored annual transit pass program provides unlimited rides to pass holders on RTD buses and light rail. EcoPass also includes the Guaranteed Ride Home (GRH) program, which provides free taxi rides to employees in the event of an emergency or other unexpected schedule change, and trips to and from the airport on RTD's SkyRide bus service and the University of Colorado A-Line light rail service (RTD 2017).



Source: [carshare.org](http://carshare.org)

**CarShare:** CarShare programs provide members with short-term access to a range of efficient vehicles and some, such as Colorado CarShare, include business and nonprofit plans for employers. CarShare reduces the necessity for people to own vehicles who do not need to use them often, yet they may want to use a vehicle occasionally for recreational trips or when carrying a lot of cargo.



Source: [wayto.go](http://wayto.go)

**Way to Go:** The Denver Regional Council of Governments' (DRCOG) Way to Go program helps travelers learn about and try alternative commute options. The tools available through this program (including rideshare matching) could be utilized at each of the three stations. (My Way to Go 2021).



Source: [rtd-denver.org](http://rtd-denver.org)

**Planned FMLM studies:** FMLM access improvements continue to be studied along with potential future micromobility systems.



Yale Station

# RECOMMENDATIONS

This chapter describes the recommendations for the southeast Denver stations based on the existing conditions site analysis and public outreach.

Recommended amenities and programs for all three stations are listed first, followed by specific recommendations that are unique to each station. Each recommendation is marked with one or more icons representing the type of recommendation and what it aims to achieve, including amenities, programs, safety, network connectivity, and land use. A legend of these icons is below.



**Amenity (A)**



**Program/Policy (P/P)**



**Safety (S)**



**Network Connectivity (NC)**



**Land Use (LU)**

## RECOMMENDATIONS

# Programs & Policies



Teleworking (GCN)

### Flexible Employee Work Programs



Promoting teleworking and flexible work schedules is a low-cost TDM strategy for employers. Flexible schedules may include options for employees to work remotely part or full time, work fewer than five days per week, or other alternative scheduling strategies to reduce daily commute trips and allow commuting outside of traditional peak hours. Developers may also encourage flexible work programs by integrating co-working spaces in residential and mixed-use buildings.

### Case Study: Employer Transportation Champions Program

Denver South launched the Employer Transportation Champions Program in 2020 to engage with employers in the Denver South region. The group meets bi-monthly to discuss transportation issues and solutions such as first/ last mile challenges and best practices for encouraging commuting mode shift, including carpooling, vanpooling, public transit, biking, telework, and flexible work scheduling. The program's goals are to develop policies and programs to improve the commuter experience and air quality in the Denver South region and to create initiatives in advance of potential mandates for employers. Denver South will continue to expand support for this program into the Belleview Station and DTC areas.



W-Line grand opening event (RTD)

### Station Re-Launch Event & Marketing



A “re-launch” event for the Yale, Southmoor, and Belleview Stations should occur as improvements recommended in this plan are implemented. This event may be paired with a social media marketing campaign in partnership with Transportation Solutions and Denver South. The launch event and campaign should focus on encouraging station area residents to try using different sustainable travel modes to access the stations.

# RECOMMENDATIONS

Legend:



A



P/P



S



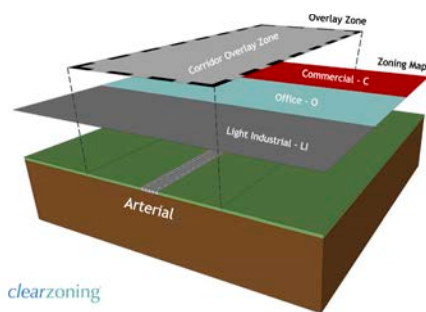
NC



LU



Application (Smart Parking Systems)



clearzoning

Overlays (Clear Zoning)

## District-Wide Parking Management



A district-wide parking management approach should include demand-responsive parking prices for all on-street parking, “parking cash-out” for all private parking, and a single parking valet program for areas with limited off-street parking and coordinated signage. The recently adopted legislation that repealed limitations on RTD’s ability to charge for parking would allow them to participate in such a program. All parking revenues generated from public parking should be reinvested into the district to fund TDM programs that reduce parking demand. For example, revenue may be utilized to provide Neighborhood EcoPasses to residents within a station area.

## Evaluate Parking Structures for Redevelopment



Evaluate existing parking structures within one-quarter mile of the station areas for mixed-use redevelopment feasibility. Sites near high-capacity transit nodes should not be standalone parking facilities as these districts evolve and travel demand increases.

## Review Development Regulations



Conduct a comprehensive review of development regulations and parking/transportation impact requirements for the station areas and connecting corridors. Identify regulations that may be contributing to excessive vehicle travel, undermining the return on investment of taxpayers’ significant and ongoing investment in transit service, and working at cross-purposes with the City’s policy goals (ranging from encouraging infill development near transit to reducing GHG).

## Consider the Creation of an Overlay Zone



As necessary, create an overlay zone for the station areas and connecting corridors to allow for more appropriate development regulations for these unique contexts. A reduction or elimination of minimum parking requirements should be phased in for development projects that implement TDM programs recommended, either through on-site implementation or partnering/funding district-wide implementation. This also could include mandatory or optional CarShare and bikeshare requirements for new developments and the potential for an alternative mode facility tax or assessment district.

## RECOMMENDATIONS

# Programs & Policies



Carpool only parking sign  
(Seattle Transit Blog)

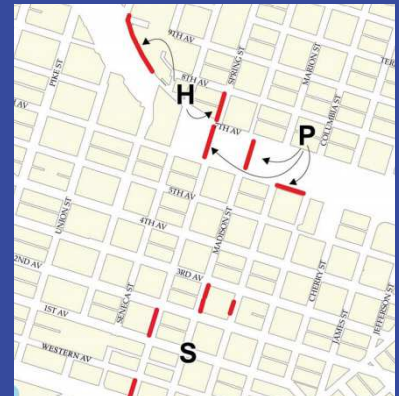
### Carpool Only Parking



Carpooling has the capacity to decrease tailpipe emissions, ease congestion on roadways, and reduce the need for excessive space dedicated to parking at transit stations. Additionally, carpooling allows people to make acquaintances with neighbors and coworkers. Carpool-only parking should be designated for spots in the RTD park-n-rides close to the station access points at Yale, Southmoor, and Bellevue Station. Funding for enforcement could come from parking fees. In addition, opportunities for utilizing online carpool matching programs should be explored, such as through the DRCOG Way To Go sustainable commuting program.

### Case Study: Carpool Only Parking in Seattle

The City of Seattle currently manages a carpool parking program. The program allows people to apply for carpool parking permits to secure spots in designated areas from 7AM to 10AM when sharing a ride with at least one other adult. All adults in the carpool must live more than two miles from the designated parking area, with special restrictions in areas with very high residential and employment density. The quarterly permit cost ranges from \$300 to \$600, depending on the area's popularity. The program encourages the use of RidershareOnline.com to match people seeking carpool partners or groups.



Can Do Colorado eBike participant  
(Colorado Energy Office)

### Can Do Colorado eBike Program



The Colorado Energy Office (CEO) manages the Can Do Colorado eBike Program that seeks to increase access to eBikes for low-income essential workers while improving air quality for all residents. The goal is to encourage a safe economic reopening following COVID-19 while looking forward to a healthier and more sustainable future. The key objective is to pilot a variety of eBike distribution models ranging from individual ownership to shared deployment. It is recommended to explore opportunities through Can Co Colorado to provide eBikes for low-income essential workers commuting to and from Yale, Southmoor, and Bellevue stations, as well as within the station areas.

# RECOMMENDATIONS

Legend:  A  P/P  S  NC  LU

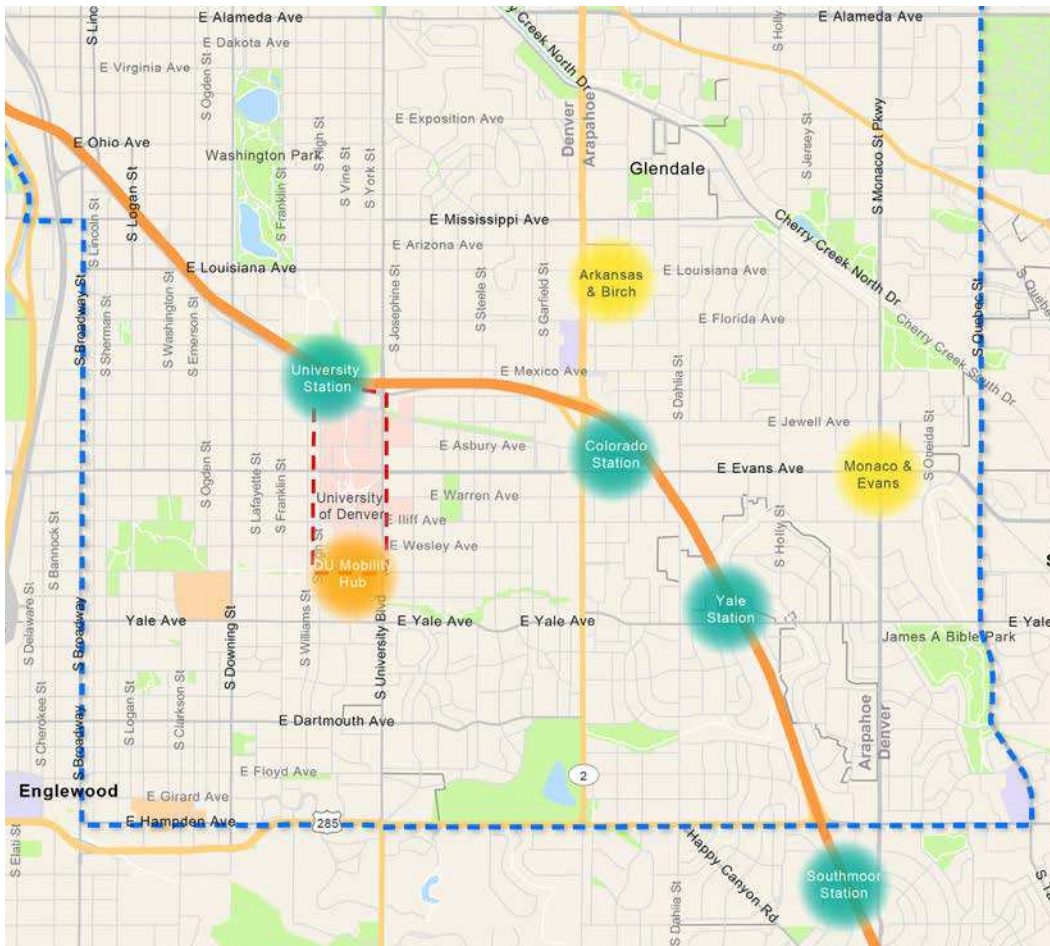
## Micromobility District






Currently, most micromobility options are available in downtown Denver and immediate surrounding areas. If a Denver resident or employee uses a micromobility option to get to southeast Denver, it is unlikely to be available later in the day. Transportation Solutions is currently pursuing funding for a Micromobility Study and Implementation Plan. The study will review strategies for maintaining micromobility options at eight activity centers in southeast Denver, including Yale, Southmoor, and Bellevue Stations. The study and implementation plan would focus on concept, financing, logistics and sustainability. The study, if funded, would be ready to implement in late 2022.



eScooters (Shared Micromobility)

## Transportation Solutions Micromobility Study Map



-  Redevelopment site (planned micromobility hub)
-  Other planned mobility hub
-  RTD Light Rail Station Area
-  University of Denver
-  Transportation Solutions Way to Go Service Area

## RECOMMENDATIONS

# Station Amenities



Lincoln Station (Denver Post)

### Weather/Noise Shelters



Feedback gathered during the public outreach process indicated that Yale, Southmoor, and Belleview stations experience high noise levels due to proximity to I-25. Additionally, the existing station platform shelters are exposed and not walled, so inclement weather affects people waiting for trains. Replacing these with higher-quality, walled shelters such as those at Arapahoe, Orchard, County Line, and Lincoln stations is recommended. While the station platforms at Yale, Southmoor, and Belleview stations are wide enough to accommodate new shelters, it may also be possible to retrofit the existing station platform shelters with improved protection.



US 36 & McCaslin Station shelter (Boulder County)

### Secure Bike Parking



Secure, weather-protected bike parking at stations allows people to safely store bikes in between transit trips so they have the option to not bring bikes on board transit vehicles, which can be challenging during busy peak-hour trips. Shared bike storage shelters are recommended to replace the existing bike lockers at the three southeast Denver stations. Bike shelters can store many more bikes in the same amount of space that the lockers take up, and they can be simpler to maintain and monitor. Boulder County manages six bike shelters along the US 36 and SH 119 corridors, all of which are free to access with a swipe card users receive after completing an application.



Central Park Station (PlugShare)

### Electric Vehicle Charging



With the recognition that the number of electric vehicles (EVs) in Colorado is steadily growing, it is recommended to provide EV charging stations at priority parking spaces in the park-n-rides at Yale, Southmoor, and Belleview stations. These will allow people to easily connect to transit using their EVs, giving them a place to charge in between transit trips. RTD has previously piloted these at the Central Park Station park-n-ride. Additionally, Denver's recently adopted EV Action Plan recommends placing EV charging at park-n-rides and mobility hubs, as well as incentivizing EV purchases with subsidized transit passes, particularly for lower-income residents looking to retire older vehicles.

# RECOMMENDATIONS

Legend:



A



P/P



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NC



LU



16<sup>th</sup> Street Mall & Larimer Street  
(IKE Smart City)

## Public Information Displays (PIDs)



PIDs are screens with real-time transit information that may also include features such as interactive multimodal trip planning. Denver has previously installed screens made by IKE Smart City on the 16<sup>th</sup> Street Mall. These also contain applications for discovering nearby restaurants, activities, events, social resources, and more. As more PIDs become implemented across the RTD system, they will become more familiar, and therefore, increasingly useful to transit riders. It is recommended to install PIDs in convenient locations at the Yale, Southmoor, and Bellevue stations, as well as the Ulster Street bus transfer station in the Bellevue Station area.



West Colfax (Solomotiv Design)

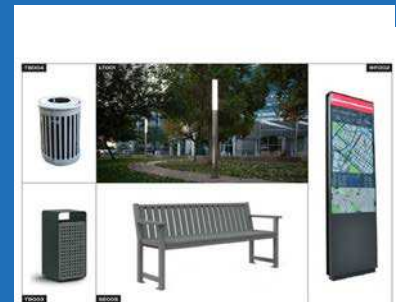
## Unique Branded Bus Stops



The existing bus stops at the Yale, Southmoor, and Bellevue stations provide sheltered benches; however, the generic structures do not reflect the character of each neighborhood. A recommendation is to work with the communities to design unique bus stop shelters that represent the local built environment. An example within the RTD system would be the brightly colored bus stops along West Colfax Avenue (shown in the photo to the left) that represent the neon lights of this corridor's history. The West Colfax shelters are funded and maintained by the West Colfax Business Improvement District (BID).

### Case Study: Cherry Creek Transit Stop Enhancement

The Cherry Creek Area Business Alliance conducted a study of transit stop enhancements to promote transit use in the Denver neighborhood's commercial area. The study profiled various uniquely branded transit stop projects worldwide and developed a "kit of parts" identifying enhanced transit stop amenities. The kit included a menu of shelters, trash bins, seating, wayfinding, lighting, and safety barriers, all of which were selected with the surrounding context and Colorado's climate in mind. The study concluded with suggested combinations from the kit of parts that would work well to complement Cherry Creek's unique needs.



Suggested combination

# RECOMMENDATIONS

## Yale

### Recommendations

Recommendations specific to Yale Station primarily focus on improving safety along Yale Avenue and providing comfortable connections for nearby multi-family housing. Further development of these recommendations should coordinate with the Yale Avenue Corridor Study, which is currently underway.

The photo simulation below shows the vision for Yale Station as a mobility hub. The photo includes a secure bike storage structure, an information hub with a map and display screen, a unique bus stop shelter to represent the station, and decorative colored paint on the plaza to generate visual interest.

#### Photo Simulation of Yale Station Vision

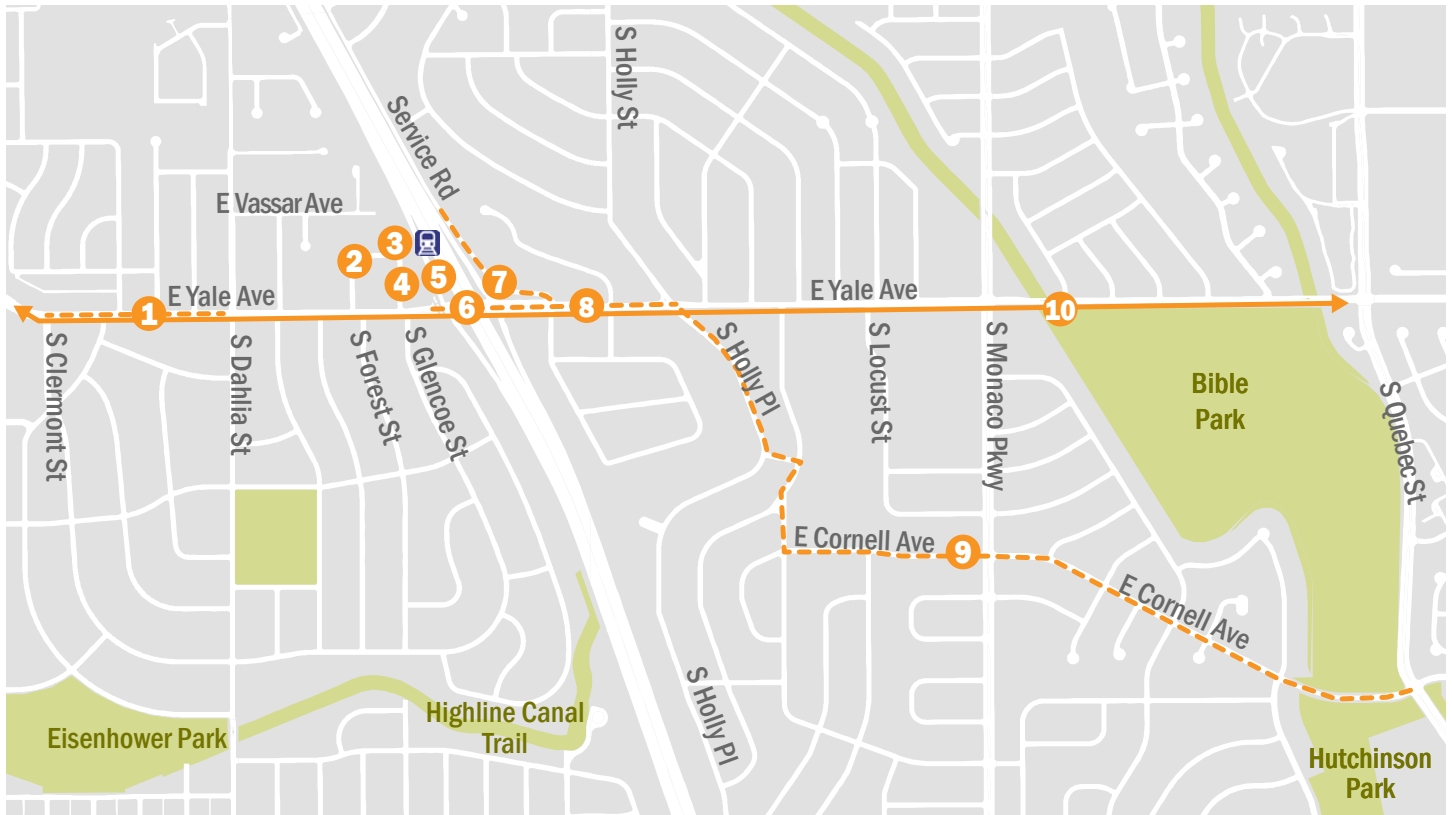


Above: Photo-simulation of proposed vision  
Left: Existing view of the station

# RECOMMENDATIONS

Legend:  A  P/P  S  NC  LU

## Yale Station Recommendations Map



Chicago (NACTO)

### 1 Improve and widen sidewalks along Yale Avenue between Dahlia Street and Colorado Boulevard

A long-term recommendation identified in the Yale Avenue Corridor Study is to install a shared-use path on Yale Avenue from Colorado Boulevard to Holly Street. Public feedback supports this recommendation, with emphasis on the section between Clermont Street and Dahlia Street where sidewalks segments are either missing or less than three feet wide, which is a substandard width for pedestrian comfort. Recognizing that this a large project that will require much coordination and funding, it is recommended to prioritize this segment from Clermont Street to Dahlia Street in order to improve access to Yale Station.

# RECOMMENDATIONS

## Yale



Sidewalk construction  
(City & County of Denver)

### 2 Complete missing sidewalk segment on Yale Circle



There are approximately 75 feet of missing sidewalk on Yale Circle about 200 feet from the station area between the Garden Court and Yale 25 Station apartment buildings. The Yale Avenue Corridor Study also identified this gap. A goal of Denver's Sidewalk Gap Program is to prioritize projects within 300 feet of a transit rail station. It is recommended to work with the Sidewalk Gap Program and adjacent property owners to fill this missing segment to improve access to the station.



Pedestrian crossing at Denver Union  
Station bus loop (Google Maps)

### 3 Establish a formal pedestrian crossing across bus loop entrance and exit



Feedback gathered through the public outreach process indicated that the entrance to Yale Station is uncomfortable to cross as a pedestrian due to the bus turnaround. An improved crossing is recommended here to enhance the pedestrian network at the station. Further analysis and coordination with RTD are needed to determine a feasible solution. Improvements may include a marked crosswalk or curb extensions. The Yale Avenue Corridor Study supports this recommendation.



Pick-up / drop-off zone sign  
(Greater Washington)

### 4 Repurpose street parking on Yale Circle for formal kiss-n-ride



There is currently no established pick-up/drop-off area at Yale Station for people being driven to the station or using ridehailing services such as Uber or Lyft. The existing parking along Yale Circle is restricted to a two-hour time limit between 8 AM to 6 PM. It is recommended to repurpose two of the five on-street parking spaces adjacent to the south park-n-ride to be a designated kiss-n-ride zone. Kiss-n-ride zones provide spaces for people waiting to pick others up so that they don't have to use park-n-ride spaces.

# RECOMMENDATIONS

Legend:



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NC



LU



Belleview Station (Belleview Corridor Multimodal Transportation Plan)

5

## Install elevators to access the station platform



The Yale Station platform is elevated and only accessible by stairs or an ADA ramp. Public survey participants mentioned that the ramp is long and can be a barrier to people with limited mobility who cannot otherwise use the stairs. Many RTD stations, including Southmoor and Belleview, have elevators for people to use to access station platforms or pedestrian bridges. It is recommended to install an elevator at Yale Station to better accommodate all transit users.



RRFB (NACTO)

6

## Improve safety and vehicle stop compliance at I-25 interchange



Public feedback indicated a large amount of concern regarding pedestrian safety along Yale Avenue at the I-25 interchange intersections. The presence of free right-turn lanes encourages driving at fast speeds and fails to alert drivers of pedestrian presence. It is recommended to consider installing Rectangular Rapid Flashing Beacons (RRFBs) (pictured to left) at key crossings to enhance pedestrian visibility.



Source: Denver Urbanism

7

## Construct stairs and ADA accessible sidewalk to and from I-25 Service Road



A social path has formed that goes up the hill from Yale Avenue to the I-25 Service Road just east of the interchange, suggesting the need for stairs or a ramp at this location to serve the multi-family housing and nursing home off of the Service Road. It is recommended to construct stairs along the path as well as with accessible sidewalks on the southwest side of the Service Road for people walking to and from Yale Avenue. Future improvements may also include completing missing sidewalk segments on the other side of the Service Road and exploring opportunities for connecting to the High Line Canal Trail.

# RECOMMENDATIONS

## Yale

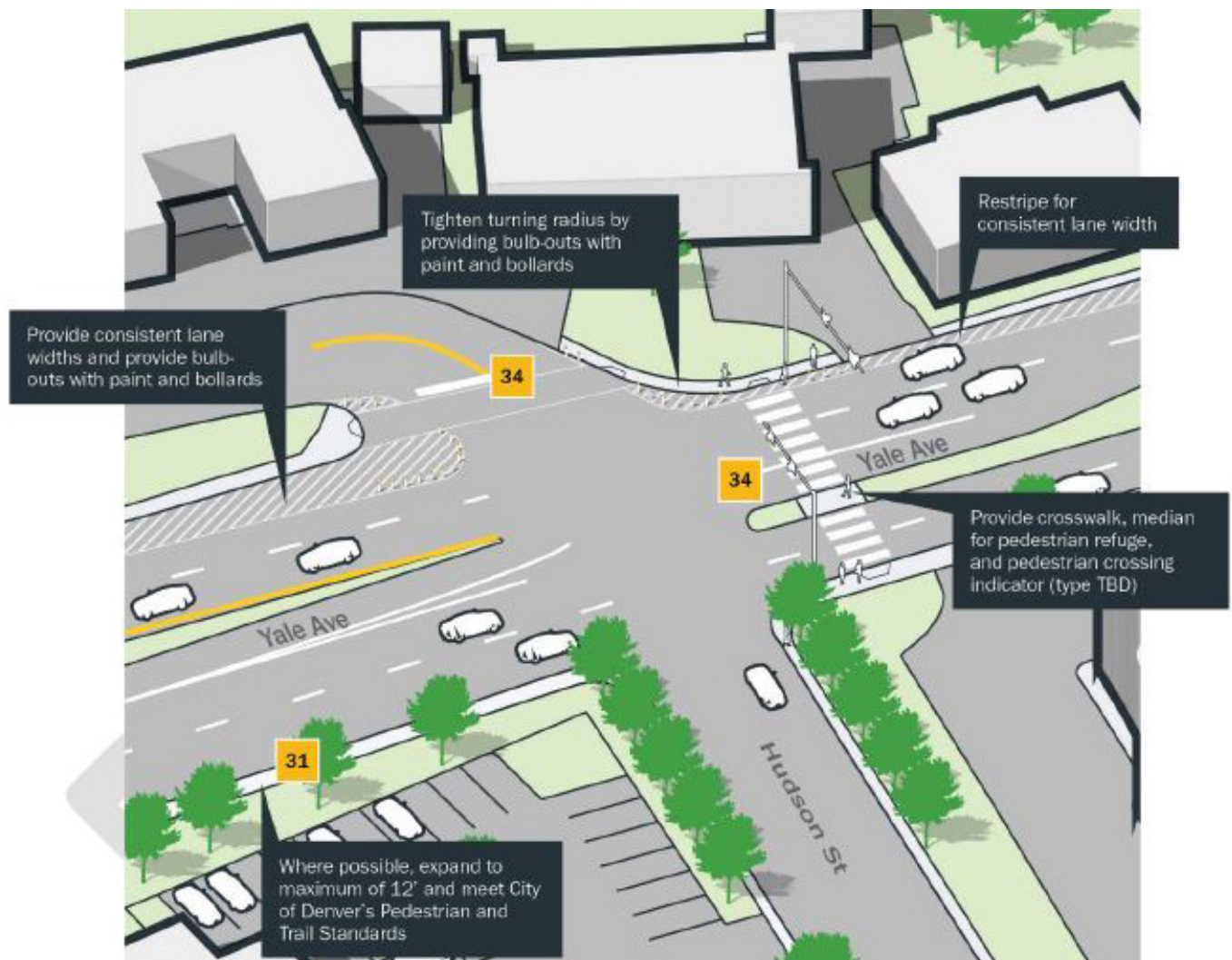
### 8 Improve pedestrian comfort along Yale Avenue from I-25 to Holly Street



Site analysis and public feedback revealed that walking along Yale Avenue from Holly Street to access the Yale Station is challenging. Shortening pedestrian crossing distances and slowing turning vehicles with curb extensions and pedestrian refuge islands at crossings along Yale Avenue is recommended to enhance safety, as well as evaluating reduction of

the turning radii at Yale Avenue and Holly Street to provide more space for people crossing to wait in curb extensions and median refuge islands. Additionally, adequate snow removal and other maintenance needs, such as clearing sidewalks of debris, should be addressed. A future recommendation is to explore opportunities for widening the sidewalks.

#### East Yale Avenue Corridor Study Recommendations at Yale Avenue and Hudson Street



East Yale Ave Corridor Study 2021 (City & County of Denver)

# RECOMMENDATIONS

Legend:



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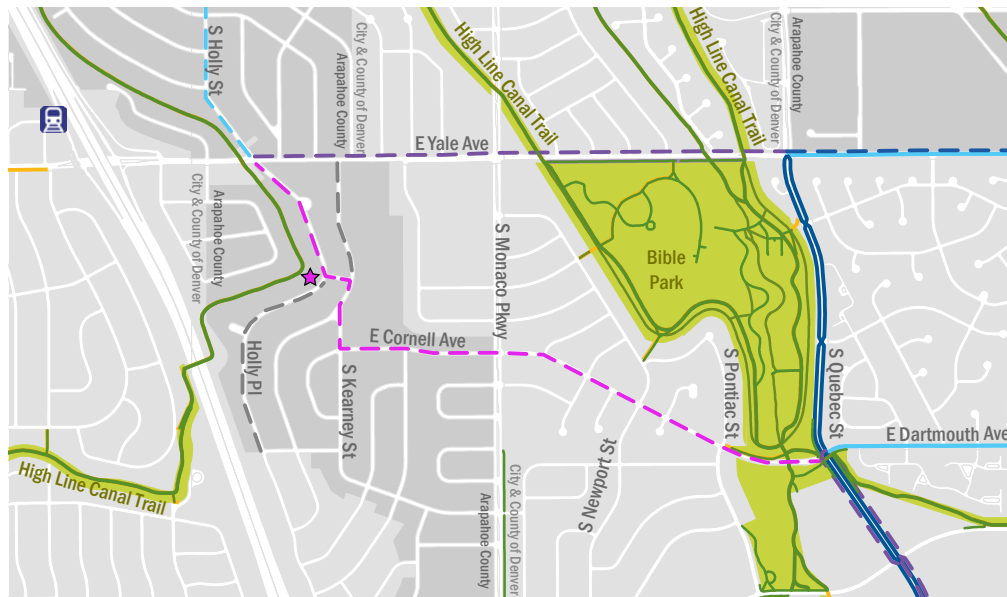
## 9 Install a bike facility on Cornell Avenue



Cornell Avenue from Quebec Street to Kearney Street straddles Denver and Arapahoe County. The Arapahoe County Bicycle and Pedestrian Master Plan recommends a shared roadway on Cornell Avenue between Kearney Street and Monaco Parkway, as well as along Kearney Street from Cornell Avenue to Yale Avenue. East of Quebec Street, Cornell Avenue becomes Dartmouth Avenue, where bike lanes currently exist. The two jurisdictions should coordinate

to install a bike facility along this segment of Cornell Avenue to complete a gap in the bike network and improve access to Yale Station from the southeast. Existing traffic volume and speed data should inform the appropriate bike facility type. Additionally, a future trail connection is recommended through the Arapahoe County-owned parcel between the High Line Canal Trail and Jersey Place.

### Bike Facility Map



### LEGEND

- Light Rail Station
- Recommended Bike Facility
- Recommended Trail Connection
- Existing Bike Facilities**
  - Bike Lane
  - Buffered Bike Lane
  - Shared-Use Path
  - Trail
- Planned Bike Facilities**
  - Bike Lane
  - Buffered Bike Lane
  - Protected Bike Lane
  - Shared Roadway

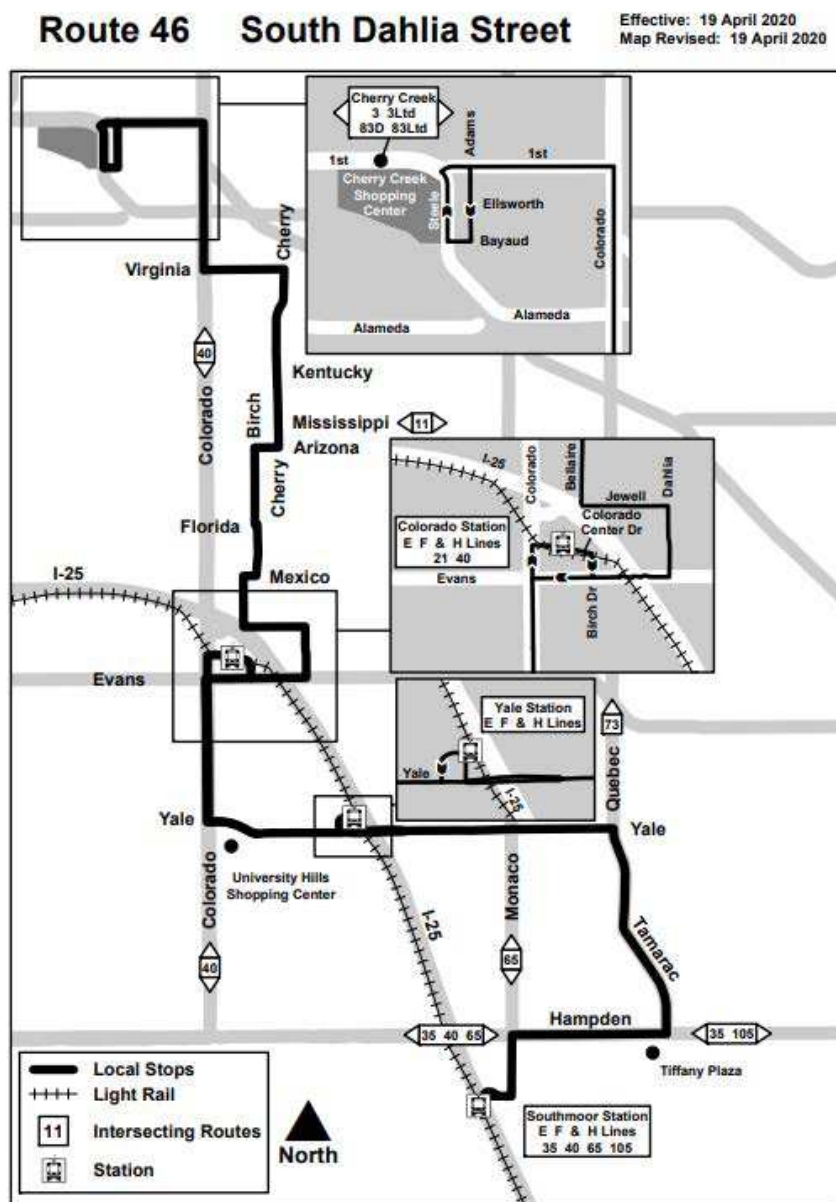
*Note: There has been significant community interest in adding a bicycle and pedestrian connection to Yale station via East Vassar Avenue. Due to right-of-way constraints, enforcement challenges, and feasibility issues, this recommendation should be reassessed in the future.*

# RECOMMENDATIONS

## Yale

### 10 Establish a microtransit service area

The existing RTD route 46 meanders along an indirect route following a combination of local, collector, and arterial streets. RTD should conduct further analysis to determine the feasibility of converting route 46 into a type of flexible microtransit service.



# RECOMMENDATIONS

Legend:



A



P/P



S



NC



LU

## 11 Wayfinding

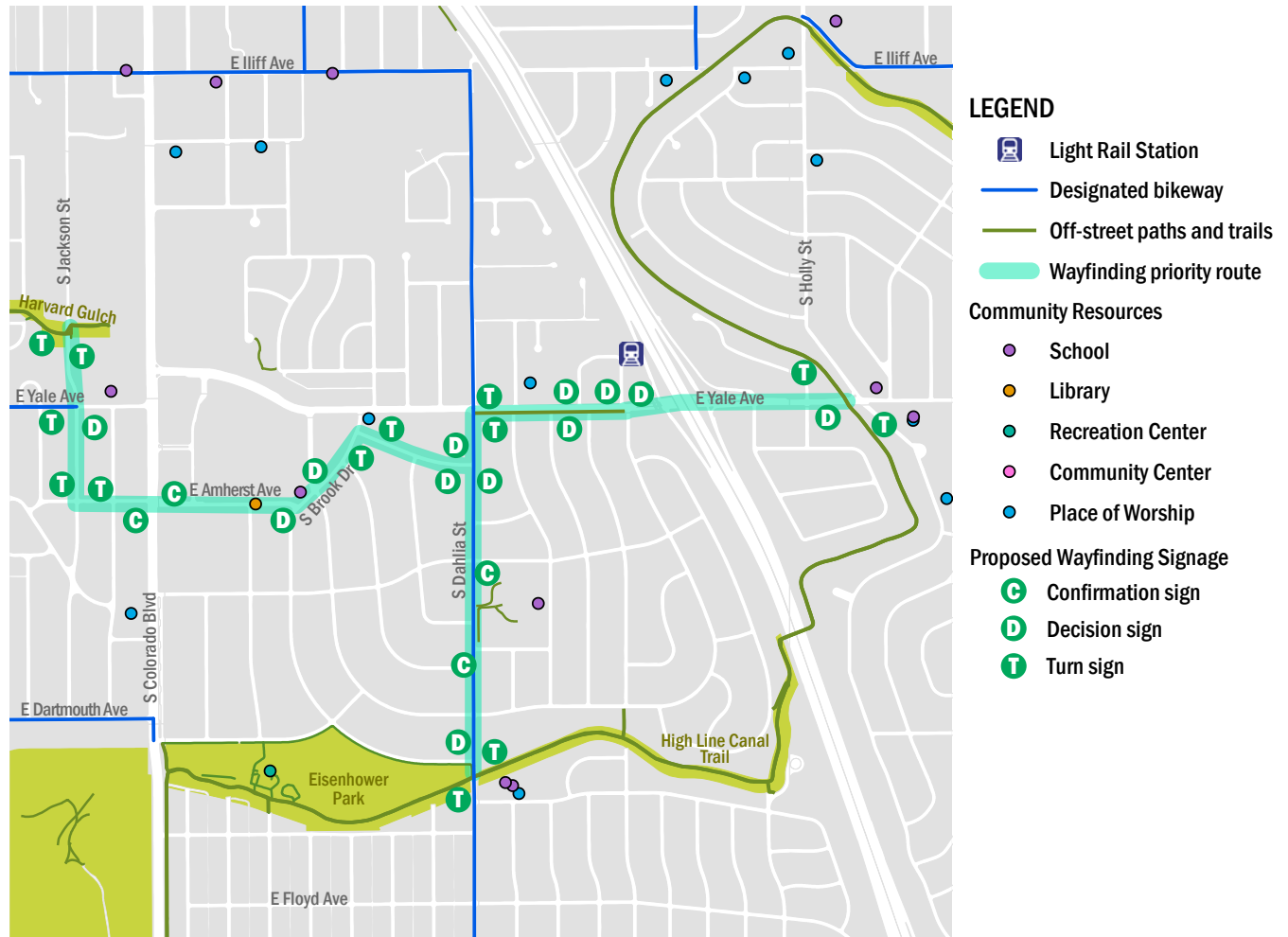


Wayfinding in the Yale Station area should direct people to and from the High Line Canal Trail, the Harvard Gulch Trail, and the University Hills Shopping Center. A bike facility is planned for Dahlia Street, so this route should be signed to bring people to and from Eisenhower Park. Additionally, the Yale Avenue corridor study recommends the Amherst Avenue and Brooks Drive as an existing safe bike route between University Hills Shopping Center and Dahlia Street.

### Key Connections to Yale Station

- High Line Canal Trail via Yale Avenue
- High Line Canal Trail via Dahlia Street
- Harvard Gulch Trail and University Hills Shopping Center via Jackson Street, Amherst Avenue, Brooks Drive, and Dahlia Street

### Yale Station Proposed Wayfinding Map



## RECOMMENDATIONS

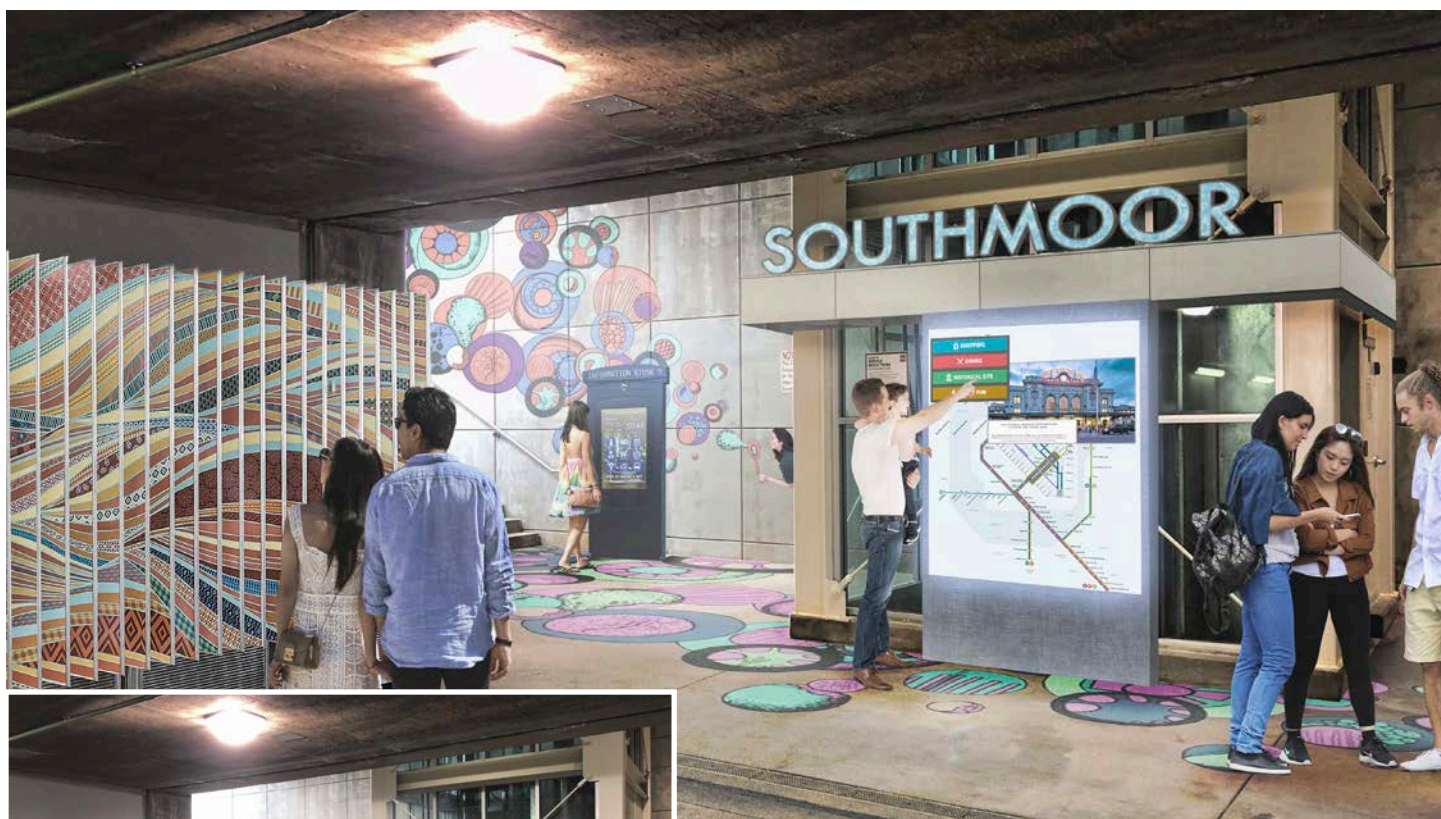
# Southmoor

## Recommendations

Recommendations for Southmoor Station relate to improving pedestrian safety, specifically along Hampden Avenue and Monaco Parkway, enhancing transit service options, as well as strategizing for implementing land-use changes both in the short- and long-term.

The photo simulation below displays the vision for Southmoor Station, specifically on the station side of the tunnel. Amenities shown in the photo include a 3D art exhibit, real-time transit information on PIDs and specific station branding.

### Photo Simulation of Southmoor Station Vision

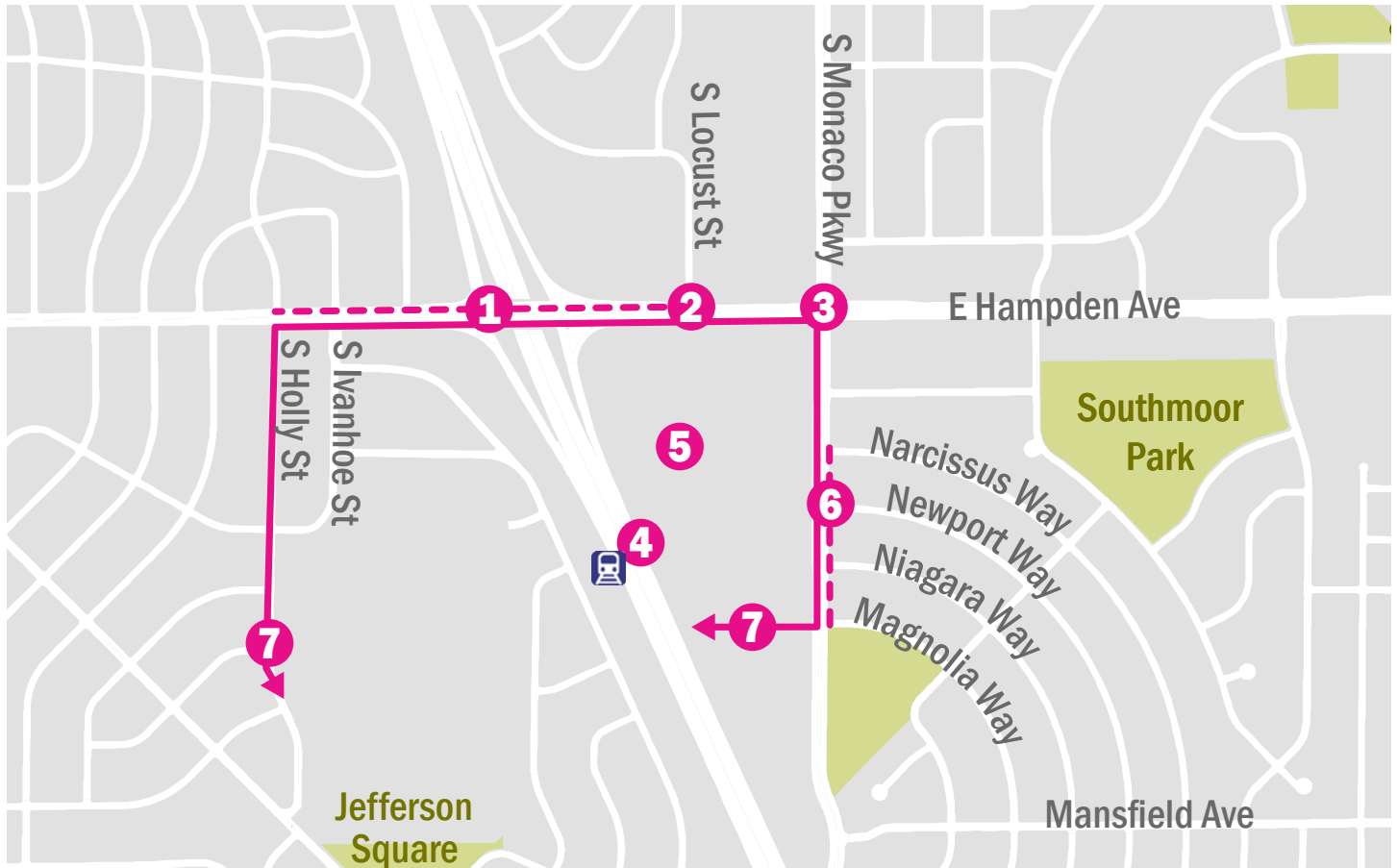


Above: Photo simulation of proposed vision  
Left: Existing view of the station tunnel

# RECOMMENDATIONS

Legend:  A  P/P  S  NC  LU

## Southmoor Station Recommendations Map



Park Avenue curb extension  
(Streetsblog Denver)

### 1 Improve pedestrian safety and comfort on Hampden Avenue between Holly Street and Locust Street

As part of the second phase of the Hampden Avenue bond project, Denver is moving forward with some pedestrian safety projects on the south side of Hampden Avenue between Locust Street and Holly Street where the corridor crosses I-25 at the interchange on and off ramps. Improvements may include RRFBs, mumble strips, and curb extensions to slow turning vehicles and enhance visibility for all road users.

## RECOMMENDATIONS

# Southmoor



LPI (PedBikeInfo.org)

### 2 Improve pedestrian crossing at Hampden Avenue and Locust Street



The Locust Street intersection along Hampden Avenue is an important future gateway to the station area as redevelopment occurs. The following improvements are recommended to ensure that people walking and biking can safely move through this intersection: mark missing crosswalks, utilize existing medians on Hampden Avenue as pedestrian refuge spaces, implement leading pedestrian signal intervals (LPIs), and evaluate repurposing lane configurations to reduce speeding westbound vehicles entering highway. These recommendations are being coordinated with the Hampden Avenue bond project.

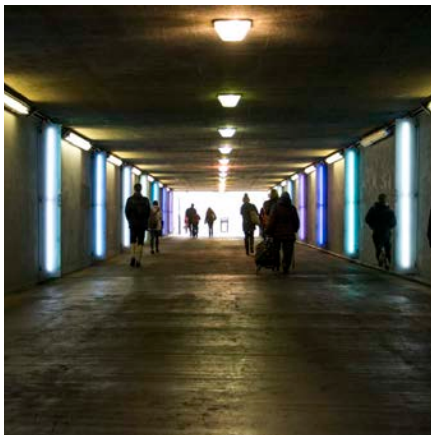


Pedestrian refuge island  
(NYC Street Design Info)

### 3 Improve pedestrian crossing at Hampden Avenue and Monaco Parkway



Hampden Avenue and Monaco Parkway is a busy intersection that many people use to access Southmoor Station. It is recommended to extend the existing center median on the east leg of the intersection to the marked crosswalk to provide a refuge space for pedestrians. In addition, building a new center refuge median for the crossing on the west leg of intersection is recommended as well. Repurposing travel lanes on other intersection legs as curb extensions or medians may also be a strategy to reclaim space for people walking. This recommendation should be coordinated with the Hampden Avenue Bond Project.



Previous light project (Denverite)

### 4 Activate station access tunnel



Stakeholders expressed concern over maintenance and safety issues related to the tunnel. Without activation and proper lighting, walking through the tunnel can make transit riders feel uncomfortable. A suggestion offered during the public outreach process was to collaborate with nearby Thomas Jefferson High School (TJHS) to activate the tunnel with an art project. A sound and light exhibit was displayed in the tunnel previously, so it may also be possible to explore opportunities for re-activating this project.

## RECOMMENDATIONS

Legend:



A



P/P



S



NC



LU



Pedestrian path in parking lot  
(Gaates.org)

5

### Improve park-n-ride with dedicated space for people walking and biking



Site analysis and public feedback revealed that the park-n-ride is a large access barrier for people traveling to Southmoor Station not using a vehicle. Very few sidewalks exist to connect people to the station area from nearby roadways such as Monaco Parkway and Locust Street. To help, designated facilities such as shared-use paths and streetscape enhancements are recommended to improve intra-site circulation for people walking and biking. These are recommended to be installed as redevelopment of the parking lot properties occurs.



PHB (NACTO)

6

### Improve Monaco Parkway pedestrian crossings between Narcissus Way and Magnolia Way



Monaco Parkway has traffic signals at Narcissus Way and Magnolia Way, leaving about 850 feet between enhanced pedestrian crossings. Supporting the existing signalized intersections with improvements such as curb extensions or pedestrian refuge islands would improve the pedestrian experience, as well as exploring opportunities for enhancing the crossings at Newport Way and Niagara Way as development occurs. Because Monaco Parkway is a multi-lane roadway with daily vehicle volumes over 15,000, Denver's Uncontrolled Pedestrian Crossing Guidelines would recommend pedestrian hybrid beacons or full signals.

*Note: There has been significant community interest in adding an additional connection to the Southmoor Station Platform from the west neighborhoods (Southmoor Park West). Due to right-of-way constraints and feasibility issues, this recommendation should be reassessed in the future.*

## RECOMMENDATIONS

# Southmoor

### 7 Establish a connector route shuttle and microtransit service area

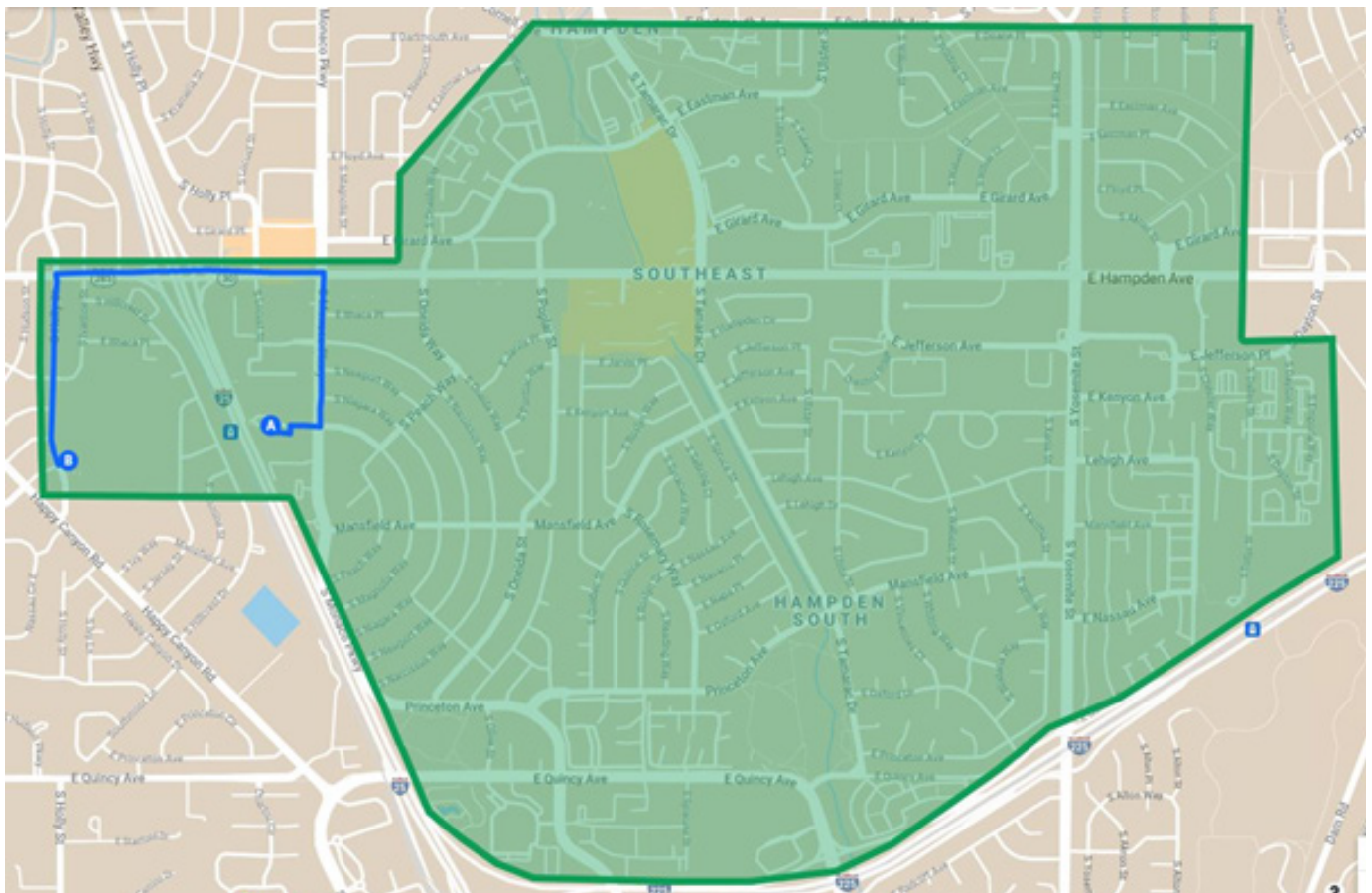


The recommended service plan for on-demand transit service in the Southmoor Station area with a focus on serving Thomas Jefferson High School (TJHS) is the creation of a new connector route and a new microtransit zone, as shown below. Under this service plan with a connector and a microtransit zone, users can either:

- Ride a connector route shuttle without a reservation at a designated stop and time to access TJHS.
- Make a reservation for an on-demand trip anywhere within the microtransit zone.

A connector route would result in reliable service between Southmoor Station and TJHS before and after school, providing an easy option for riders without requiring a reservation. Meanwhile, the microtransit zone provides connectivity to unserved and underserved areas, allowing for trips to originate or terminate anywhere in the zone (depending on passenger loads and combination of trips, passengers may be asked to walk to the nearest street corner), as long as either the origin or destination point was at the Southmoor or Dayton Stations. A full summary of this recommendation is in the Appendix.

#### Recommended Service Plan



# RECOMMENDATIONS

Legend:  A  P/P  S  NC  LU

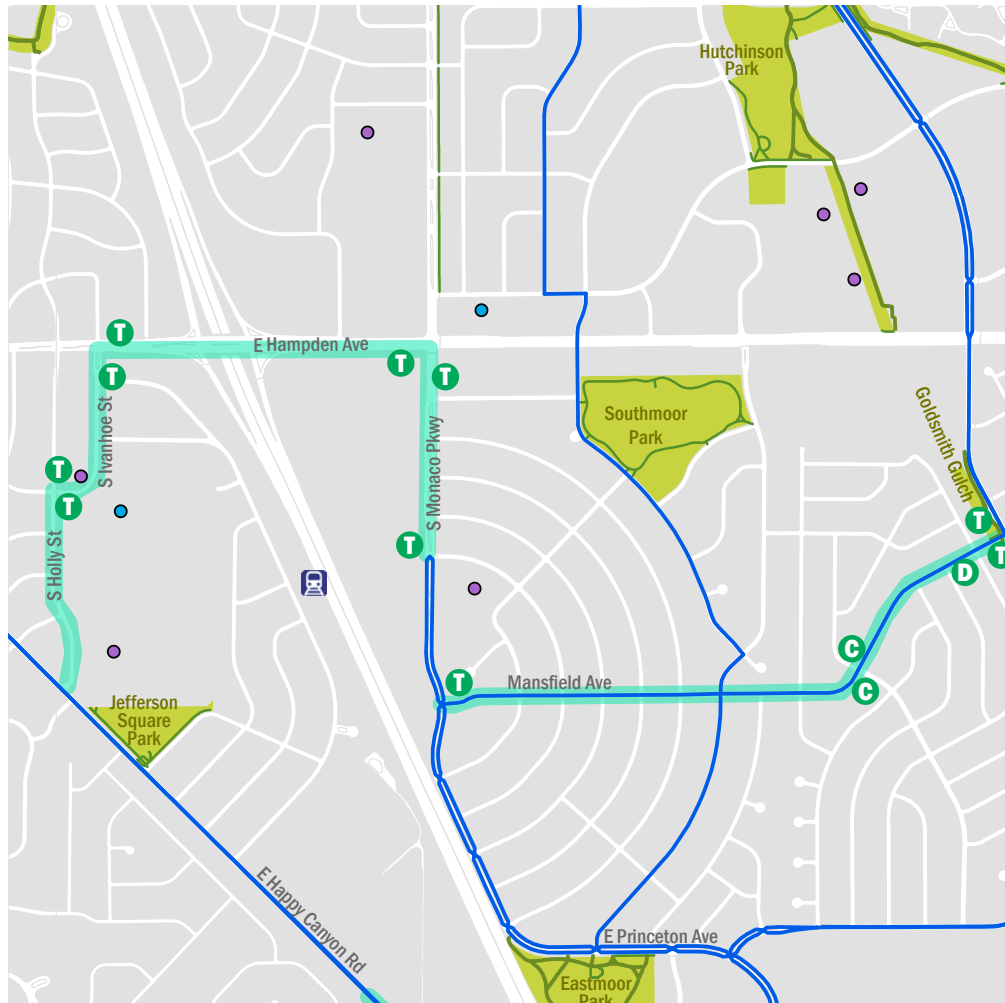
## 8 Wayfinding

Existing wayfinding along Monaco Parkway directs people to Southmoor Station. Additionally, some RTD wayfinding is in the park-n-ride. Pedestrian-scale wayfinding should be thoughtfully placed to navigate people to safe routes. Recommended priority routes include Mansfield Avenue from Monaco Parkway to the Goldsmith Gulch trail and from TJHS to the station. Signage should include messaging stating when it is appropriate for people biking to use sidewalks.





### Key Connections to Southmoor Station

- TJHS via Holly Street, Hampden Avenue, Monaco Parkway, and Ivanhoe Street
- Goldsmith Gulch Trail via Mansfield Avenue and Monaco Parkway





### Southmoor Station Proposed Wayfinding Map






#### LEGEND

-  Light Rail Station
-  Designated bikeway
-  Off-street paths and trails
-  Wayfinding priority route

#### Community Resources

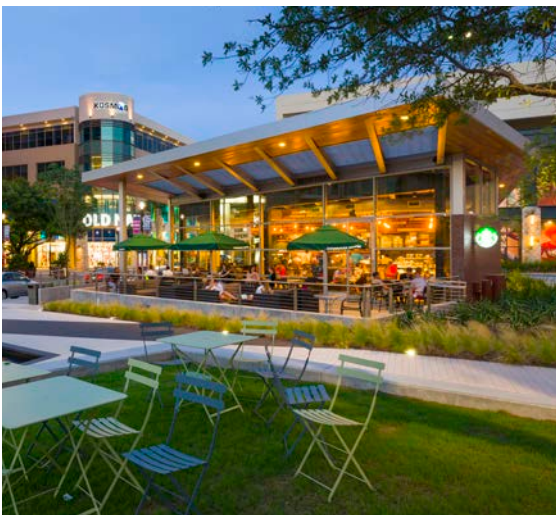
-  School
-  Library
-  Recreation Center
-  Community Center
-  Place of Worship

#### Proposed Wayfinding Signage

-  Confirmation sign
-  Decision sign
-  Turn sign

## RECOMMENDATIONS

# Southmoor Land Use



## 9 Development Strategy



Several recommendations for the Southmoor Station area fall under the umbrella of land-use redevelopment, particularly relating to the adjacent RTD park-n-ride. Population and employment density are key components of successful transit-oriented development that supports successful mobility hubs. This section describes the planning process and phased development strategy.

### Process

The process of creating a potential development plan for the Southmoor Station area began with a detailed review and understanding of previous work that has been conducted for the area.

A key part of the planning process was reviewing the community visioning exercise and desired elements for its short- and long-term implementation potential. This involved comparing the desired elements to existing regulatory limitations such as the Gart Covenant, RTD parking needs, and the Southmoor Park view plane ordinance. While the desired elements may have been too large-scale and high-density for near-term development, it provided important context in terms of ensuring development will fit with the community's desired character and relationship to the neighborhood.

The community's desired elements and regulatory limits served as key analysis tools in the process of creating phased recommendations for Southmoor Station. As a result of this work, the team identified two potential development sites and phases that could occur as demand, availability, and appropriate partners become available. More detail about this process and the proposed potential development can be found on the following pages.

# RECOMMENDATIONS

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## Plan Review

As stated, the first step in creating a potential development plan for the Southmoor Station area was a review of previous documents in which residents and stakeholders have expressed their desires. This included broader-scale planning documents such as Blueprint Denver, as well as a more detailed review of the Southmoor Station community visioning exercise.

**Blueprint Denver** and the associated Place Types Mapping, completed in 2019, envisions the Southmoor Station area between Monaco Parkway and I-25 as a Community Center. In the General Urban context (assigned to light rail station areas), a Community Center is described as a mix of office, commercial, and residential uses. These areas are envisioned to have a strong degree of urbanism and include building heights up to eight stories. Blueprint is a companion to Denver's 2040 Comprehensive Plan, suggesting this is aspirational and that a vision for increased density can be implemented slowly over time.

The **Southmoor Station Community Visioning Exercise** was conducted to understand the community's desire for the area adjacent to and north of the station. A series of public meetings with polling and discussions culminated in key concepts as well as a potential framework plan. Community feedback indicated a strong desire for a place that feels local, social, and family-friendly. Precedents such as Central Park (formerly Stapleton) and the Highlands areas of Denver were used to communicate the vision of a walkable, urban destination with a mix of uses and housing options. The community visioning exercise proposed an urban place with mixed-use, housing, and redevelopment, including:

- Approximately 1.2 million square feet of new development
- A mix of uses with 43% Multi-Family (515 units), 30% Townhome (125 units), 21% Retail, 6% Entertainment
- 2,350+ Parking Spaces

*While the community visioning exercise provides many desired elements, it is not an adopted city plan and is only based upon the feedback received from participants in the community visioning exercise. Therefore it is not an appropriate guide for short term planning, particularly given the current development restrictions, described on the following pages.*



## RECOMMENDATIONS

# Southmoor Land Use

### Regulatory Review and Results

The project team reviewed applicable regulatory constraints and opportunities within the Southmoor Station area that impact development potential. The primary considerations include the long-standing Gart Covenant, RTD parking requirements, the Southmoor Park View Plane, and recent rezoning. Any future development would have to comply with these regulations or explore potential exceptions.

#### Gart Covenant

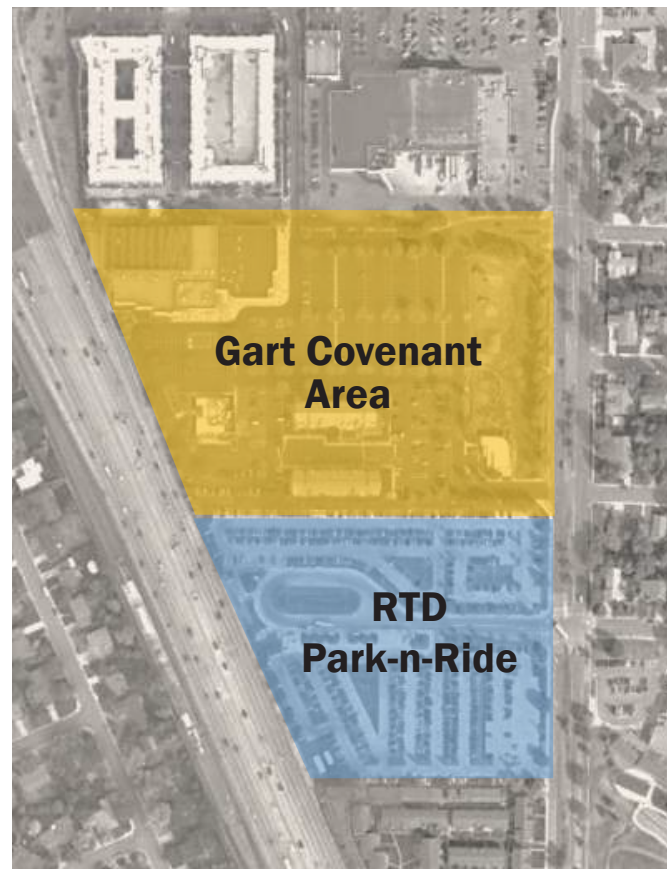
The Gart Covenant was adopted in 1997 with a 50 year sunset as part of the development of the movie theater and applies to the area from Niagara Way to Narcissus Way and Monaco Parkway to I-25. This covenant was created in agreement with the Southmoor Park East Homeowners Association and intends to protect the surrounding neighborhoods from growing density along the I-25 corridor. The covenant limits the developable square feet, parking, height, and location of development. While all of these restrictions impact potential development, the most limiting is the parking minimum, which requires 725 parking spaces as long as the movie theater remains on the site. The existing surface parking comes to about 755 spaces, meaning any spaces removed would need to be replaced almost one-to-one. As such, significant development would require the removal of the theater or the construction of a parking structure to accommodate the needed parking. Given the limited developable area, which is capped at 150,000 square feet, a parking structure would likely have limited Return on Investment, given the type and amount of development allowed.

#### Rezoning

During the Southeast Mobility Hub process the area under study was collectively rezoned by the City of Denver to S-MX 5a (suburban mixed-use), superseding the prior B-3 zone district. This new designation allows for a greater mix of uses allowed throughout the site as well as a reduction in the required parking ratio.

#### RTD Parking

Development potential on the site of the RTD park-n-ride is contingent upon the parking spaces needed to accommodate the station area commuters. There are currently 788 parking spaces on the site. Per RTD's Equitable TOD Policy (2021), RTD may allow a reduction in the number of parking spaces at the station in exchange for affordable housing development. Additionally, if future development reconfigures the parking and circulation on the site, the total developable area could increase.

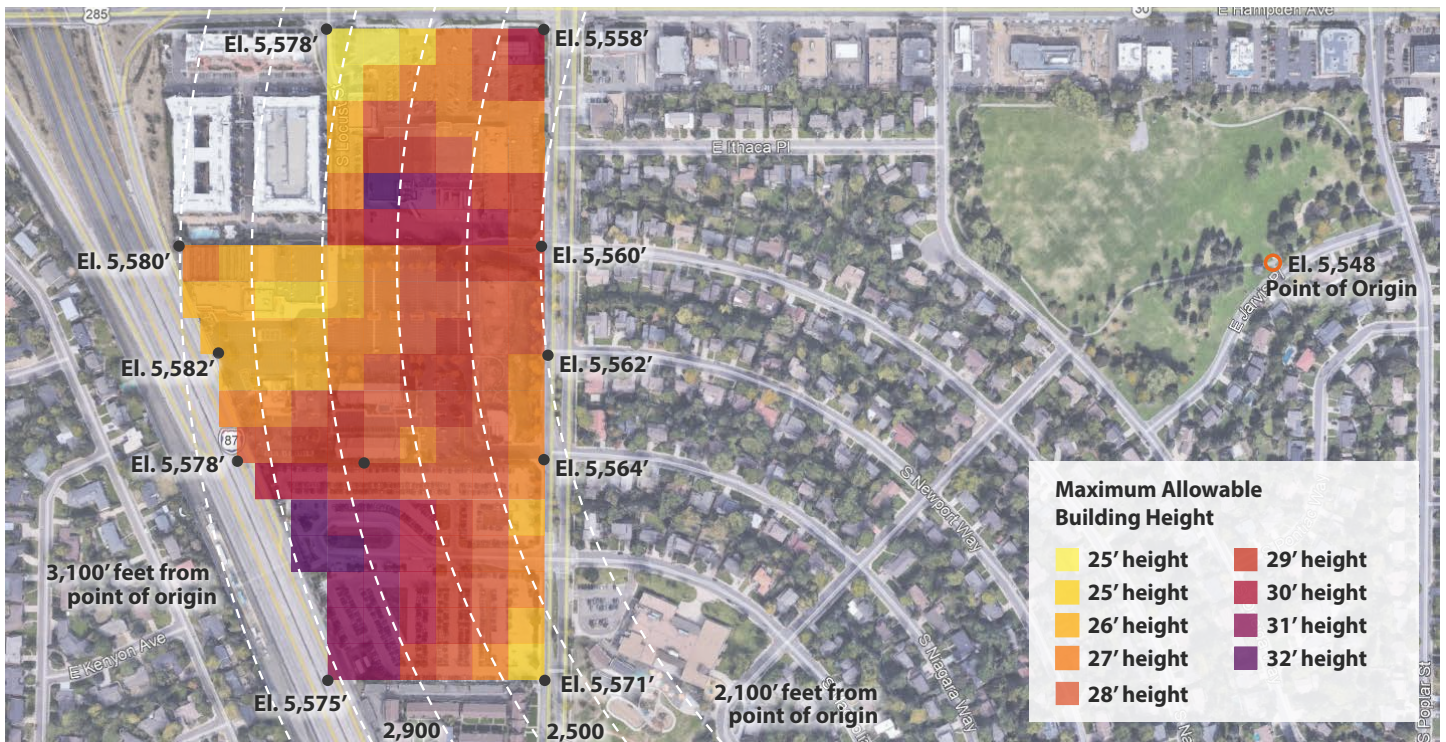


# RECOMMENDATIONS

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## Southmoor Park View Plane

The Southmoor Park View Plane Ordinance (Sec 10-62.5 of Denver's Code of Ordinances) was established in 1982 to protect mountain views from a point of origin in Southmoor Park about 2,100 feet east of the potential development. The ordinance allows a two-foot increase in height for every 100 feet from the park. Given the distance between Monaco Parkway and the park, building heights of approximately 42 to 60 feet would be expected; however, due to a significant increase in elevation over this distance, with Monaco Parkway being almost 20 feet higher than Southmoor Park, the allowable heights are limited to 25 to 32 feet as shown below. This means new development in this area will be limited to around two to three stories; however, some interpretations of the ordinance have indicated potential for an exception that would allow a flat 42 foot height limit on the site.



## Outcomes and Next Steps

Given the scope of the vision, development limitations, changing market demand, and unknown potential for exceptions, a Master Plan is not a feasible solution for growth in this area. Instead, a phased approach that allows development as it is achievable, is recommended for Southmoor Station. Due to the nature of the regulations and the high demand for housing capacity in this area, small-scale residential development is the preferable short term option. There may be potential for commercial and office demand in the future. A phased potential development plan is outlined on the following pages. Ongoing work should continue to consider the best way of reconciling the development restrictions with the community's vision.

## RECOMMENDATIONS

# Southmoor Land Use



### Existing Market Conditions

The Southmoor Station area site contains nine properties as described below, shown to the left.

- 1. The District** – This mixed-use multi-family housing development, built in 2004, has three buildings with a total of 276 apartments. The north building has 16,600 square feet of first level retail space fronting on Hampden Avenue. The southern buildings wrap around an interior parking structure.
- 2. King Soopers Center** – This property contains a 59,950 square foot King Soopers supermarket and approximately 14,000 square feet of ancillary retail space. Southmoor Center Co, a local family trust, owns the property and has no plans for redevelopment at this time. King Soopers recently signed a 10-year lease extension and has options extending to 2045.
- 3. Southmoor Center Retail** – Southmoor Center Co also owns this two-story retail building adjacent to King Soopers. It contains a 17,332 square foot building on a 0.2 acre site. The building dates to 1971 and is leased to a mix of service and office uses.
- 4. Regal Stadium 10 Theater** – The 76,590 square foot 10-screen cinema is located on a 6.9 acre site. The 1966 theater was renovated in 1996 and subsequently acquired by Regal Theaters who expanded to 10 screens.
- 5. Chili's Bar and Grill** – The 1.4 acre parcel was sold out of the Gart Covenant in 1999. Chili's contains a 5,530 square foot restaurant and also shares in the adjacent theater parking field.
- 6. Townplace Suites** – This 2.7 acre site was also sold out of the Gart parcel in 1999 to build a 30,000 square foot extended stay hotel.

Label	Description	Owner
1	Southmoor Retail & The District	Windsor at The District LLC
2	King Soopers	Southmoor Center Co
3	Southmoor Center Retail	Southmoor Center Co
4	Regal Theatre	Realty Income Properties
5	Chili's Grill & Bar	Hanley Family Trust
6	Townplace Suites by Marriott	Denver SE Property LLC
7	Cherry Creek Dentistry	John Hargreaves
8	Vacant Land	Hamco Development LLC
9	RTD Parking	RTD

*Southmoor Station area properties (Denver County Assessor, Economic & Planning Systems)*

# RECOMMENDATIONS

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7. **Cherry Creek Dentistry** - This 3,400 square foot dentist office, built in 2013, is the newest use on the site located on the Monaco Parkway frontage on a 0.7 acre site.
8. **Vacant Land** - Hamco Development, LLC owns this 1.4 acre site on Monaco Parkway, north of Cherry Creek Dentistry.
9. **RTD Station and park-n-ride** - The RTD property is 9.6 acres, including the light rail station, 788 park-n-ride spaces, and circulation. The development was completed in 2006 as part of the T-Rex project that expanded I-25 and added light rail service from the I-25 & Broadway Station to the Lincoln Station.



## Southmoor Park East Homeowners Association

The Southmoor Park East Homeowners Association is a party in the Gart Covenant and is located immediately east of Monaco Parkway adjacent to the Southmoor Station study area. The neighborhood began in 1965 and now contains 684 homes, along with two city parks and the Eastmoor Swim & Tennis Club, which is a private facility. Over the last 20 years, an additional 182 housing units have been built in the area. The neighborhood has a high average household income of \$180,000 and a high average housing market value of approximately \$585,000.



## Recent Development Trends

The most recent developments in the area include The District project in the Southmoor Hub area (completed in 2004), and the Highpointe project located northwest of Hampden Avenue and Locust Street. The 10-acre Highpointe project, completed in 2014, includes five retail buildings on the Hampden Avenue frontage occupied by Starbucks and some restaurants, as well as two multi-family buildings in the rear of the site. Veranda Highpointe is a 362-unit apartment project and HighPointe is an assisted living and memory care project that opened in 2013.



## RECOMMENDATIONS

# Southmoor Land Use



### Market Opportunities

From a market perspective, the highest and best use for vacant and underutilized land on the subject property would be for additional multi-family rental housing along with a limited amount of first level convenience retail uses oriented to transit riders as well as the neighborhood trade area. These projects are supportable at this location based on its key highway interchange location, the success of other area projects, as well as the nexus with the light rail station for transit-oriented development; however, this land use is not currently feasible due to the constraint of needing to maintain a larger surface parking lot imposed by the Gart Covenant, and the height limit imposed by the view plane ordinance. Similar development on the RTD station property is also impacted by the view plane ordinance height limit and also by the prohibitive cost of needing to replace park-n-ride parking spaces. This requirement may be impacted by a changing regulatory environment as discussed above.

Under current market and site constraints, the best opportunity for new development was determined to be for townhouses on the vacant Monaco Parkway frontage. There is a shortage of housing citywide, particularly for for-sale housing that can be priced under \$500,000 for young professionals who cannot afford a single family home in Denver. Additionally, townhouse units can be expected to have appeal to some older “empty nester” homeowners in the Southmoor Park East neighborhood who may be interested in downsizing.

A number of recent townhouse developments in the larger southeast Denver area are indicative of the strength of the market for infill medium density for-sale housing as profiled in the case studies on the following page.

## RECOMMENDATIONS

Legend:  A  P/P  S  NC  LU



**Boulevard One at Lowry** – Approximately 300 new luxury townhomes have been built in three separate projects over the last five years at Boulevard One at Lowry, a 70-acre redevelopment project at Quebec Street and 1<sup>st</sup> Avenue in Denver. All three were completed by Koelbel Development and include the Orion Series, Matador Series, and Interlude Series. A majority of the townhomes have already sold, with pricing starting at \$700,000 to over \$1.2 million with just a few units remaining.



**Hub At Virginia Village** – Nearly 200 townhomes are under construction near the intersection of Holly Street and Evans Avenue at the site of the former CDOT Region 6 Facility. All units are three-story, range from 1,200 to 2,150 square feet, and include two to four bedrooms and a two car garage. Construction started in March 2020 on the 13-acre site, and the townhomes are expected to sell starting at \$500,000.



**Observatory Townes** – Twenty-four townhomes were recently completed in spring 2021, located on Iliff Avenue just west of I-25 on a one acre site. Units range in size from 1,500 to 1,600 square feet, include three to four bedrooms, and a two car garage. Approximately half of the units have already sold, with remaining units averaging \$600,000.

### Outcomes and Next Steps

The limitations on additional development at this time preclude implementing a comprehensive redevelopment program that could be feasibly built by a private master developer. Therefore, a more incremental approach that allows development as it is achievable is recommended for Southmoor Station. Economic analyses have shown a high demand for housing capacity in this area, indicating that small-scale residential development is the preferable short-term option. There may also be potential for commercial and office demand in the future. Ongoing work should continue to consider the best way of reconciling the development restrictions with the community's desires. A more detailed phased potential development plan is outlined on the following pages.

## RECOMMENDATIONS

# Southmoor Land Use

### Potential Development Plan

As described in the previous pages, the regulatory limitations to development around Southmoor Station, the currently unknown potential for exceptions to these regulations, and the current market demand indicate the need for a phased approach that brings development online when and how it is feasible. Based on these constraints, two potential phases were identified. The first, and most feasible, is a small-scale townhome development on the Hamco property, along Monaco Parkway. The second, which would be more long-term and provide additional coordination and partnership, is townhome or multi-family development on the RTD park-n-ride site, also adjacent to Monaco Parkway. A phased approach will allow for flexibility in the development plan, as restrictions ease or the market demand changes in the future.

### Key Considerations and Partners

Any development on this site should present an attractive and sensitive edge adjacent to existing neighborhoods. Residential is the recommended use along the length of Monaco Parkway and heights should step down to within two to three stories along the neighborhood frontage. New development should maintain the character and style of the area and provide well-amenitized and attractive shared spaces. Continued work with the key partners in the area, including the neighborhood associations, RTD, and local businesses will be crucial in creating successful development. Selected developers should work closely with the stakeholders to ensure they meet the community's desires.



# RECOMMENDATIONS

Legend:  A  P/P  S  NC  LU

## Potential Development Plan: Phase 1

The first proposed phase of development for the Southmoor Station area is on the Hamco property, located between the existing parking and Monaco Parkway, immediately north of the dental office. Due to the Gart Covenant restrictions, this is the most feasible location for new development at this time, and it maintains alignment with the vision previously established by the community. Development over existing parking is not recommended given the 725 parking space minimum for the Theater. Assuming a standard sized unit (40 feet by 20 feet), approximately 18 to 20 townhomes could be located in this currently unused area.

This space currently serves as a green buffer between the parking and the neighborhood as well as a stormwater capture and filtration area. Any future development here would need to consider the stormwater needs and ensure that enough filtration area could still be provided. Future development should also provide a pleasant and appropriate neighborhood adjacent edge. Key design considerations for the frontage along Monaco Parkway include:

- Reduced size and massing to create a human scale along the street
- Visual interest in the facade and roof-line
- High-quality materials that create texture and depth
- Articulation such as balconies, awnings, windows, and stoops



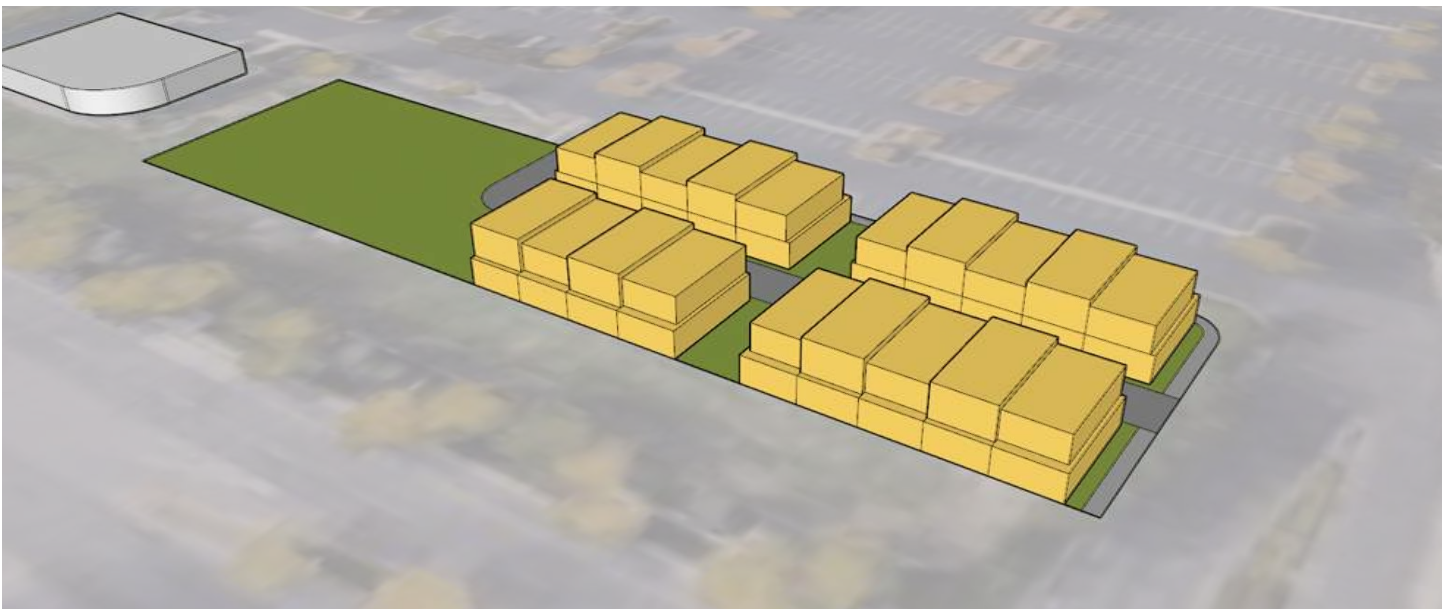
## RECOMMENDATIONS

# Southmoor Land Use

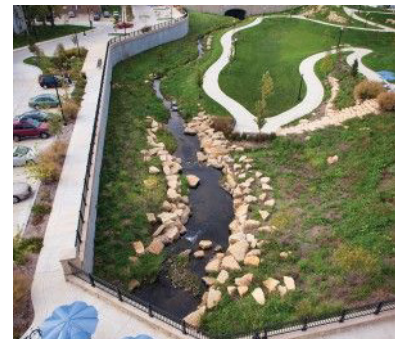
### Potential Development Plan: Phase 1, Continued

While final decision making about the townhome layout and site plan will be done through the development process, in coordination with the community and key stakeholders, an initial assessment and conceptual design was completed by the project team. This potential design aims to work within the site's regulatory constraints, maintain shared green space and green infrastructure, create a logical circulation update, and provide enough units to be supported by the market while still being sensitive to the adjacent neighborhoods.

The model below was created to provide a recommended potential layout for the townhomes, for illustrative purposes only. The outcome of this process supported a configuration of four clustered townhome buildings with four to five units each, an internal street connector, and shared green space. The green space between the buildings and along Monaco Parkway is recommended to be well-maintained and amenitized, while the green space between the development and the dental office to the south should remain as functional stormwater capture and filtration. The development should provide improvements, including high-quality landscaping and pedestrian amenities. Specific recommendations for the development process can be found on the following page.



*Above: 3D model of recommended layout; below: precedents for desired housing type and green space*



# RECOMMENDATIONS

Legend:  A  P/P  S  NC  LU

## Key Recommendations

- Work with the owner of the land north of the dental office, adjacent to Monaco Parkway, to develop townhomes on the vacant parcel.
- Work with the Southmoor Park East Homeowners Association (SPEHA) to get approval on all potential development proposals.
- Establish design guidelines to ensure new housing development contributes to the community character and establishes a supportive neighborhood edge.
- Ensure new housing developments on this lot provide adequate green infrastructure to maintain functionality of required site drainage.
- Work with the community to allow townhomes developed in this area to exceed the 25- to 27-foot height limit based on the view plane ordinance in order to achieve a three-story townhome floor plan.
- Provide additional site circulation to accommodate alley-loaded garages for potential townhome development. Ensure townhomes have frontage on Monaco Parkway.



Above: Photo simulation of proposed development  
Left: Existing view of the recommended site

## RECOMMENDATIONS

# Southmoor Land Use

### Potential Development Plan: Phase 2

The second proposed phase at Southmoor Station, on the RTD park-n-ride, is contingent on parking space reduction, affordable housing, partnership with RTD, and approved exemption to the view plane ordinance. This phase would be a long-term undertaking with significant coordination necessary. For the purposes of this study, a 15% potential reduction in parking (approximately 118 spaces, based on pre-pandemic utilization) has been used to create two recommended development alternatives. Option A, with just the parking reduction, creates space for 24 townhomes along Monaco Parkway. Option B includes a reconfiguration of the existing parking, adding another 90 spaces that can be redeveloped, providing space for potential multi-family or mixed-use development and structured parking. Both options assume that the majority of new units would be affordable. It should be noted that existing on-site storm water retention is managed through deep vegetated basins throughout the area. Redevelopment along the eastern edge would impact two of these basins, and this impact would need to be mitigated with the new development pattern.

#### Option A, with 15% Parking Reduction

- Townhome cluster along Monaco
- 24 Townhomes

#### Option B, with 15% Parking Reduction and Circulation Updates

- Multi-family with structured parking and townhome frontage
- 12 Townhomes; 107 Multi-family Units; 112 Parking Spaces

### Key Recommendations

- Create a coordinated redevelopment program for the RTD property; introducing commercial and housing uses adjacent to the station. Issue an RFP for the RTD parcel once exemption to the view plane has been resolved.
- Work with the surrounding community to understand desired development for this site and identify potential development partners that are aligned with the community vision and program.
- Improve vehicular circulation and provide a clear, consistent, and safe pedestrian connection between Hampden Avenue and the RTD park-n-ride and light rail station.



*Precedents for desired development style; top right: Photo-simulation of proposed development type.*

# RECOMMENDATIONS

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## Potential Future Phases

There are several options for more long-term future development in the Southmoor Station area, in line with the community visioning exercise and Gart Covenant with additional community coordination. The primary opportunities identified are within the Gart Covenant and the King Soopers site. The Gart Covenant may have the opportunity for a more dense mix of uses or a multi-family development, predicated on amendments or redevelopment of the theater. While this is currently not deemed the ideal solution by the community or the market conditions, this option should be explored at a future time.

Although currently under a long-term lease with little intent for redevelopment or expansion, should circumstances change, the King Soopers is a potential growth opportunity. The store is generally considered to be in need of update in order to properly serve the growing community. Redevelopment of this site should include an updated and larger grocery store that could include an urban concept and layout, new residential (recommended to be multi-family with a townhome lining the neighborhood edge), and structured parking. This redevelopment would need to be within the Southmoor Park view plane height restrictions.

## Conclusion

Development in the Southmoor Station area faces a complex set of conditions and regulatory limitations. The process moving forward should focus on meaningful partnerships with the stakeholders to work toward the implementation of a shared vision.

The regulatory elements should be re-examined through future work, especially given the changing landscape of transit and retail in light of COVID-19, as well as the ever-growing housing demand along Colorado's Front Range region.

After years of discussion and study, the community deserves action that balances the transit supportive nature of the recommendations herein with the existing neighborhood character in a way that enhances the Southmoor Station area. While a singular development might be more efficient, the incremental approach informed by constraints on the site will help to ensure that station area development truly complements existing assets and benefits nearby residents.



## RECOMMENDATIONS

# Bellevue

## Recommendations

Recommendations specific to Bellevue Station emphasize previous outcomes of the Bellevue Corridor Multimodal Transportation plan, which have yet to be implemented.

The photo simulation below represents the vision for Bellevue Station. This vision includes amenities such as a secure bike storage structure, a sound wall between the platform and I-25, a public information display, and a weather shelter on the platform. Multimodal facilities displayed include a marked crossing for pedestrians.

### Photo Simulation of Southmoor Station Vision



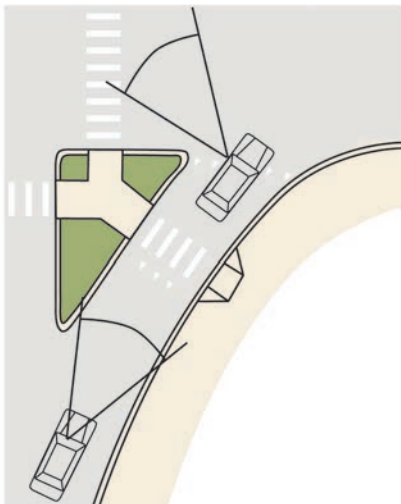
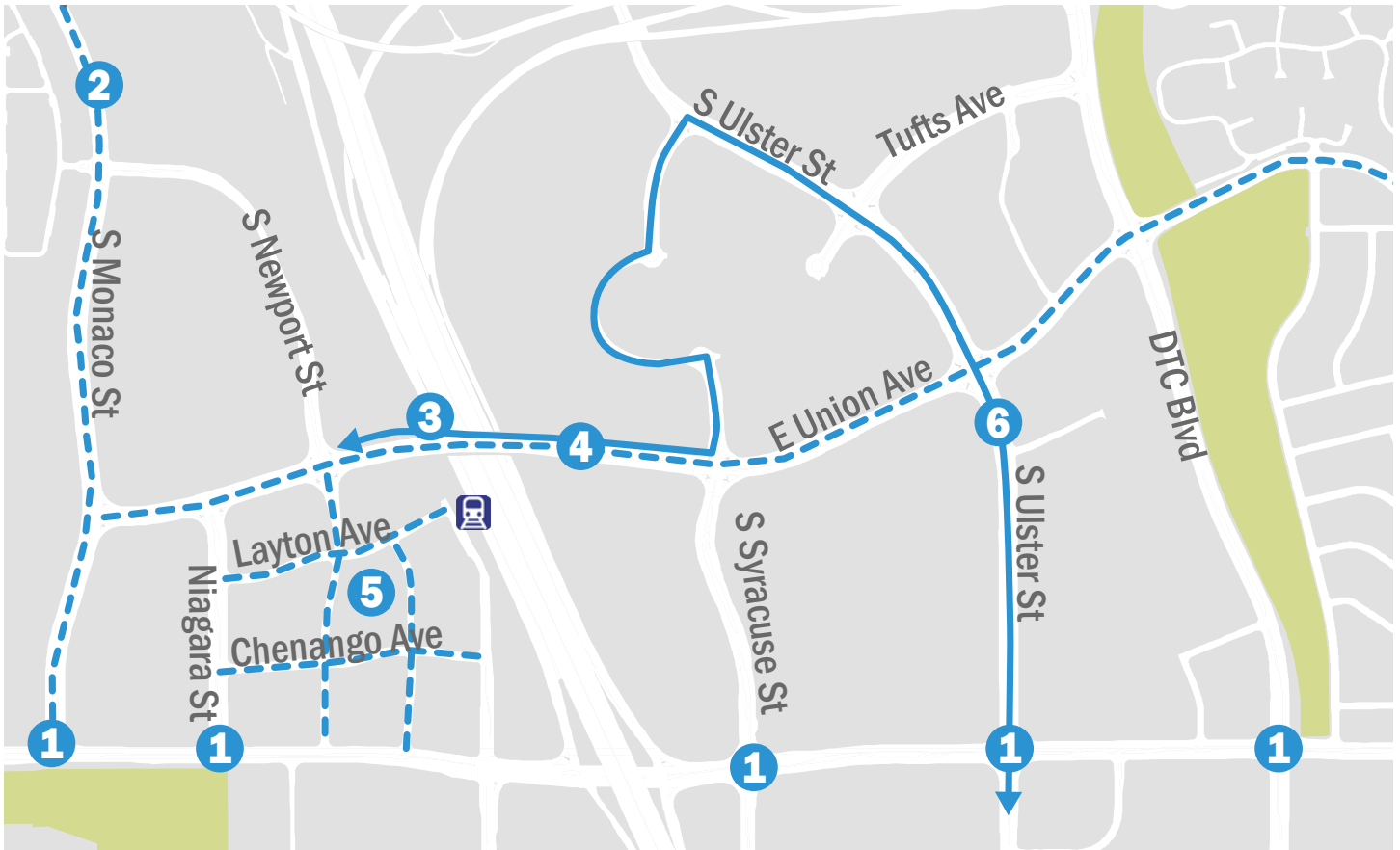
*Above: Photo simulation of proposed vision*

*Left: Existing view of the station*

# RECOMMENDATIONS

Legend:  A  P/P  S  NC  LU

## Bellevue Recommendations Map



Channelized right-turn view triangles  
(Bellevue Corridor Multimodal Plan)

### 1 Evaluate channelized right-turn lanes along Bellevue Avenue

The Bellevue Corridor Multimodal Transportation Plan identified Bellevue Avenue as a barrier for people walking and biking due to long crossing distances and high-speed channelized right-turn lanes, which allow vehicles to flow freely through marked crossings. The plan recommended evaluating the necessity of channelized right-turn lanes at key intersections along the corridor, including Monaco Street, Niagara Street, Syracuse Street, Ulster Street, and DTC Boulevard. Where possible, new corners should be constructed with smaller turning radii to slow turning vehicles, shorten pedestrian crossing distances, and enhance visibility for all roadway users. The needs assessment supports this recommendation.

## RECOMMENDATIONS

# Bellevue



Minneapolis Street Design Guide

### 2 Install a bicycle facility along Monaco Parkway



Monaco Street from Bellevue Avenue to the Happy Canyon Road and Quincy Avenue junction is a key connection for people biking north and south in the station area. Additionally, Monaco Street provides access to much of the neighborhood's multi-family housing. For these reasons and based on public feedback, installing an on-street bike facility on Monaco Parkway is recommended. Due to daily traffic volumes above 10,000, a protected or buffered bike lane would be an appropriate facility type. This may be achieved through repurposing travel or parking lanes. Protected intersection designs should also be evaluated at key intersections, including Quincy Avenue, Union Avenue, and Bellevue Avenue.



Multi-use path (City of Boulder)

### 3 Create connection from the station tunnel through the north property



As development on the parcel north of Union Avenue occurs, it is recommended to ensure that future construction incorporates a pedestrian network that connects to the existing pedestrian underpass below Union Avenue. This connection will bring people living or working in the area directly to the station for easy access. Multi-use paths should be at least 12 feet wide to support both pedestrian and bicycle travel, as well as provide space for amenities such as benches and landscaping.



14<sup>th</sup> Avenue protected bike lane  
(Streetsblog Denver)

### 4 Improve multimodal comfort and safety along Union Avenue



Union Avenue is a key corridor that connects people traveling to and from Bellevue Station across I-25 to destinations such as the DTC. Following previous planning efforts, the City & County of Denver is committed to ensuring that Union Avenue remains safe for all roadway users and becomes an even better high-comfort multimodal facility in this area. The site analysis conducted and public feedback collected for this plan supports these recommendations for Union Avenue.

# RECOMMENDATIONS

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Traffic circle (NYC Street Design Info)

5

## Analyze multimodal improvements in the immediate station area



It is recommended to analyze the feasibility of multimodal improvements when Newport Street, Olive Street, Quebec Street, Chenango Avenue, and Layton Avenue are repaved, which is currently scheduled for 2022 according to the DOTI Six-Year Paving Plan. Multimodal improvements may include marked crossings, bike lanes, daylighting intersections through parking push-backs and curb extensions, and repurposing turn lanes. Feasibility analysis should involve traffic data collection and coordination with DOTI.

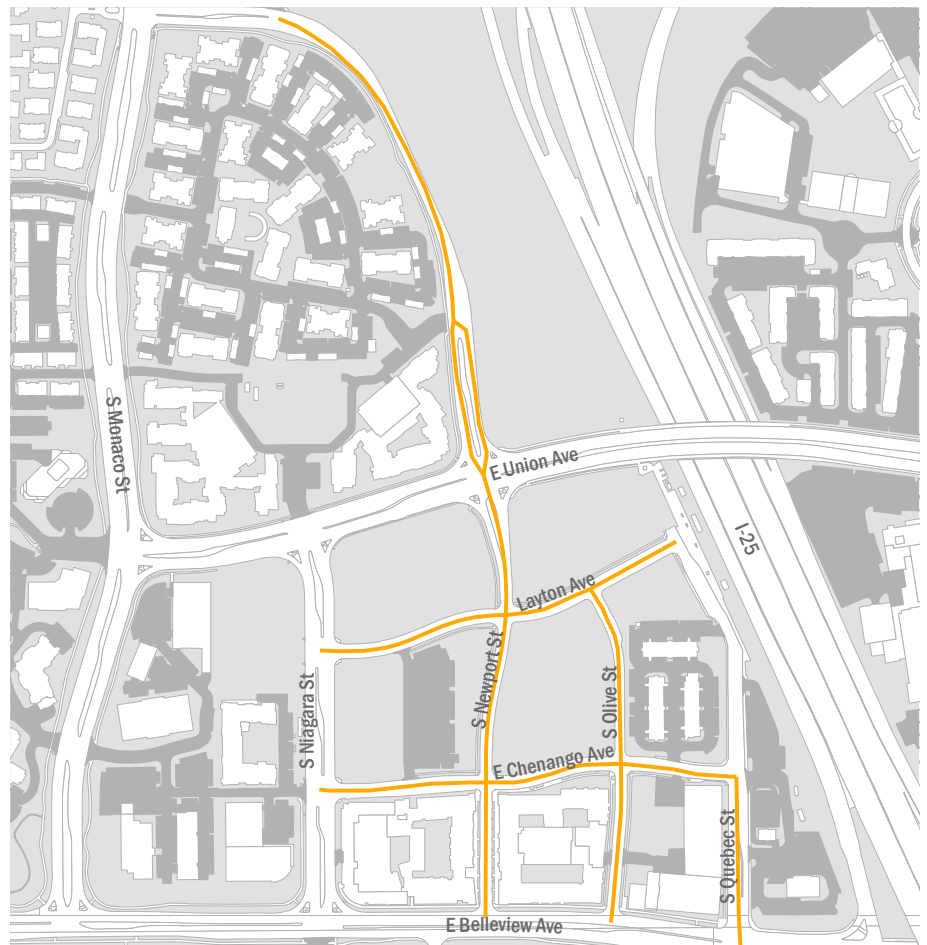


Curb extensions (Streettopia)



Ulster Street bike lane (WalkDenver)

## Streets Scheduled to be Paved in 2022



# Bellevue

## 6 Establish a connector route shuttle and microtransit service area

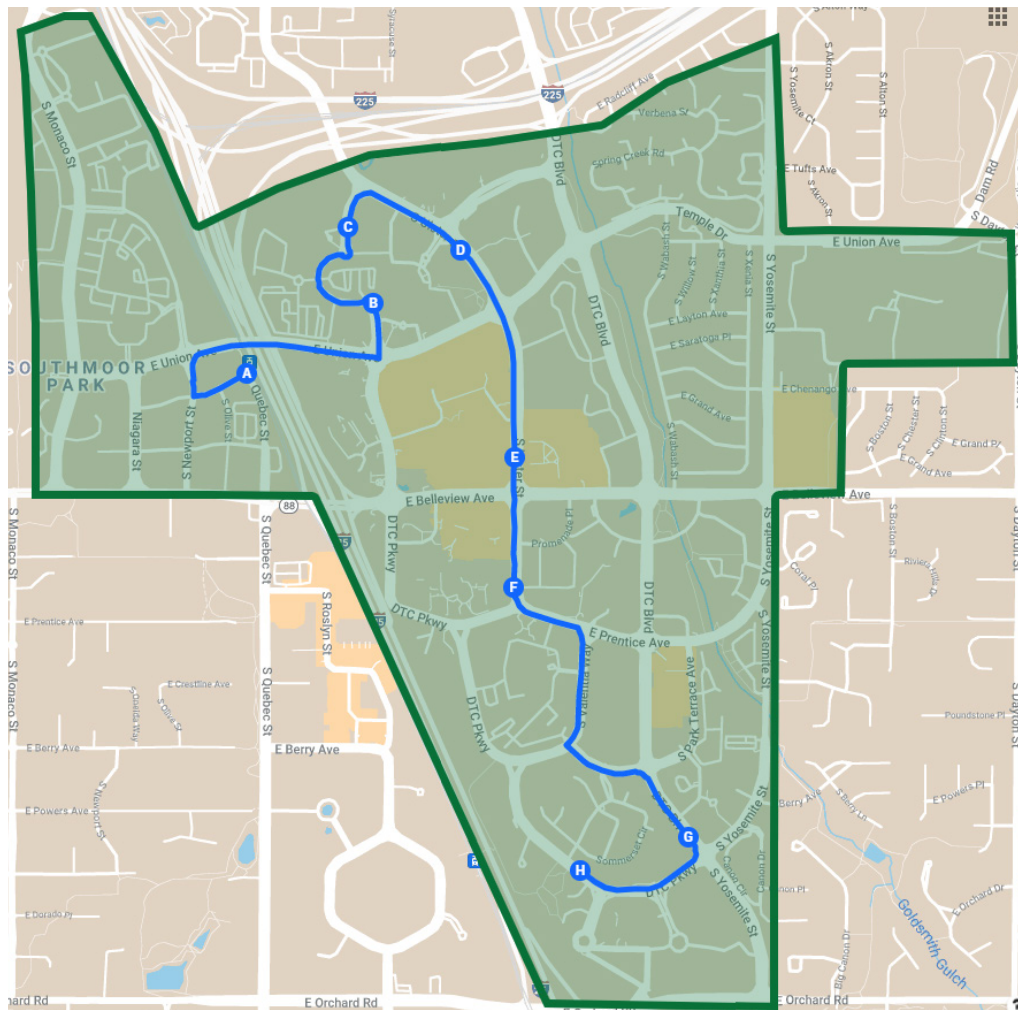


The recommended microtransit service plan for Bellevue Station is enhancing the existing FlexRide service with a flex route (similar to Meridian) in addition to expanding the Bellevue FlexRide zone. Similar to existing RTD flex routes (also known as circulators) and microtransit zones, users can either:

- Ride a flex route shuttle without a reservation at a designated stop and time.
- Make a reservation for an on-demand trip anywhere within the microtransit zone.

This plan is proposed in order to create more consistent connectivity among major destinations in the DTC. The routing of the flex route will likely need to be adapted and adjusted with input from DTC stakeholders, as well as RTD. The recommended schedule would be 15 minute frequency during peak periods and 30 minute frequency between peaks, with both services running from 6 AM to 6 PM on weekdays. Stop times should align with the light rail schedule.

### Recommended Service Plan



# RECOMMENDATIONS

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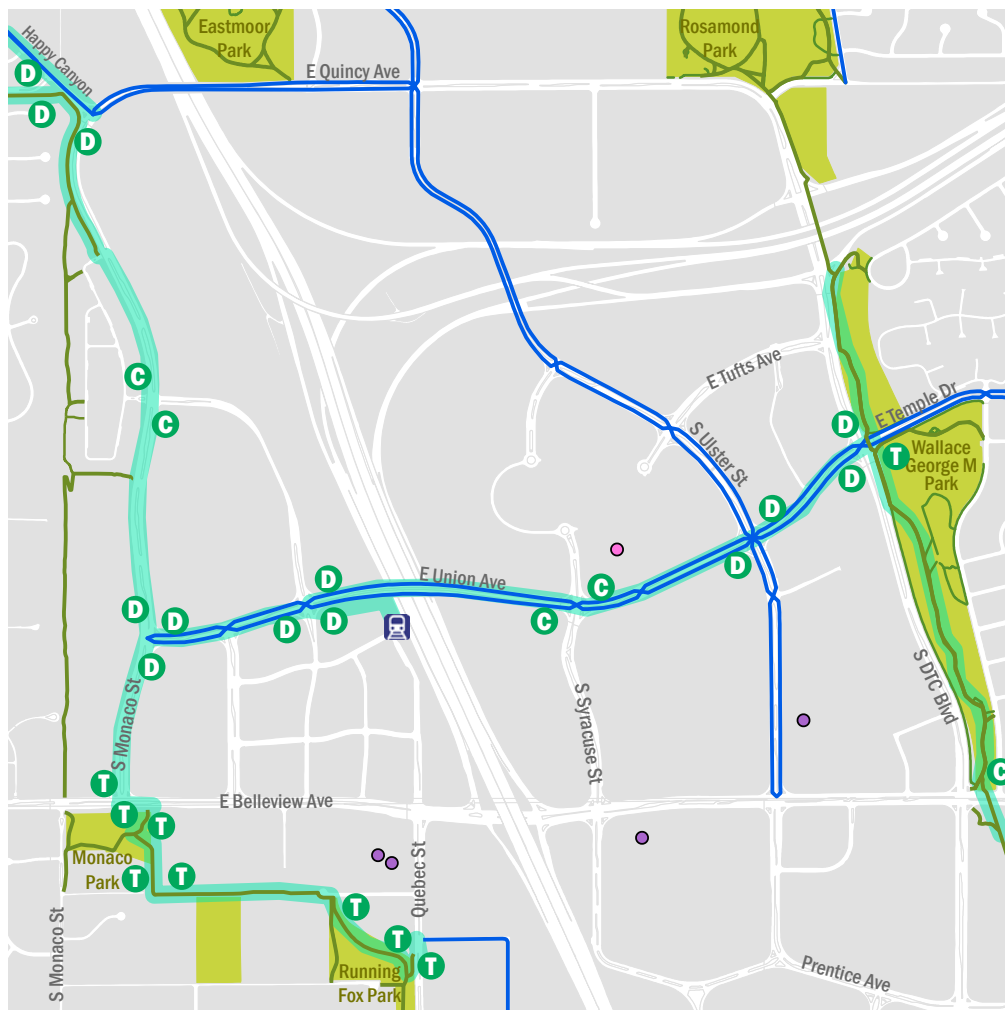
## 7 Wayfinding

Bellevue Station benefits from existing wayfinding on the Ulster Street bikeway. Signage on Union Avenue from Monaco Street to the Goldsmith Gulch Trail may help bring people to and from the station. Monaco Street should be signed from the Quincy Avenue and Happy Canyon Road junction to direct to and from the High Line Canal Trail connection further west on Quincy Avenue. Also, signage should be installed in Running Fox and Monaco Park to bring people safely across Bellevue Avenue at Monaco Street.













### Key Connections to Bellevue Station

- Quincy Avenue and Happy Canyon Road via Monaco Street and Union Avenue
- Running Fox Park via Monaco Park trails, Monaco Street, and Union Avenue
- Goldsmith Gulch Trail via Union Avenue

### Bellevue Station Proposed Wayfinding Map



### LEGEND

-  Light Rail Station
-  Designated bikeway
-  Off-street paths and trails
-  Wayfinding priority route
- Community Resources**
  -  School
  -  Library
  -  Recreation Center
  -  Community Center
  -  Place of Worship
- Proposed Wayfinding Signage**
  -  Confirmation sign
  -  Decision sign
  -  Turn sign

## RECOMMENDATIONS

# Next Steps

The Southeast Denver Mobility Hubs Study identified actionable mobility hub, multimodal transportation, and land use recommendations that focus on activating the Yale, Southmoor, and Belleview Station areas. It also set a framework that will ensure that first and final mile connectivity meets the needs of all users, regardless of age, ability, or chosen mode of transportation. Continued education, encouragement, and strategic collaboration by Transportation Solutions and Denver South is key to advancing and implementing the identified recommendations.

### Coordination

The involvement of Transportation Solutions and Denver South as the Transportation Management Associations (TMA) for these station areas is vital in advancing the recommendations identified in this study and other plans that strive to reduce traffic congestion, provide transportation choices, and ultimately enable mode shift and behavior change throughout the Denver Metro region. This includes the other stations along the Southeast Rail Line (such as the SkyRidge Mobility Hub that is currently being planned by the City of Lone Tree and CDOT), but all other lines as well. Coordination will help to avoid a hodgepodge of designs and protocols that may not necessarily work together smoothly.

### Collaboration

Transportation Solutions and Denver South must continue partnerships with the local agencies, residents, and regional partners to advance their missions in identifying and implementing innovative transportation projects and helping employers develop successful TDM programs designed to encourage the use of transit, biking, walking, and teleworking. Additionally, both TMAs should continue seeking collaborative funding opportunities to support the development and implementation of mobility options at and around Yale, Southmoor, and Belleview stations.

### Continuation

Specific to these station areas, Transportation Solutions and Denver South should continue partnering with property managers, developers, key stakeholders, and City Council members to implement the mobility hub recommendations identified in this study, but also advance recommendations identified in previous studies that identified innovative mobility options and land uses patterns that support multimodal transportation. Transportation Solutions should continue working with community members, RTD, and neighborhood organizations to advance the redevelopment of Southmoor Station to activate the aging infrastructure in the station area and provide neighborhood amenities that can be enjoyed by all. Finally, Denver South should continue its work to implement a true TOD at Belleview Station that supports safer streets, microtransit, and innovative mobility options like bikeshare and other micromobility options that enhance FMLM connectivity to the Belleview station and other destinations around the DTC area.

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