

303 ArtWay Heritage Trail and Montbello Loop Implementation Plan Report

A Denver Regional Council of Governments Community-Based
Transportation Program Study

JANUARY 2026



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1

Introduction

Introduction

The 303 ArtWay Heritage Trail and Montbello Loop Implementation and Phasing Plan provides a clear, actionable framework for advancing two long-standing, community-driven active transportation projects in Northeast Denver from planning to implementation. The primary purpose of this document is to translate years of community visioning, organizing, and conceptual planning into implementable recommendations that are aligned with current City and County of Denver policies, Denver Department of Transportation and Infrastructure (DOTI) standards, and realistic funding pathways.

This plan consolidates and builds upon previous studies by evaluating the feasibility of earlier recommendations in light of present-day conditions, including existing infrastructure, safety data, right-of-way constraints, and overlapping capital projects. It identifies priority actions, planning-level cost considerations, preliminary design concepts, and a phased implementation strategy that supports both near-term progress and long-term realization. The document is intended to guide decision-making by the City and County of Denver, partner agencies, community stakeholders, and potential funders, and to support inclusion of project elements in capital improvement programs, grant applications, bond initiatives, and future design and construction efforts.



Figure 1. Outreach event for the 303 ArtWay Heritage Trail

This project is led by the Denver Regional Council of Governments (DRCOG) in partnership with Trust for Public Land (TPL) and the City and County of Denver, and advances two community-led initiatives: the 303 ArtWay Heritage Trail in Northeast Park Hill and the Montbello Loop in Montbello. Both projects emerged from nearly a decade of grassroots organizing and community engagement focused on improving mobility, safety, health outcomes, cultural expression, and neighborhood connectivity in historically marginalized communities. Each

project reflects a strong community vision and broad local support, yet neither was previously positioned for full implementation within existing Denver’s processes due to evolving transportation standards, right-of-way limitations, changing land-use conditions, and the need for coordination with planned and funded infrastructure investments.

The Implementation and Phasing Plan addresses these challenges by providing additional technical analysis, feasibility review, and refinement of prior recommendations. It aligns community priorities with DOTI standards and programs, identifies opportunities to integrate project elements with ongoing and planned capital improvements, and establishes realistic pathways for implementation that balance ambition with technical, financial, and institutional feasibility.



Figure 2. Community walk in Northeast Park Hill Neighborhood

The project team represents a collaborative partnership between regional agencies, local government, community-based organizations, and technical consultants. DRCOG serves as the project lead, with Trust for Public Land as the project nominator and the City and County of Denver as the implementing jurisdiction for infrastructure improvements. Radian serves as the primary project manager and community engagement lead for the 303 ArtWay Heritage Trail, while the Montbello Organizing Committee (MOC) serves as project co-lead and community engagement lead for the Montbello Loop. Toole Design Group provides technical analysis, feasibility assessment, and preliminary design support for both projects. This team structure ensures that technical recommendations are grounded in community priorities while remaining consistent with city and regional implementation requirements.

This Implementation and Phasing Plan builds directly upon prior planning efforts that established the foundational vision, goals, and concepts for each project, including the 303 ArtWay Heritage Trail Corridor Study (2020) and the Montbello Loop Community Vision and Concept Plan (2023). These documents provide important background and context for this phase and are included in [Appendix B](#) for reference. Earlier planning efforts emphasized community-led visioning, identification of priority corridors and destinations, and conceptual design, supported by extensive engagement

such as neighborhood walks, design charrettes, pop-up events, surveys, advisory committee meetings, and community work sessions.

For the current phase, the project team conducted a comprehensive review of these prior plans and recommendations, analyzed existing infrastructure and safety conditions, and coordinated closely with DOTI staff to assess alignment with current standards, policies, and planned or funded capital projects. Key milestones included agency interviews, route and concept refinements based on updated conditions and community input, identification of implementable design strategies, and development of phased recommendations that prioritize safety, equity, and feasibility. The 303 ArtWay/Montbello Loop Summary Report (2025) and Executive Summary (2025) document the outcomes of an earlier phase of the project and provide a summary of prior plans and recommendations, and are included in [Appendix B](#) for reference. Community engagement remained central throughout this phase, ensuring that implementation strategies continue to reflect neighborhood values, address equity and safety concerns, and build upon long-standing community leadership in both Northeast Park Hill and Montbello.

This document is organized to support clarity, accessibility, and implementation-focused decision-making. Following this introduction, the plan includes:

- > **A Summary of Plans and Current Status**, including a feasibility assessment of prior recommendations
- > **Goals and Vision**, reflecting current community priorities and implementation considerations
- > **A Community Engagement Summary**, documenting outreach activities and key findings
- > **An Implementation Framework and Phasing Plan**, outlining realistic pathways toward delivery, including short- and long-term recommendations
- > **Funding Recommendations**, identifying potential funding strategies and sources.

Together, these sections provide a cohesive, implementation-ready framework for advancing the 303 ArtWay Heritage Trail and the Montbello Loop in alignment with city and regional transportation, safety, and equity goals.

2

Summary of Plans & Current Status

Summary of Plans and Current Status

Both the 303 ArtWay Heritage Trail and the Montbello Loop are grounded in extensive, community-led planning efforts that articulated ambitious visions for safer, healthier, and more connected neighborhoods. These earlier plans established shared values around equity, cultural expression, mobility choice, and neighborhood connectivity, and identified a wide range of infrastructure, placemaking, and programmatic strategies to advance those goals.

The **303 ArtWay Heritage Trail Corridor Study (2020)** proposed a four-mile pedestrian- and bicycle-oriented loop connecting the 40th and Colorado RTD Station to key destinations in Northeast Park Hill, including schools, parks, cultural institutions, and commercial corridors. The study emphasized cultural storytelling and placemaking as defining features of the corridor, alongside improvements to pedestrian safety, sidewalk continuity, crossings, lighting, and bicycle infrastructure. A central objective of the plan was to address historic disinvestment and mobility inequities through people-centered design and community-led narratives integrated into the public realm.

The 303 ArtWay is being advanced through a phased approach. Phase I focuses on near-term, funded placemaking improvements along the neighborhood loop segment between 33rd and 35th Avenues via Holly and Dahlia Streets, advancing the installation of



Figure 3. (left) 303 ArtWay Heritage Trail (2020), (right) Montbello Loop Community Vision and Concept Plan (2023)

signage, cultural storytelling features, and play elements that activate the corridor, celebrate neighborhood identity, and establish the 303 ArtWay as a visible and welcoming community space. Phase II builds on this foundation by advancing the alignment and connections for the dedicated 303 ArtWay route between 35th Avenue/Cherry Street and the 40th & Colorado Station, strengthening access to regional destinations and transit. This phase

is informed by and coordinated with concurrent planning and design efforts, including the Park Hill Park Visioning Plan, the Elmington affordable housing site plan, planned improvements along 40th Avenue, and the redesign of the 40th Avenue and Colorado Boulevard intersection to support future Colorado Boulevard BRT, ensuring an integrated and forward-looking corridor implementation.

The **Montbello Loop Community Vision and Concept Plan (2023)** articulated a neighborhood-scale mobility and public realm vision centered on equity, health, climate resilience, and community power. The plan proposed a continuous loop connecting parks, schools, community gardens, commercial areas, and civic destinations throughout Montbello. Recommended strategies included enhanced and widened sidewalks, bikeways, and neighborhood greenways, improved crossings and lighting, shade and tree canopy expansion, public art, and integration with environmental improvements along the Montbello channels.

While both plans identified comprehensive and transformative strategies, many recommendations were conceptual in nature and required further analysis to address evolving city standards, right-of-way constraints, cost considerations, coordination with other capital projects, and implementation responsibilities.

Feasibility Assessment

The feasibility assessment conducted for this Implementation and Phasing Plan evaluated previous recommendations across multiple dimensions, including technical, financial, institutional, community, and environmental considerations.

Technical Feasibility

Recommendations were reviewed for consistency with current DOTI standards, Denver Moves plans, and corridor-specific design requirements. For the 303 ArtWay, pedestrian improvements—such as sidewalk upgrades, crossings, traffic calming, and placemaking elements—are generally feasible across most segments. Bikeway improvements present greater challenges in constrained corridors where limited right-of-way, traffic volumes, and parking demand restrict available design options.

For the Montbello Loop, technical feasibility is strengthened by overlap with planned or recently implemented protected bike lanes, sidewalk projects, and safety improvements. However, some proposed segments will require redesign or adjustment to avoid conflicts with existing or programmed infrastructure and to ensure continuity across the loop.

Financial Feasibility

Projects that can be integrated into existing DOTI programs, funded capital projects, or voter-approved bond initiatives demonstrate the strongest near-term feasibility. Standalone infrastructure requiring significant right-of-way acquisition, full street reconstruction, or utility relocation presents higher cost and funding challenges. Phased implementation, coordination with scheduled roadway and park projects, and pursuit of multiple funding sources—including grants—substantially improve financial viability.

Institutional and Organizational Feasibility

Successful implementation depends on alignment with Denver’s priorities and established delivery mechanisms, including DOTI’s Sidewalk Program, bikeway implementation programs, Safe Routes to School, Vision Zero initiatives, and park and recreation capital planning. Both projects benefit from strong community-based organizational leadership and long-standing partnerships, but continued coordination with DOTI and other city departments will be required to advance design, funding, and construction.

Community and Agency Support

Both the 303 ArtWay and the Montbello Loop reflect deep and sustained community support built over many years of engagement. Community priorities consistently emphasize safety, walkability, access to destinations, and neighborhood identity. DOTI has indicated that future implementation—particularly in locations involving parking removal, lane reductions, or reallocation of right-of-way—will depend on clear documentation of community support and demonstrated safety, access, and connectivity benefits.

Environmental Considerations

Both projects advance broader environmental and climate goals by encouraging active transportation, reducing vehicle reliance, and improving access to parks and green spaces. The Montbello Loop, in particular, integrates environmental strategies such as channel improvements, tree canopy expansion, and green infrastructure that support stormwater management and heat mitigation.



Figure 4. 2025 Park Hill Day of Legends



Figure 5. 303 ArtWay steering committee meeting

Current Status Summary

Completed or Underway

- > Initial Phase I placemaking elements for the 303 ArtWay neighborhood loop segment between 33rd and 35th Avenues via Holly and Dahlia Streets, including signage, storytelling features, and play elements, are funded and moving toward installation.
- > Montbello Channel Improvement Project and associated sidewalk and bikeway upgrades.
- > Recent infrastructure improvements along several key corridors within both project areas, including pedestrian and bicycle safety upgrades, streetscape enhancements, and intersection improvements that support safer and more accessible multimodal travel, as documented in [Section 5 \[Implementation Framework\]](#) and [Appendices D and E](#) of this report.

Ongoing

- > Phase II alignment and connections for the dedicated 303 ArtWay route segment between 35th Avenue/Cherry Street and the 40th & Colorado Station, informed by concurrent planning and design efforts, including the Park Hill Park Visioning Plan, the Elmington affordable site

plan, planned 40th Avenue improvements, and the 40th Avenue/Colorado Boulevard intersection redesign for future Colorado Boulevard BRT.

- > DOTI-led bikeway, intersection safety, and corridor improvement projects that overlap with segments of the Montbello Loop.

Pending

- > Phase II route refinement and infrastructure implementation for the 303 ArtWay Heritage Trail.
- > Additional vetting, redesign, and phased implementation of Montbello Loop segments that are not yet aligned with current Denver's standards or funded capital projects.

Key Lessons Learned

Several key lessons from prior planning and early implementation efforts inform this Implementation and Phasing Plan:

- > Long-term, community-led visioning provides a critical foundation, but ongoing feasibility review is necessary as standards, land use, and funding conditions evolve.
- > Alignment with existing city programs and funded capital projects significantly improves the likelihood and speed of implementation.
- > Pedestrian safety, accessibility, and placemaking elements are often more immediately feasible than full corridor bikeway retrofits in constrained rights-of-way.
- > Transparent communication about design trade-offs—particularly related to parking and curb space—is essential to maintaining community trust and agency support.
- > Phased implementation allows progress to continue while responding to uncertainty, changing conditions, and emerging opportunities.

3

Goals & Vision

Goals and Vision

Project Vision

The 303 ArtWay Heritage Trail and the Montbello Loop together envision a Northeast Denver where streets and public spaces support safe, comfortable, and accessible mobility while strengthening neighborhood identity, health, and connection. Both projects seek to enable residents and visitors of all ages and abilities to move through their neighborhoods on foot, by bicycle, or using mobility devices, while improving access to parks, schools, community destinations, and regional transit.

At the same time, each project responds to distinct neighborhood contexts and priorities. The 303 ArtWay Heritage Trail emphasizes cultural storytelling, placemaking, and regional connectivity, while the Montbello Loop focuses on neighborhood-scale mobility, everyday access, and environmental resilience. This Implementation and Phasing Plan advances a shared vision through tailored strategies that reflect these differences, grounding its guiding principles and goals in a synthesis of long-standing community input gathered over multiple years and planning efforts—most notably the 303 ArtWay Heritage Trail Corridor Study (2020) and the Montbello Loop Community Vision and Concept Plan (2023)—and further refining them through the current planning process.

Guiding Principles

Implementation of both projects is grounded in the following guiding principles:

- > **Equity and Inclusion:** Direct investments toward communities historically impacted by disinvestment and mobility barriers, with a focus on residents most affected by safety risks and limited transportation options.
- > **Safety and Accessibility:** Prioritize designs that reduce serious injuries and fatalities, improve crossing safety, and meet ADA accessibility standards, consistent with Vision Zero goals.
- > **Community-Led Implementation:** Maintain meaningful community involvement throughout design, phasing, and delivery, and ensure that community feedback directly informs trade-offs and implementation decisions.
- > **Sustainability, Health, and Resilience:** Promote active transportation, reduce vehicle dependence, and integrate environmental strategies that support climate resilience and public health.
- > **Cultural Expression and Placemaking:** Incorporate art, storytelling, and cultural references as integral elements of transportation infrastructure and public space.

Shared Goals and Objectives

The following goals apply to both the 303 ArtWay Heritage Trail and the Montbello Loop and reflect common priorities across Northeast Denver:

- > **Improve Multimodal Connectivity:** Strengthen pedestrian, bicycle, and rolling connections between key destinations, neighborhood centers, and regional transit facilities.
- > **Advance Safety-Focused Infrastructure Improvements:** Reduce crash risk and improve perceived safety through targeted investments in sidewalks, crossings, intersections, lighting, and traffic calming.
- > **Deliver Implementable, Phased Projects:** Align recommendations with DOTI standards, existing programs, and funded capital projects to support near-term delivery and long-term implementation.
- > **Strengthen the Public Realm:** Improve street quality and comfort through shade, landscaping, amenities, and placemaking that support everyday use and social interaction.
- > **Position Projects for Sustainable Investment:** Establish clear pathways for future funding, design development, and construction through realistic cost estimates, phasing strategies, and agency coordination.



Figure 6. Community painting the Chauncey Billings basketball in Skyland Park

303 ArtWay Heritage Trail: Project-Specific Goals

The 303 ArtWay Heritage Trail builds upon a corridor-scale vision that connects neighborhood destinations through culture, history, and movement. Project-specific goals include:

- > Celebrate Cultural Heritage and Storytelling
- > Integrate public art, interpretive signage, and storytelling elements that reflect the history, legacy, and lived experiences of Northeast Park Hill residents.

- > Enhance Regional and Neighborhood Connectivity
- > Strengthen connections between the 40th and Colorado RTD Station, neighborhood destinations, parks, and cultural institutions through a coherent and legible trail experience.
- > Prioritize Pedestrian Comfort and Access
- > Focus on high-quality sidewalks, crossings, and pedestrian-oriented design along the corridor, recognizing right-of-way constraints and community preferences.
- > Balance Mobility Trade-offs in Constrained Corridors
- > Identify context-sensitive solutions that address safety and access while minimizing impacts to parking and neighborhood circulation, particularly along major streets.
- > Advance Placemaking as Early Implementation
- > Use phased placemaking and wayfinding elements to build visibility, identity, and momentum while longer-term infrastructure improvements are pursued.



Figure 7. Montbello community members riding bikes in Montbello.

Montbello Loop: Project-Specific Goals

The Montbello Loop advances a neighborhood-scale mobility and public realm network that supports daily travel, health, and environmental resilience. Project-specific goals include:

- > **Create a Continuous, Neighborhood-Scale Loop:** Establish a connected loop linking parks, schools, community gardens, commercial areas, and civic destinations to support everyday walking, biking, and rolling.

- > **Improve Everyday Mobility and Access:** Prioritize safe routes for daily trips, including access to schools, parks, and services, with particular attention to children, older adults, and residents with disabilities.
- > **Integrate Environmental and Green Infrastructure:** Leverage channel improvements, tree canopy expansion, shade, and green infrastructure to support climate resilience, stormwater management, and heat mitigation.
- > **Coordinate with Existing and Planned City Investments:** Align loop segments with DOTI-led bikeway, sidewalk, and safety projects to maximize efficiency and feasibility.
- > **Support Community Power and Stewardship:** Reinforce community leadership by embedding local priorities into implementation decisions and fostering long-term stewardship of public spaces along the loop.

Together, these shared and project-specific goals provide a clear framework for advancing the 303 ArtWay Heritage Trail and the Montbello Loop in ways that are responsive to both neighborhood context and citywide transportation, safety, and equity objectives.



Figure 8. ArtWay youth outreach event at Park Hill Day of Legends

4

Community Engagement Summary

Community Engagement Summary

Engagement Overview

Community engagement for the 303 ArtWay Heritage Trail and the Montbello Loop builds upon nearly a decade of relationship-based organizing, visioning, and co-design in Northeast Park Hill and Montbello. For this Implementation and Phasing Plan, engagement was intentionally structured to move beyond visioning and toward implementation-ready decision-making, while honoring the extensive community leadership and trust that shaped both projects to date.

Radian and MOC served as community engagement specialists for their respective neighborhoods, working in close coordination with Toole Design Group, DRCOG, and the City and County of Denver. Engagement strategies were tailored to the unique context, readiness, and priorities of each project, while maintaining shared commitments to equity, transparency, and community decision-making. The approach emphasized meeting residents where they already gather, leveraging existing community events and advisory structures, and mitigating engagement fatigue by building upon—rather than duplicating—prior efforts.



Figure 9. Park Hill Station Apartments group charrette activity

Engagement for the Implementation and Phasing Plan occurred in three primary phases in 2025:

Phase I: Information Sharing and Alignment

- > Introduced the DRCOG study, summarized previous planning efforts, and established a shared understanding of project goals, constraints, and opportunities.

Phase II: Draft Recommendations and Trade-Offs

- > Engaged residents in reviewing preliminary design concepts and short- and long-term recommendations, with a strong focus on understanding trade-offs related to safety, accessibility, parking, and right-of-way constraints.

Phase III: Validation and Refinement

- > Closed the feedback loop by sharing revised concepts and implementation priorities and confirming alignment with community values and feasibility considerations.

Across all phases, engagement activities were designed to create direct dialogue between community members, technical consultants, and city partners—particularly DOTI—to build understanding, alignment, and buy-in for future infrastructure changes.

Who Was Engaged

Engagement intentionally prioritized voices that have been historically excluded from transportation planning processes, including low-income families, students, youth, older adults, long-time residents, people with disabilities, people of color, residents with limited English proficiency, immigrants, and individuals with limited access to vehicles. To reduce barriers to participation, engagement incorporated equitable practices such as food, interpretation, translation, and culturally relevant facilitation.

Participants across both projects included:

- > Neighborhood residents and families.
- > Youth and older adults.
- > Local artists and cultural leaders.
- > Community-based organizations and service providers.
- > Institutional partners and city agencies.

Formal advisory and leadership bodies played a central role throughout the process:

- > **303 ArtWay Steering Committee**, facilitated by Radian, composed of Northeast Park Hill residents and representatives from organizations such as Pauline Robinson Branch Library, Hiawatha Davis Jr. Recreation Center, Park Hill Financial District, Park Hill Pirates, Boys & Girls Club, Urban Land Conservancy, Trust for Public Land, and Denver Street Partnership.

- > **Montbello Organizing Committee (MOC) Policy Council**, facilitated by MOC, consisting of Montbello residents, community leaders, and organizational partners advising on major initiatives, including the Montbello Loop.

In addition, engagement reached community members through tabling and activities at neighborhood markets, cultural celebrations, school events, and community gatherings. Through years of community engagement, the project has established long-term partnerships that support participation in annual recurring events.

Summary of Engagement Activities

303 ArtWay Heritage Trail

Building on a decade of community and stakeholder engagement—including a community-centered corridor study and years of steering committee work—engagement in 2025 focused on transportation planning and infrastructure improvements. Activities included Steering Committee meetings and tabling at high-visibility community events, with an emphasis on hands-on, visual tools that helped participants understand real-world constraints and make informed trade-offs. A detailed summary of engagement events and activities is provided in [Appendix A.1](#) and [A.2](#).



Figure 10. ArtWay outreach event at neighborhood block party

Key engagement moments included:

- > Project overview and alignment discussions with the 303 ArtWay Steering Committee (April–June 2025)
- > Tabling at the Dahlia Campus Fish Fry and Farmer’s Market to share draft recommendations and gather feedback (May and September 2025)
- > Trade-off activities at Park Hill Day of Legends and Steering Committee meetings, where participants designed street cross-sections using cut-outs representing sidewalks, bike lanes, parking, trees, and travel lanes (August 2025)
- > Review and validation of refined recommendations and route changes with the Steering Committee (October–December 2025)

Montbello Loop

Engagement for the Montbello Loop was built on the extensive, community-led Montbello Loop Community Vision and Concept Plan (2023) and ongoing organizing led by MOC. Detailed engagement events and activities are included in [Appendix A.3 and A.4](#) for reference.

Key engagement moments included:

- > Policy Council meetings to share project updates, discuss trade-offs, and gather feedback on draft recommendations. (February, May, July, and November 2025).
- > Tabling and engagement activities at the Montbello E-Bike Library, Heal the Hood, Back-to-School Night, and the Montbello 60th Anniversary / Montbello Alive celebration to share Loop materials and gather community feedback (April–September 2025).
- > Community voting and feedback opportunities on first-draft concepts hosted in partnership with Montbello Live and other local organizations, using engagement boards, sticker voting, and facilitated discussions to highlight top-priority segments and crossings. (August–September 2025).
- > Final feedback sessions with the Montbello Policy Council, youth participants in the Building Bright Futures program,

and older adults in Digital Navigation classes to review near-final recommendations and phasing, confirm that they reflected lived experience, and refine implementation priorities. (November 2025).



Figure 11. Montbello community members discussing the Montbello Loop with Christopher Urias, Montbello resident and CORE Fellow for The Trust for Public Land

Key Themes and Findings

Shared Priorities Across Both Projects

Across both neighborhoods, community members consistently emphasized:

- > **Safety is the top priority**, particularly for children, older adults, and people with disabilities.
- > **Accessible, ADA-compliant sidewalks** as essential infrastructure, not optional enhancements.
- > **Everyday usability**, with a focus on daily trips to schools, parks, services, and transit rather than recreational-only facilities.
- > **Context-sensitive solutions** that reflect neighborhood character and lived experience.

Participants demonstrated a strong understanding of real-world constraints and expressed appreciation for transparent discussions about trade-offs.

303 ArtWay Heritage Trail – Key Findings

Engagement for the 303 ArtWay focused heavily on corridor-level design trade-offs and implementation feasibility. Key themes included:

- > **Sidewalk accessibility is non-negotiable**, with strong support for wider, ADA-compliant sidewalks.
- > **Parking preservation is a major concern**, especially for affordable housing residents and multigenerational households.
- > **Cautious support for bikeways**, with preference for neighborhood bikeways or concentrating bike infrastructure on larger corridors rather than residential streets.
- > **Landscaping and buffers are valued for safety and comfort**, not aesthetics alone.
- > **Strong emphasis on intersection safety**, particularly near schools and community destinations.

This feedback reinforced a pedestrian-first approach and informed route refinements and cross-section preferences.

Montbello Loop – Key Findings

Engagement for the Montbello Loop reflects continuity with the priorities established in the 2023 Community Vision and Concept Plan, with additional feedback during this phase reinforcing and refining those themes. Key themes included:

- > A strong emphasis on **continuous, ADA-compliant sidewalks and safer crossings**, especially near schools, parks, transit stops, and senior-serving destinations.
- > Clear preference for **separated or buffered facilities** (such as shared-use paths or side paths) along higher-speed and higher-volume streets, with openness to neighborhood bikeways on calmer streets.
- > Concern about how **changes to the street will interact with parking, driveway access, and school pick-up and drop-off patterns**, with residents asking for designs that re-organize loading and access while still prioritizing safety for people walking, rolling, and biking.
- > Interest in **preserving mature trees where possible and adding shade, lighting, and tree canopy along the Loop**, with comfort and visibility framed as core safety issues for youth, families, and older adults.



Figure 12. Bicycle and pedestrian improvements along 35th Street

Integration of Community Input

Community input directly shaped the Implementation and Phasing Plan by informing route selection, design priorities, phasing strategies, and funding approaches.

For the **303 ArtWay Heritage Trail**, engagement findings:

- > Informed the decision to refine portions of the Phase I route from **38th Avenue to 35th Avenue**, improving alignment with existing infrastructure, city plans, and community priorities.
- > Reinforced a focus on **pedestrian improvements and placemaking** as early implementation actions.

- > Helped prioritize solutions that **preserve parking where possible** while advancing safety and accessibility.

For the **Montbello Loop**, engagement:

- > Reinforced the importance of **aligning recommendations with already funded or planned DOTI projects**, especially along key corridors such as 47th Avenue and Albrook Drive, so that sidewalk, crossing, and Loop improvements can be delivered together rather than in isolation.
- > Helped **refine the preferred facility types and side of the street for specific segments**—for example, strong support for shared-use path options on Albrook/44th where traffic speeds are higher, and feedback that the Loop should be placed on the side of the street that best serves students and bus riders near schools such as DSST Elevate and Barney Ford.
- > Informed phasing decisions by **elevating short-term priorities around crossings, school-adjacent sidewalks, and segments with a history of crashes**, while identifying more complex locations (such as rail crossings and constrained intersections) as medium- or long-term implementation projects requiring additional coordination.
- > Highlighted the need to **re-organize school pick-up/drop-off and event traffic rather than simply removing or**

preserving parking, which led to recommendations that pair safety improvements with clearer loading, parking management, and circulation strategies near parks, churches, and school frontages.

Across both projects, engagement findings informed:

- > Phasing strategies that prioritize **high-impact, lower-barrier improvements**.
- > Funding approaches aligned with **safety, equity, and health-focused programs**.
- > Design refinements grounded in **lived experience and neighborhood context**.

Engagement throughout this process reinforced a shared understanding that implementation is iterative and ongoing. Continued community involvement will remain essential as both projects advance into detailed design, funding, and construction phases.

5

Implementation Framework

Introduction

Turning the vision for the 303 ArtWay and Montbello Loop into reality requires a transparent, coordinated approach that guides projects from concept to design to implementation. In developing recommendations to move the 303 ArtWay and Montbello Loop forward, the project team considered a variety of factors, including project scale, complexity, cost, phasing feasibility, agency capacity, and community priorities. This chapter summarizes the framework used to develop recommendations for implementation, and accomplishes the following:

1. Defines the roles of agencies and community partners responsible for implementation.
2. Explains the methodology for project phasing based on the type of improvement or project recommended. Find more information on phasing included on [page 32](#).
3. Summarizes the methodology for planning-level cost estimates developed for each segment and intersection type. Find more information on specific cost estimates included on [page 35](#).

Roles and Responsibilities

Close collaboration between the City and County of Denver and partner organizations will be necessary to acquire funding and strategically implement recommended projects to create a safe, accessible, and connected 303 ArtWay and Montbello Loop.

Delivering 303 ArtWay and Montbello Loop implementation projects will require coordinated action among public agencies, community leaders, and private partners. While this plan establishes a shared vision and a set of recommended projects, implementation will happen through collaboration, aligning capital investments, community advocacy, and on-the-ground delivery of improvements over time. The organizations below are already shaping the 303 ArtWay and Montbello Loop today and will continue to play essential roles as projects move from concept to design and construction.

Local Agencies

City and County of Denver (CCD)

Role today: The Department of Transportation and Infrastructure (DOTI) has been an active stakeholder during plan development, providing technical guidance and ensuring recommendations align with city standards, policies, and ongoing initiatives.

Role in implementing improvements: The city will be the primary implementer and builder of individual projects identified in this plan. DOTI will lead project scoping, design, and construction to shape the streets, crossings, and public spaces that support 303 ArtWay and Montbello Loop, and multiple programs within DOTI will have a role (such as Safe Routes to School (SRTS) and Transit). Other city departments, including Denver Parks and Recreation (DPR) and Community Planning and Development (CPD), will support implementation where projects intersect with parks, open space, transit stops, etc.

Denver Regional Council of Governments (DRCOG)

Role today: DRCOG led this planning effort.

Role in implementing improvements: While DRCOG will not implement recommended projects directly, it will continue to serve as a regional resource, supporting coordination across jurisdictions, providing data and best practices, and helping align trail recommendations with future regional plans and funding opportunities as projects advance toward design and delivery. DRCOG may also play a role in funding if the project owners decide to pursue federal grants.

Regional Transportation District (RTD)

Role today: No active coordination during this planning process.

Role in implementing improvements: Implementation will require close coordination with RTD to integrate trail improvements with transit infrastructure. This includes upgrading bus stop access, improving crossings near transit, and aligning construction schedules where priority transit improvements are planned.

Colorado Department of Transportation (CDOT)

Role today: No active coordination during this planning process.

Role in implementing improvements: Due to its ownership of Colorado Boulevard, a critical corridor connecting 303 ArtWay users to the Colorado and 40th Station, 303 ArtWay implementation will require CDOT's coordination for improvements within CDOT right-of-way. This is especially important as Bus Rapid Transit (BRT) planning advances along the corridor, creating opportunities to align trail access, safety enhancements, and multimodal investments.

Community Advocates and Organizations

Trust for Public Land (TPL)

Role today: TPL is a stakeholder on the project team, contributing expertise in equitable access to outdoor spaces, trail planning, and partnership building. TPL also nominated this project for further study through DRCOG's Community Based Transportation Planning program.

Role in implementing improvements: TPL will help advance recommended projects by supporting grant applications, advancing partnerships, and leveraging its experience in delivering community-centered trail and open space projects.

Montbello Organizing Committee (MOC)

Role today: MOC has been a key stakeholder and engagement leader, organizing events and gathering community feedback that shaped Montbello Loop recommendations.

Role in implementing improvements: Moving forward, the committee will continue collaborating with agencies and partners to advance projects, pursue grant funding for priority improvements and needed studies, and lead demonstration projects or community pop-ups that showcase potential trail enhancements. Their ongoing advocacy will help keep the Montbello Loop community-driven and responsive to local needs.

Northeast Park Hill Coalition (NEPHC)

Role today: The broader Park Hill community and NEPHC have not had a formal role in this phase of the project, but several community members serve on the project steering committee.

Role in implementing improvements: As projects advance, neighborhood residents, organizations, schools, and businesses should be invited to participate in design refinement, stewardship, and programming. Like MOC, the NEPHC can help community members collaborate with agencies and partners to

advance projects, pursue grant funding for priority improvements and needed studies, and lead demonstration projects or community pop-ups that showcase potential trail enhancements.

Radian

Role today: Since 2016, Radian has facilitated community engagement, conducted key research for the 303 ArtWay, and served as the primary project manager supporting community-identified priorities. Radian led the 303 ArtWay steering committee and has been a consistent advocate for the neighborhood trail.

Role in implementing improvements: In the near term, Radian is leading the final installation and wayfinding plan for 303 ArtWay. Longer term, Radian will continue to advocate for 303 ArtWay, support coordination among partners, and help maintain community momentum as projects move into implementation.

Other Partners

Denver Public Schools

Role today: No active coordination during this planning process.

Role in implementing improvements: Several DPS campuses are located along or near the 303 ArtWay and Montbello Loop, making schools important partners as projects move forward. Coordination with DPS will be essential during design and construction to support safe routes, minimize construction impacts, and identify opportunities for trail connections that benefit students, families, and staff. Collaboration with Denver

Public Library (DPL) and the City's Safe Routes to School (STRS) program will help ensure trail improvements support youth mobility, learning, and access to community resources.

Private Developers

Role today: Elmington is a private developer with a role in the 303 ArtWay. The group is developing affordable housing along the Phase II alignment and has coordinated with the project team to incorporate a compatible path through its site.

Role in implementing improvements: Continued coordination with Elmington and other private developers will be essential to ensure seamless connections to and through the development.

Together, these roles and partnerships create a clear path from planning to design and implementation, ensuring that 303 ArtWay and Montbello Loop supportive projects are implemented in a way that is coordinated, community-driven, and built to last.

Phasing Overview & Methodology

The following summarizes common recommendation types by implementation timeframe. Some projects are classified into multiple implementation timeframes. Each timeframe represents a step toward full implementation of individual 303 ArtWay and Montbello Loop segments, advancing readiness, design, and funding opportunities.

Short-Term (Quick-Action & Readiness): 0-2 years

Focus: Readiness, advocacy, and visible early wins that demonstrate commitment and build momentum.

Purpose: Deliver early, visible progress while positioning larger projects for funding and implementation. Short-term actions focus on low-cost, high-impact improvements that can be completed through community partnerships, grant programs, or coordination with DOTI's maintenance and operations teams. These efforts build awareness, improve safety, and demonstrate commitment to the 303 ArtWay and Montbello Loop visions. These typically:

- > Don't require major design or ROW acquisition.
- > Help demonstrate visible progress.

- > Often align with DOTI's Operations or Maintenance plans (signing, striping, signals).
- > Provide opportunities for community activation (education, pilots, pop-ups).

Education and Demonstration Projects:

Education and demonstration projects help build support for future improvements. These efforts may include pop-up installations or temporary displays that illustrate what future enhancements could look like. Community partners can pursue small-scale grants, such as the Active Living Coalition Micro-Grant, to deliver projects that celebrate local identity, promote walking and biking, and build awareness of the 303 ArtWay and Montbello Loop. These efforts help demonstrate commitment to implementing the 303 ArtWay and Montbello Loop and strengthen eligibility for larger funding opportunities.

Signal Timing and Phasing Adjustments:

Signal retiming, including leading pedestrian intervals or adjusted clearance times, can improve safety at crossings with minimal infrastructure changes. These adjustments can be coordinated through DOTI's Transportation Services Traffic Signal Program.

Gateway and Wayfinding Signage:

Installing branded gateway elements and directional signage can help formalize the 303 ArtWay and Montbello Loop's identities, improve wayfinding, and connect nearby community destinations. These signs can be delivered through community partnerships or micro-grant programs while aligning with City branding standards.

Signing, Marking, and Striping:

Enhanced crosswalk striping, refreshed bike lane markings, and painted buffers can improve safety and visibility in the near term. These improvements can be incorporated into City restriping or resurfacing schedules, offering quick implementation.

Traffic and Parking Studies:

Targeted studies can identify where parking removal or lane reallocation may be feasible along constrained segments (identified in this plan). These data collection efforts can be led by DOTI or supported by community partners to position the corridor for capital funding.

Medium-Term (Low Relative Cost, but Coordination-Dependent): 2-6 years

Focus: Feasible capital improvements that can advance through design and funding coordination with the City.

Purpose: Advance the design, connectivity, and safety improvements that require moderate engineering, coordination, or funding but can generally be built within the existing right-of-way.

These projects often align with DOTI's Vision Zero, Safe Routes to School, or Sidewalk Programs and help move the plan from concept to capital readiness.

- > Fit within existing ROW.
- > Can be delivered in coordination with other City programs.

New or Enhanced Crosswalks:

New or upgraded crossings at key intersections or midblock locations can provide safer access to schools, parks, and transit. Enhancements may include high-visibility markings or permanent curb extensions.

Curb Ramp Upgrades and Curb Extensions:

Targeted accessibility upgrades at key intersections can be paired with painted curb extensions to shorten crossings and improve pedestrian visibility. These projects can be coordinated with DOTI's curb ramp replacement program to accelerate implementation.

Spot Intersection Upgrades:

Intersections can be improved incrementally to address safety and visibility concerns, such as through signal upgrades, geometric refinements, or realigned crossings. These improvements can often be bundled with resurfacing or street maintenance projects.

RRFBs, PHBs, and Signalized Crossings:

Pedestrian and bicycle signal enhancements, such as Pedestrian Hybrid Beacons (PHBs) or Rectangular Rapid Flashing Beacons (RRFBs), should be prioritized at key intersections.

Marked Neighborhood Bikeways, Buffered Bike Lanes, or Protected Bikeways (Within Existing ROW):

Where sufficient width exists, bikeway improvements can be installed through restriping and signing without curb relocation. These facilities can include traffic-calmed neighborhood bikeways or buffered/protected bike lanes that align with Denver Moves: Bikes recommendations. These are ideal candidates for coordination with DOTI's Street Maintenance and Improvement program and can be paired with resurfacing projects.

Drainage or Utility Coordination Studies:

Before larger-scale improvements move forward, studies should assess existing drainage, lighting, and utility constraints identified by this plan. These coordination efforts will streamline future design and construction, particularly where the 303 ArtWay and Montbello Loop alignments may require curb relocation.

Long-Term (Reconstruction & Major Investments): 6+ years

Focus: Major capital projects that will require more complex engineering design (relative to the medium-term recommendations, right-of-way coordination, and multi-year funding).

Purpose: Deliver capital projects that require major reconstruction and permanent infrastructure. Long-term actions require significant investment, design, and coordination and are typically implemented through DOTI's Capital Improvement Program, bond funding, or federal grants. They typically require:

- > Capital programming and multi-agency coordination.
- > Detailed design and permitting.
- > Integration with DOTI's CIP or bond-funded work and Sidewalk Program.

Full Roadway, Sidewalk, and Intersection Reconstruction:

Where the 303 ArtWay and Montbello Loop recommendations require curb relocation, lane narrowing, or multi-use path construction, full roadway reconstruction will be necessary. These projects will require additional engineering design and funding to construct sidepaths and sidewalks, planting strips, medians, and other elements, delivering long-term multimodal benefits. Segments that introduce new medians or center-running paths will require significant engineering, including grading and drainage redesign. These projects can advance as part of corridor reconstruction or bond-funded capital improvements.

Planning Level Cost Estimates Methodology

Cost Estimation Methodology

Initial planning level cost estimates for segments and intersections included in the 303 ArtWay and Montbello Loop were developed to determine the approximate cost of improvements. These estimates are intended for planning purposes to support implementation prioritization and help identify and pursue project funding. More detailed costs will be determined as projects move into the design phase.

The estimates presented in this plan are based on typical construction practices, standard unit costs, and a preliminary assessment of the physical changes needed to implement proposed improvements at both intersections and along corridor segments. Cost estimates per segment and intersection can be found in [Section 5: Implementation Framework \(page 28\)](#).

Additionally, one should note that these estimates account for 2025 dollars only. Inflation or future construction is not considered. Given that several years may pass before the recommended projects advance through remaining design and pre-construction phases, one can reasonably expect construction costs to increase. The project owners should obtain new estimates at every phase of design.

Approach Overview

Two complementary approaches were used to estimate project costs:

- > **Intersection-based cost estimates**, which apply typical, lump-sum costs to common safety and multimodal treatments at intersections and crossings.
- > **Segment-based cost estimates**, which evaluate corridor-wide improvements by comparing existing street cross sections to proposed designs.

To account for uncertainty that is inherent at this stage of planning, costs are presented as ranges rather than exact dollar amounts. These ranges help illustrate the relative scale of investment needed while acknowledging that costs may change as designs are refined. Each typical intersection type and corridor segment is assigned a cost category using the following ranges:

- > \$: Less than \$250,000
- > \$\$: \$250,000–\$500,000
- > \$\$\$: \$500,000–\$1,000,000
- > \$\$\$\$: \$1–\$3.5 million

A 50% contingency was included to account for items that cannot be fully assessed during the planning stage.

Intersection Cost Estimation

Cost estimates for intersections are based on the typical intersection types presented in this plan. For each typical concept, a representative example location was selected to illustrate how the improvements could be implemented. While similar treatments are recommended at additional locations along both alignments, cost estimates were developed only for the illustrated example intersections.

Intersection costs were estimated using lump-sum unit costs for individual treatments commonly used to improve safety and access. Historical project data, industry standards, and typical construction costs for similar facilities informed these costs. Treatments considered include curb extensions, rectangular rapid flashing beacons (RRFBs), raised intersections, raised crossings, bike ramps, etc.

For each example intersection, the total estimated cost is calculated by adding together the lump-sum costs of all proposed treatments. The resulting total is then assigned to one of the cost range categories described above.

Segment Cost Estimation

Segment-level cost estimates apply to mid-block corridor improvements that extend beyond individual intersections. These include features such as protected bike lanes, sidewalks, shared-use paths, and planting or buffer areas.

For each corridor segment, the existing street cross section was compared to the proposed cross section to identify where construction would be required. Changes were documented by material type and width, such as:

- > Removal of existing sidewalks
- > Removal of existing landscaping
- > Construction of new sidewalks
- > Construction of new landscaping or buffer areas

Identified changes were quantified on a per-mile basis using standard unit costs for each material type. These per-mile costs were then scaled to reflect the actual length of each corridor segment, resulting in an estimated total cost for each segment.

Assumptions and Exclusions

Design Standards

All cost estimates assume that projects will be designed in accordance with applicable local agency standards, including DOTI Transportation Standards and Details, the Bikeway Design Manual, and other relevant guidance. Where detailed design information was not available, typical dimensions and standard details were used.

Costs Not Included

The following elements are not included in the planning-level cost estimates unless explicitly noted:

- > **Removal of existing infrastructure**, such as demolition or full reconstruction of existing features. While some removals have been identified and quantified using lump-sum unit costs, the full extent of these impacts cannot be confirmed at the planning level.
- > **Signage and striping**, including pavement markings and striping removal.
- > **Traffic calming elements**, such as speed humps, generally recommended along future neighborhood bikeways. Because further study is needed to determine the appropriateness of various traffic calming elements, these features could not be quantified at this time.
- > **Right-of-way acquisition**, due to variability in property needs and costs. Locations that may require right-of-way acquisition are identified in the plan and would require additional evaluation in future phases.

An allowance for drainage improvements and utility adjustments is included in the cost estimates; however, specific drainage needs would be further evaluated and refined during later design phases.

Segment-Specific Assumptions

- > Cross section dimensions are assumed to be consistent across each corridor segment.
- > Unit costs are applied uniformly for planning purposes and do not reflect site-specific construction constraints.

Factors Affecting Cost Variability

Actual construction costs may vary as projects move into design and engineering. Several factors can influence final costs, including:

- > **Utility impacts**, such as the need to adjust or relocate underground or overhead utilities
- > **Landscape impacts**, including tree removal, new plantings, or irrigation changes
- > **Grading impacts**, where work is needed to level the terrain to build improvements

These factors are not itemized individually at this stage but are reflected in the cost ranges assigned to each intersection and corridor segment.

Implementing the 303 ArtWay

Overview and Key Considerations

The recommendations in this chapter were developed through a deliberate process that balanced community vision, the City and County of Denver’s priorities, and real-world implementation constraints. The goal of this chapter is to provide a clear, flexible roadmap for realizing the 303 ArtWay over time, recognizing that improvements will likely occur incrementally and in coordination with other projects.

To ensure the recommendations are achievable and stay true to the original vision for the 303 ArtWay, the project team considered the following key factors when developing segment-level and intersection recommendations:

Key Considerations in Developing Recommendations

Alignment with Community Vision and DOTI Priorities

As this project does not include funding for implementation, recommendations were shaped to reflect community desires for the 303 ArtWay while also aligning with DOTI priorities and

recommendations from previous plans. This approach allows elements of the 303 ArtWay to be implemented over time as part of other planned improvements, without compromising the overall vision.

Feasibility and Physical Constraints

DOTI communicated several design constraints that informed the recommendations, including the preference to avoid curb relocation where possible. In many locations, these constraints limited the ability to fully incorporate recommendations from DOTI’s prior plans, such as on-street bicycle facilities. Where more significant improvements are illustrated in this chapter, recommendations are intentionally flexible so concepts can be refined as projects advance into design or are paired with other improvements.

Segment and Intersection Typologies

Typical segment recommendations and intersection illustrations were used to demonstrate how the 303 ArtWay could function along different portions of the corridor. These typologies provide guidance on layout and priorities while allowing for site-specific refinement during future project phases.

Consistency with Local Standards and Guidelines

Recommendations were informed by current DOTI standards and guidelines. By default, all sidewalks along the alignment are recommended to be widened to 5 feet at minimum. In areas with significant constraints, such as structures or major utilities, planting strips were not included to avoid curb relocation, though they may be incorporated as projects advance.

These recommendations are not intended to represent final engineering decisions. The primary objective was to create feasible concepts that serve as a roadmap for incremental implementation. As implementation projects advance, alternative approaches that improve feasibility or reduce impacts should be evaluated, and recommendations may be refined to address constructability, cost, phasing, and coordination with utilities and adjacent properties. Any future modifications should continue to support the overall safety, connectivity, and multimodal goals established by this project. Where additional technical analysis or coordination may be required, those needs are noted in the recommendations

Broadly Applicable Recommendations

The following table of recommendations apply generally across the 303 ArtWay and include both the Phase I and Phase II routes. Note that Phase II of the 303 ArtWay, which extends from 35th Avenue/Cherry Street north to the 40th & Colorado Station, is addressed at a programmatic level due to multiple concurrent planning and development efforts that will define the final alignment and design of this segment. Ongoing initiatives include the Park Hill Park Visioning Plan, the Elmington site plan (both of which incorporate a dedicated 303 ArtWay route), planned improvements along 40th Avenue, and the redesign of the 40th Avenue and Colorado Boulevard intersection to accommodate the future Colorado Boulevard BRT.

Because these projects will frame future circulation patterns and roadway design, Phase II recommendations focus on coordination, access, and implementation partnerships rather than detailed concept designs. Access points at Park Hill Park and within the Elmington development have already been identified and approved through collaboration with these project teams and will be advanced as those projects progress.

Table 1: General Recommendations Applicable Across the 303 ArtWay

Recommendation Type	Implementation Projects	Short-Term	Medium-Term	Long-Term
Wayfinding	<p>Short-Term:</p> <ul style="list-style-type: none"> > Install permanent wayfinding signage by summer 2026 based on the 303 ArtWay wayfinding plan. Signs highlight local historical figures and important neighborhood locations. > Install temporary, colorful footprints along ArtWay to guide users along the path. <p>Long-Term:</p> <ul style="list-style-type: none"> > Install permanent, durable pavement markings in the sidewalk. Permanent markings could include trail medallions, sandblasted text/icons, or tactile directional indicators, in addition to the thermoplastic graphics (colorful footprints) mentioned above. 	X		X
Lighting	Coordinate with DOTI Street Maintenance and Improvement, Xcel Energy, and Denver Emergency Services to install pedestrian-scale lighting along the 303 ArtWay, prioritizing placing lighting at commercial driveways and major intersections.			X
Crossings	At intersections where no enhanced crossing is recommended, spot treatment curb ramp improvements should be paired with high-visibility crosswalks, pedestrian signage, and bike conflict markings where appropriate, according to the Uncontrolled Pedestrian Crossing Guidelines, to enhance existing crossings.		X	
Sidewalks	Coordinate with DOTI's sidewalk program and plan (to identify priority areas by the end of 2026) to build sidewalk improvements. This recommendation applies to non-ADA compliant sidewalks adjacent to the 303 ArtWay. Sidewalks that will be part of the 303 ArtWay should be implemented with other local projects, programs, and funding to expedite improvements if possible.			X
Neighborhood Bikeways	Implement neighborhood bikeway designations on segments identified in the Denver Moves: Bikes Update through pavement markings, signage, and associated treatments. Considerations for identifying appropriate and applicable traffic calming measures are detailed in Table 2.		X	





Phase Two Route





Implementation Projects	Short-Term	Medium-Term	Long-Term
<p>Short-Term:</p> <ul style="list-style-type: none"> > Continue to engage the Park Hill Park project team to solidify 303 ArtWay access points and ensure new sidewalks and park entries accommodate a future connection. Continue to coordinate with the future development at Smith & Albion to reserve space for a future Phase II 303 ArtWay connection. > Initiate inter-agency coordination with DOTI, CDOT Region 1, and RTD to align Phase II route planning with the Colorado Blvd BRT project, signal upgrades at Colorado and 40th, future bike infrastructure projects on Smith/Albion/40th, and station-access plans. <p>Medium-Term:</p> <ul style="list-style-type: none"> > Develop a connection plan from Park Hill Park to 40th and Colorado Station mapping the route, crossing points, and integration with Park Hill Park and Smith & Elmington Capital Group development. > Develop plans for an arrival plaza at 40th & Colorado Station with public art, interpretive signage, and wayfinding integrated with RTD access improvements. <p>Long-Term:</p> <ul style="list-style-type: none"> > Coordinate with CDOT and DOTI to incorporate improvements related to the Phase II 303 ArtWay segment connecting Park Hill Park to 40th & Colorado Station into design projects (timed with the design and construction for Colorado Blvd BRT and bikeway projects on Smith/Albion/40th). 	X	X	X

Potential Impacts Key

Some recommended improvements may result in additional impacts or require further evaluation prior to implementation. These potential impacts and additional needs are summarized in the table below and represented by icons for ease of reference. The icons appear alongside segment recommendations indicate where implementation may involve considerations such as parking or travel lane removal, traffic calming, drainage or utility impacts, right-of-way recovery or acquisition, driveway conflicts, or bus stop upgrades.

Table 2: Potential Impacts and Additional Needs Associated with Segment Recommendations

Potential Impact of recommendations	Description of impacts and additional needs related to recommended implementation projects	Short-Term	Medium-Term	Long-Term
 <p>Traffic Calming</p>	<p>Applies to segments where traffic calming elements (e.g. speed humps) are recommended, typically on neighborhood bikeways. Conduct a speed study and evaluate traffic volumes to confirm the appropriateness of traffic calming elements recommended by this project.</p>	X		
 <p>Informal Bike Route</p>	<p>Applies to segments where no bicycle facilities exist or are recommended by DOTI. On low volume routes where no bicycle infrastructure exists or is recommended, informal bicycle markings should be considered to support 303 ArtWay bicycle traffic. Contingent upon confirmation of volumes and speeds and on approval from DOTI, paint sharrow markings in the roadway and install project signage indicating bicyclists following the 303 ArtWay should share the lane with cars.</p>		X	
 <p>Drainage / Utility / Landscaping</p>	<p>Applies to segments where there will be drainage, utility, or landscaping impacts. Evaluate drainage and utility conditions and confirm drainage, utility, and landscaping/mature tree removal and relocation needs.</p>		X	
 <p>Curb Relocation</p>	<p>Applies to segments where curb relocation is required. Confirm need to relocate curb line. Where possible, avoid curb relocation by making improvements within the existing space between curbs or back-of-curb.</p>		X	

Potential Impact of recommendations	Description of impacts and additional needs related to recommended implementation projects	Short-Term	Medium-Term	Long-Term
 <p>Right-of-Way Recovery</p>	<p>Applies to segments where right-of-way recovery is required. In the medium-term, evaluate and confirm right-of-way constraints to identify areas where private property (private buildings, fences, trees, landscaping, etc.) encroaches right-of-way. In the long-term and where recovery is confirmed to be necessary, negotiate with adjacent property owners to recover right-of-way being used by private property and coordinate necessary structure removal and relocation.</p>		X	X
 <p>Right-of-Way Acquisition</p>	<p>Applies to segments where right-of-way acquisition is required. In the medium-term, evaluate and confirm right-of-way constraints to inform future acquisition needs. In the long-term and where acquisition is confirmed to be necessary, negotiate with adjacent property owners to acquire right-of-way and coordinate necessary structure removal and relocation.</p>		X	X
 <p>Driveway Conflicts</p>	<p>Applies to segments where commercial or residential driveways front the road: As design advances, study driveways in finer detail to confirm conflicts.</p>		X	
 <p>Bus Stop Upgrades</p>	<p>Applies to segments along RTD bus routes: As design advances, any segment where proposed improvements affect a bus stop should include bus stop upgrades. Where on-street bike lanes are proposed, floating bus islands should be considered to maintain safe and efficient transit operations, in accordance with the Denver Bikeway Design Guidelines.</p>		X	

SUMMARY MAPS

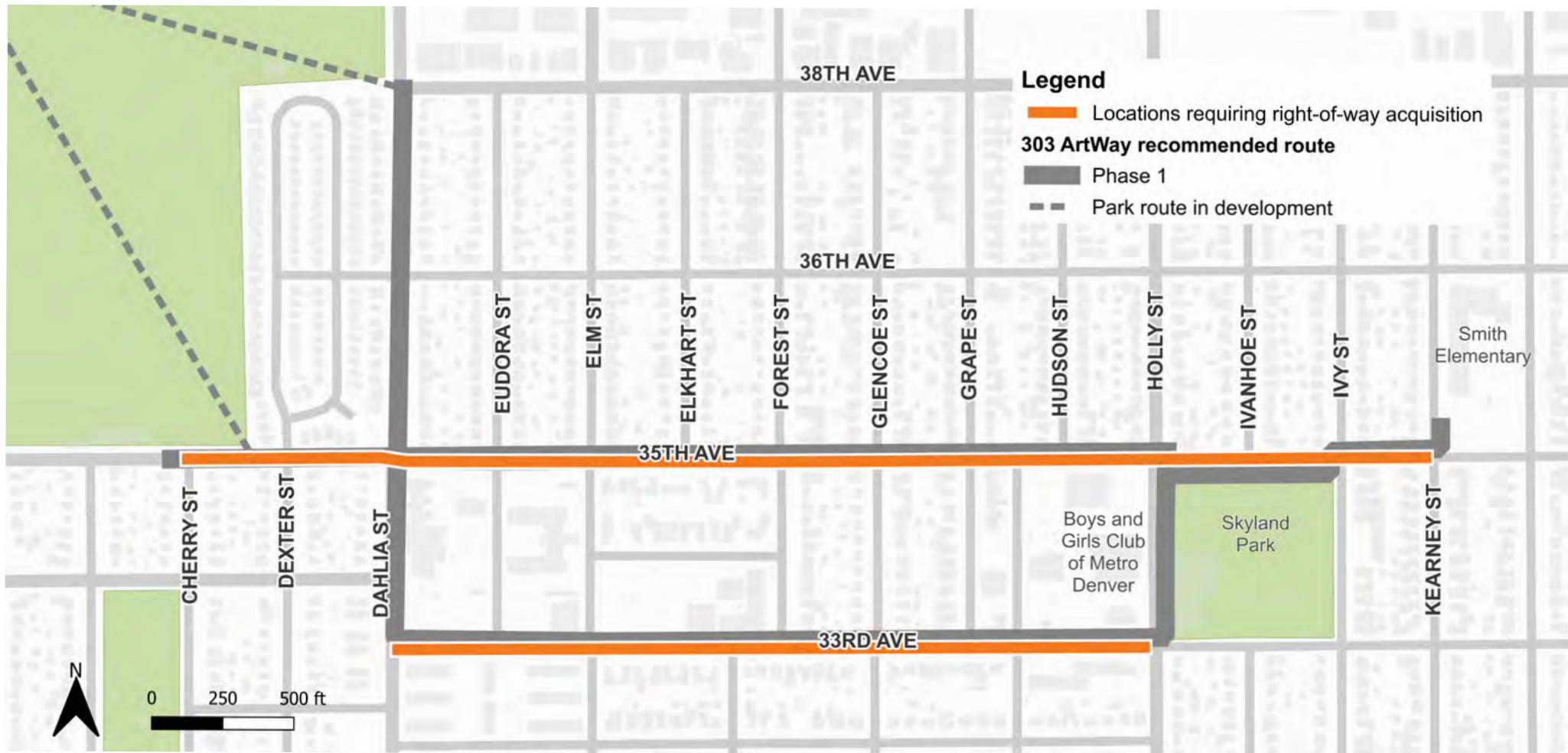
The following summary maps illustrate key elements of the recommended segment improvements along the 303 ArtWay alignment. Together, these maps provide a concise visual overview of proposed facility types along the route, as well as locations where implementation may require additional coordination or resources. Specifically, the maps identify where recommended bikeway facilities vary by segment, where right-of-way acquisition may be necessary, and where curb relocation could be required to accommodate the proposed improvements.



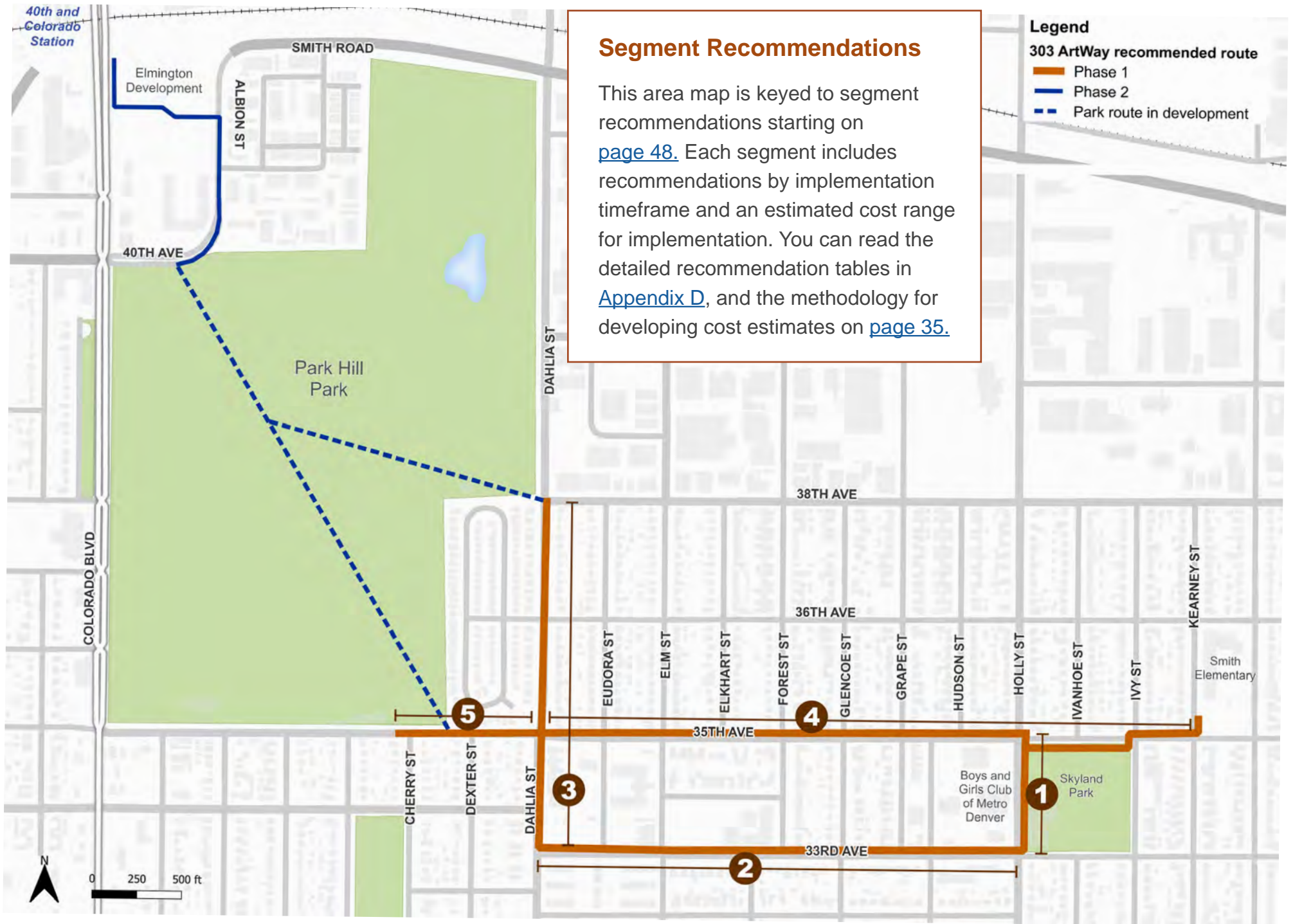
Map 1. 303 ArtWay Recommended Bike Infrastructure



Map 2. 303 ArtWay Potential Curb Relocation Needs



Map 3. 303 ArtWay Potential Right-of-Way Acquisition Needs



Map 4A. 303 ArtWay Route Map

Recommended Segment Projects

1 Holly Street from 35th Ave to 33rd Ave

Overview of Potential Impacts (see Table 2 for more information):



Traffic Calming



Drainage/Utility/Landscaping



Curb Relocation

Understanding of Existing Segment:

Holly Street is a residential collector (Blueprint Denver, Future Street Type) with one travel lane in each direction, angled and on-street parking, and existing high-comfort detached sidewalks. Denver Moves: Bikes Update recommends designating Holly Street as a neighborhood bikeway. Holly Street serves several community destinations including the Vickers Boys and Girls Club, Skyland Park, Hiawatha Davis Jr Recreation Center, and the Denver Public Library: Pauline Robinson Branch Library.

Phased Recommendations:

Medium-term:

- > Install speed humps to calm traffic across the corridor (contingent upon results of speed study).
- > Install a raised crossing across the Vickers Boys & Girls Club driveway. Install lighting to illuminate the driveway entrance.

Estimated implementation cost (see Chapter 5, Page 35 for the cost estimate methodology):

\$250,000 - \$500,000



Recommended Improvements:

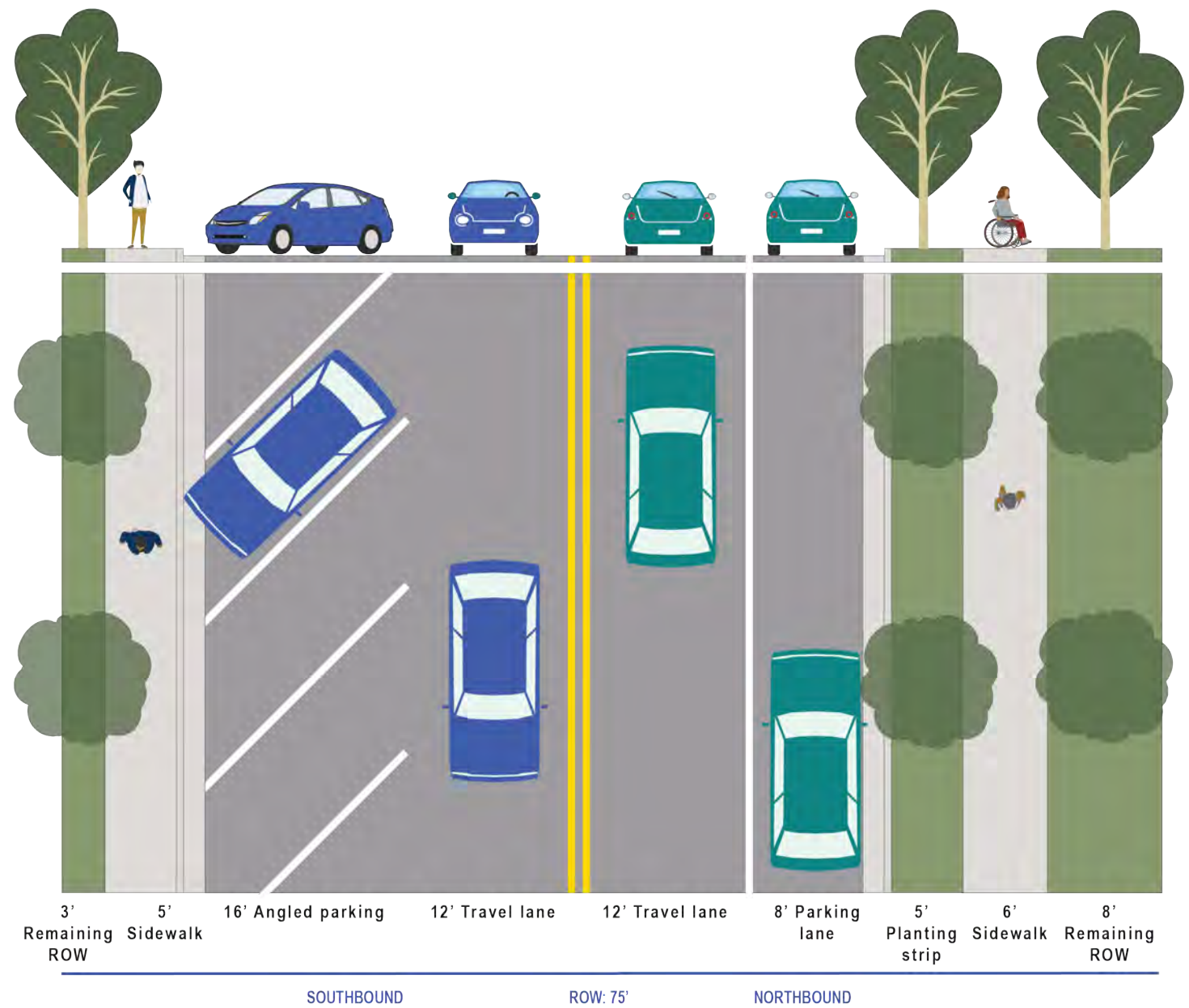
Holly Street includes a recommendation for curb relocation to narrow traffic lanes to support the installation of traffic calming elements on this future neighborhood bikeway (consistent with Denver Moves: Bikes Update). This approach was identified as the preferred solution to narrow the existing, wide 12-foot travel lanes to support traffic calming on Holly Street. Due to the challenges associated with curb relocation, future design efforts can explore alternative treatments that reduce construction complexity while maintaining the intent of the recommendation. For example, reallocating space to expand on-street parking and incorporating parking striping could visually narrow the travel way and achieve similar traffic-calming benefits.

Long-term:

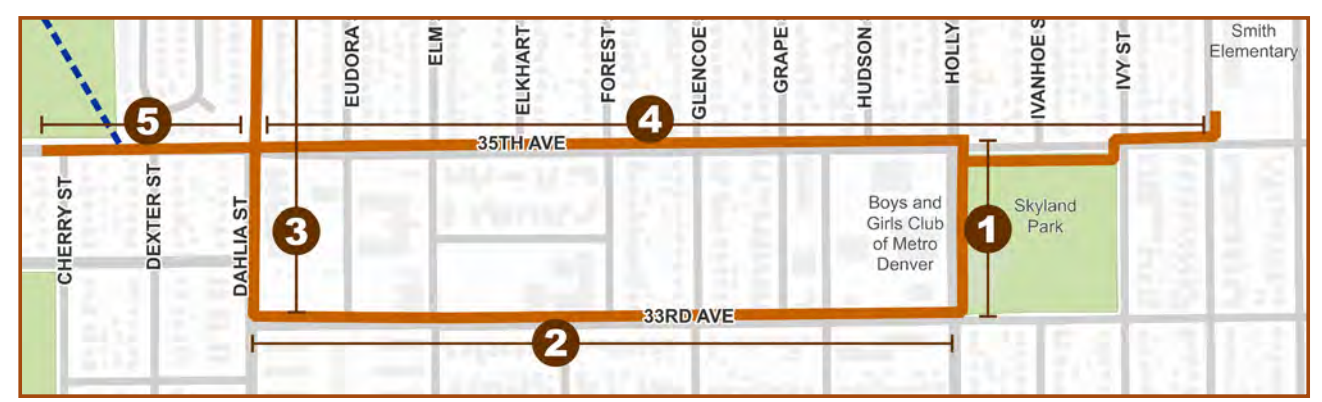
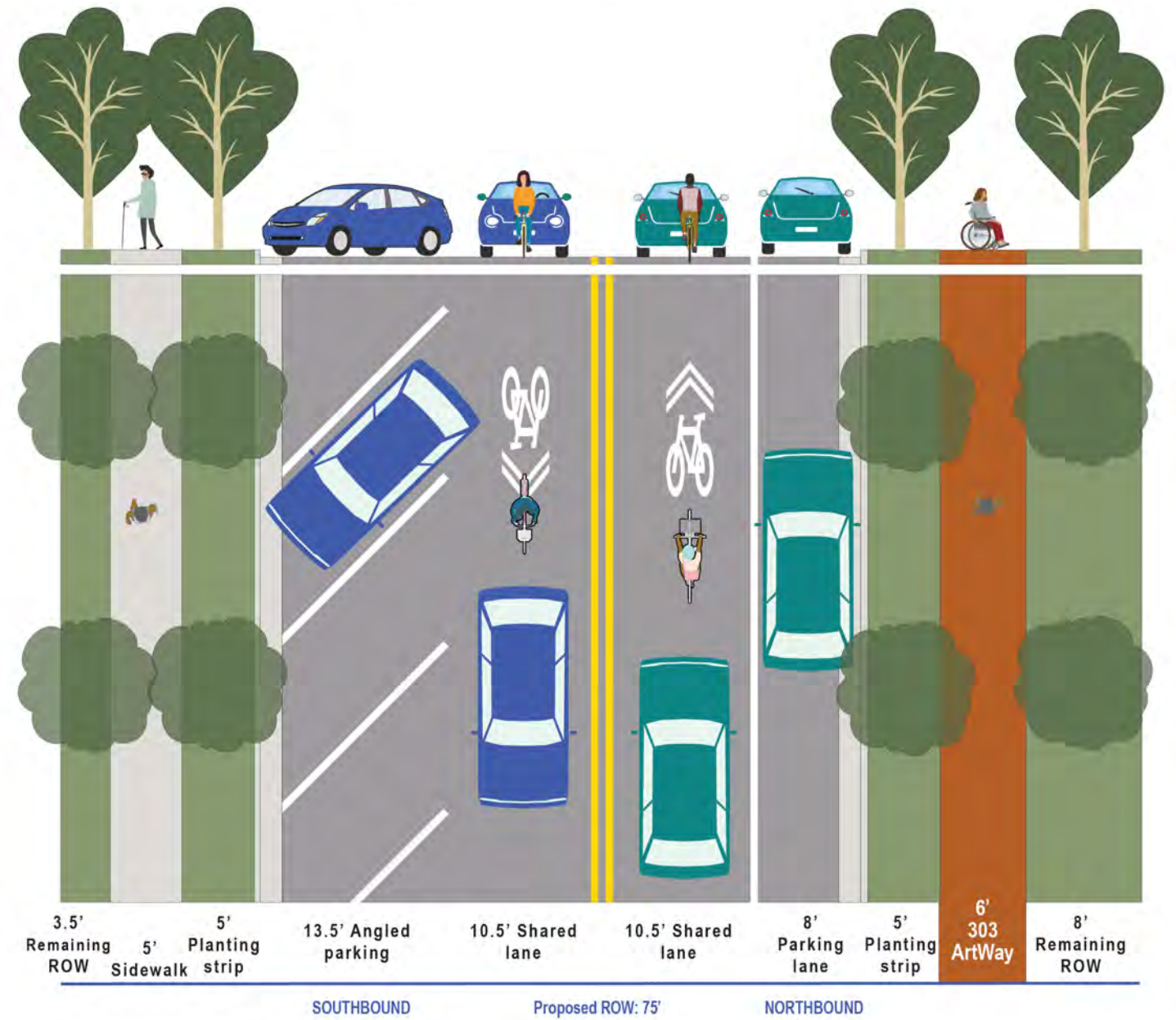
- > Widen the west side sidewalk to 5 feet and construct a 5 foot planting strip, relocating curb to narrow the roadway.

1

Holly Street: 35th Avenue to 33rd Avenue
Existing typical cross section



Holly Street: 35th Avenue to 33rd Avenue
Proposed typical cross section



2 33rd Avenue from Holly Street to Dahlia Street

Overview of Potential Impacts (see Table 2 for more information):



Informal Bike Route



Right-of-Way Recovery



Drainage/Utility/Landscaping



Driveway Conflicts



Right-of-Way Acquisition

Understanding of Existing Segment:

33rd Avenue is a local street with one travel lane in each direction and on-street parking. Private fences and driveways encroach into the public right-of-way. Denver Moves: Bikes Update does not recommend bike facilities on 33rd Avenue, but the context of the street suggests informal bike markings may be appropriate to direct 303 ArtWay bicyclists through the corridor. 33rd Avenue has a mix of single family and high-density housing, as well as a number of services and residences that support and home older adults.

Estimated implementation cost (see Chapter 5, Page 35 for the cost estimate methodology):

\$1 – 3.5 million



Recommended Improvements:

Recommendations avoid curb relocation by recovering or acquiring right-of-way to widen sidewalks. In the long-term, the north and south side sidewalks should be widened to 5 feet and paired with 5-foot planting strips by acquiring or recovering right-of-way. Although Denver Moves: Bikes Update does not recommend bike facilities on 33rd Avenue, traffic volumes align with those required for neighborhood bikeways. While this project does not recommend designating 33rd Avenue as a neighborhood bikeway, it does recommend installing sharrows and associated signage on 33rd Avenue to support the implementation of the 303 ArtWay as a walking and biking route.

While the north side of the corridor is less constrained, the presence of driveways will require careful consideration during the next phase of design. As design advances, alternatives may be explored to reduce resident impacts, such as widening the south side sidewalk as recommended but omitting the planting strip, despite not aligning with Denver Complete Streets Design Guidelines.

Phased Recommendations:

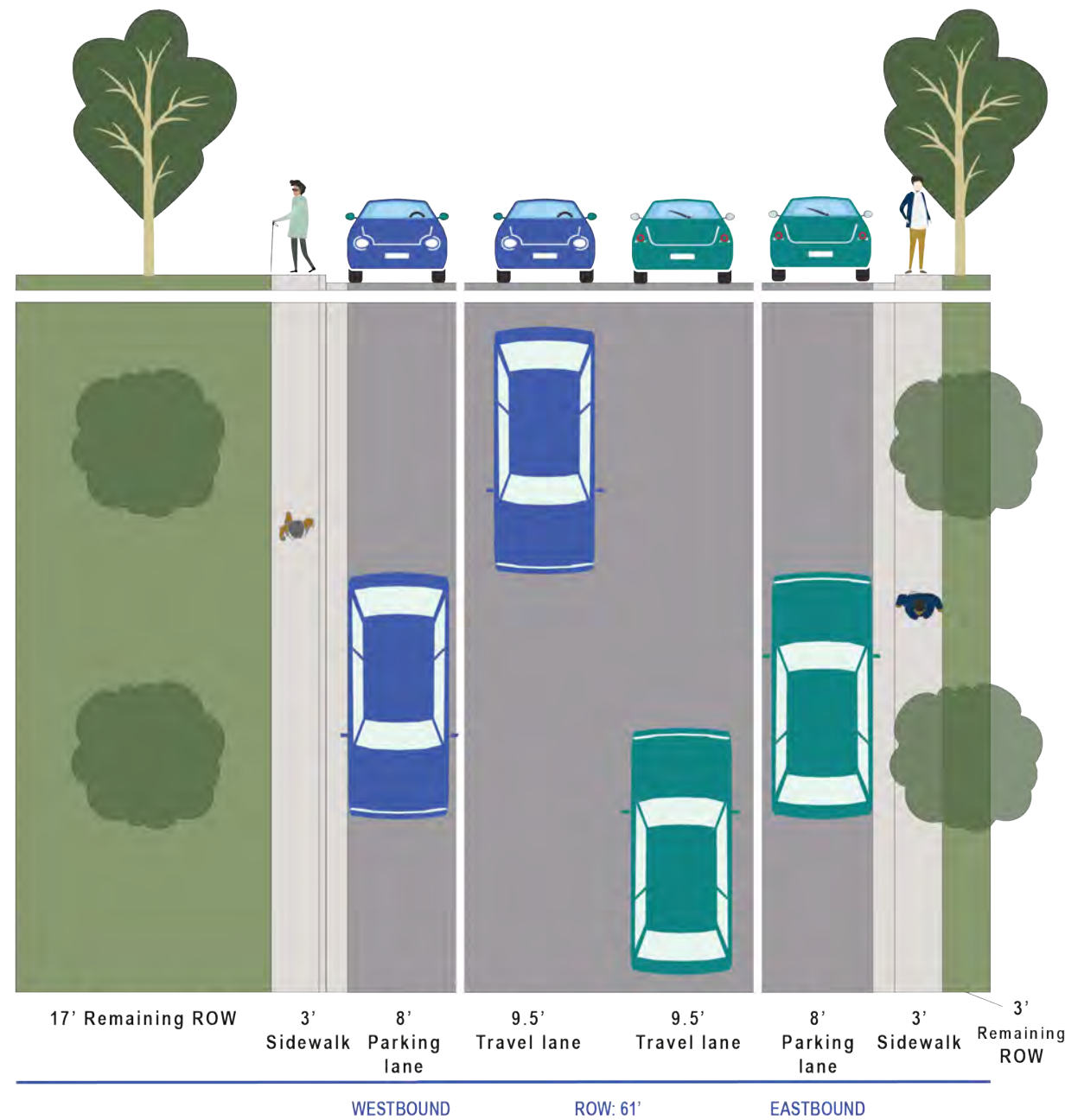
Medium-term:

- > Install neighborhood bikeway supportive traffic calming elements, like speed humps, to calm traffic across the corridor (contingent upon results of speed study).

2

33rd Avenue: Holly Street to Dahlia Street

Existing typical cross section

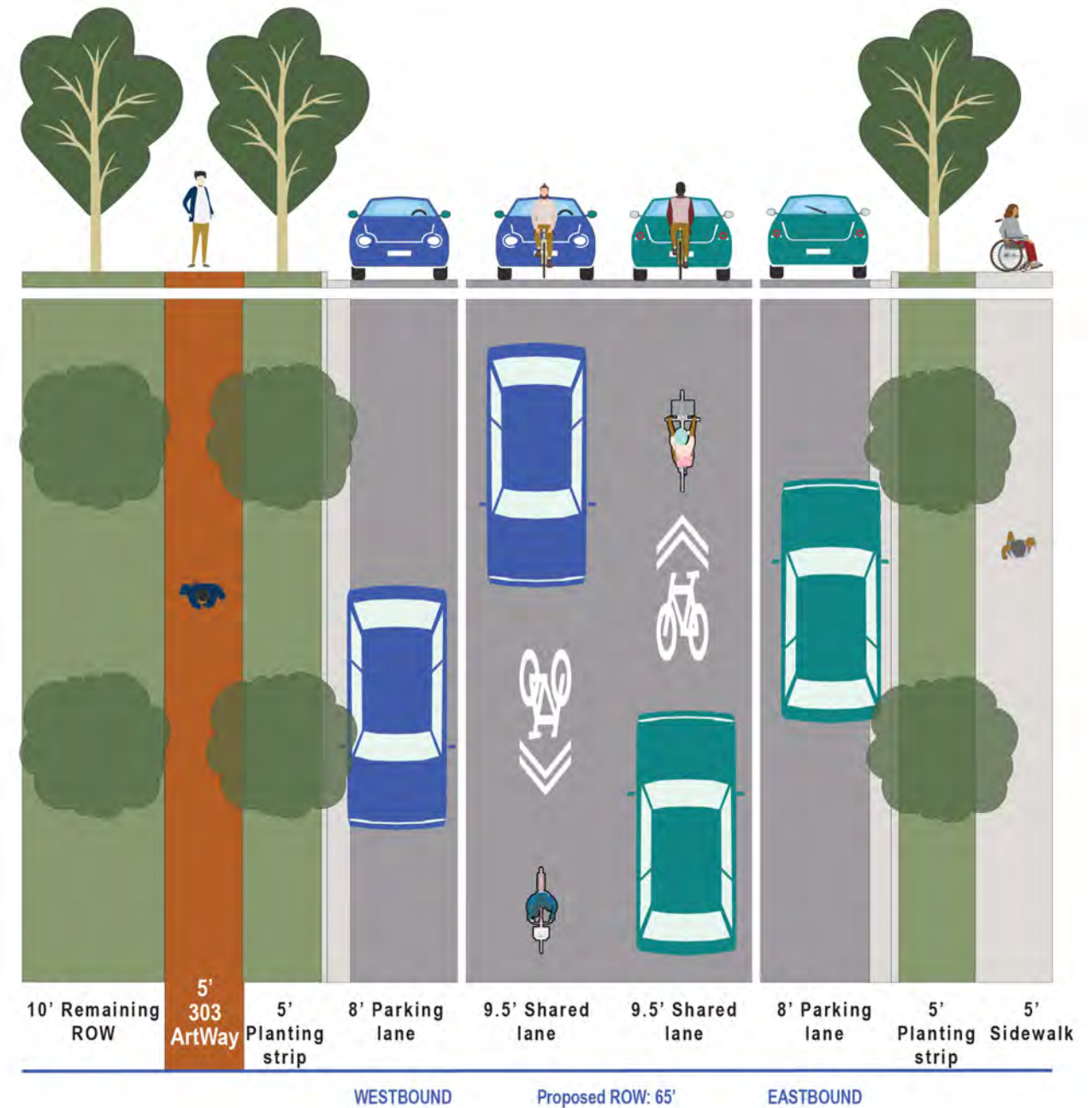


Long-term:

- > From Holly Street to Elm Street, implement the 303 ArtWay by widening the north side sidewalk to 5 feet and build a 5-foot planting strip. Widen the south side sidewalk to 5 feet and build a 5-foot planting strip as a secondary priority.

33rd Avenue: Holly Street to Dahlia Street

Proposed typical cross section



3 Dahlia Street from 33rd Avenue to 38th Avenue

Overview of Potential Impacts (see Table 2 for more information):



Traffic Calming



Drainage/Utility/Landscaping

Understanding of Existing Segment:

Dahlia Street is a residential collector (Blueprint Denver, Future Street Type) with one travel lane in each direction, on-street parking, and existing high-comfort detached sidewalks. Denver Moves: Bikes Update recommends designating Dahlia Street as a neighborhood bikeway. Dahlia Street almost entirely consists of single-family housing and provides access to the future Park Hill Park via 35th Avenue and 38th Avenue.

Phased Recommendations:

Short- to medium-term:

Install speed humps and painted medians to calm traffic across corridor (contingent upon results of speed study).

Estimated implementation cost (see Chapter 5, Page 35 for the cost estimate methodology):

\$250,000 - \$500,000

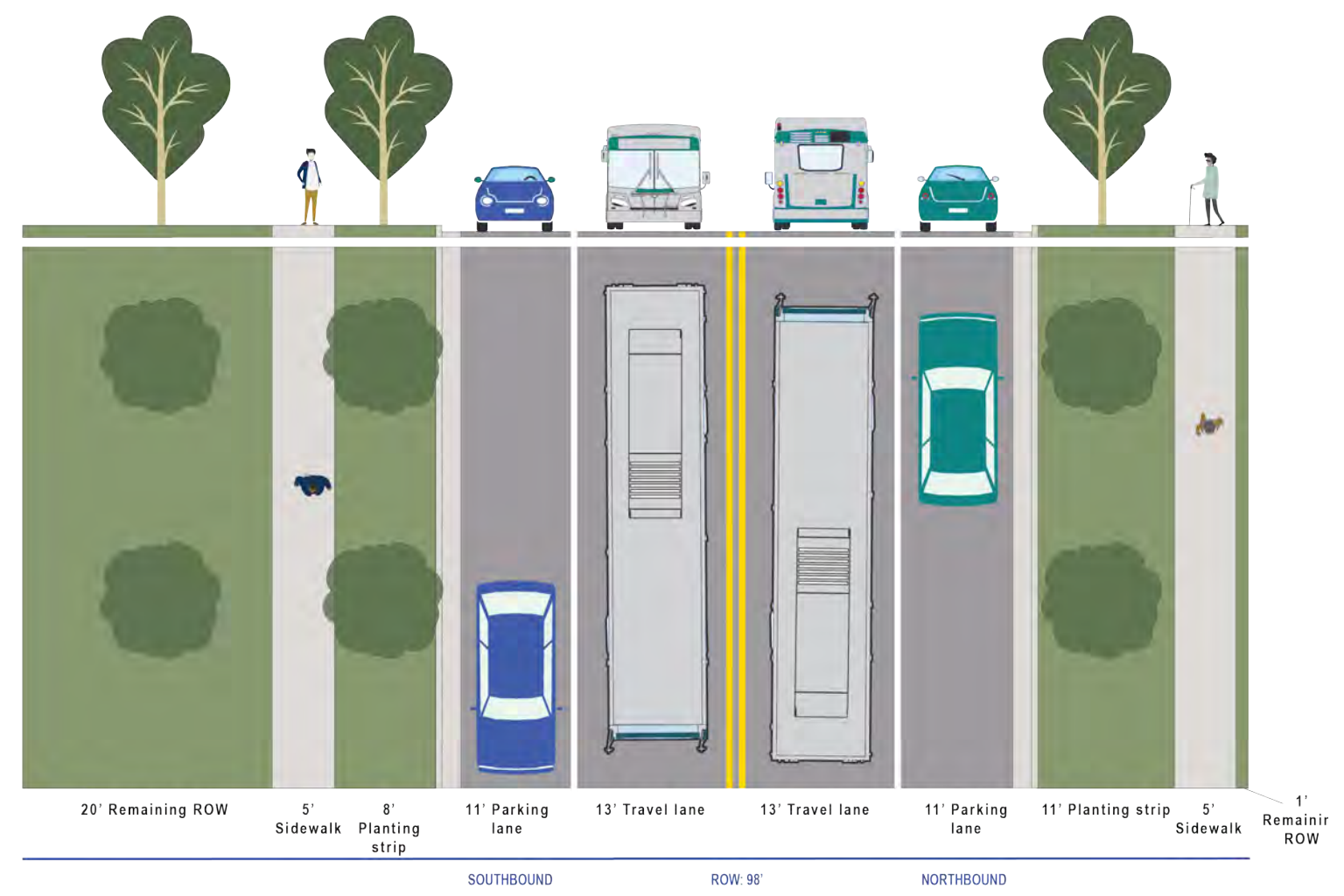


Recommended Improvements:

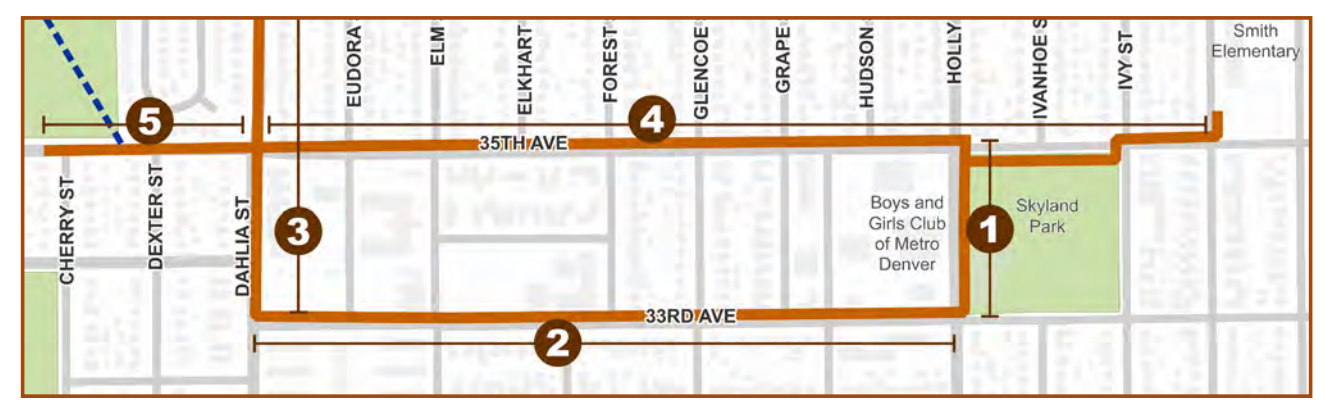
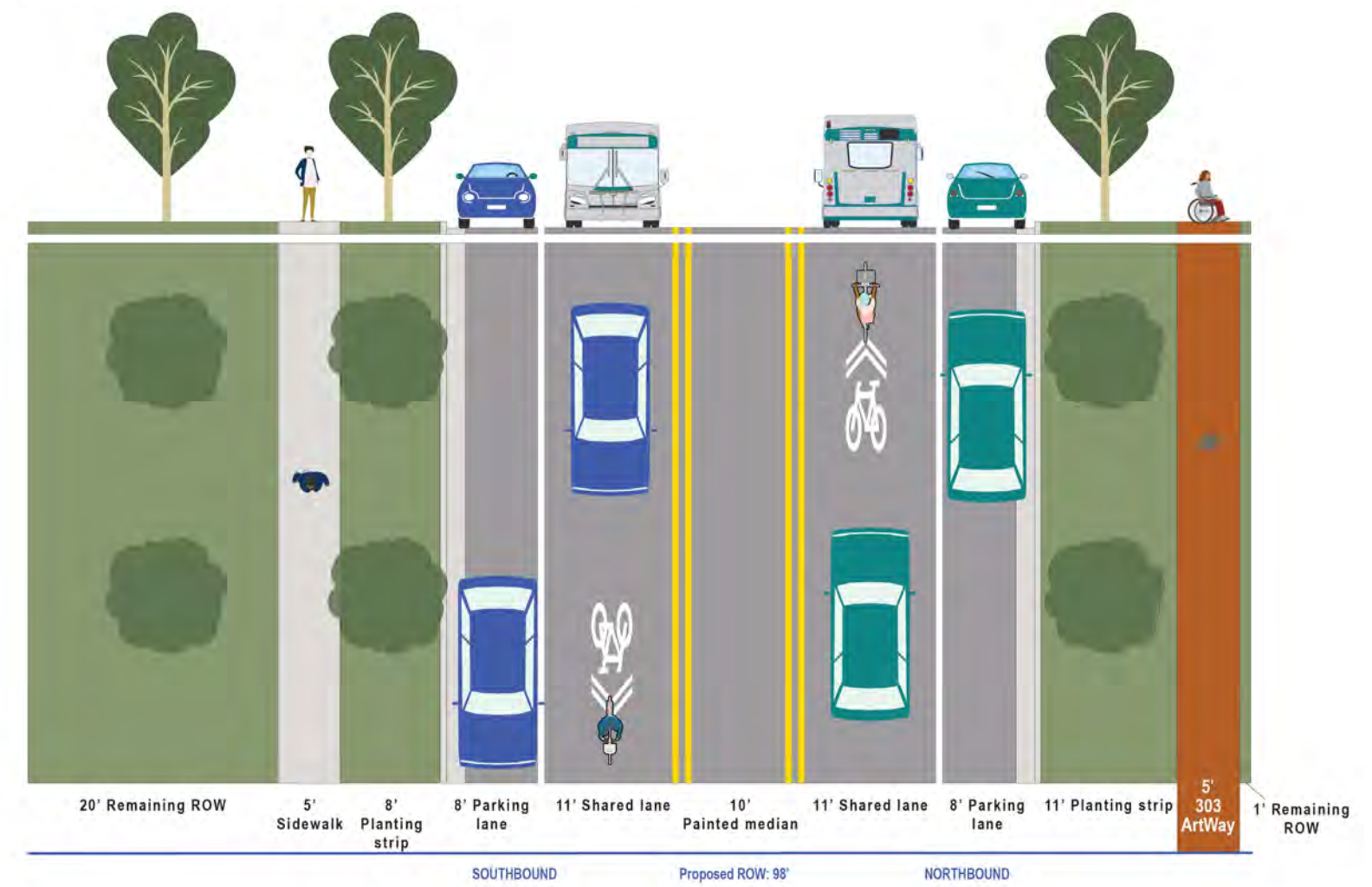
Recommendations include marking and signing the east side sidewalk as the 303 ArtWay route. Sidewalk widening is not required on either side. To support the 303 ArtWay along this recommended neighborhood bikeway (Denver Moves: Bikes Update) without narrowing the roadway, traffic calming measures, including speed humps and painted medians, are recommended across the segment. A painted median is achieved by narrowing travel lanes from 13 feet to 11 feet and narrowing parking lanes from 11 feet to 8 feet.

3

Dahlia Street: 33rd Avenue to 38th Avenue
Existing typical cross section



Dahlia Street: 33rd Avenue to 38th Avenue
Proposed typical cross section



4 35th Avenue from Dahlia Street to Jasmine Street

Overview of Potential Impacts (see Table 2 for more information):



Traffic Calming



Drainage/Utility/Landscaping



Right-of-Way Recovery



Right-of-Way Acquisition



Bus Stop Upgrades

Understanding of Existing Segment:

35th Avenue from Dahlia Street to Jasmine Street is a residential collector (Blueprint Denver, Future Street Type) with one travel lane in each direction, standard dedicated bike lanes (Dahlia Street to Holly Street and Ivy Street to Jasmine Street), neighborhood bikeway designation (Holly Street to Ivy Street only) and sidewalks that vary in width and consistency. On the north side of 35th Avenue, private fences and driveways encroach into the public right-of-way. On the south side, utilities serve as barriers to back-of-curb improvements. 35th Avenue from Dahlia Street to Elm Street and from Forest Street to Holly Street serves RTD route 38, which runs every 30 minutes.

Estimated implementation cost (see Chapter 5, Page 35 for the cost estimate methodology):

\$1 – 3.5 million



Recommended Improvements:

Recommendations along 35th Avenue from Dahlia Street to Jasmine Street avoid curb relocation by recovering right-of-way on the north side and acquiring right-of-way on the south side of the corridor to widen sidewalks. The south side of 35th Avenue was selected for the 303 ArtWay alignment to leverage existing high-comfort detached sidewalks near the Dahlia Street intersection and to improve connectivity through Skyland Park at the southeast corner of 33rd Avenue and Holly Street.

Right-of-way acquisition was identified as the preferred approach for sidewalk widening to support 303 ArtWay implementation and other city priorities, including planned bus stop upgrades. However, back-of-curb improvements along 35th Avenue would require extensive coordination with residents on both sides of the street due to existing structures and shallow driveways. In addition, major utility and tree relocation or removal would be required, resulting in substantial impacts to adjacent properties.

While these improvements reflect long-standing community priorities for the ArtWay and sidewalk upgrades, and avoiding curb relocation would allow improvements to be implemented more quickly, the potential impacts to residents are acknowledged. To help minimize impacts at the planning level, this project recommends sidewalk widening on the north side of 35th Avenue without implementing a planting strip, despite not providing adequate space for bus stop

upgrades. The project team felt that, due to structures and driveways on the north side, additional right-of-way recovery beyond sidewalk widening would be problematic. As design advances, other alternative treatments may be explored to reduce resident impacts and the cost and complexity associated with utility relocation and right-of-way acquisition.

Phased Recommendations:

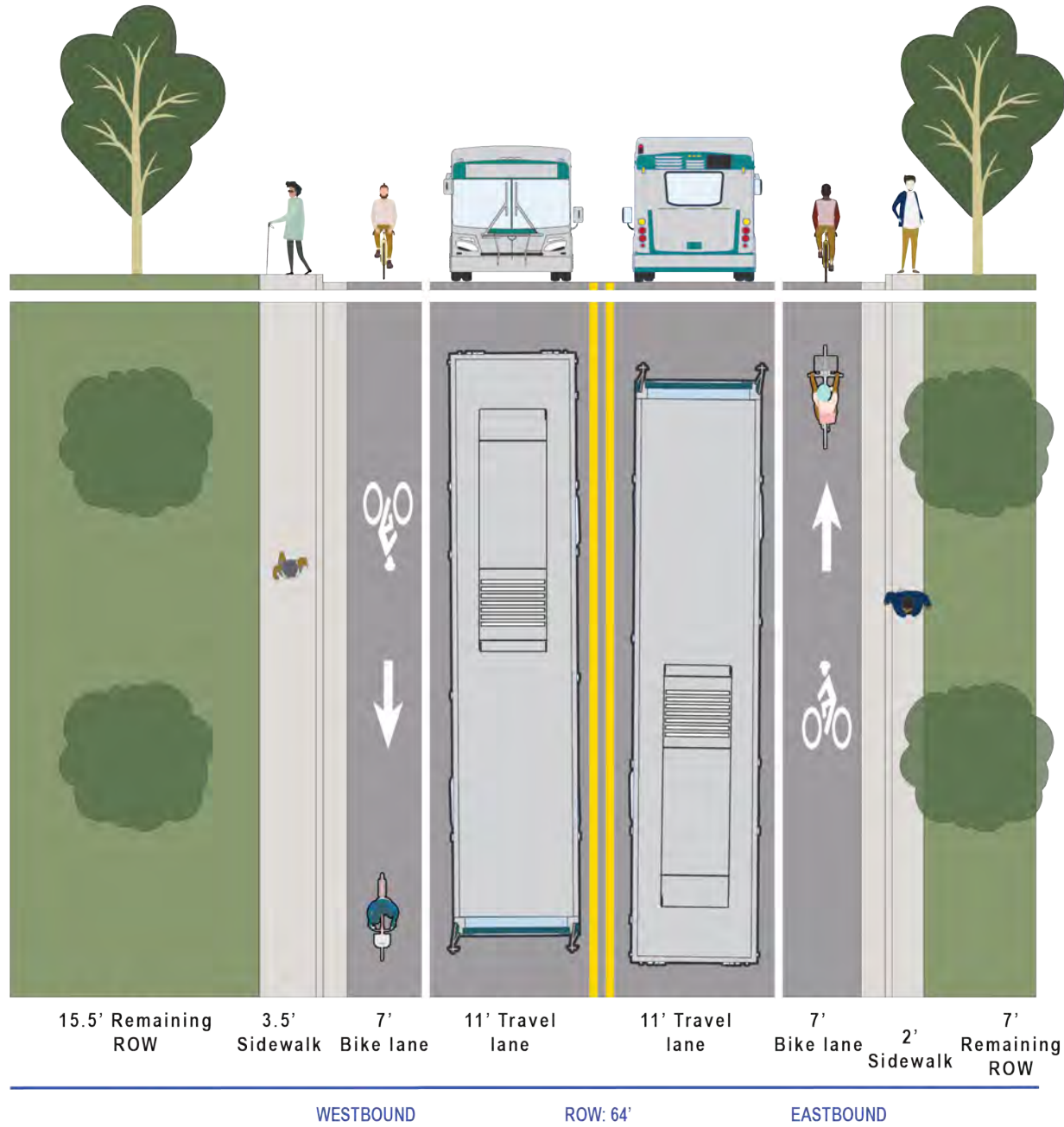
Medium-term

- > Install traffic calming elements, like speed humps, to calm traffic across the corridor (contingent upon results of speed study).

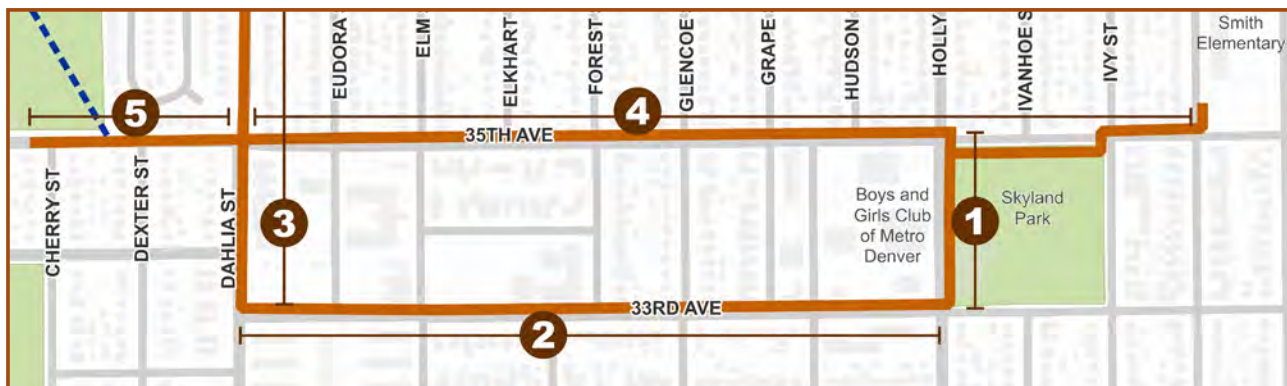
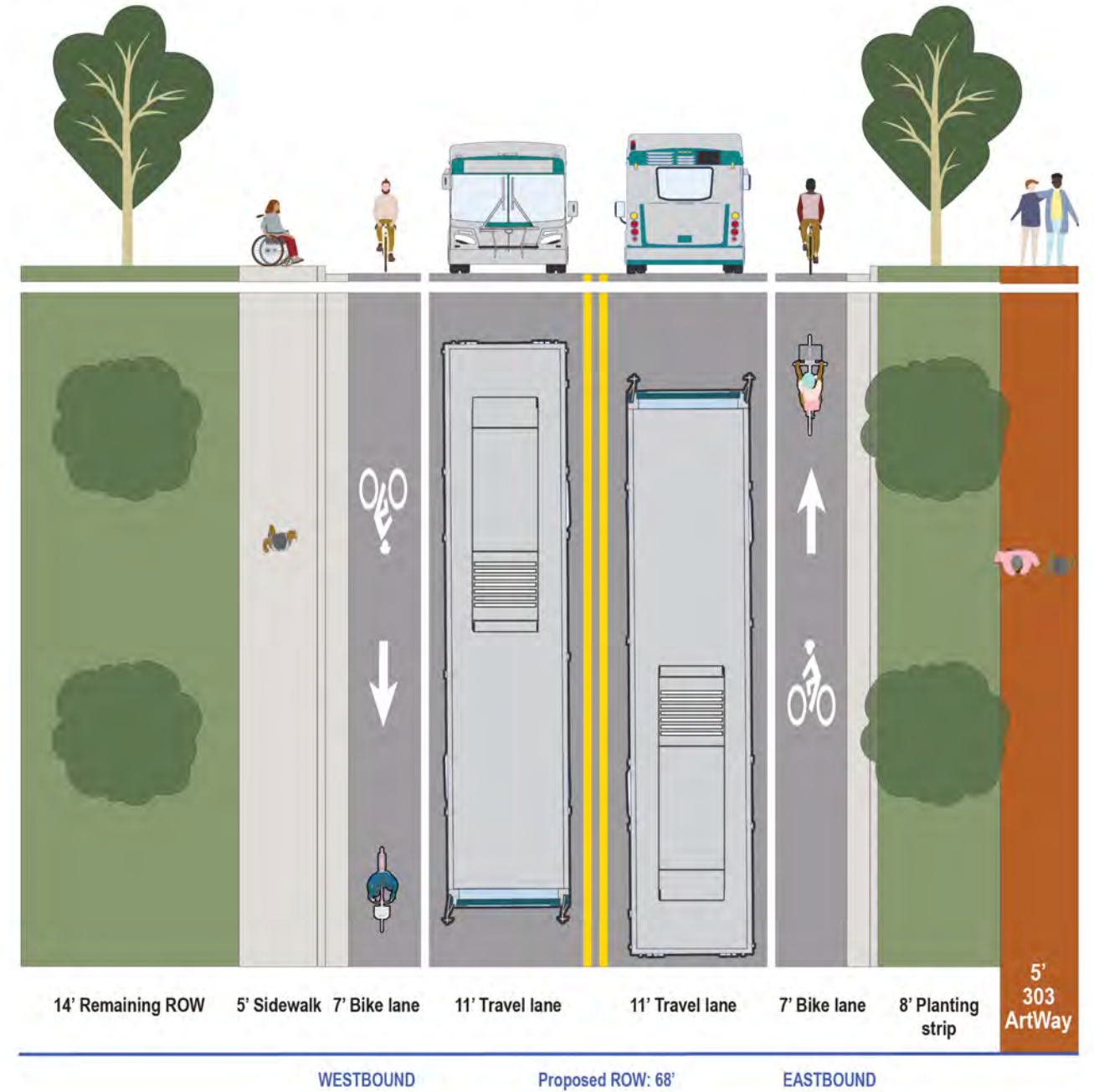
Long-term:

- > Implement the 303 ArtWay by widening the south side sidewalk to 5 feet and constructing an 8-foot planting strip. Widen the north side sidewalk to 5 feet as a secondary priority.

35th Avenue: Dahlia Street to Jasmine Street
Existing typical cross section



35th Avenue: Dahlia Street to Jasmine Street
Proposed typical cross section



5**35th Avenue from Cherry Street to Dahlia Street**

Overview of Potential Impacts (see Table 2 for more information):



Traffic Calming



Drainage/Utility/Landscaping



Right-of-Way Acquisition

Understanding of Existing Segment:

35th Avenue from Cherry Street to Dahlia Street is a residential collector (Blueprint Denver, Future Street Type) with one travel lane in each direction. The segment runs adjacent to the southern boundary of the future Park Hill Park, and connects to one of the entry points to Park Hill Park as identified by the city. The north side of 35th Avenue features high-comfort 6-foot sidewalks and 10-foot planting strips. On the south side, sidewalks are narrow and existing fences serve as barriers

Phased Recommendations:**Medium-term:**

- > Install speed humps to calm traffic across corridor (contingent upon results of speed study).
- > Install protected bike lanes.

Estimated implementation cost (see Chapter 5, Page 35 for the cost estimate methodology):

< \$250,000



to back-of-curb improvements. Denver Moves: Bikes Update recommends installing protected bike lanes on this segment of 35th Avenue.

Recommended Improvements:

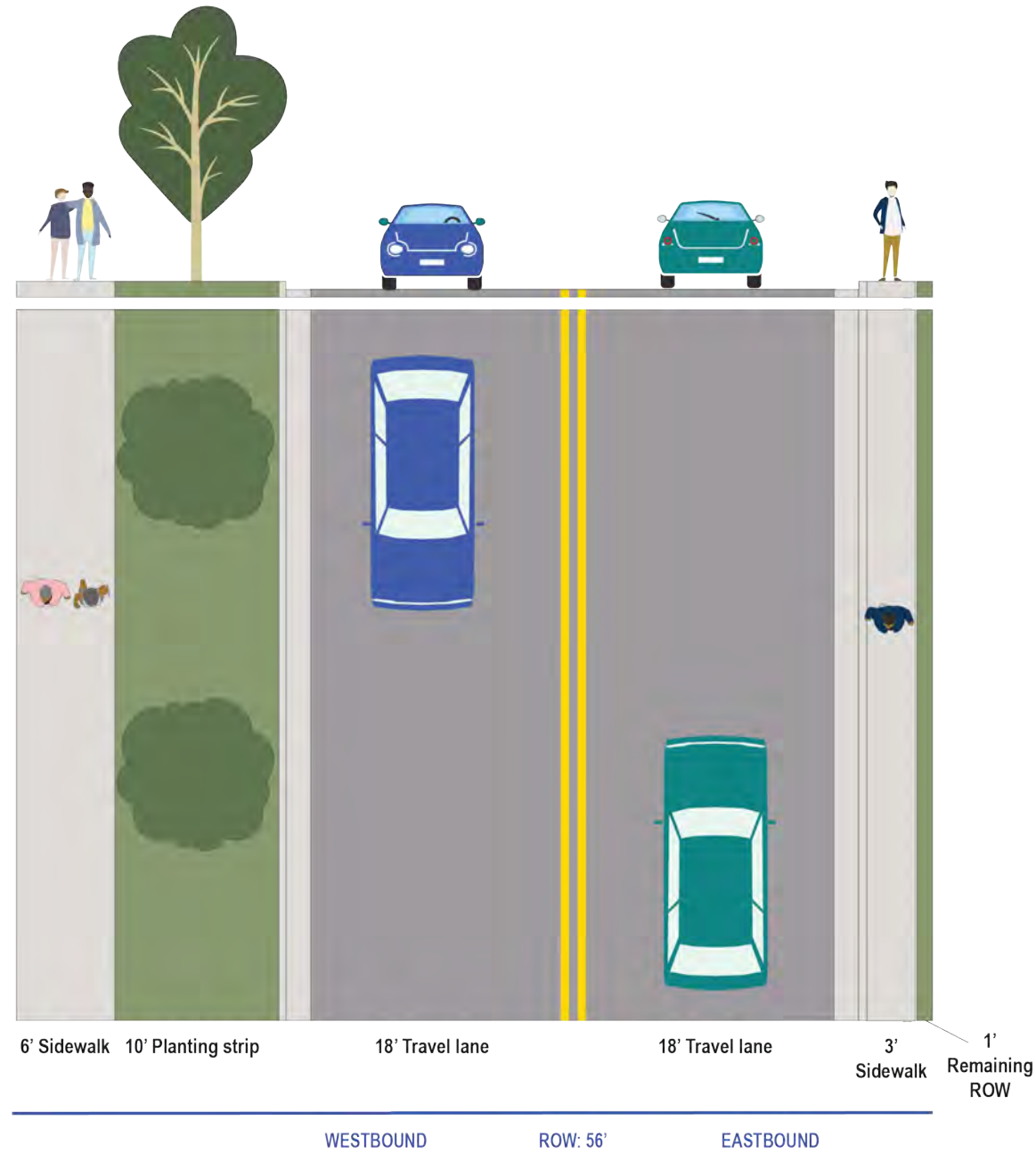
The 303 ArtWay is recommended to be implemented along the existing wide sidewalk on the north side. Supplementary improvements for this segment include widening the south side sidewalk to 5 feet and building a 5-foot planting strip by acquiring right-of-way.

Long-term:

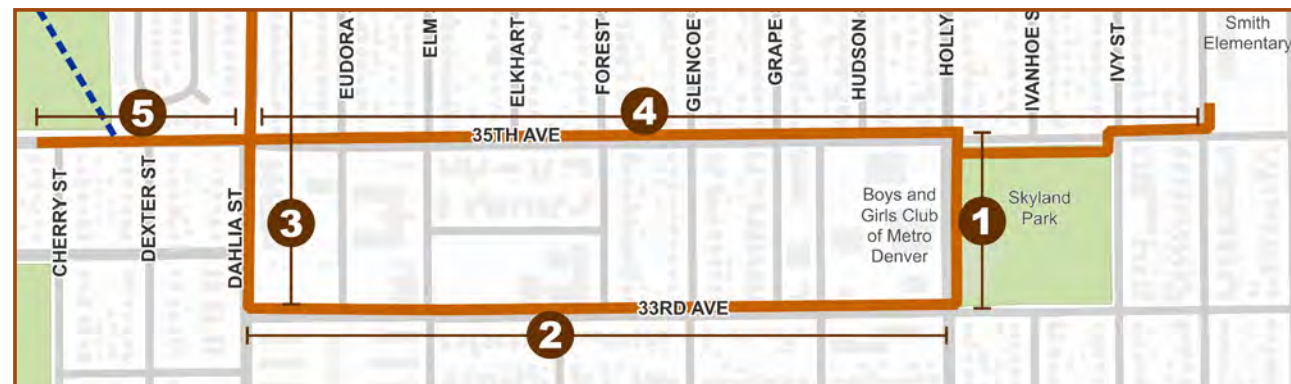
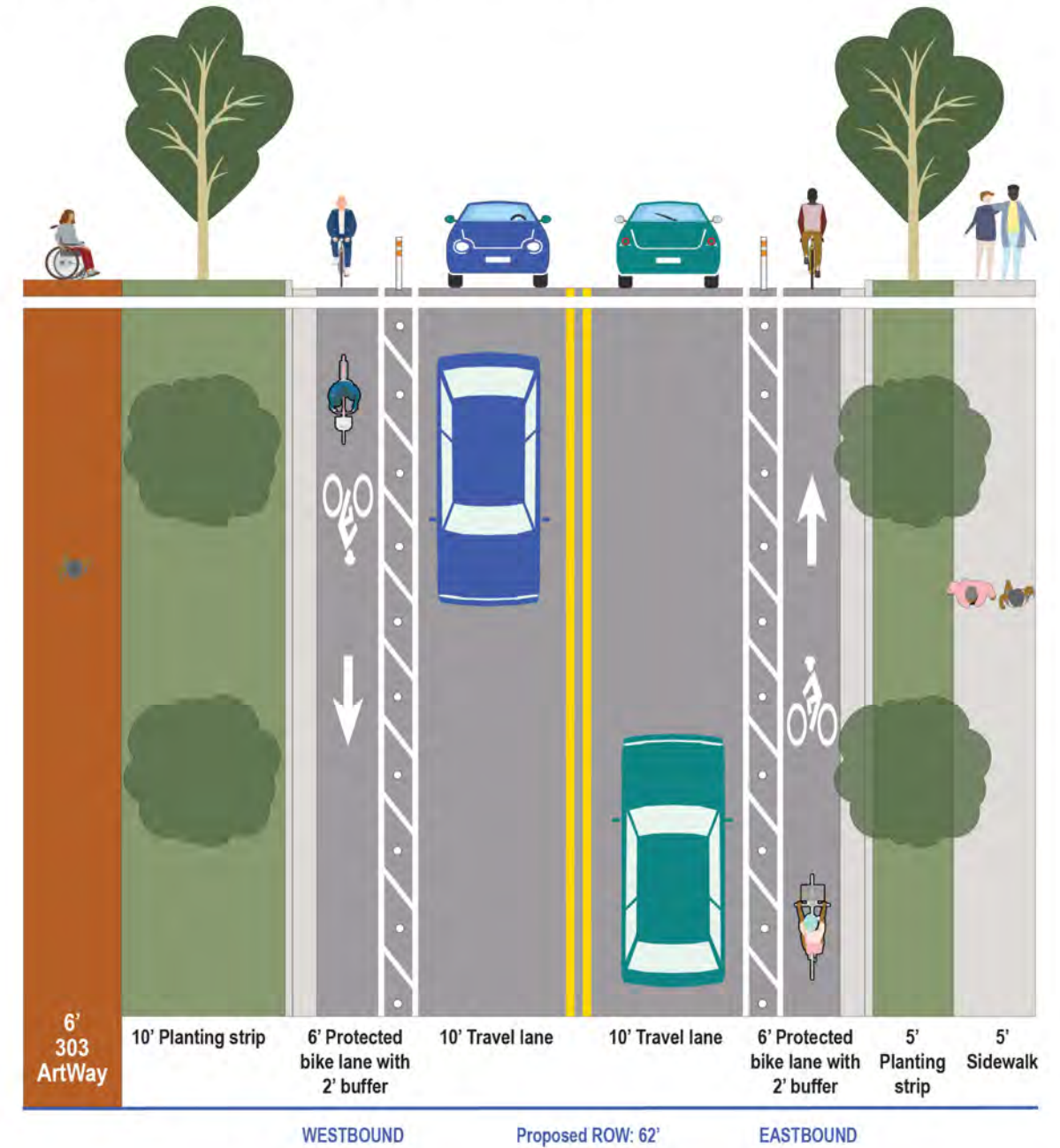
- > Widen the south side sidewalk to 5 feet and build a 5-foot planting strip.

5

35th Avenue: Cherry Street to Dahlia Street
Existing typical cross section



35th Avenue: Cherry Street to Dahlia Street
Proposed typical cross section



Typical Intersection Types and Recommendations

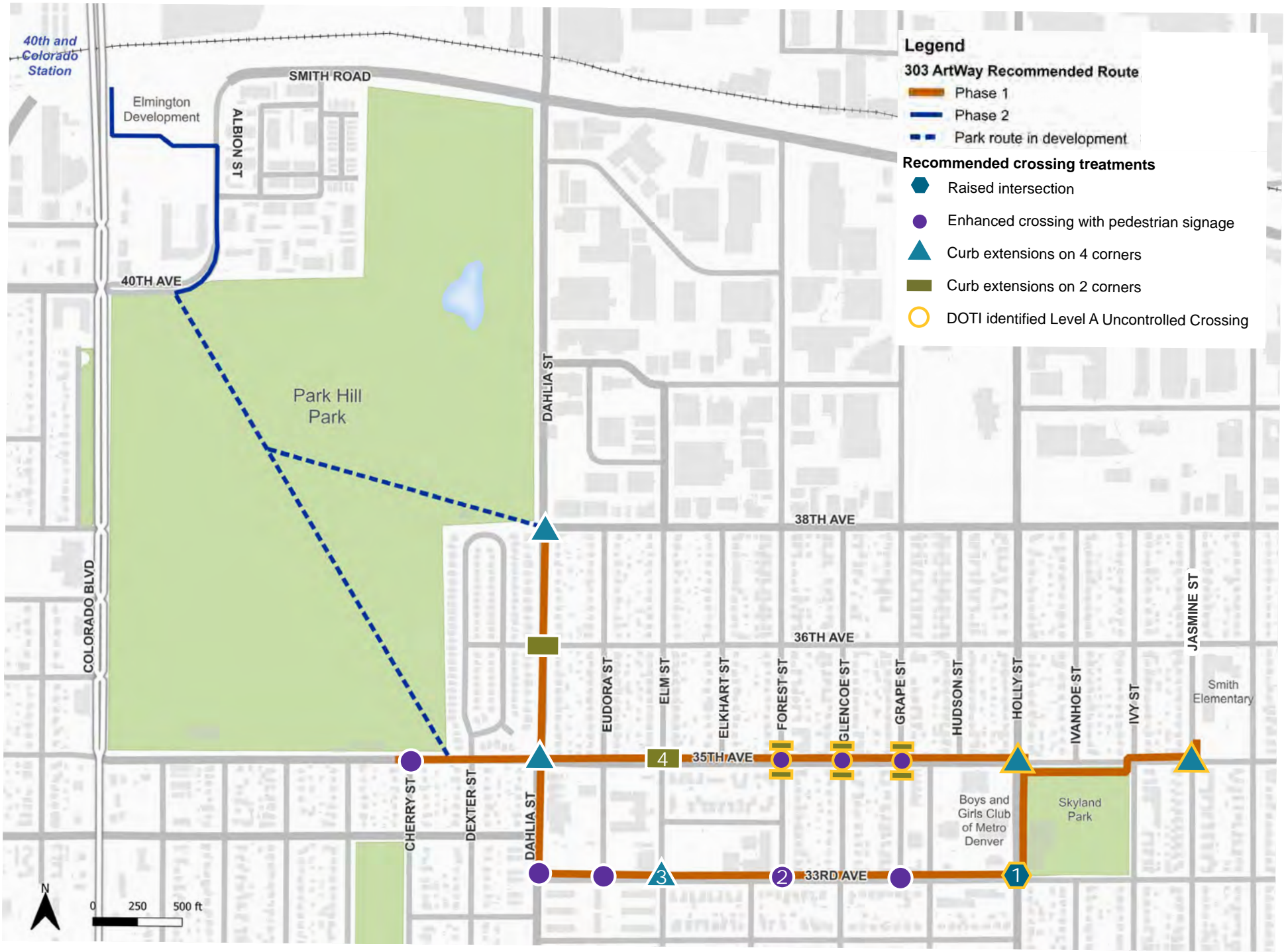
Because of the conceptual nature of this project, it was not feasible to develop detailed crossing recommendations for every intersection along the 303 ArtWay. The project team therefore identified four crossing treatment types applicable to multiple locations along the corridor and developed concept plans for four representative locations to illustrate how these treatments could be implemented.

In developing these concepts, the project team considered locations where the city has already recommended enhanced crossings along the alignment, as well as additional crossing improvements needed to support the 303 ArtWay. Enhanced crossing opportunities previously identified by DOTI are categorized as Level A or Level B based on traffic volumes, operating speeds, and roadway configuration, consistent with Denver's Uncontrolled Pedestrian Crossing Guidelines. Level A crossings represent the lowest level of enhancement and crossing treatments typically include high-visibility crosswalk markings and advance signing, appropriate on lower-speed, lower-volume streets. Level B crossings are identified along wider roads where traffic speeds or volumes are higher, and crossing treatments typically include active warning devices

such as Rectangular Rapid Flashing Beacons (RRFBs), often in combination with geometric enhancements such as median refuge islands or curb extensions.

While the Uncontrolled Pedestrian Crossing Guidelines informed the development of the concepts, all recommended crossings remain subject to confirmation that the applicable criteria are met or approval by a city Traffic Engineer.

The area map below is keyed to typical intersection types starting on [page 60](#). Each intersection type includes an illustrated example location and an estimated cost range for implementation. You can read the methodology for developing cost estimates on [page 35](#) and more detailed crossing recommendations in [Appendix D](#). The illustrations also highlight examples of potential impacts and constraints that may need to be addressed as projects advance into future design phases. These call-outs are not intended to be exhaustive, but rather to convey representative issues that may be encountered and inform subsequent, more detailed analysis.



Map 5. 303 ArtWay Route and Locations of Crossing Recommendations

1 Raised Intersection

Definition: When an entire intersection surface is elevated above the surrounding roadway, creating a continuous level area for pedestrians and vehicles.

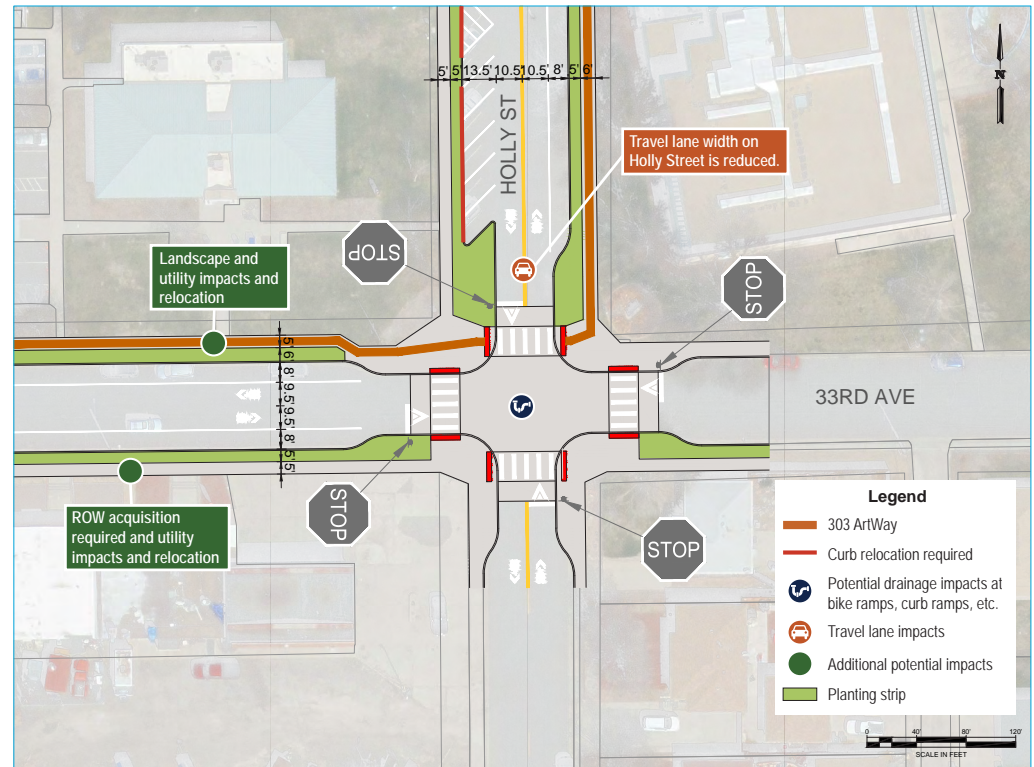
Benefits: Visually and physically signals drivers to slow down while improving pedestrian visibility and accessibility.

Purpose: Recommended at four-way stops that serve as gateway intersections.

Example location shown in illustration: Holly Street and 33rd Avenue

Other locations where raised intersections are also recommended:

- > Dahlia Street and 38th Avenue

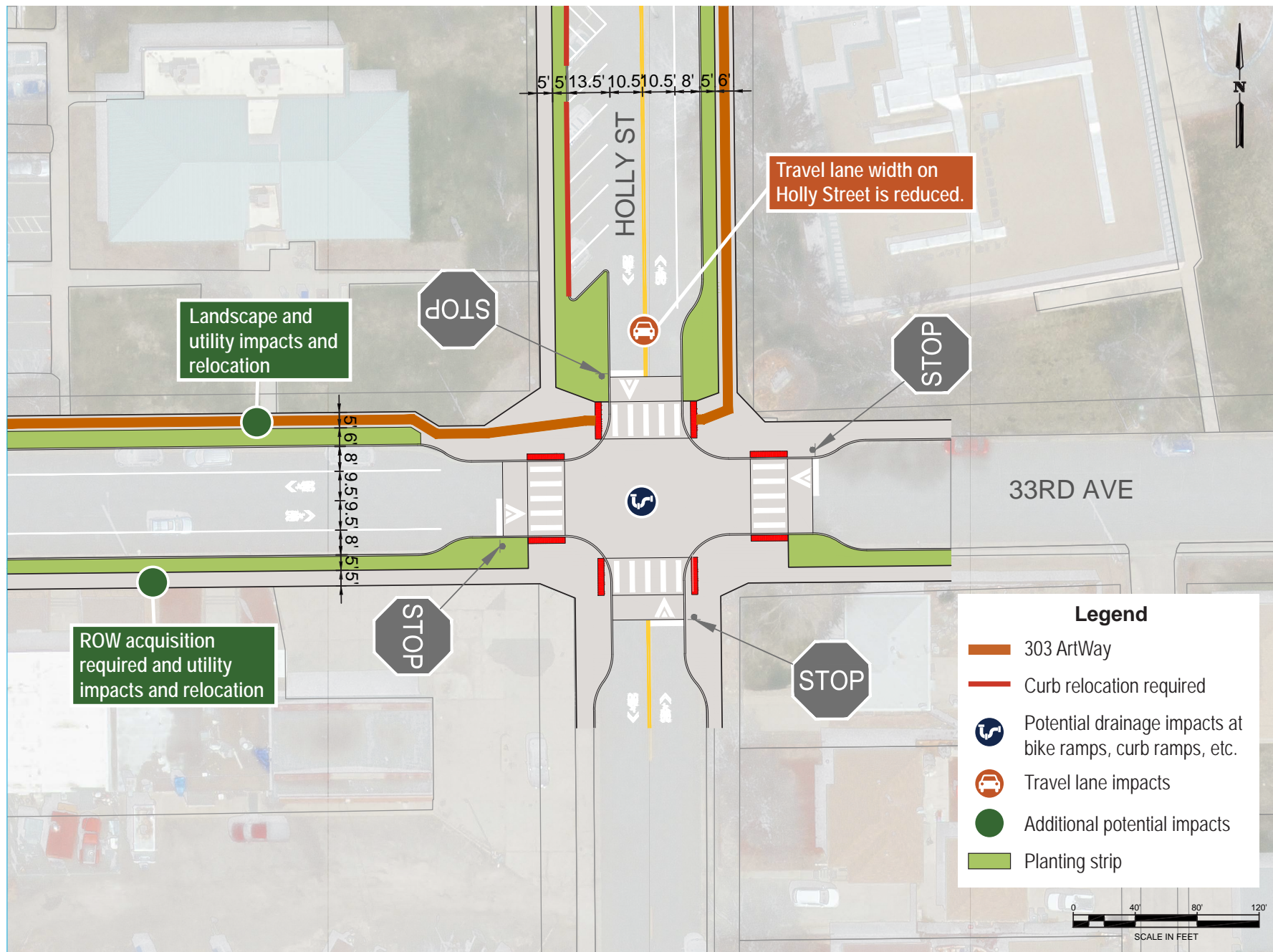


Intersection 1. Intersection type concept for a raised intersection shown at Holly Street and 33rd Avenue

Estimated implementation cost (see Chapter 5, Page 35 for the cost estimate methodology):

\$500,000 - \$1 million





Intersection 1. Intersection type concept for a raised intersection shown at Holly Street and 33rd Avenue

2 Enhanced Crossing with Pedestrian Signage

Definition: A marked crosswalk, typically midblock or at unsignalized intersections, augmented with “Yield Here to Pedestrians” signage.

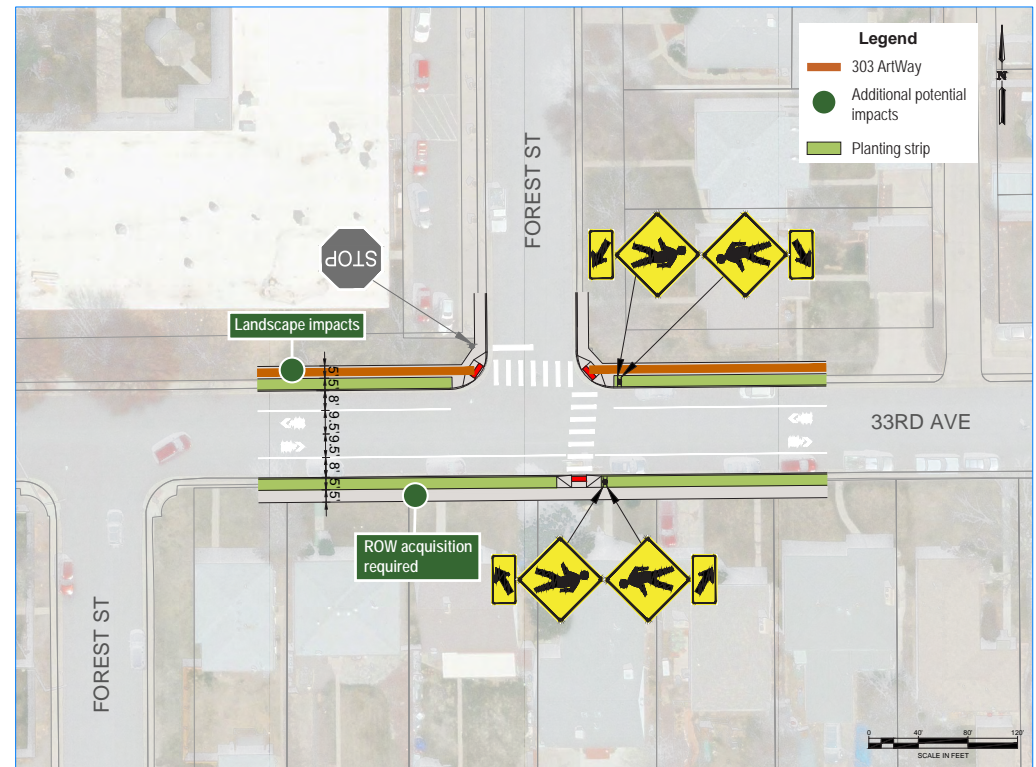
Benefits: Increases driver awareness and proper yielding, reduces pedestrian–vehicle conflicts and crash risk, and improves overall safety at unsignalized crossings.

Purpose: Recommended at two-way stops or t-intersections where there are gaps in crossing opportunities that would connect people to the 303 ArtWay alignment.

Example location shown in illustration: Forest Street crossing 33rd Avenue

Other locations where raised intersections are also recommended:

- > Grape Street crossing 33rd Avenue
- > Eudora Street crossing 33rd Avenue
- > 33rd Avenue crossing Dahlia Street
- > Grape Street crossing 35th Avenue
- > Glencoe Street crossing 35th Avenue
- > Forest Street crossing 35th Avenue
- > Cherry Street crossing 35th Avenue

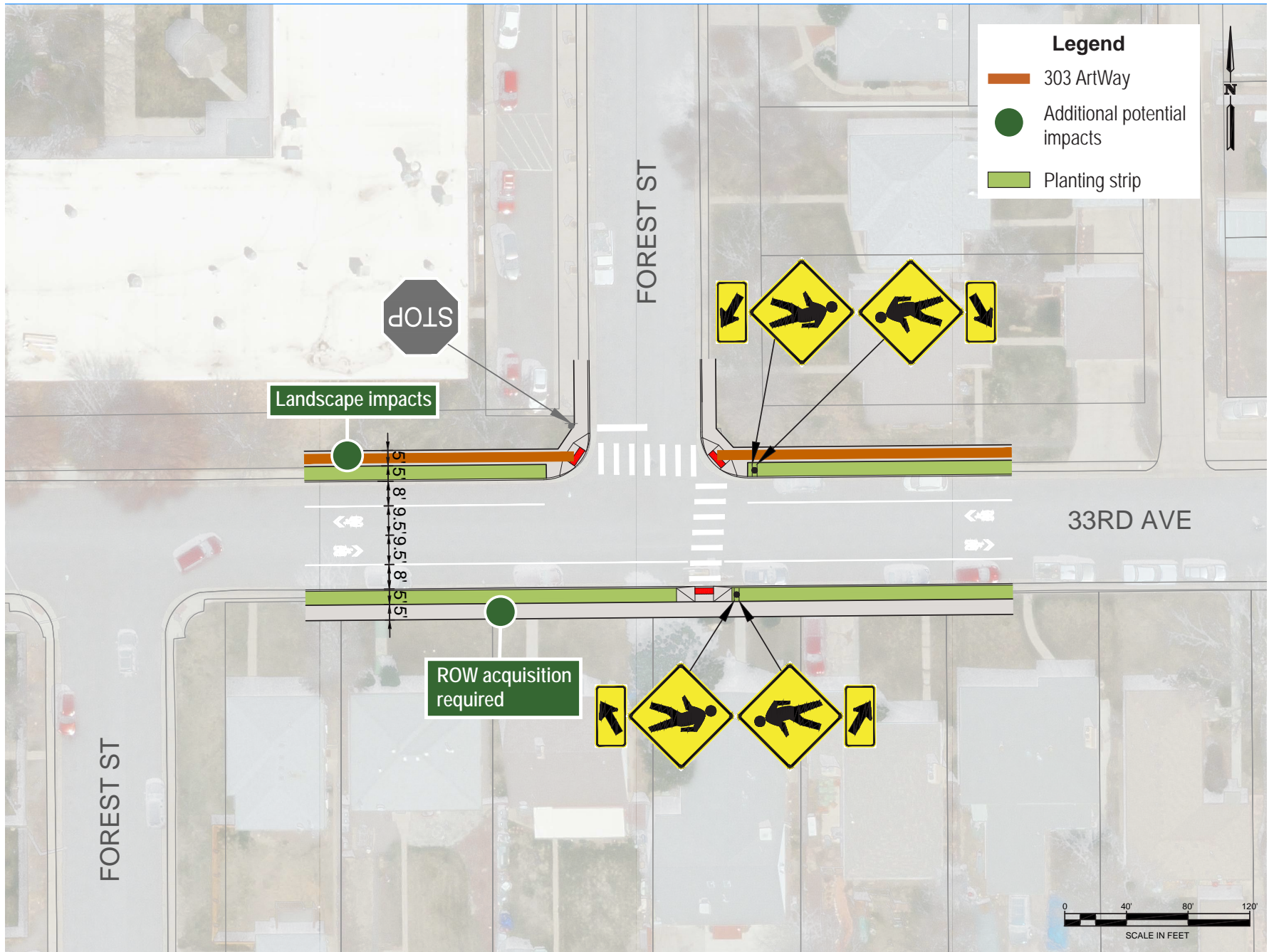


Intersection 2. Intersection type concept for an enhanced crossing with pedestrian signage shown at 33rd Avenue and Forest Street

Estimated implementation cost (see Chapter 5, Page 35 for the cost estimate methodology):

< \$250,000





Intersection 2. Intersection type concept for an enhanced crossing with pedestrian signage shown at 33rd Avenue and Forest Street

3

Curb Extensions On All Four Intersection Corners with Raised or High-Visibility Crosswalks

Definition: A two- or four-way stop with raised crosswalks, high-visibility crosswalks, or a combination of both with bulb-outs that narrow the intersecting streets.

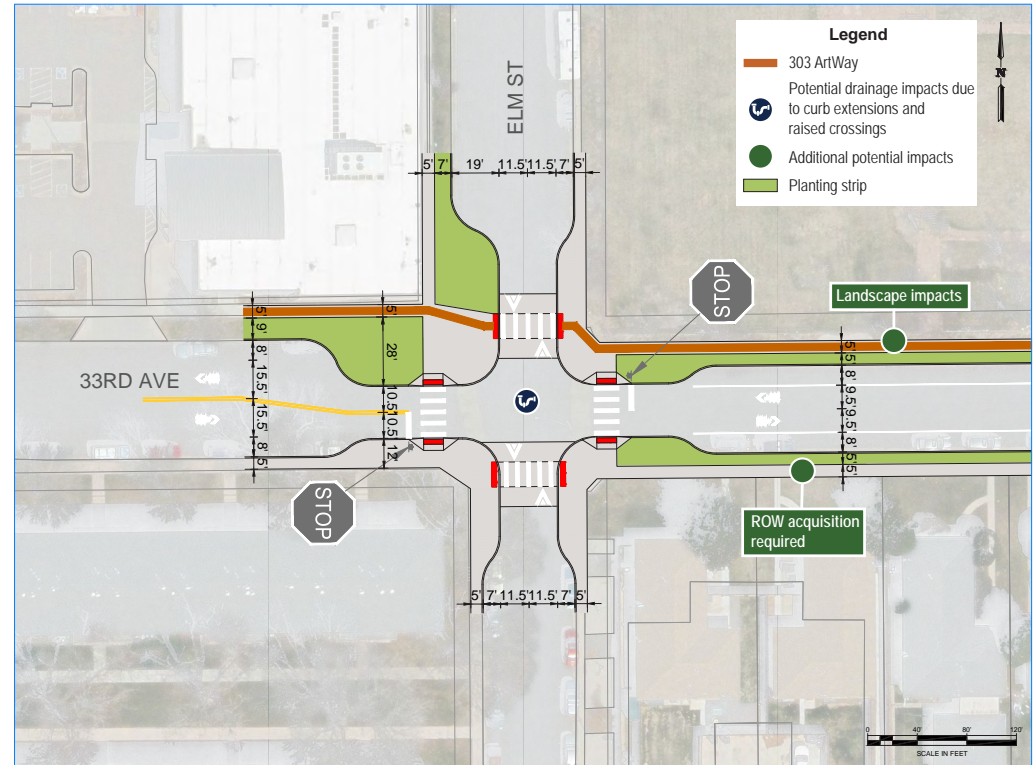
Benefits: Calms traffic by reducing vehicle speeds, improves driver sightlines and yielding behavior, and shortens pedestrian crossing distances.

Purpose: Recommended where raised intersections are not appropriate (two-way stops) or would cause significant impacts to things like drainage and bus operations.

Example location shown in illustration: 33rd Avenue and Elm Street

Other locations where raised intersections are also recommended:

- > 35th Avenue and Holly Street
- > 35th Avenue and Jasmine Street
- > 35th Avenue and Dahlia Street

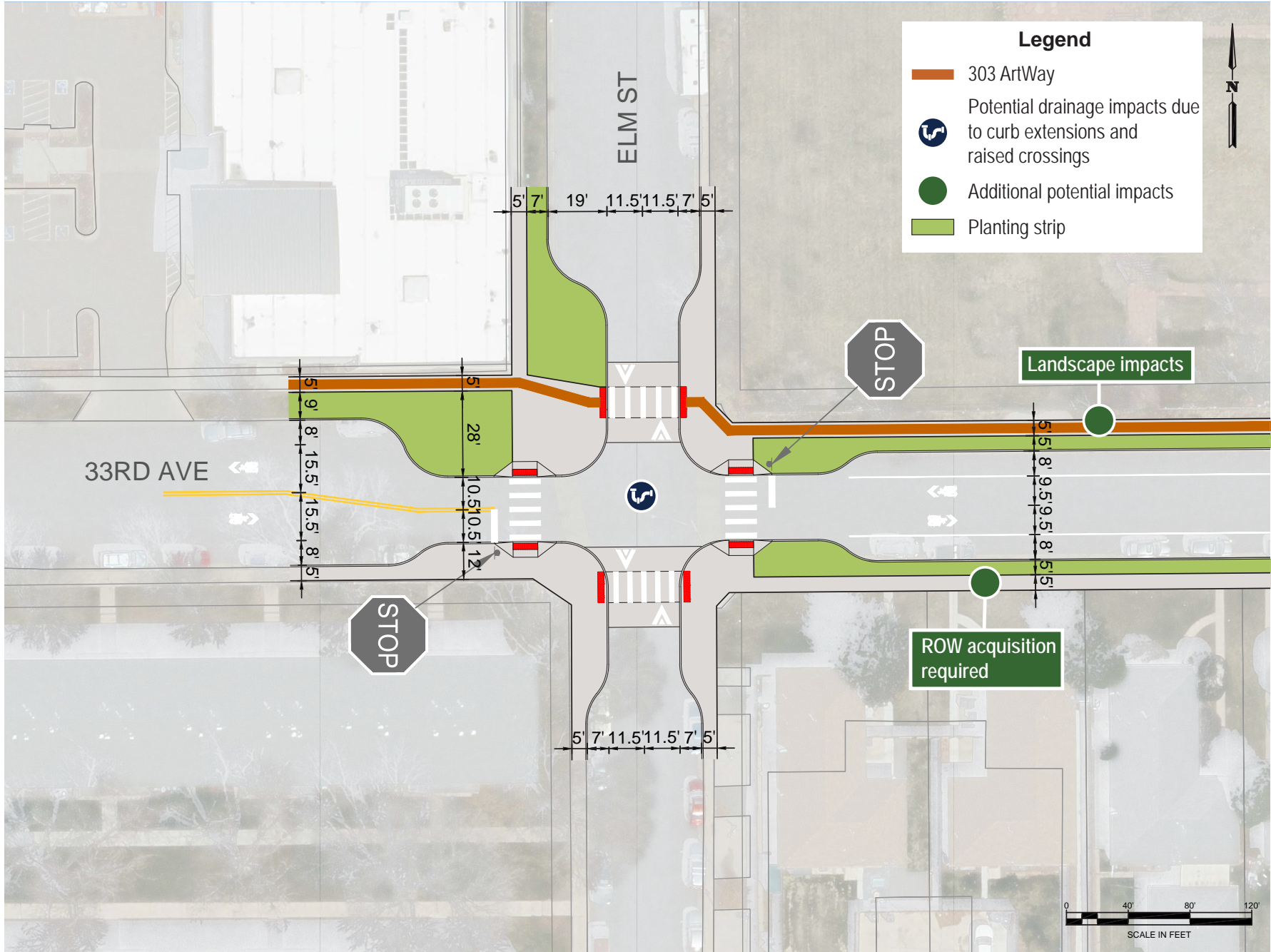


Intersection 3. Intersection type concept for curb extensions on all four intersection corners with raised or high-visibility crosswalks shown at 33rd Avenue and Elm Street

Estimated implementation cost (see Chapter 5, Page 35 for the cost estimate methodology):

\$250,000 - \$500,000





Intersection 3. Intersection type concept for curb extensions on all four intersection corners with raised or high-visibility crosswalks shown at 33rd Avenue and Elm Street

4 Curb Extensions On Two Intersection Corners with Raised or High-Visibility Crosswalks

Definition: A two-way stop with raised or high-visibility crosswalks with bulb-outs that narrow the street.

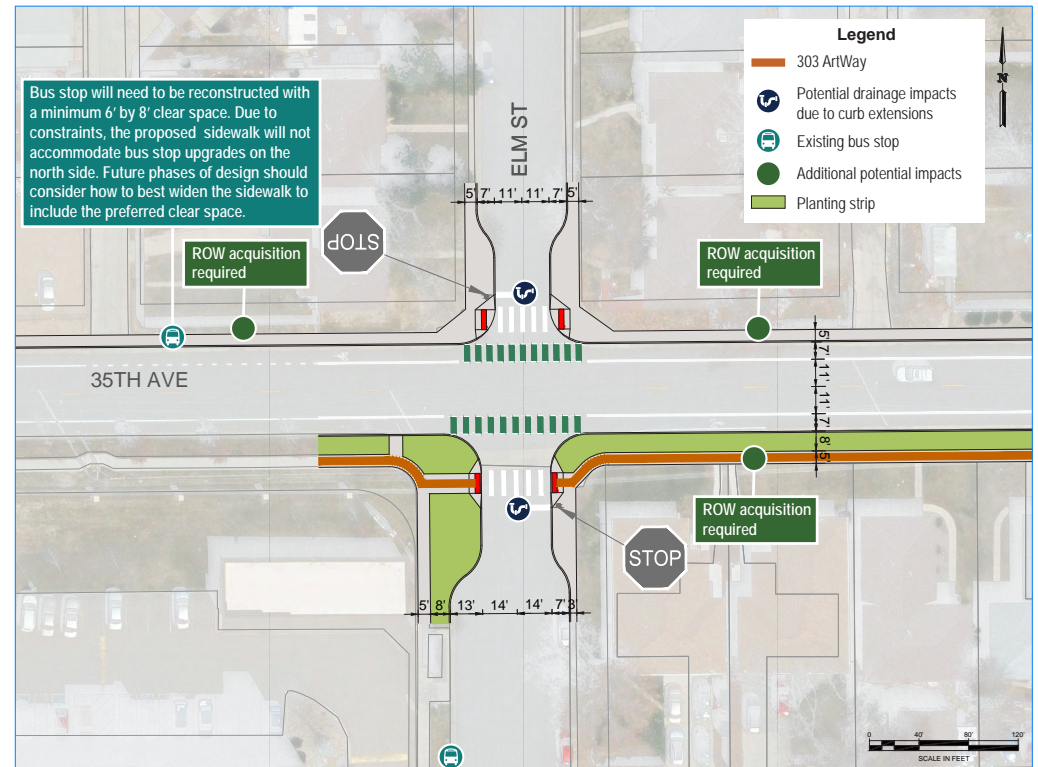
Benefits: Shortens crossing distance, improves pedestrian visibility, and enhances driver sightlines, while also calming traffic by narrowing the crossing distance and encouraging slower speeds. Especially effective on wide streets where full corner extensions aren't feasible.

Purpose: Recommended on roads intersecting the 303 ArtWay alignment to help connect users across wider streets.

Example location shown in illustration: 35th Avenue crossing Elm Street

Other locations where raised intersections are also recommended:

- > 35th Avenue crossing Grape Street
- > 35th Avenue crossing Glencoe Street
- > 35th Avenue crossing Forest Street
- > Dahlia Street crossing 36th Avenue

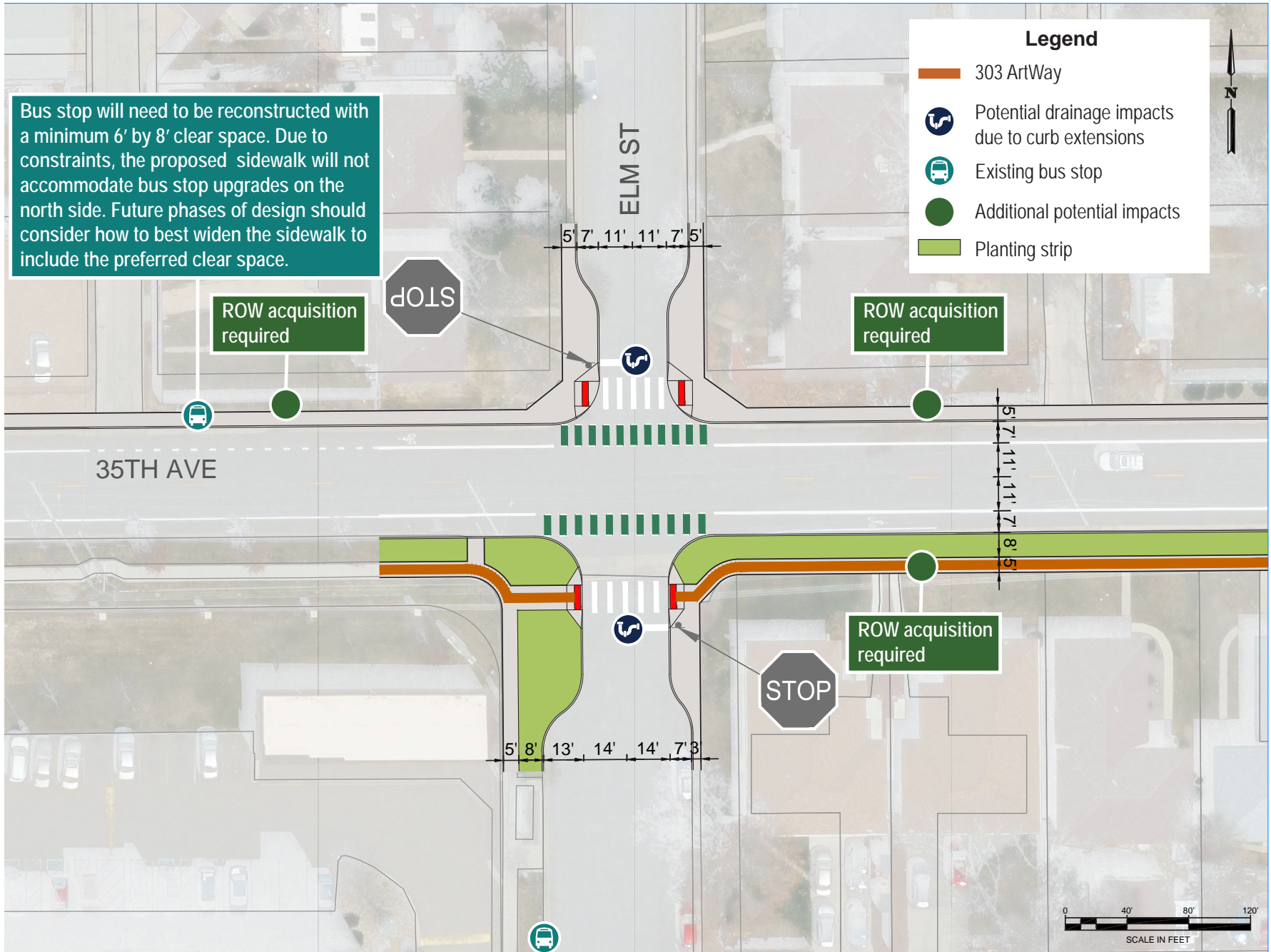


Intersection 4. : Intersection type concept for curb extensions on two intersection corners with raised or high-visibility crosswalks shown at 35th Avenue and Elm Street

Estimated implementation cost (see Chapter 5, Page 35 for the cost estimate methodology):

\$250,000 - \$500,000





Intersection 4. : Intersection type concept for curb extensions on two intersection corners with raised or high-visibility crosswalks shown at 35th Avenue and Elm Street

Implementing the Montbello Loop

Overview and Key Considerations

The recommendations in this chapter were developed through a deliberate process that balanced community vision, the City and County of Denver’s priorities, and real-world implementation constraints. The goal of this chapter is to provide a clear, flexible roadmap for realizing the Montbello Loop over time, recognizing that improvements will likely occur incrementally and in coordination with other projects.

To ensure the recommendations are achievable and stay true to the original vision for the Montbello Loop, the project team considered the following key factors when developing segment-level and intersection recommendations:

Key Considerations in Developing Recommendations

Alignment with Community Vision and DOTI Priorities

As this project does not include funding for implementation, recommendations were shaped to reflect community desires for the Montbello Loop while also aligning with DOTI priorities and recommendations from previous plans. This approach allows elements of the Montbello Loop to be implemented over time as part of other planned improvements, without compromising the overall vision.

Feasibility and Physical Constraints

DOTI communicated several design constraints that informed the recommendations, including the preference to avoid curb relocation where possible. In many locations, these constraints limited the ability to fully incorporate recommendations from DOTI’s prior plans, such as on-street bicycle facilities. Where more significant improvements are illustrated in this chapter, recommendations are intentionally flexible so concepts can be refined as projects advance into design or are paired with other improvements.

Segment and Intersection Typologies

Typical segment recommendations and intersection illustrations were used to demonstrate how the Montbello Loop could function along different portions of the alignment. These typologies provide guidance on layout and priorities while allowing for site-specific refinement during future project phases.

Montbello Loop Design Principles

This project builds upon the concept plans developed through the Montbello Loop Community Vision and Concept Plan, refining them to better align with DOTI standards, local guidelines, and implementation feasibility. The project team prioritized maintaining the

spirit of the original vision, emphasizing a high degree of separation between Loop users and vehicular traffic, wide off-street walking and biking facilities, and improved crossings and connections along the corridor.

While some original recommendations did not fully meet current DOTI standards or fit within existing curb-to-curb widths, the project team identified opportunities to preserve key design goals through alternative treatments.

- > In locations where DOTI-recommended on-street bicycle facilities could not be accommodated, a minimum 10-foot shared-use path for pedestrians and one-way bicycle travel is recommended.
- > Where the Montbello Loop alignment is proposed, recommendations generally include minimum five-foot sidewalks and planting strips to increase available space for trees and landscaping. In areas with significant constraints, such as existing structures or major utilities, planting strips were not included to avoid curb relocation, though they may be incorporated as projects advance.
- > In select segments with existing drainage channels and limited mature trees or landscaping, the project team evaluated opportunities for drainage channel improvements that could support a multiuse path

constructed through Mile High Flood District (MHFD) funding. While maintaining an intuitive Montbello Loop alignment was a priority, drainage channel improvements are identified as an alternative where back-of-curb constraints limit the ability to substantially enhance sidewalks. In these cases, a minimum 12-foot shared-use path is recommended to safely accommodate Loop users.

These recommendations are not intended to represent final engineering decisions. The primary objective was to create feasible concepts that serve as a roadmap for incremental implementation. As implementation projects advance, alternative approaches that improve feasibility or reduce impacts should be evaluated, and recommendations may be refined to address constructability, cost, phasing, and coordination with utilities and adjacent properties. Any future modifications should continue to support the overall safety, connectivity, and multimodal goals established by this project. Where additional technical analysis or coordination may be required, those needs are noted in the recommendations.

Broadly Applicable Recommendations

The following recommendations apply generally across the Montbello Loop.






Table 1: General Recommendations Applicable Across the Montbello Loop






Recommendation Type	Implementation Projects	Short-Term	Medium-Term	Long-Term
Wayfinding	<p>Short-Term:</p> <ul style="list-style-type: none"> > Develop a wayfinding plan for the Montbello Loop. Prioritize areas where Montbello Loop users must cross the road, make a turn, navigate through an intersection, or where bicyclists transition onto/off a sidewalk level shared-use path. > Install temporary, colorful footprints along the Montbello Loop to guide users along the path. <p>Long-Term:</p> <ul style="list-style-type: none"> > Install permanent, durable pavement markings in the sidewalk and wayfinding signage. Permanent markings could include trail medallions, sandblasted text/icons, or tactile directional indicators, in addition to the thermoplastic graphics (colorful footprints) mentioned above. 	X		X
Lighting	Coordinate with DOTI Street Maintenance and Improvement, Xcel Energy, and Denver Emergency Services to install pedestrian-scale lighting along the Montbello Loop, prioritizing placing lighting at commercial driveways and major intersections.			X
Crossings	At intersections where no enhanced crossing is recommended, spot treatment curb ramp improvements should be paired with high-visibility crosswalks, pedestrian signage, and bike conflict markings where appropriate to enhance existing crossings.		X	
Sidewalks	Coordinate with DOTI's sidewalk program and plan (to identify priority areas by the end of 2026) to build sidewalk improvements. This recommendation applies to non-ADA compliant sidewalks adjacent to the Montbello Loop. Sidewalks that will be part of the Montbello Loop should be implemented with other local projects, programs, and funding to expedite improvements if possible.			X
Neighborhood Bikeways	Implement neighborhood bikeway designations on segments identified in the Denver Moves: Bikes Update through pavement markings, signage, and associated treatments. Considerations for identifying appropriate and applicable traffic calming measures are detailed in Table 2.		X	

Key Potential Impacts

Some recommended improvements may result in additional impacts or require further evaluation prior to implementation. These potential impacts and additional needs are summarized in the table below and represented by icons for ease of reference. The icons appear alongside segment recommendations indicate where implementation may involve considerations such as parking or travel lane removal, traffic calming, drainage or utility impacts, right-of-way recovery or acquisition, driveway conflicts, or bus stop upgrades.

Table 2: Potential Impacts and Additional Needs Associated with Segment Recommendations

Potential Impact of recommendations	Description of impacts and additional needs related to recommended implementation projects	Short-Term	Medium-Term	Long-Term
 Parking Lane Removal	Applies to segments where parking lane removal is recommended. Collect curbside use and parking-occupancy data to assess potential parking removal needed for future bikeway installation and other improvements.	X		
 Travel Lane Removal	Applies to segments where traffic lane removal is recommended. Collect traffic count data to assess travel lane removal needed for future bikeway installation.	X		
 Traffic Calming	Applies to segments where traffic calming elements (e.g. speed humps) are recommended, typically on neighborhood bikeways. Conduct a speed study and evaluate traffic volumes to confirm the appropriateness of traffic calming elements recommended by this project.	X		
 Informal Bike Route	Applies to segments where no bicycle facilities exist or are recommended by DOTI. On low volume routes where no bicycle infrastructure exists or is recommended, informal bicycle markings should be considered to support Montbello Loop bicycle traffic. Contingent upon confirmation of volumes and speeds and on approval from DOTI, paint sharrows in the roadway and install project signage indicating bicyclists following the Montbello Loop should share the lane with cars.		X	
 Drainage / Utility / Landscaping	Applies to segments where there will be drainage, utility, or landscaping impacts. Evaluate drainage and utility conditions and confirm drainage, utility, and landscaping/mature tree removal and relocation needs.		X	

 <p>Curb Relocation</p>	<p>Applies to segments where curb relocation is required. Confirm need to relocate curb line. Where possible, avoid curb relocation by making improvements within the existing space between curbs or back-of-curb.</p>		X	
 <p>Right-of-Way Recovery</p>	<p>Applies to segments where right-of-way acquisition is required. In the medium-term, evaluate and confirm right-of-way constraints to inform future acquisition needs. In the long-term and where acquisition is confirmed to be necessary, negotiate with adjacent property owners to acquire right-of-way and coordinate necessary structure removal and relocation.</p>		X	X
 <p>Driveway Conflicts</p>	<p>Applies to segments where commercial or residential driveways front the road: As design advances, study driveways in finer detail to confirm conflicts.</p>		X	
 <p>Bus Stop Upgrades</p>	<p>Applies to segments along RTD bus routes: As design advances, any segment where proposed improvements affect a bus stop should include bus stop upgrades. Where on-street bike lanes are proposed, floating bus islands should be considered to maintain safe and efficient transit operations, in accordance with the <i>Denver Bikeway Design Guidelines</i>.</p>		X	
 <p>Drainage Channel Reconstruction</p>	<p>Applies to segments with center-running drainage channel medians and minimal existing trees or landscaping: These segments are strong candidates for reconstruction in coordination with the Mile High Flood District (MHFD). Partner with MHFD to reconstruct the drainage channel and incorporate a center-running multimodal path. The Montbello Loop is currently recommended for interim implementation using existing sidewalks. However, if sidewalk widening is not feasible or a center-median alignment is preferred, the Montbello Loop should be integrated into the reconstructed median.</p>			X

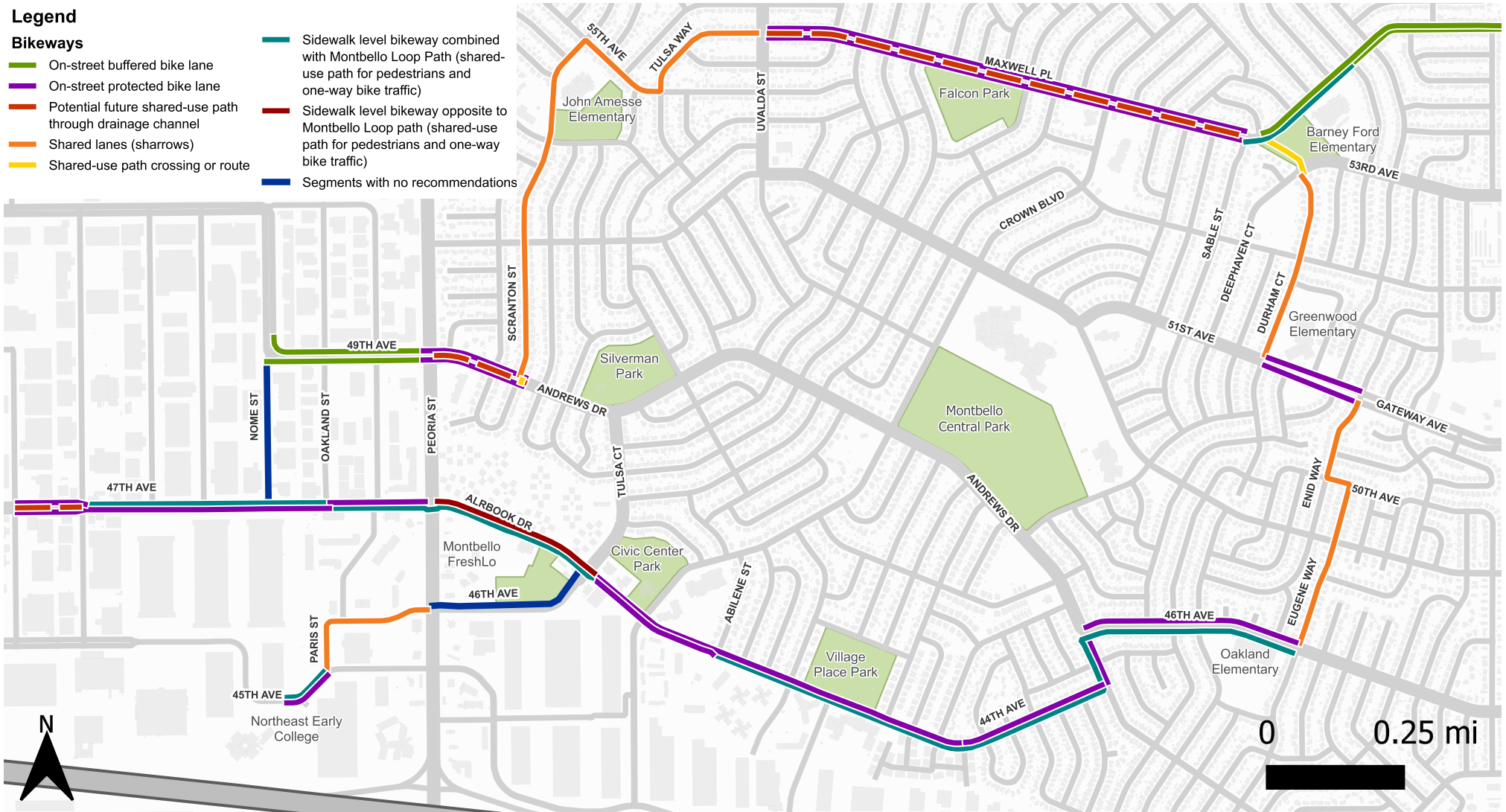
SUMMARY MAPS

The following summary maps illustrate key elements of the recommended segment improvements along the Montbello Loop alignment. Together, these maps provide a concise visual overview of proposed facility types along the route, as well as locations where implementation may require additional coordination or resources. Specifically, the maps identify where recommended bikeway facilities vary by segment, where right-of-way acquisition, parking removal, and travel lane removal may be necessary, and where curb relocation could be required to accommodate the proposed improvements.

Legend

Bikeways

- On-street buffered bike lane
- On-street protected bike lane
- Potential future shared-use path through drainage channel
- Shared lanes (sharrows)
- Shared-use path crossing or route
- Sidewalk level bikeway combined with Montbello Loop Path (shared-use path for pedestrians and one-way bike traffic)
- Sidewalk level bikeway opposite to Montbello Loop path (shared-use path for pedestrians and one-way bike traffic)
- Segments with no recommendations



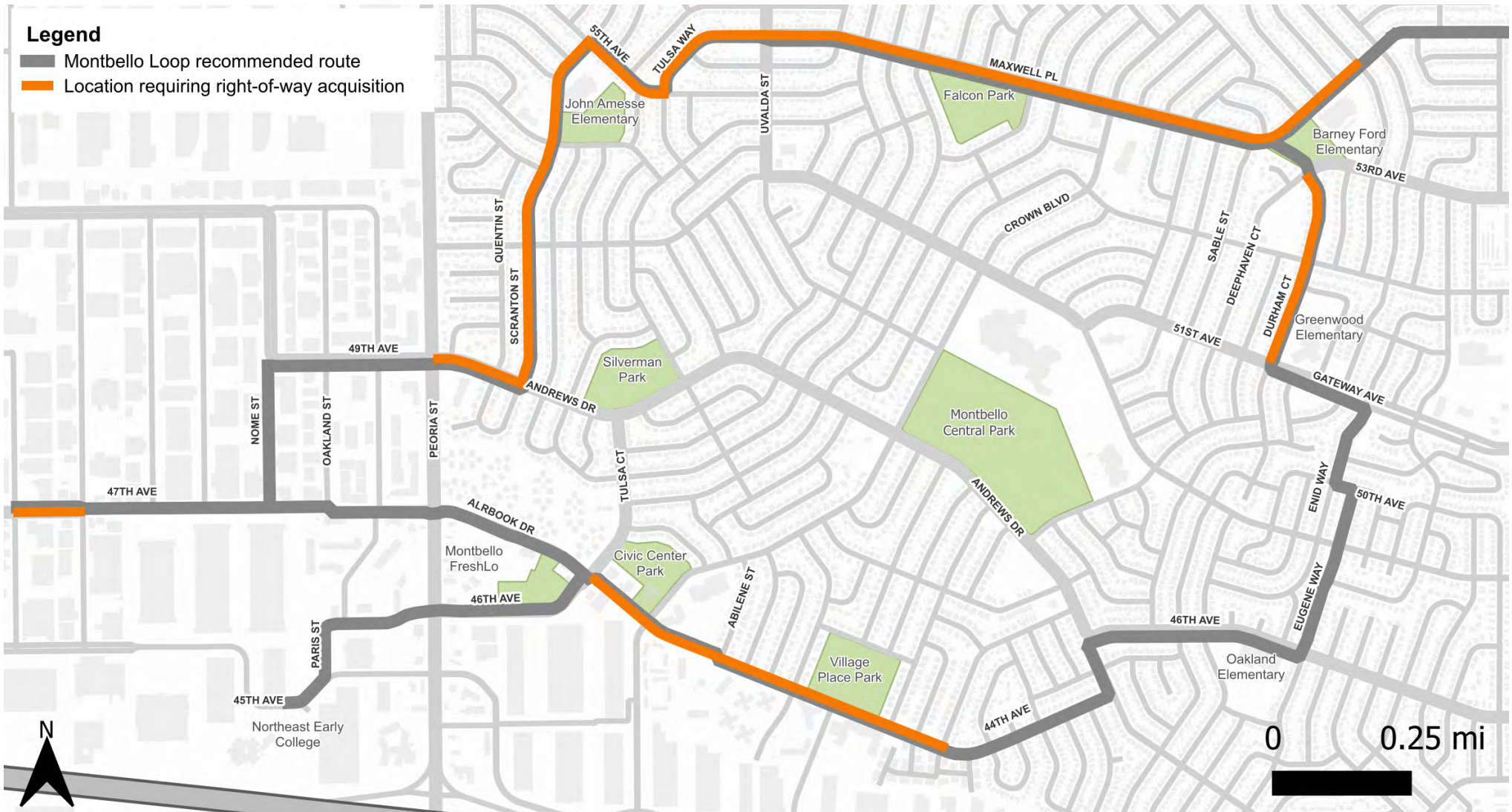
Map 1.B Montbello Loop Recommended Bike Infrastructure

Legend

- Montbello Loop recommended route
- Location requiring curb relocation



Map 2.B Montbello Loop Potential Curb Relocation Needs



Map 3.B Montbello Loop Potential Right-of-Way Acquisition Needs

Legend

- Montbello Loop recommended route
- Parking lane removed
- One travel lane removed in each direction
- One travel lane removed in each direction and a center turn lane added



Map 4.B Montbello Loop Potential Parking and Travel Lane Removal Needs

Segment Recommendations

The area map below is keyed to segment recommendations starting on [page 80](#). Each segment includes recommendations by implementation timeframe and an estimated cost range for implementation. You can read the detailed recommendation tables in [Appendix E](#), and the methodology for developing cost estimates on [page 35](#).

Please note that two corridors were not included in recommendations development:

1. Nome Street: Nome Street faces significant constraints related to right-of-way, adjacent industrial uses, truck access needs, and drainage that limit near-term opportunities for multimodal upgrades. Because of these challenges, further coordination with DOTI and nearby businesses is needed to determine whether protected bike lanes (recommended by Denver Moves: Bikes Update) or other improvements are feasible in the long term. In the interim, the east side sidewalk can be marked and signed as the Montbello Loop route to provide a continuous connection for pedestrians until more substantial changes become viable. Continued study and corridor-specific design work will be required to identify multimodal improvements that can safely support both freight and Montbello Loop users.

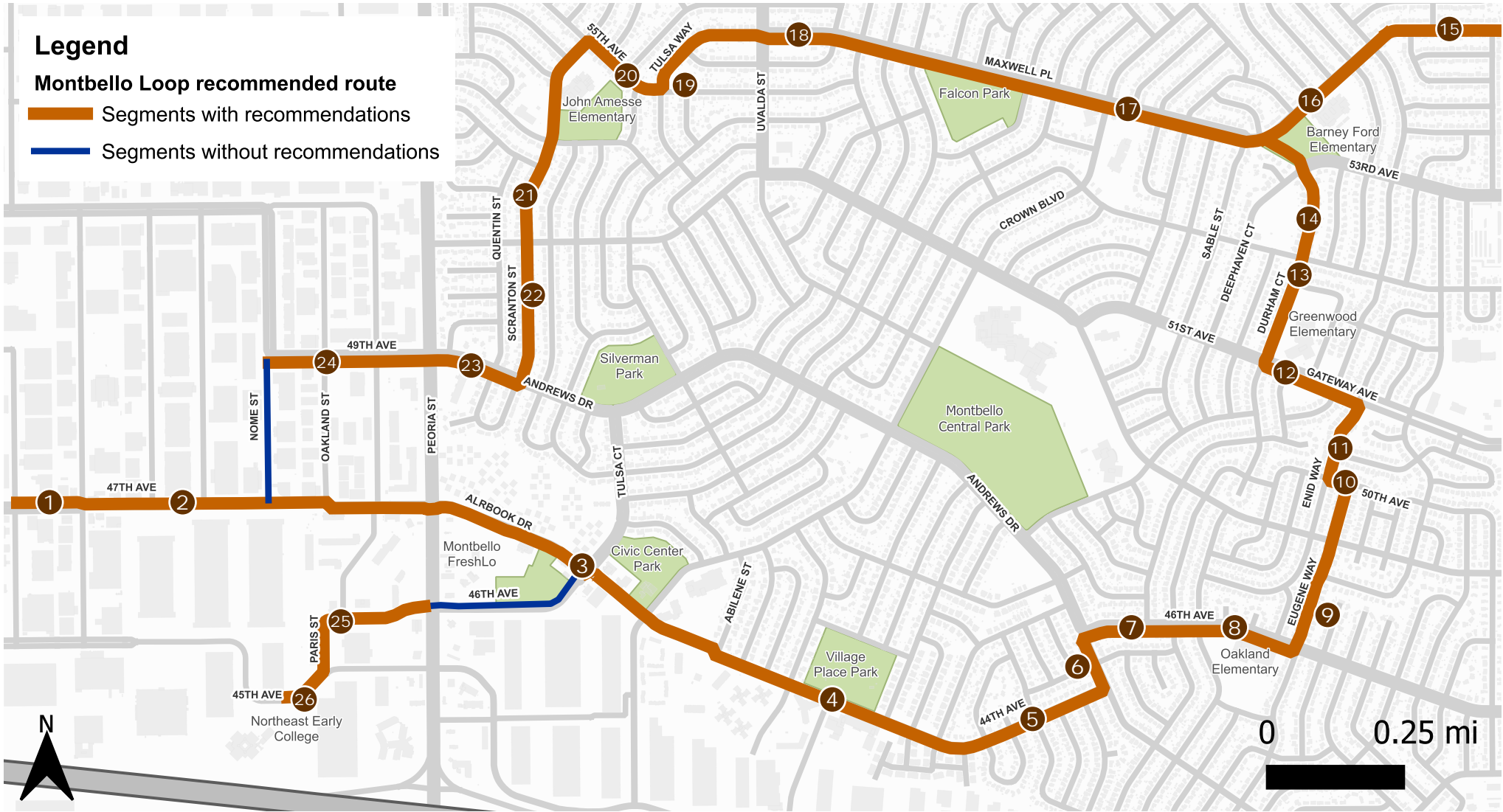
2. 46th Avenue from Albrook Drive to Peoria Street: Recommendations from the previous Montbello Loop planning effort have already been implemented on this segment. However, the north side path should be marked and signed as the Montbello Loop route.

Legend

Montbello Loop recommended route

 Segments with recommendations

 Segments without recommendations



Map 1.B Montbello Loop Route and Segments

1 47th Avenue from Joliet Street to Kingston Street

Overview of Potential Impacts (see Table 2 for more information):



Drainage/Utility/Landscaping



Right-of-Way Acquisition



Driveway Conflicts



Bus Stop Upgrades



Drainage Channel Reconstruction

Understanding of Existing Segment:

47th Avenue is an industrial collector (Blueprint Denver, Future Street Type) and functions as a key east-west connection, with varying right-of-way widths and conditions, with some sections being constrained due to grading, utilities, and existing structures within the right-of-way. 47th Avenue serves RTD route 42, which runs every 30 minutes. Denver Moves: Bikes Update identified 47th Avenue as part of the core bicycle network with recommendations for protected bike lanes, and Denver Moves: Transit identified 47th Avenue as a Speed and Reliability Corridor prioritized for capital investments. This segment includes a center drainage channel and instances of abandoned rail road tracks crossing 47th Avenue.

Estimated implementation cost (see Chapter 5, Page 35 for the cost estimate methodology):

< \$250,000



Recommended Improvements:

The existing corridor to the west of Kingston Street accommodates two travel lanes in each direction separated by a drainage channel, with limited space for people walking or biking. The proposed concept requires right-of-way acquisition on the north side to accommodate Montbello Loop users. This segment presents substantial constraints due to existing structures, fences, and significant utilities, which limit available space, and make right-of-way acquisition challenging and back-of-curb improvements difficult to implement. As a result, the proposed cross section shows sidewalk widening without the addition of planting strips or space for future bus stop upgrades. Where feasible, a minimum 5-foot planting strip should be included in improvements.

The alternate option is to evaluate the center drainage channel for full reconstruction in partnership with the Mile High Flood District (MHFD) to create a center-running shared-use path where the Montbello Loop could be relocated. This corridor is a strong candidate for drainage channel improvements because the

existing median contains no mature trees or shrubs. This option would require the north side sidewalk to be marked as the Montbello Loop in the interim, and officially relocate the Montbello Loop to the center median when drainage channel improvements are complete. This option offers the greatest opportunity to achieve meaningful multimodal benefits within the available right-of-way.

Phased Recommendations:

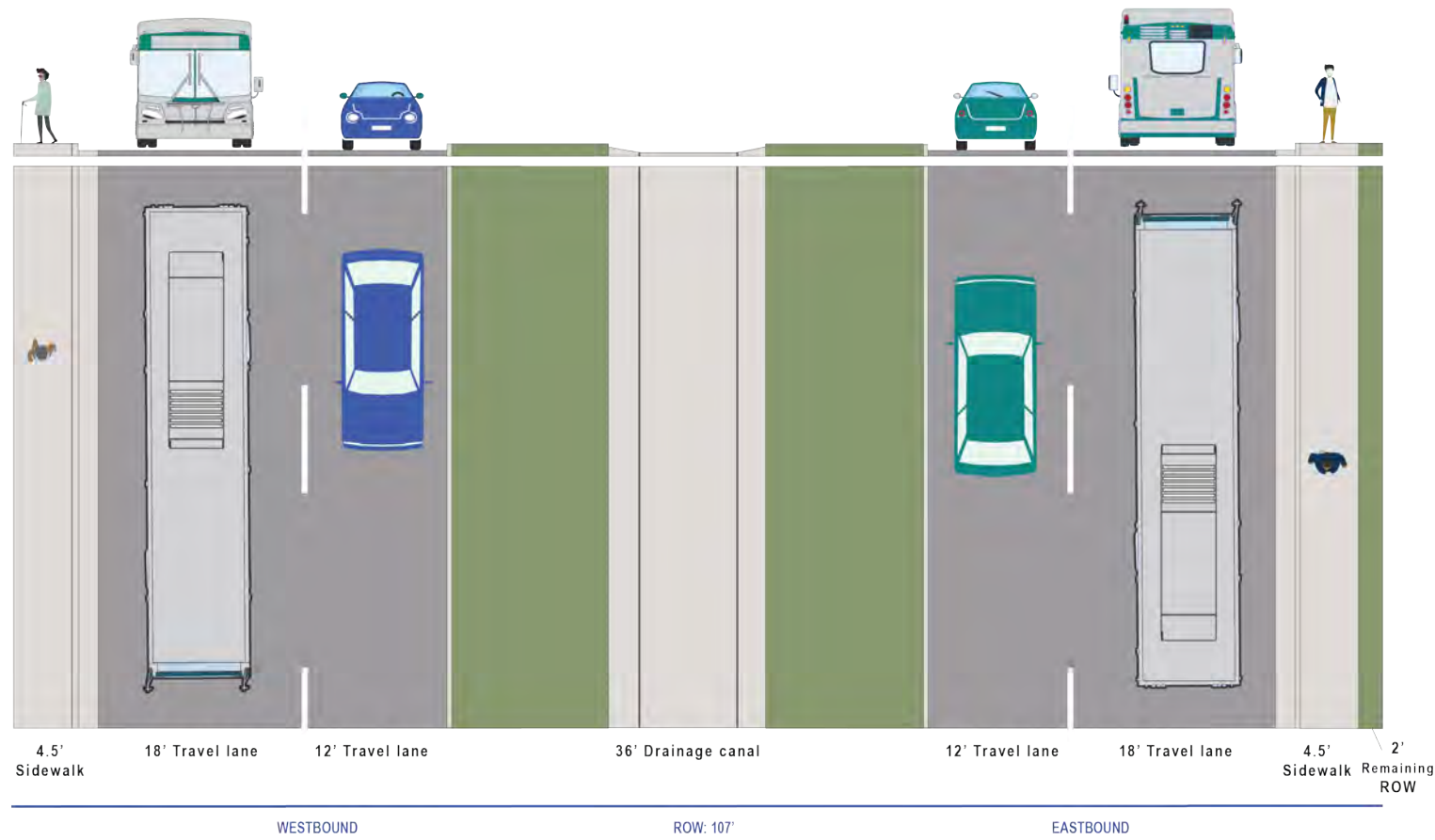
Medium-term:

- > Install protected bike lanes by narrowing the outside lanes to 11 feet and the inside lanes to 10 feet.

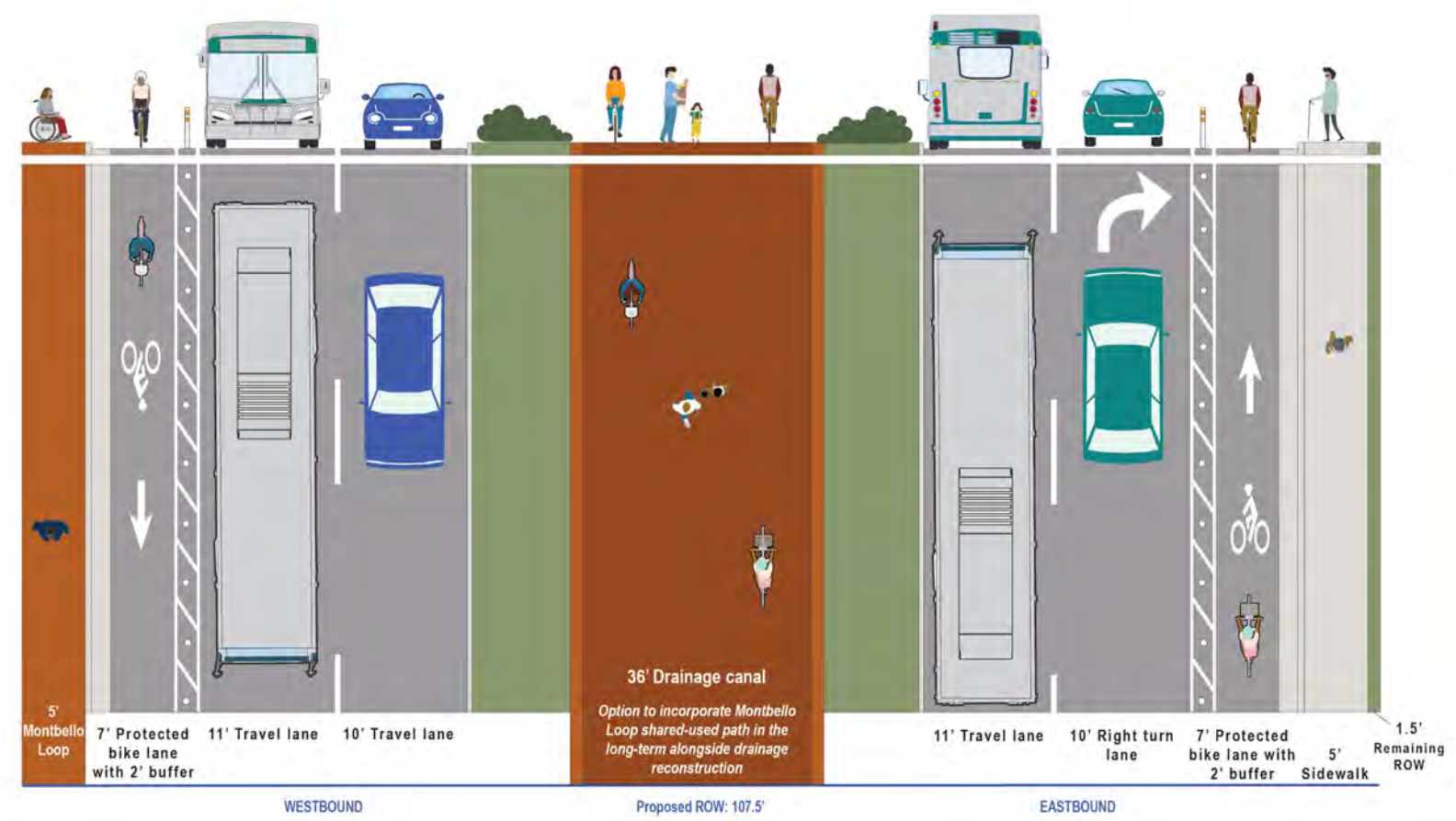
Long-term:

- > Widen the north and south side sidewalks to 5 feet, and build a 5-foot planting strip on the north side where feasible.

47th Avenue: Joliet Street to Kingston Street
Existing typical cross section



47th Avenue: Joliet Street to Kingston Street
Proposed typical cross section



2 47th Avenue from Kingston Street to Peoria Street

Overview of Potential Impacts (see Table 2 for more information):



Travel Lane Removal



Drainage/Utility/Landscaping



Curb Relocation



Right-of-Way Recovery



Driveway Conflicts



Bus Stop Upgrades

Understanding of Existing Segment:

47th Avenue is an industrial collector (Blueprint Denver, Future Street Type) and functions as a key east-west connection, with varying right-of-way widths and conditions, with some sections being constrained due to grading, utilities, and existing structures within the right-of-way. 47th Avenue serves RTD route 42, which runs every 30 minutes. Denver Moves: Bikes Update identified 47th Avenue as part of the core bicycle network with recommendations for protected bike lanes, and Denver Moves: Transit identified 47th Avenue as a Speed and Reliability Corridor prioritized for capital investments.

Estimated implementation cost (see Chapter 5, Page 35 for the cost estimate methodology):

\$1 – 3.5 million



47th Avenue serves several community destinations including the U.S. Post Office and DSST Elevate NE Boys & Girls Club.

Recommended Improvements:

Between Kingston Street and Oakland Street, the proposed cross section for 47th Avenue maintains protected bike lanes on the south side, but transitions Montebello Loop users on the north side onto a wide sidewalk-level path that can accommodate pedestrian and westbound bicyclists to provide users more separation from vehicle traffic and to avoid significant curb relocation that would be necessary if the north side bike route was built on the street level. At Oakland Street, the Montbello Loop crosses to the south side of 47th Avenue (as shown in the proposed cross section), ramping eastbound bikes up to use the sidewalk-level Montbello Loop shared-use path. East of Oakland Street, westbound bicyclists use an on-street protected bike lane. Travel lanes are reduced to one lane in each direction plus a center turn lane to help mitigate rear-end crashes and provide enough room

for consideration and coordination on potential speed and reliability transit corridor improvements.

Crashes involving eastbound vehicles turning left onto 47th Avenue from Oakland Street are mitigated through a pedestrian refuge island that restricts left turn movements (right-in-right-out only).

Phased Recommendations:

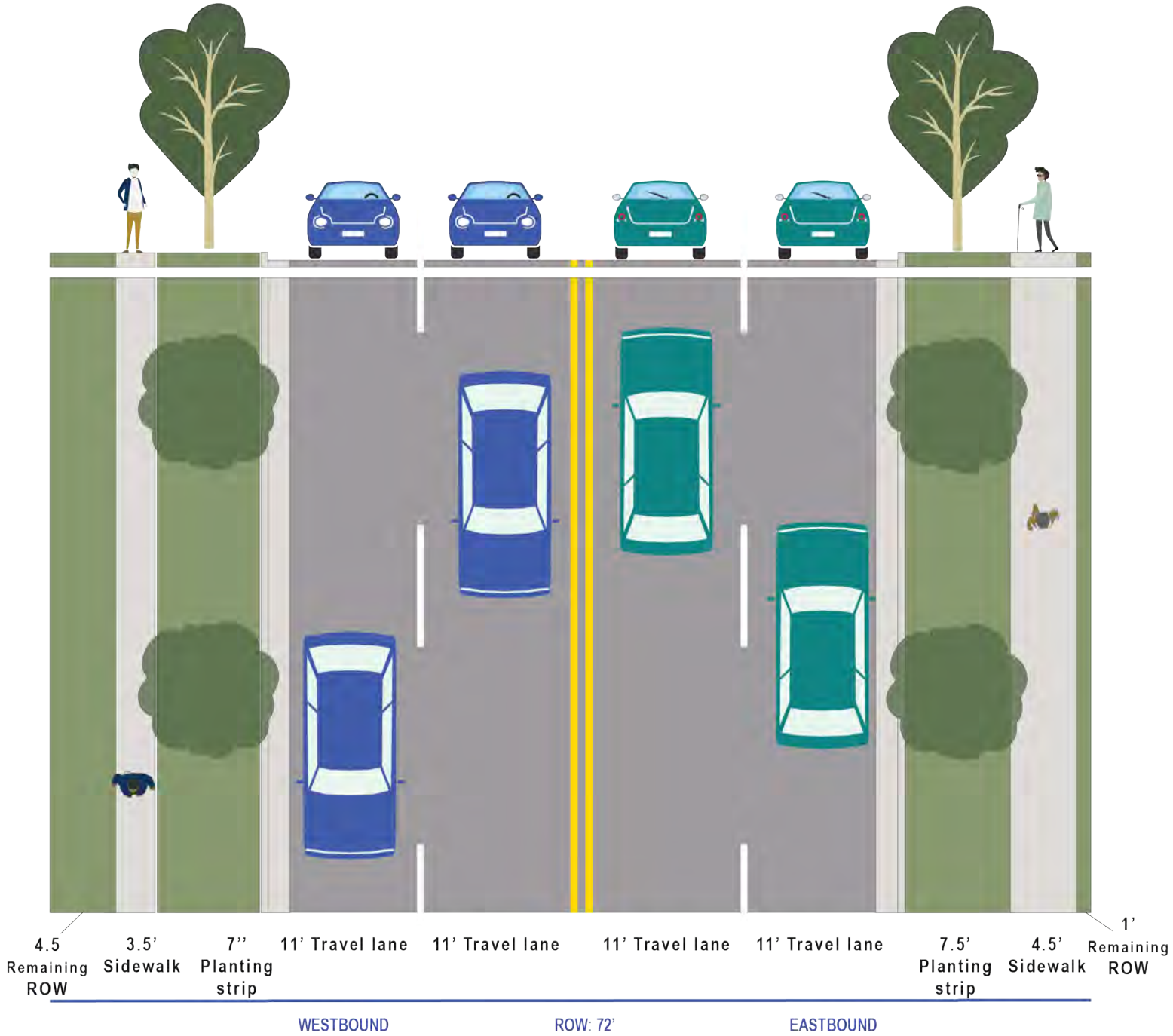
Medium-term:

From Kingston Street to Oakland Street, install a south side protected bike lane through restriping and signing without curb relocation. Restripe lanes, removing one travel lane (contingent upon results of traffic analysis) and integrating a center turn lane.

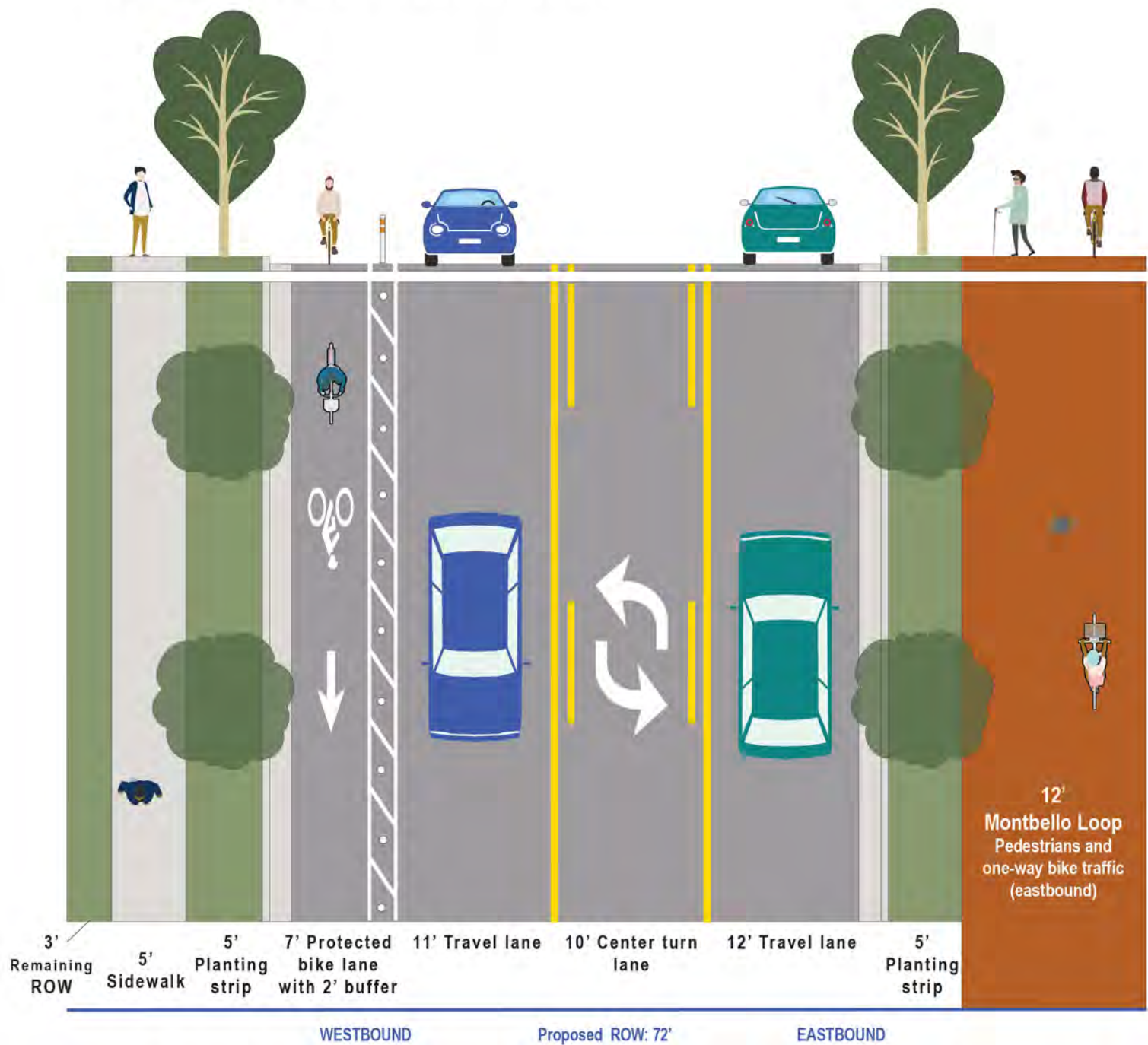
Long-term:

- > From Kingston Street to Oakland Street, reconstruct the north side of the segment to implement an 11.5-foot Montbello Loop path (pedestrians and westbound bicyclists), and resize planting strips on the north and south sides. Ramp westbound bikes up to the Montbello Loop shared-use path west of the Oakland Street intersection.
- > From Oakland Street to Peoria Street, install a north side protected bike lane alongside curb relocation. Restripe lanes, removing one travel lane (contingent upon results of traffic analysis) and integrating a center turn lane. Ramp eastbound bikes up to Montbello Loop shared-use path east of the Oakland Street intersection. Reconstruct the south side of the segment to implement a 12-foot Montbello Loop path (pedestrians and eastbound bicyclists) and resize planting strips on north and south sides. Ramp eastbound bikes up to Montbello Loop shared-use path east of the Oakland Street intersection.

47th Avenue: Oakland Street to Peoria Street
Existing typical cross section



47th Avenue: Oakland Street to Peoria Street
Proposed typical cross section




3 Albrook Drive from Peoria Street to Abilene Street

Overview of Potential Impacts (see Table 2 for more information):


 Parking Lane Removal

 Travel Lane Removal

 Drainage/Utility/Landscaping

 Curb Relocation

 Right-of-Way Acquisition

 Driveway Conflicts

 Bus Stop Upgrades

Understanding of Existing Segment:

Albrook Drive is a residential collector (Blueprint Denver, Future Street Type). There exists additional right-of-way available back-of-curb on the south side, with some sections being constrained due to utilities, existing structures, and mature trees. Albrook Drive serves RTD route 42, which runs every 30 minutes. Denver Moves: Bikes Update identified Albrook Drive as part of the core bicycle network with recommendations for protected bike lanes, and Denver

Estimated implementation cost (see Chapter 5, Page 35 for the cost estimate methodology):

\$1 – 3.5 million



Moves: Transit identified Albrook Drive as a Speed and Reliability Corridor prioritized for capital investments. Between Peoria Street and 46th Avenue, the original Montbello Loop concept has already been implemented as part of the FreshLo Hub development. This segment serves several community destinations including the Denver Public Library. Fire Station 27 operates at the corner of Albrook Drive and 46th Avenue, making Albrook a main fire route.

Recommended Improvements:

The proposed design for Albrook Drive between 46th Avenue and Abilene Street supports the Montbello Loop with protected bike lanes, improved pedestrian crossings, and wide sidewalks and planting strips on both sides of the street. This segment includes a major transition at 46th Avenue, where eastbound and westbound bicyclists shift from north and south side sidewalk-level shared-use paths to on-street protected bike lanes. These changes permit a smoother, safer connection to the FreshLo Hub and support the expansion of the Montbello Loop through a constrained

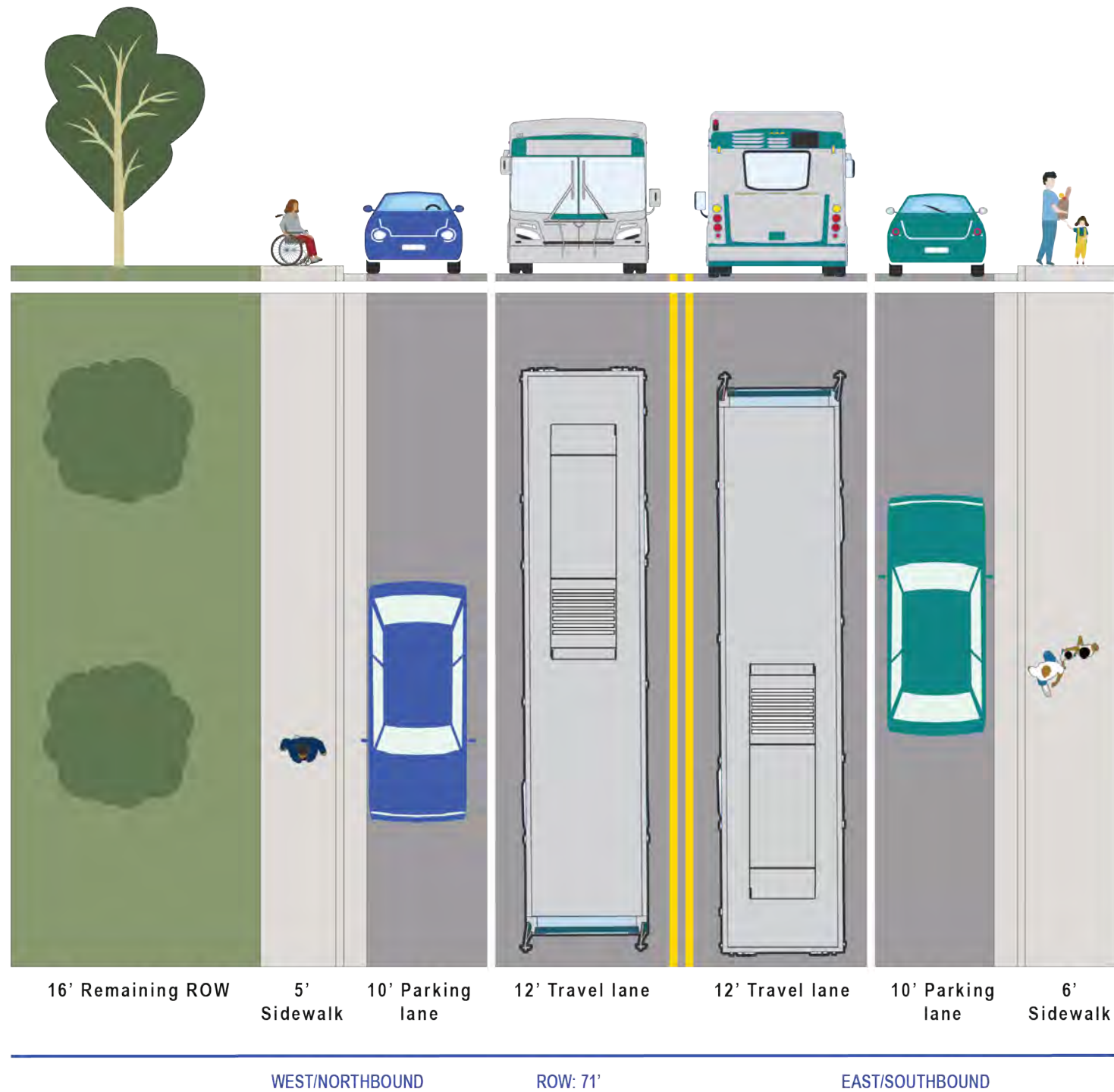
right-of-way. Implementation will require parking removal, curb relocation, and potential utility and tree impacts, but some improvements could be delivered with the city's committed 2028 repaving projects to accelerate readiness for full reconstruction. Between Peoria Street and 46th Avenue, recommendations will result in the removal of one travel lane in each direction.

Phased Recommendations:

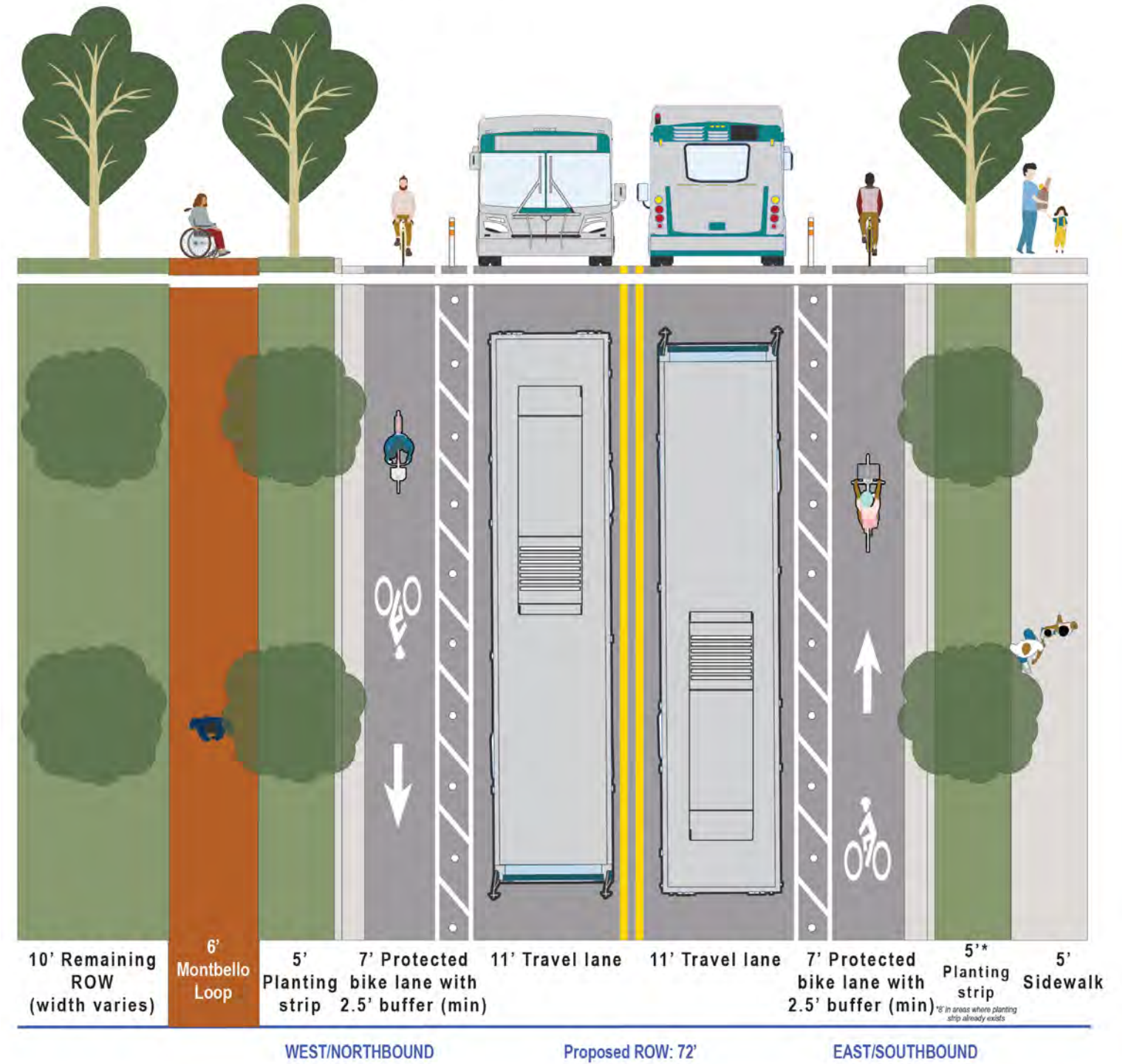
Medium- to long-term:

- > Between Peoria Street and 46th Avenue, remove a travel lane in each direction (contingent upon results of traffic analysis) and reconstruct the north side of Albrook Drive west of 46th Avenue to match curb locations, widths, and treatments implemented at the FreshLo Hub to accommodate Montbello Loop users including pedestrians and eastbound bicyclists. Construct a 12-foot path on the north side of Albrook Drive west of 46th Avenue to accommodate pedestrians and westbound bicyclists from 46th Avenue to the Peoria Street intersection. Build the north side shared-use path back of curb using available right-of-way.
- > From 46th Avenue to Abilene Street, remove eastbound and westbound parking lanes (contingent upon results of parking analysis) and reconstruct the north and south sides of the segment to implement the protected bike lanes, 6-foot Montbello Loop path (pedestrians only), and planting strip. Coordinate with DOTI Transportation Services to integrate markings into 2028 repaving schedule (committed repaving slated for Albrook Drive from Peoria Street to Dillon Street).

Albrook Drive: 46th Avenue to Abilene Street
Existing typical cross section




Albrook Drive: 46th Avenue to Abilene Street
Proposed typical cross section



4 Albrook Drive from Abilene Street to Dillon Street

Overview of Potential Impacts (see Table 2 for more information):

 Drainage/Utility/Landscaping

 Curb Relocation

 Right-of-Way Acquisition

 Driveway Conflicts

 Bus Stop Upgrades

Understanding of Existing Segment:

Albrook Drive is a residential collector (Blueprint Denver, Future Street Type). There exists additional right-of-way available back-of-curb on the south side, with some sections being constrained due to utilities, existing structures, and mature trees. Albrook Drive serves RTD route 42, which runs every 30 minutes. Denver Moves: Bikes Update identified Albrook Drive as part of the core bicycle network with recommendations for protected bike lanes, and Denver Moves: Transit identified Albrook Drive as a Speed and Reliability Corridor prioritized for capital investments. This segment serves several community destinations including the Village Place Park.

Estimated implementation cost (see Chapter 5, Page 35 for the cost estimate methodology):

\$1 – 3.5 million



Recommended Improvements:

East of Abilene Street, the proposed cross section widens the Montbello Loop into a sidewalk-level shared-use path on the south side that accommodates both pedestrians and eastbound bicyclists, while westbound bicyclists continue in an on-street protected bike lane. At the Abilene intersection, eastbound bicyclists ramp up from the protected bike lane to join the shared-use path. This segment requires curb relocation, right-of-way acquisition, and limited curb, drainage, and utility adjustments.

Phased Recommendations:

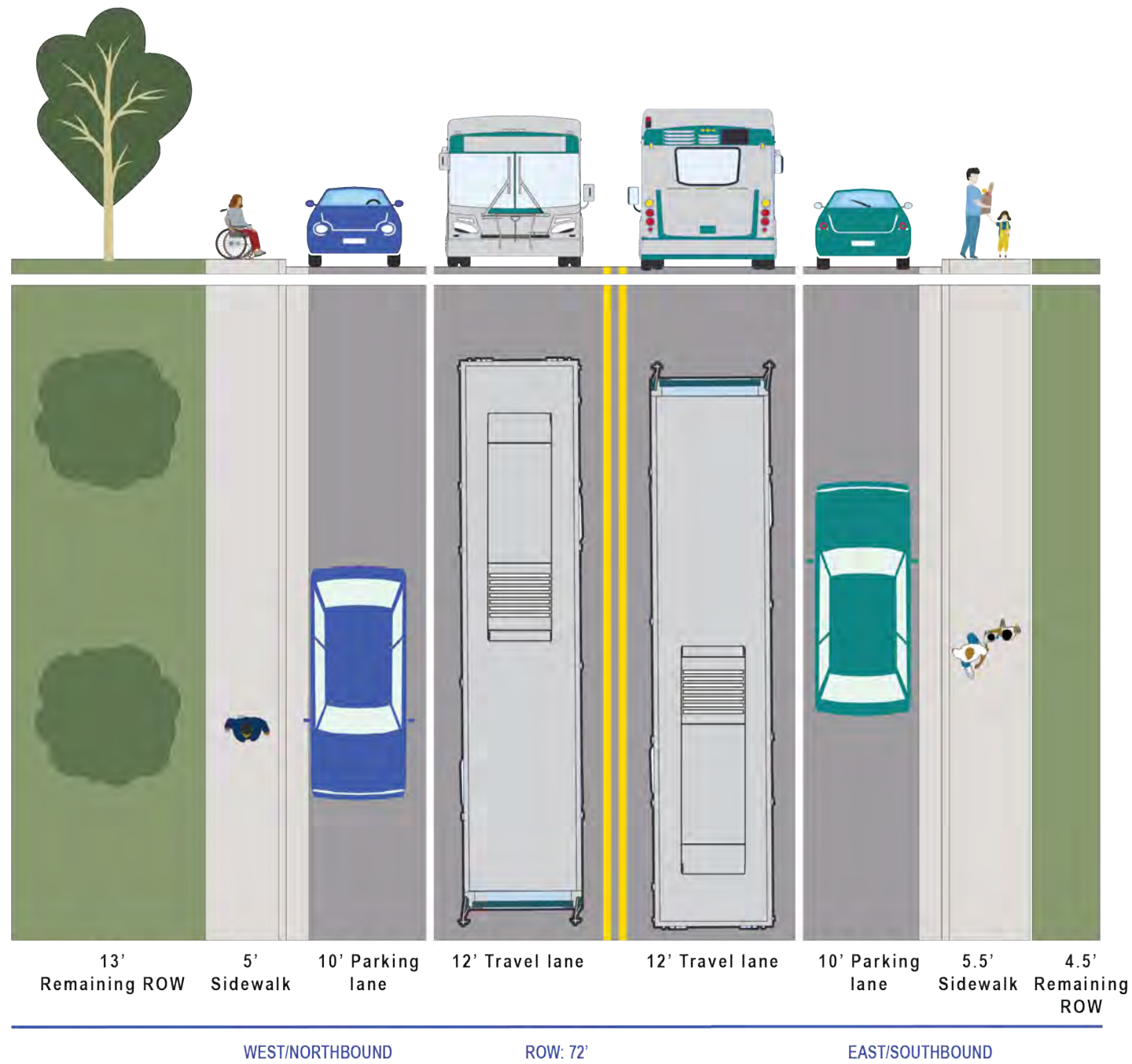
Medium-term:

- > Install the north side protected bike lane through restriping and signing without curb relocation. Shift parking and travel lanes south and restripe lanes. Coordinate with DOTI Transportation Services to integrate markings into 2028 repaving schedule (committed repaving slated for Albrook Drive from Peoria Street to Dillon Street).

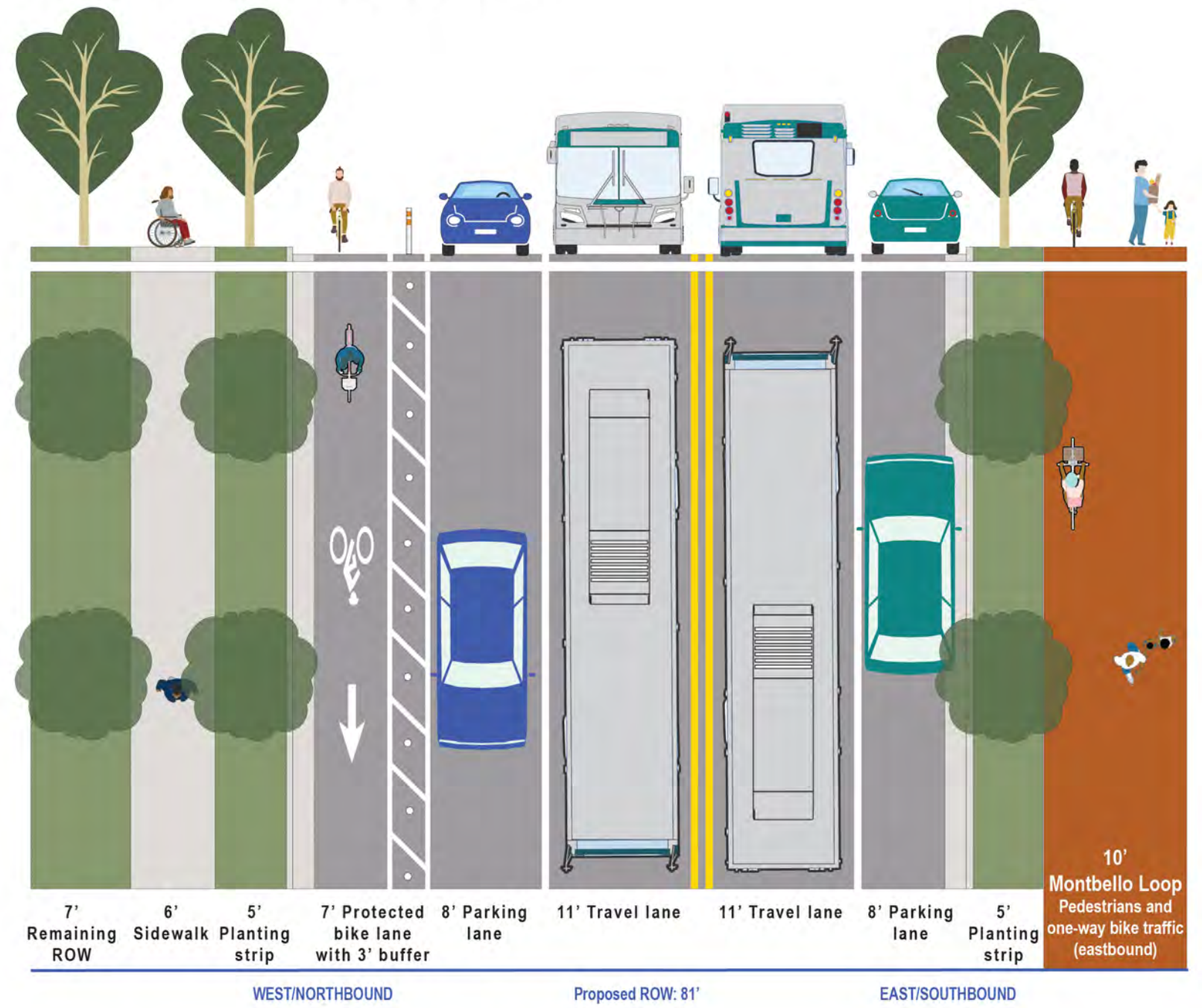
Long-term:

- > Reconstruct the segment to relocate the curb and implement the south side 10-foot Montbello Loop path (pedestrians and eastbound bicyclists) and planting strip, and north side 6-foot sidewalk and planting strip.

Albrook Drive: Abilene Street to Dillon Street
Existing typical cross section



Albrook Drive: Abilene Street to Dillon Street
Proposed typical cross section



5 44th Avenue from Dillon Street to Andrews Drive

Overview of Potential Impacts (see Table 2 for more information):



Parking Lane Removal



Drainage/Utility/Landscaping



Curb Relocation



Right-of-Way Recovery



Driveway Conflicts



Bus Stop Upgrades

Understanding of Existing Segment:

44th Avenue is a residential collector (Blueprint Denver, Future Street Type). There exists additional right-of-way available back-of-curb on the south side, with some sections being constrained due to utilities, existing structures, and mature trees. 44th Avenue serves RTD route 42, which runs every 30 minutes. Denver Moves: Bikes Update identified 44th Avenue as part of the core bicycle network with recommendations for protected bike lanes. 44th Avenue is a residential segment with homes and driveways fronting the road on the north side.

Estimated implementation cost (see Chapter 5, Page 35 for the cost estimate methodology):

\$1 – 3.5 million



Recommended Improvements:

44th Avenue currently accommodates two travel lanes in each direction, on-street parking, a detached sidewalk with a wide buffer on the north side, and an attached sidewalk on the south side. The proposed cross section for 44th Avenue includes a sidewalk-level shared-use path on the south side (pedestrians and eastbound bicyclists), paired with a north side on-street protected bike lane for westbound bicyclists. One parking lane must be removed to allow for a wide Montbello Loop path and buffer. While there is available right-of-way to build improvements, the curb must be relocated. Eastbound riders remain on the shared-use path and ramp down to an on-street protected bike lane at Andrews Drive to follow the Montbello Loop north. Parking removal is recommended only on the south side because homes do not front the street and nearby residential blocks offer on-street parking, which creates space for the protected bike lane and Montbello Loop.

Phased Recommendations:

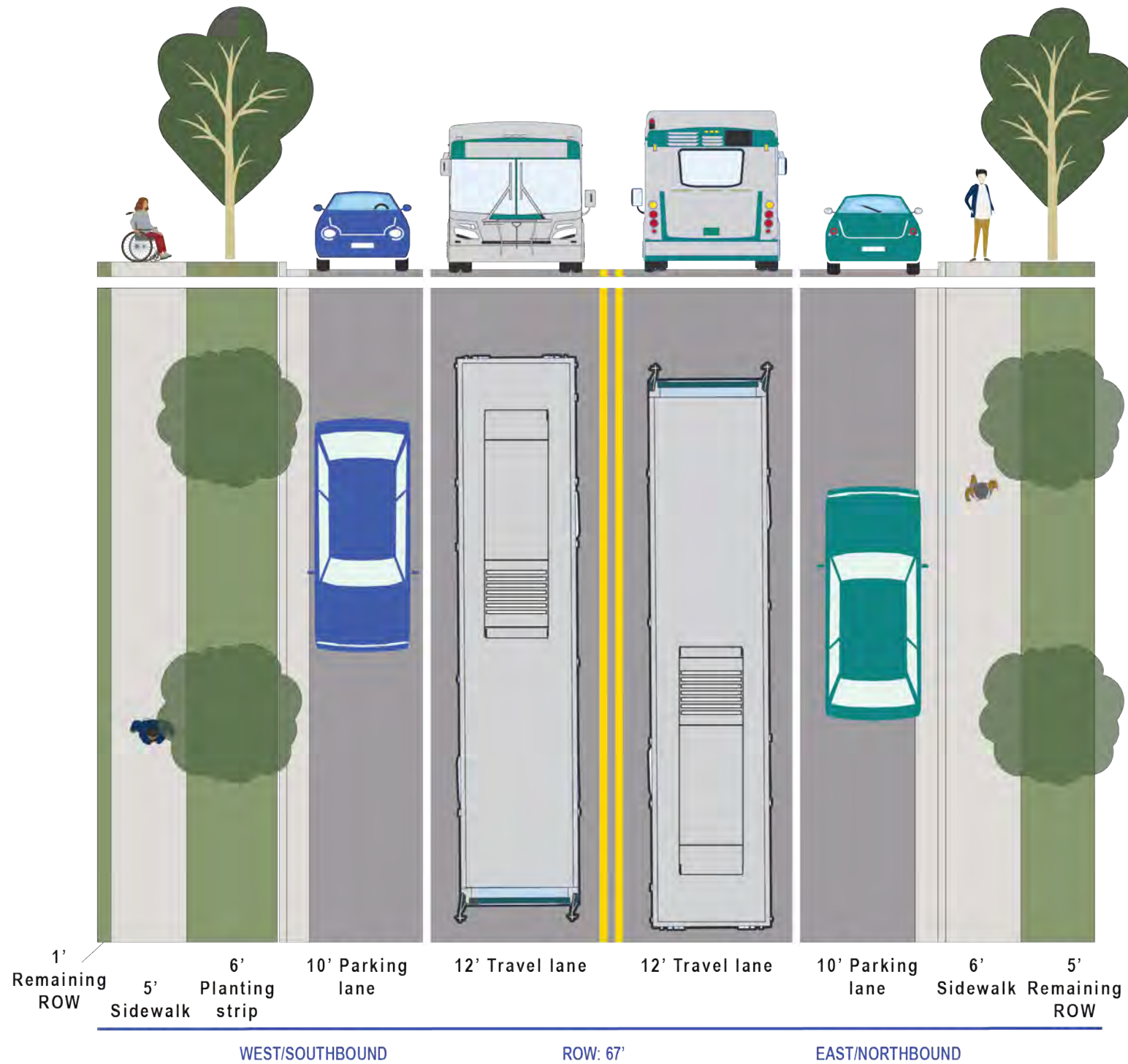
Medium-term:

- > In the interim, install the north side protected bike lane through restriping and signing without curb relocation. Remove the eastbound parking lane (contingent upon results of parking analysis) and shift travel lanes and the westbound parking lane 10 feet to the south, reducing parking lane width to 8 feet and travel lane width to 11 feet.

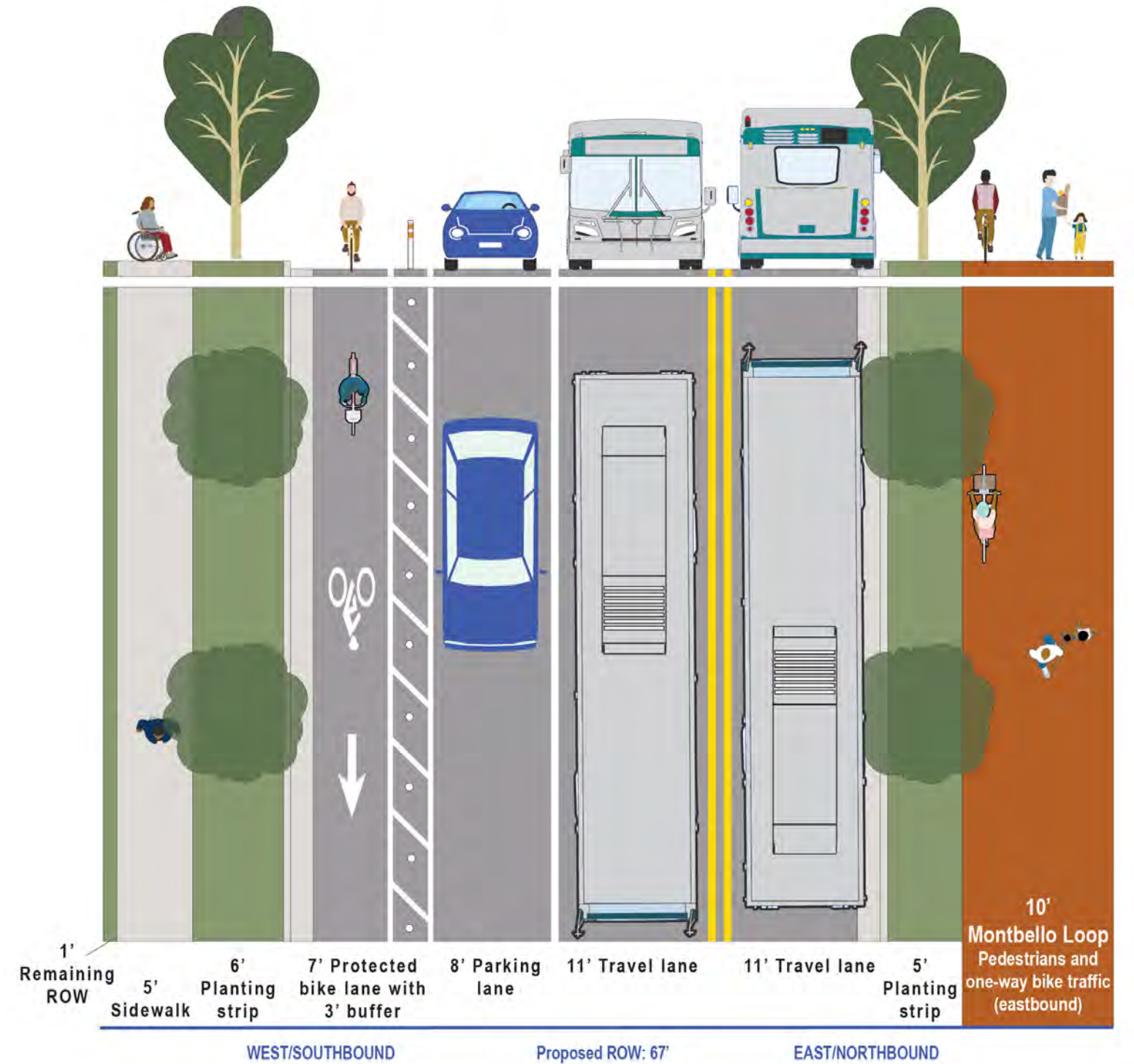
Long-term:

- > Reconstruct the segment to shift the curb line on the south side and implement a 10-foot Montbello Loop path (pedestrians and eastbound bicyclists) and planting strip.

44th Avenue: Dillon Street to Andrews Drive
Existing typical cross section



44th Avenue: Dillon Street to Andrews Drive
Proposed typical cross section




6 Andrews Drive from 44th Avenue to 46th Avenue

Overview of Potential Impacts (see Table 2 for more information):

 Parking Lane Removal

 Drainage/Utility/Landscaping

 Curb Relocation

 Driveway Conflicts

 Bus Stop Upgrades

Understanding of Existing Segment:

Andrews Drive is a residential collector (Blueprint Denver, Future Street Type), with some additional right-of-way available back-of-curb on the west side. The east side is constrained due to driveways and lawns in the right-of-way. Andrews Drive serves RTD route 42, which runs every 30 minutes. Denver Moves: Bikes Update recommends protected bike lanes on Andrews Drive. Andrews Drive is a residential corridor with all east side residences and only west side residences north of 45th Avenue fronting the street.

Estimated implementation cost (see Chapter 5, Page 35 for the cost estimate methodology):

\$250,000 - \$500,000



Recommended Improvements:

Andrews Drive between 44th and 46th Avenue accommodates one travel lane in each direction and one consistent on-street parking lane on the east side. The on-street parking on the west side is only intermittently permitted due to the locations of driveways and bus stops. Andrews Drive narrows to a pinch point at the 46th Avenue intersection. Near-term improvements can be made without curb relocation by shifting the roadway, removing the southbound parking lane, and installing a protected bike lane on the east side through restriping and signing. Long-term upgrades reconstruct the west side to shift the curb and create 10-foot Montbello Loop path with planting strips, lighting, and landscaping.

Phased Recommendations:

Medium-term:

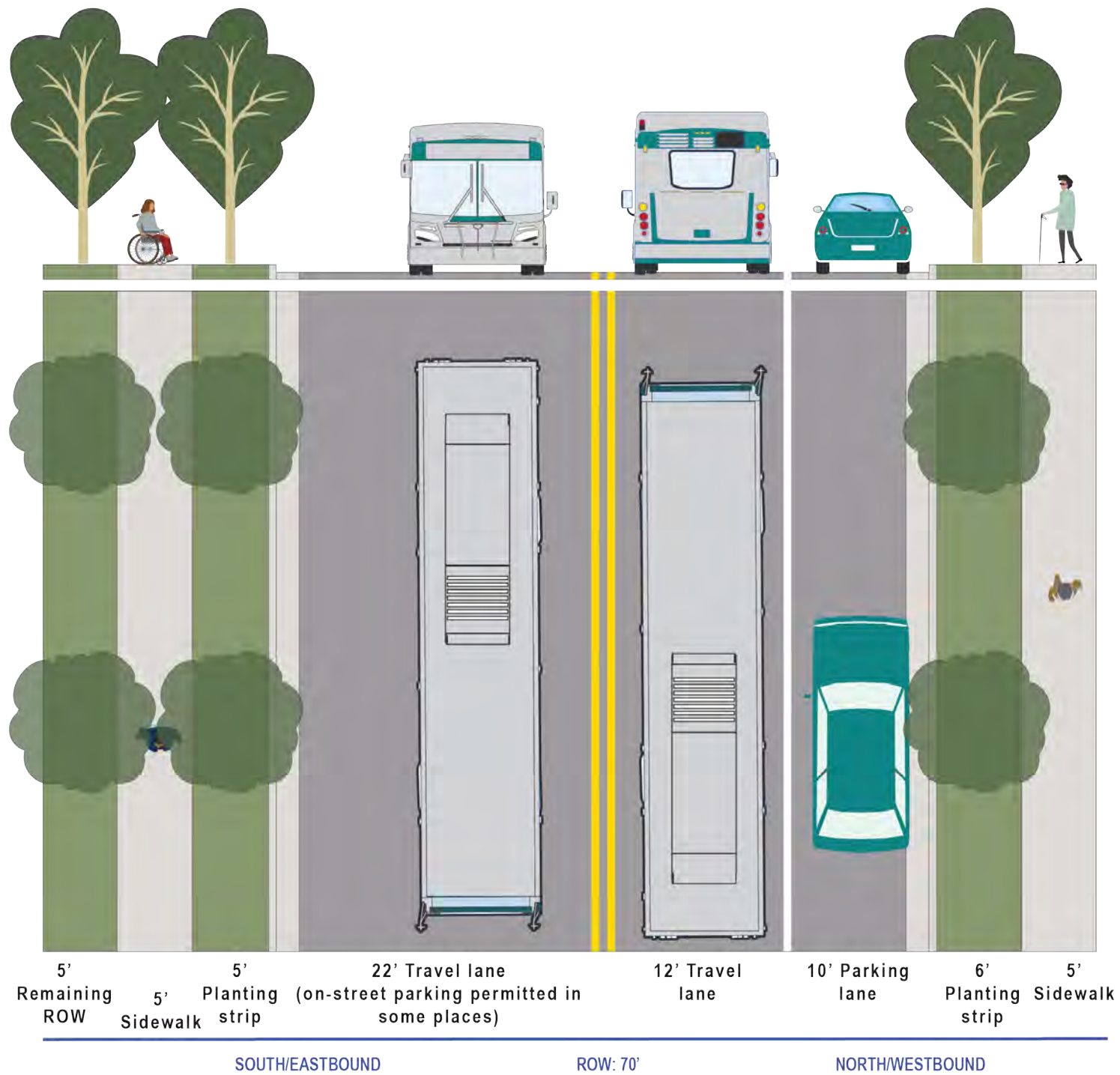
- > Install a northbound protected bike lane and remove the southbound parking lane (contingent upon results of parking analysis) through restriping and signing without curb relocation.

Long-term:

- > Reconstruct the west side of the segment by shifting the curb to implement a 10-foot Montbello Loop path (pedestrians and southbound bicyclists) and planting strip.

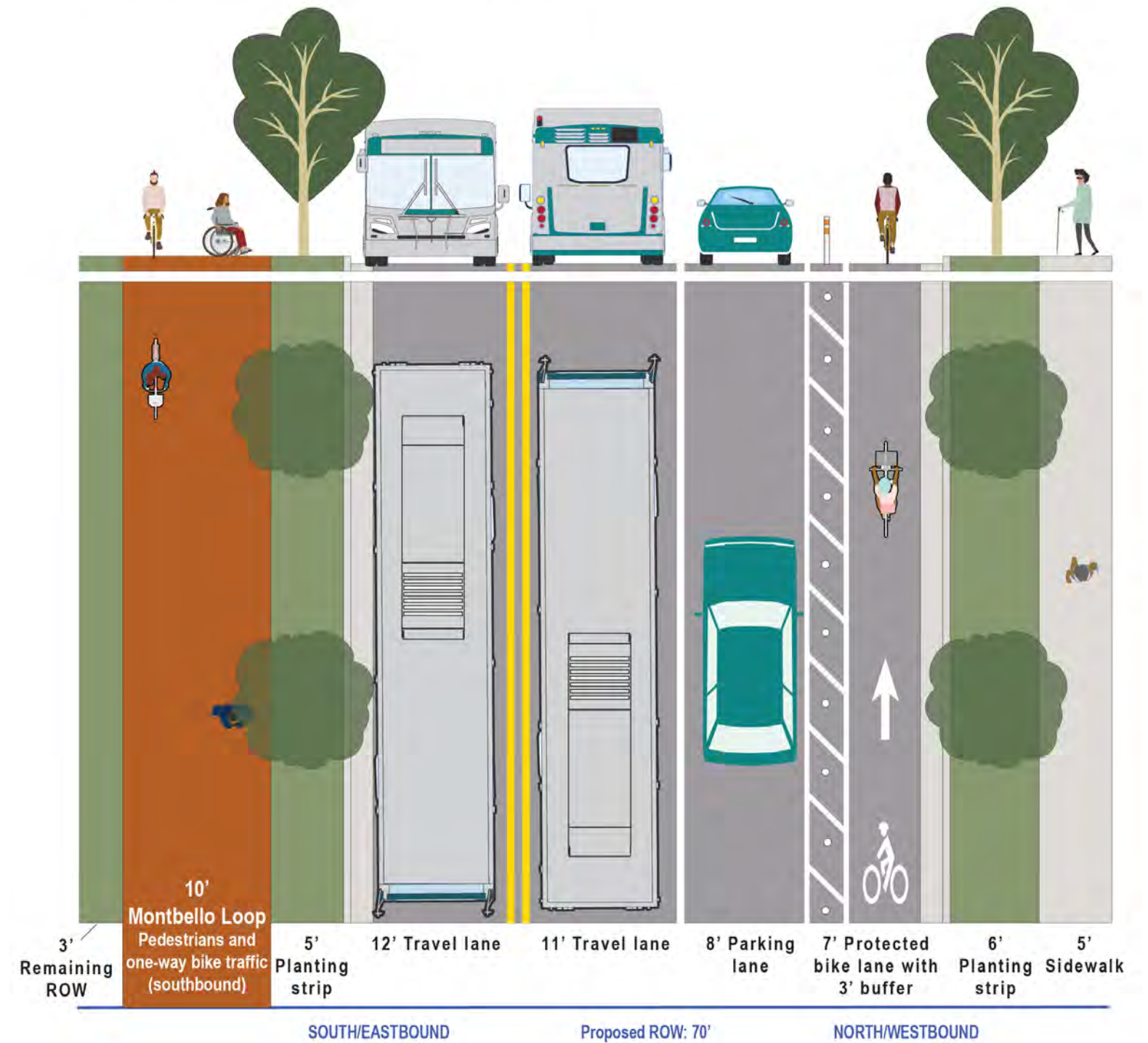
Andrews Drive: 44th Avenue to 46th Avenue

Existing typical cross section



Andrews Drive: 44th Avenue to 46th Avenue

Proposed typical cross section



7 46th Avenue from Andrews Drive to Durham Court

Overview of Potential Impacts (see Table 2 for more information):



Travel Lane Removal



Drainage/Utility/Landscaping



Curb Relocation



Right-of-Way Recovery



Driveway Conflicts



Bus Stop Upgrades

Understanding of Existing Segment:

46th Avenue from Andrews Drive to Durham Court is a residential collector (Blueprint Denver, Future Street Type), with a center drainage channel and minimal additional right-of-way available back-of-curb due to driveways and residences. 46th Avenue serves RTD route 42, which runs every 30 minutes. Denver Moves: Bikes Update recommends protected bike lanes on 46th Avenue. This segment is residential, with houses on both sides fronting the street.

Estimated implementation cost (see Chapter 5, Page 35 for the cost estimate methodology):

\$500,000 - \$1 million

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Recommended Improvements:

46th Avenue currently provides two travel lanes in each direction, on-street parking, and narrow sidewalks separated from traffic by small planting strips, with a wide drainage channel at the center that limits flexibility for multimodal improvements. Between Andrews Drive and Durham Court, the proposed concept converts one westbound travel lane to install a protected bike lane on the north side through restriping, while long-term reconstruction shifts the south curb to create a 12-foot Montbello Loop path with new landscaping, lighting, and upgraded crossings. Traffic counts support travel lane removal on this segment, but additional study is recommended.

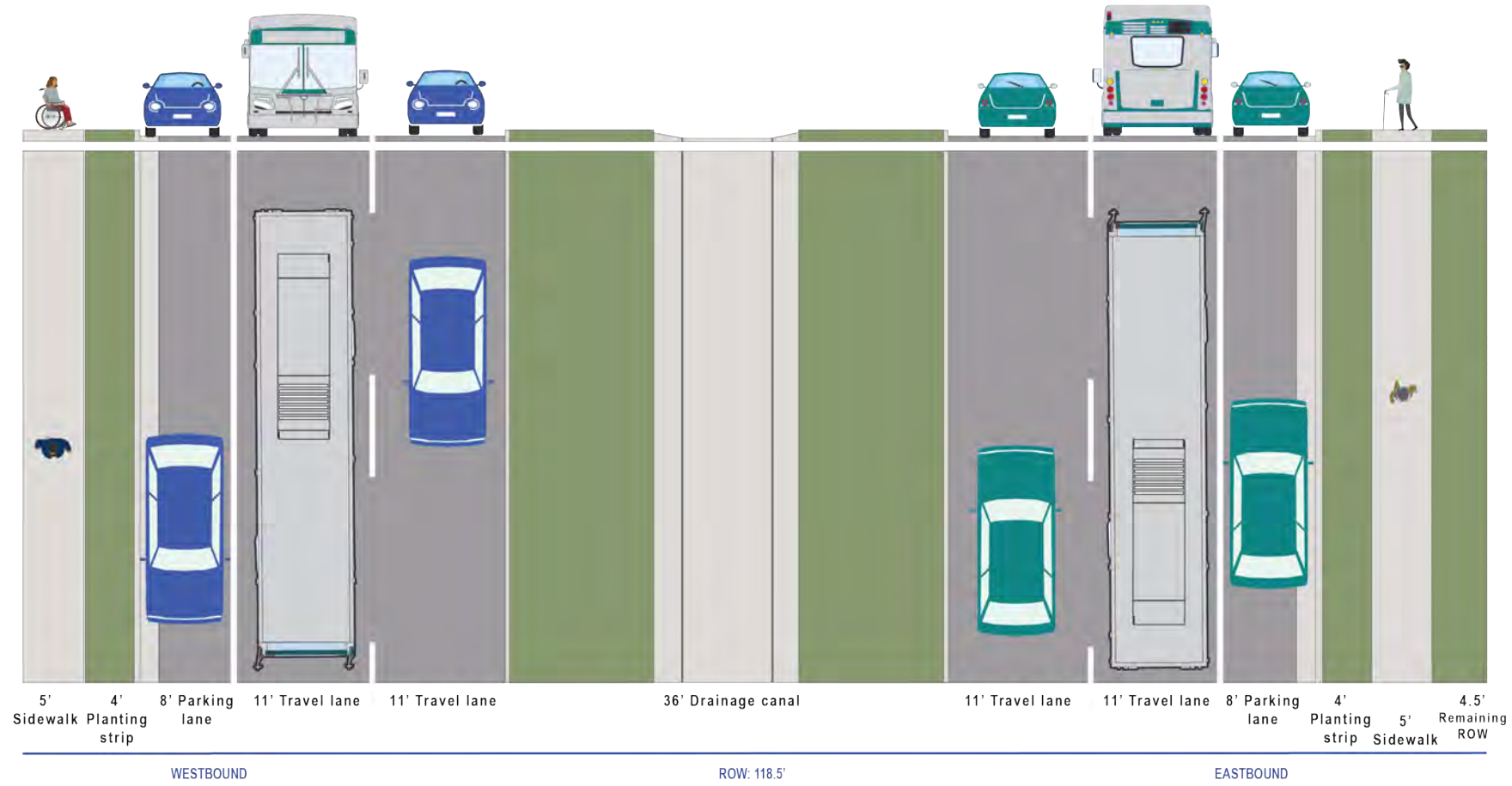
Phased Recommendations:

Medium-term:

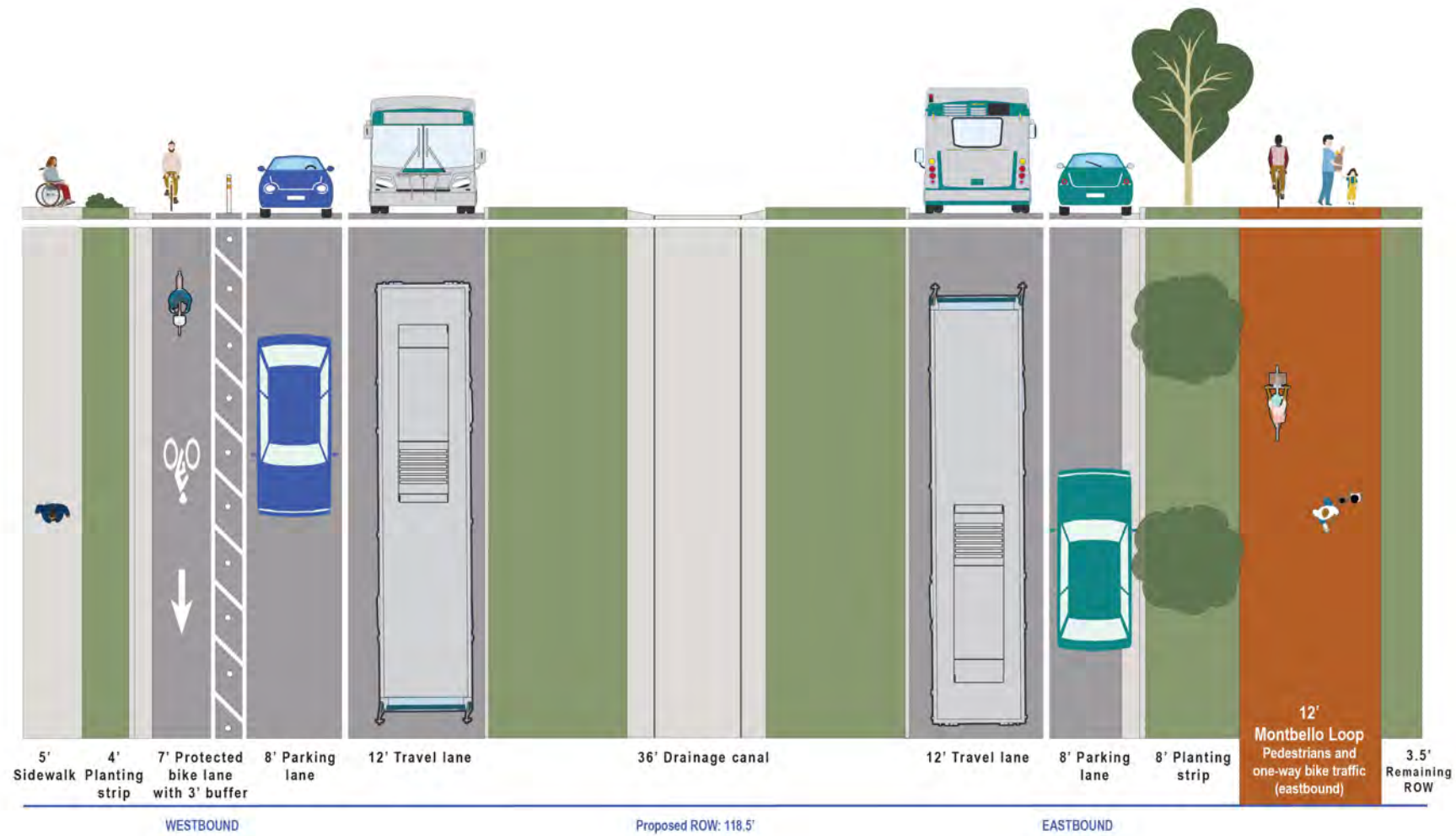
- > Install the north side protected bike lane through restriping and signing without curb relocation. Remove one travel lane (contingent upon results of traffic analysis).

Long-term:

- > Reconstruct the south side of the segment by removing one travel lane (contingent upon results of traffic analysis) and shifting the curb to implement 12-foot Montbello Loop path (pedestrians and eastbound bicyclists) and a resized planting strip.



46th Avenue: Andrews Drive to Durham Court
Existing typical cross section



46th Avenue: Andrews Drive to Durham Court
Proposed typical cross section

8 46th Avenue from Durham Court to Eugene Way

Overview of Potential Impacts (see Table 2 for more information):



Parking Lane Removal



Drainage/Utility/Landscaping



Curb Relocation



Right-of-Way Recovery



Driveway Conflicts



Bus Stop Upgrades

Understanding of Existing Segment:

46th Avenue from Andrews Drive to Durham Court is a residential collector (Blueprint Denver, Future Street Type), with a center drainage channel and no additional right-of-way available back-of-curb due to driveways and residences. 46th Avenue serves RTD route 42, which runs every 30 minutes. Denver Moves: Bikes Update recommends protected bike lanes on 46th Avenue. 46th Avenue is mainly a residential street with Oakland Elementary school between Dearborn Street and Eugene Way on the south side. East of Durham Court on 46th Avenue, there are no residential frontages.

Estimated implementation cost (see Chapter 5, Page 35 for the cost estimate methodology):

\$1 – 3.5 million



Recommended Improvements:

From Durham Court to Eugene Way, the south side requires curb relocation. Parking removal on the north side makes room for a westbound protected bike lane, while parking removal and curb relocation on the south side makes room for a 12-foot Montbello Loop path and planting strip. Parking removal is recommended because homes do not front the street and nearby residential blocks offer on-street parking.

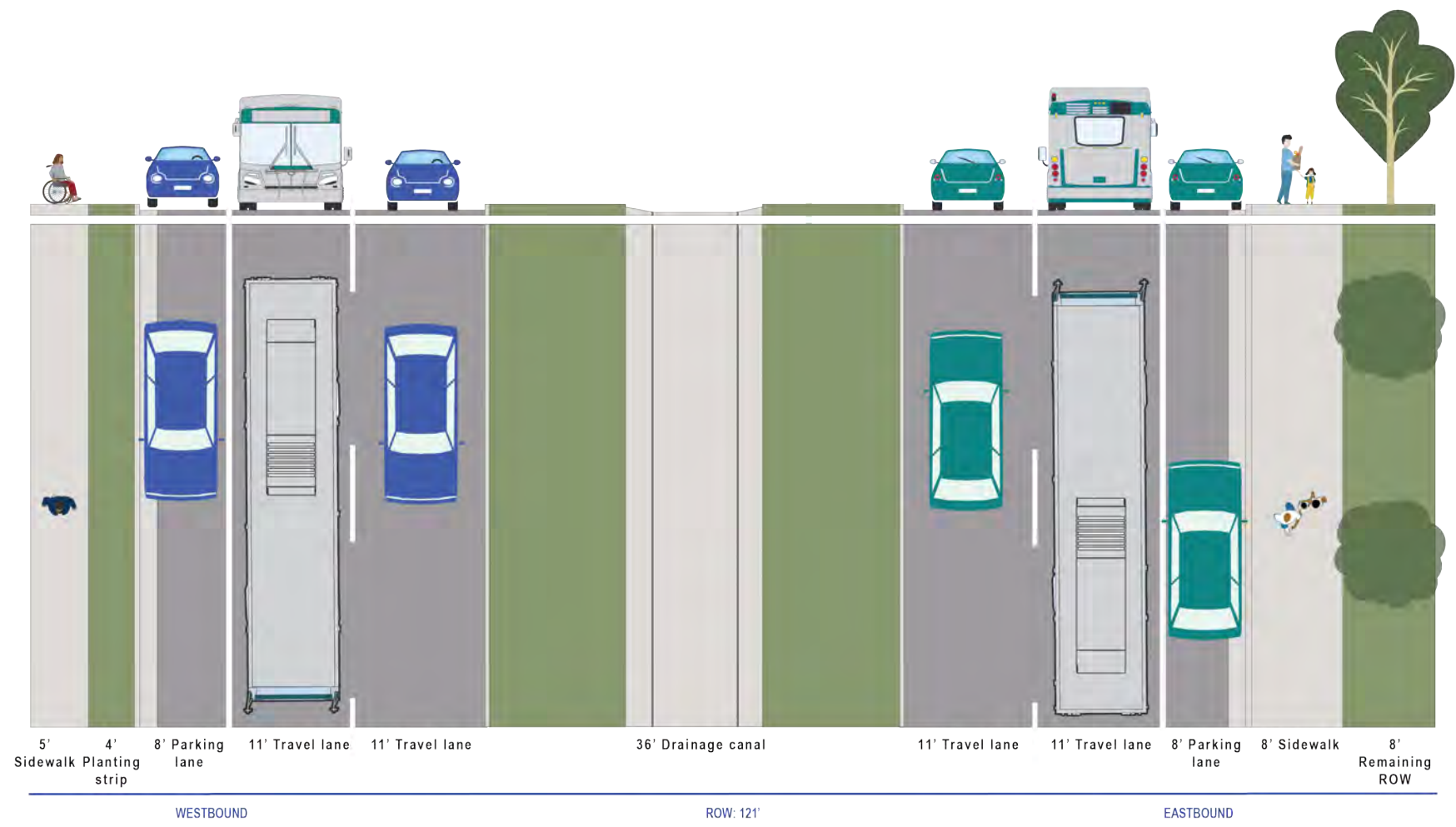
Phased Recommendations:

Medium-term:

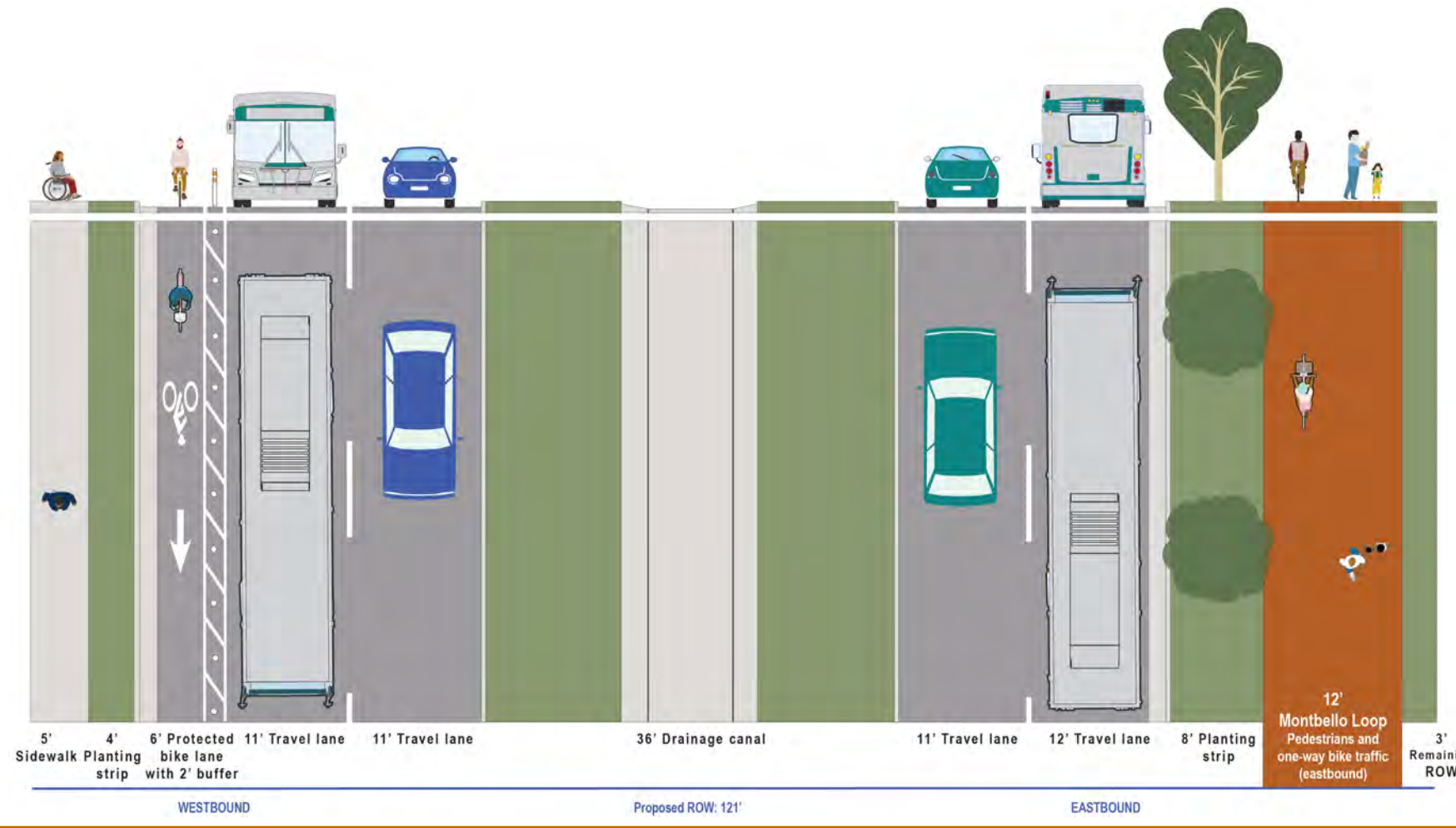
- > Remove the parking lane (contingent upon results of parking analysis) and install the north side protected bike lane through restriping and signing without curb relocation.

Long-term:

- > Reconstruct the south side of the segment by removing one parking lane (contingent upon results of parking utilization analysis) and shifting the curb to implement 12-foot Montbello Loop path (pedestrians and eastbound bicyclists) and planting strip.



46th Avenue: Durham Court to Eugene Way
Existing typical cross section



46th Avenue: Durham Court to Eugene Way
Proposed typical cross section

9 Eugene Way/Court from 46th Avenue to 50th Avenue

Overview of Potential Impacts (see Table 2 for more information):



Traffic Calming



Right-of-Way Recovery



Driveway Conflicts

Understanding of Existing Segment:

Eugene Way/Court is a local street with limited additional available right-of-way available back-of-curb and many barriers to back-of-curb improvements due to private property driveways and obstructions. Denver Moves: Bikes Update recommends designating Eugene Way as a neighborhood bikeway. Eugene Way/Court is a residential corridor with all residences fronting the street.

Recommended Improvements:

Eugene Way/Court currently provides two travel lanes, on-street parking on both sides, and narrow sidewalks, offering limited comfort for people walking or biking. Right-of-way recovery is necessary to implement a 6-foot Montbello Loop path on the west side and 6-foot sidewalk on the east side, prioritizing west side

Estimated implementation cost (see Chapter 5, Page 35 for the cost estimate methodology):

\$500,000 - \$1 million

\$

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reconstruction and coordinating with DOTI's sidewalk program to deliver sidewalk improvements. While the typical proposed section shows improvements built within the right-of-way, acquisition may be required in some constrained areas.

Phased Recommendations:

Medium-term:

- > Install neighborhood bikeway supportive traffic calming elements, like speed humps, to calm traffic across the corridor (contingent upon results of speed study).

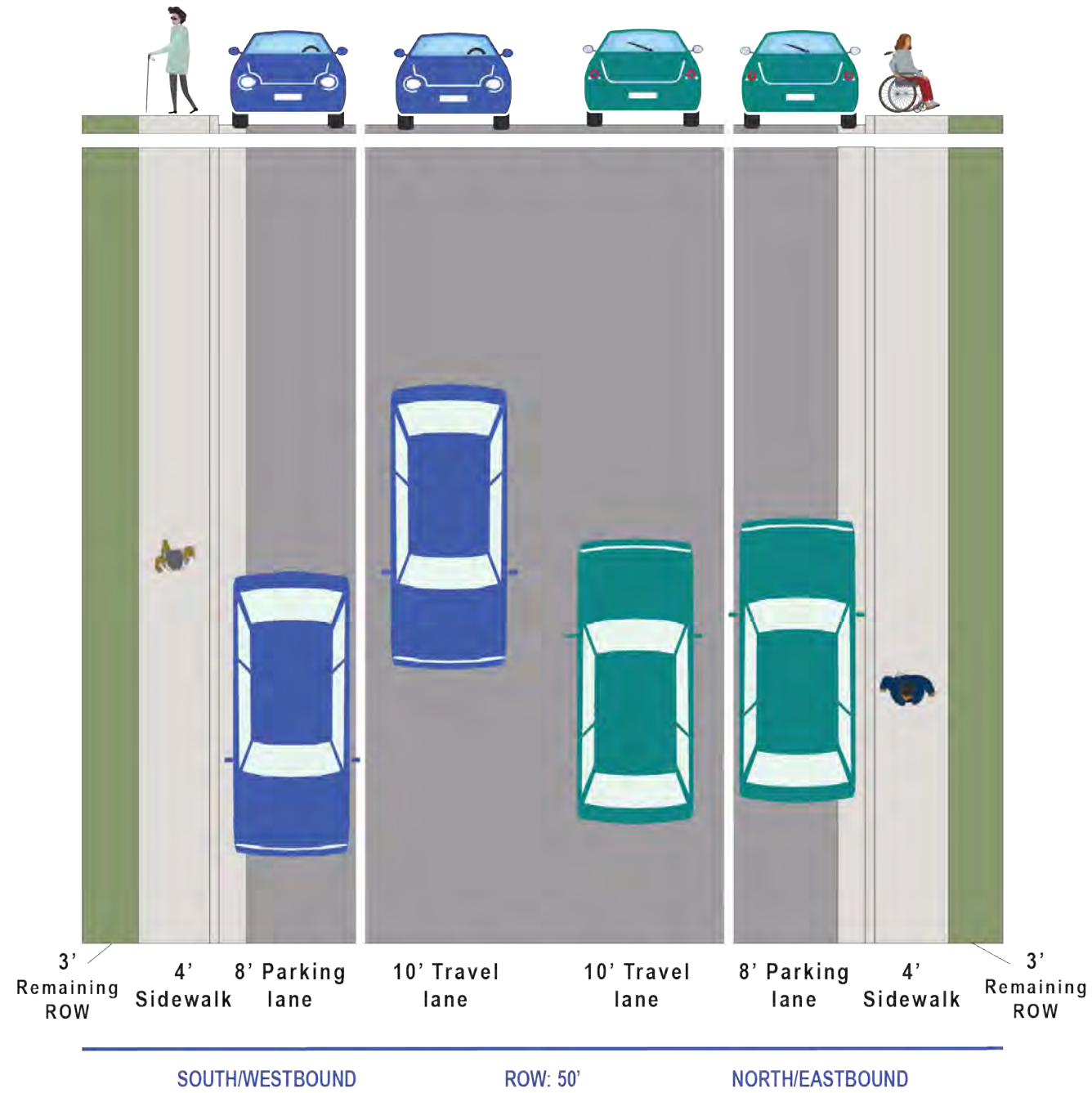
Long-term:

- > Implement a 6-foot Montbello Loop path on the west side and widen sidewalks to 6 feet on the east side.

9

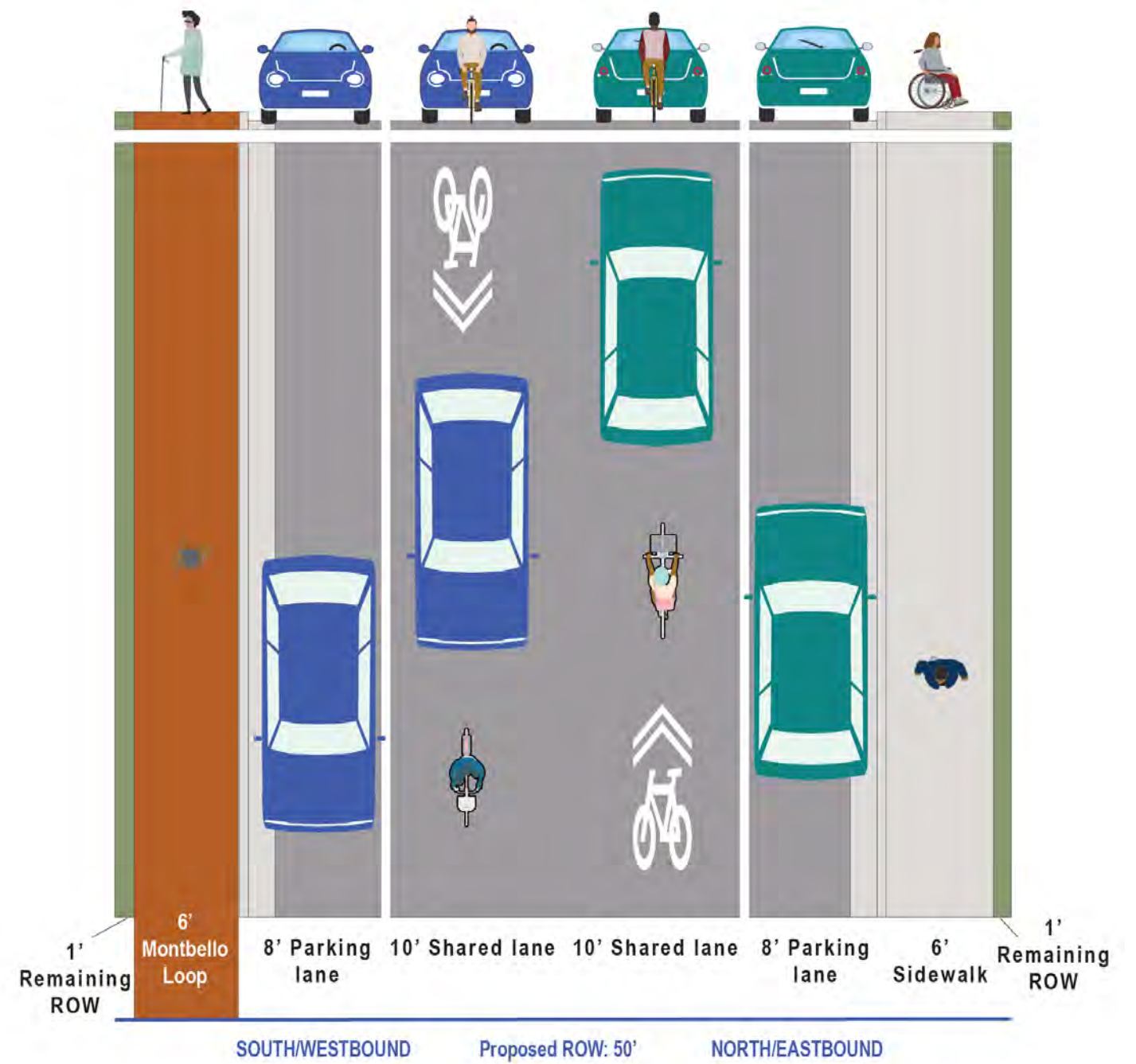
Eugene Way/Court:

46th Avenue to 50th Avenue
Existing typical cross section



Eugene Way/Court:

46th Avenue to 50th Avenue
Proposed typical cross section



10 50th Avenue from Eugene Way to Enid Way

Overview of Potential Impacts (see Table 2 for more information):



Parking Lane Removal



Traffic Calming



Curb Relocation



Right-of-Way Recovery



Driveway Conflicts

Understanding of Existing Segment:

50th Avenue is a local street with limited additional available right-of-way available back-of-curb and many barriers to back-of-curb improvements on the north side due to private property driveways and obstructions. Denver Moves: Bikes Update recommends designating 50th Avenue as a neighborhood bikeway. 50th Avenue is a residential corridor with all residences on the north side fronting the street.

Estimated implementation cost (see Chapter 5, Page 35 for the cost estimate methodology):

<\$250,000



Recommended Improvements:

50th Avenue currently provides two travel lanes, on-street parking on both sides, and narrow sidewalks, offering minimal dedicated space for people walking or biking. Parking removal is recommended only on the south side because homes do not front the street and nearby residential blocks offer on-street parking, which creates space to widen the south side sidewalk to accommodate a wide Montbello Loop path and planting strip.

Phased Recommendations:

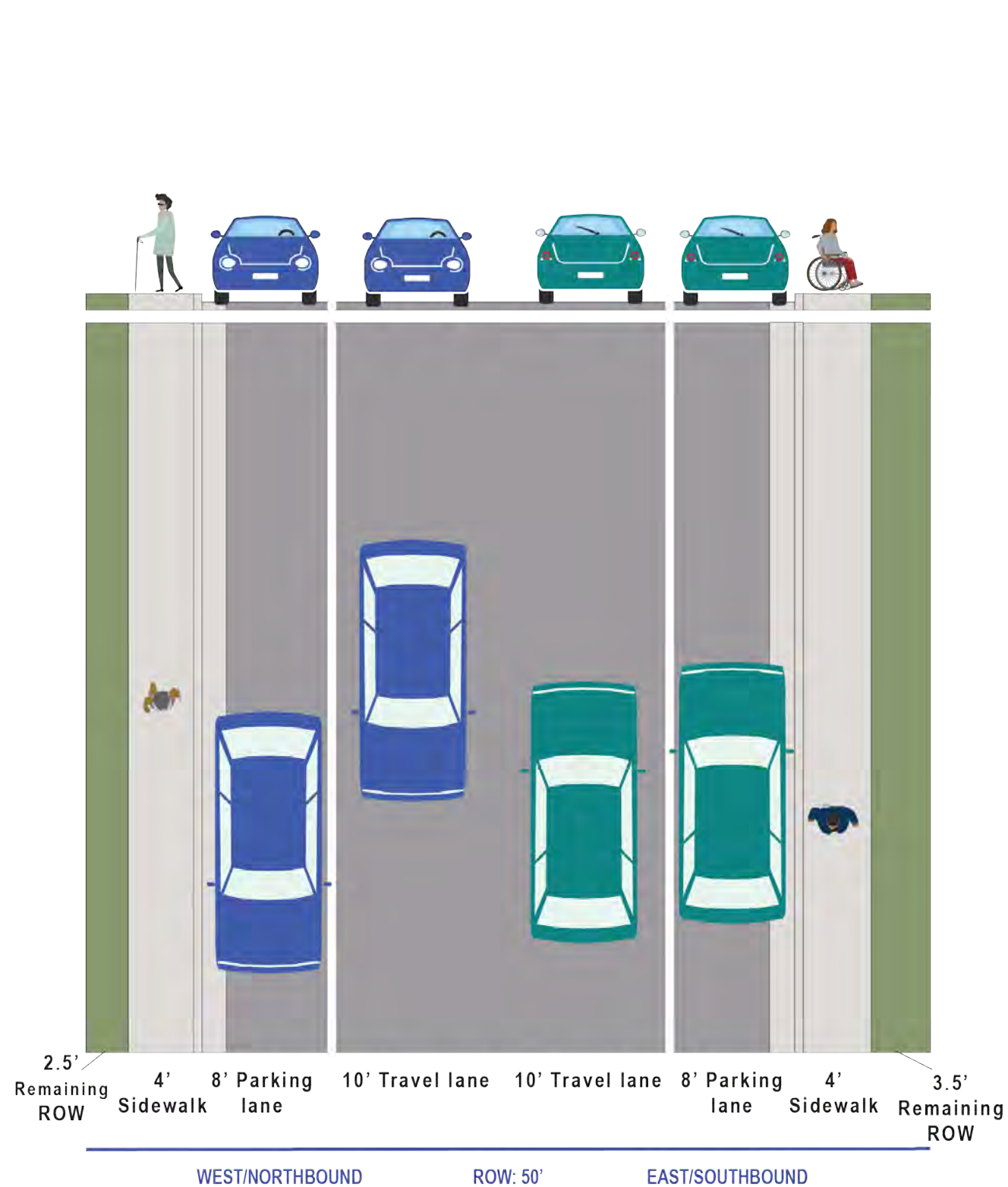
Medium-term:

- > Install neighborhood bikeway supportive traffic calming elements, like speed humps, to calm traffic across the corridor (contingent upon results of speed study).

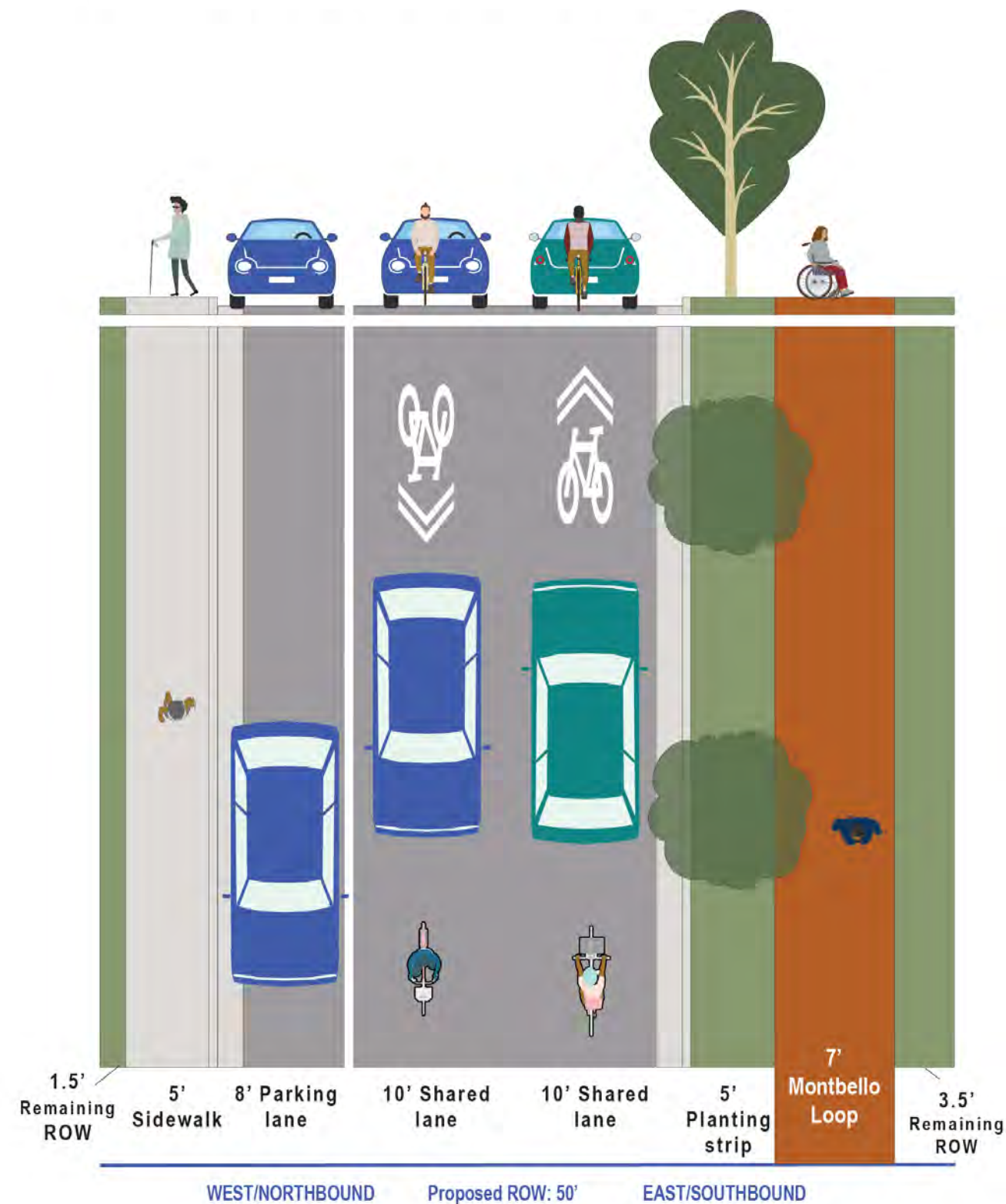
Long-term:

- > Remove the eastbound parking lane (contingent upon results of parking analysis) and reconstruct the segment to shift the curb line and implement a 7-foot Montbello Loop path and 5-foot planting strip on the south side. Widen sidewalks to 5 feet on the north side.

50th Avenue: Eugene Way to Enid Way
Existing typical cross section



50th Avenue: Eugene Way to Enid Way
Proposed typical cross section



11 Enid Way from 50th Avenue to 51st Avenue/Gateway Avenue

Overview of Potential Impacts (see Table 2 for more information):



Traffic Calming



Driveway Conflicts

Understanding of Existing Segment:

Enid Way is a local street with wide planting strips existing across most of the corridor. Sidewalks on both sides of the street are outside of the available right-of-way, encroaching on private property. Denver Moves: Bikes Update recommends designating Enid Way as a neighborhood bikeway. Enid Way is a residential corridor with all residences fronting the street.

Estimated implementation cost (see Chapter 5, Page 35 for the cost estimate methodology):

<\$250,000



Recommended Improvements:

Enid Way currently provides two travel lanes, on-street parking, and wide planting strips and sidewalks, with currently no dedicated space for people biking. The proposed concept maintains the overall roadway configuration while integrating sharrows (designating Enid Way as a neighborhood bike route) and the Montbello Loop path on east side through signing and marking alone.

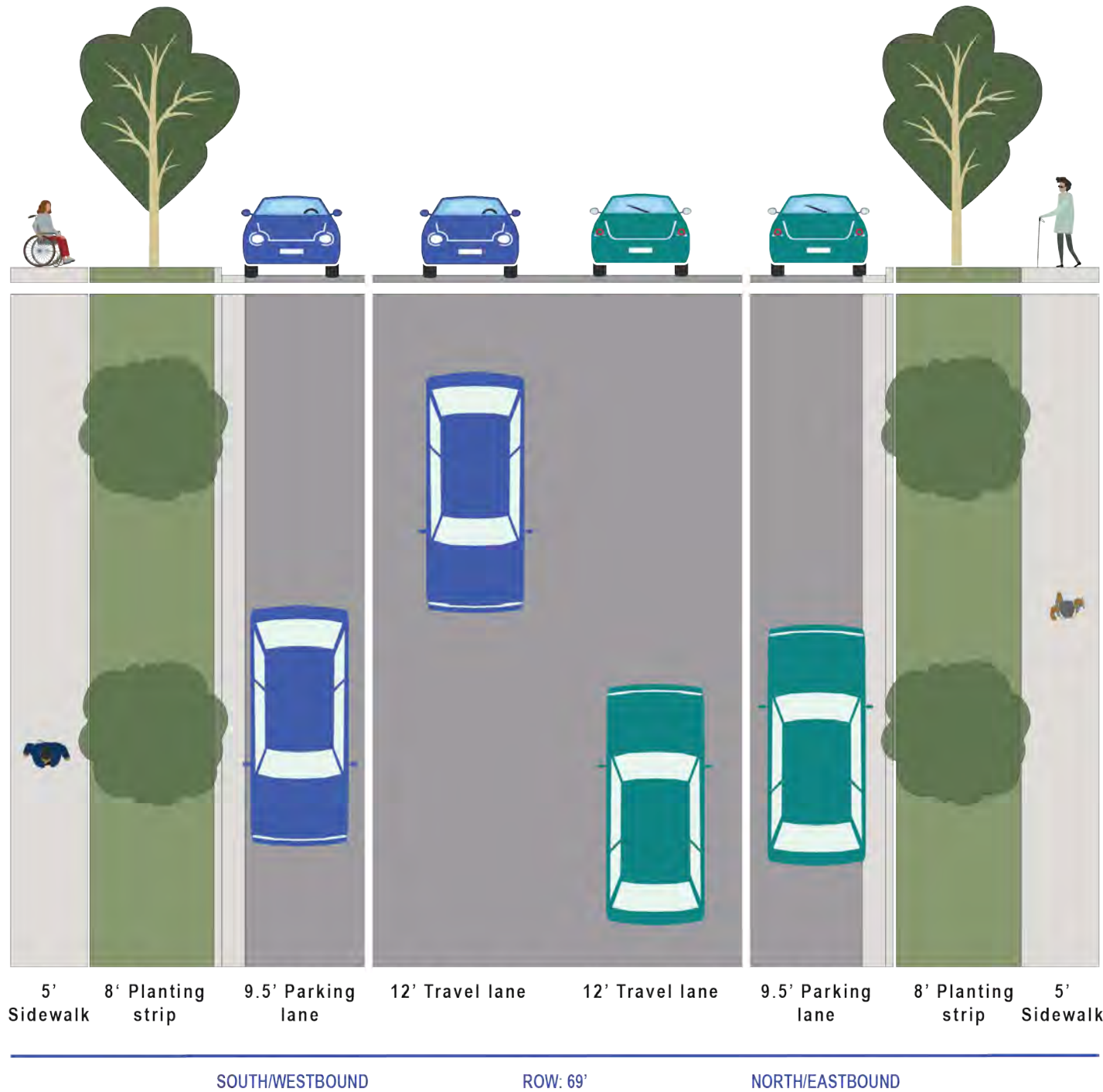
Phased Recommendations:

Medium-term:

- > Install neighborhood bikeway supportive traffic calming elements, like speed humps, to calm traffic across the corridor (contingent upon results of speed study).

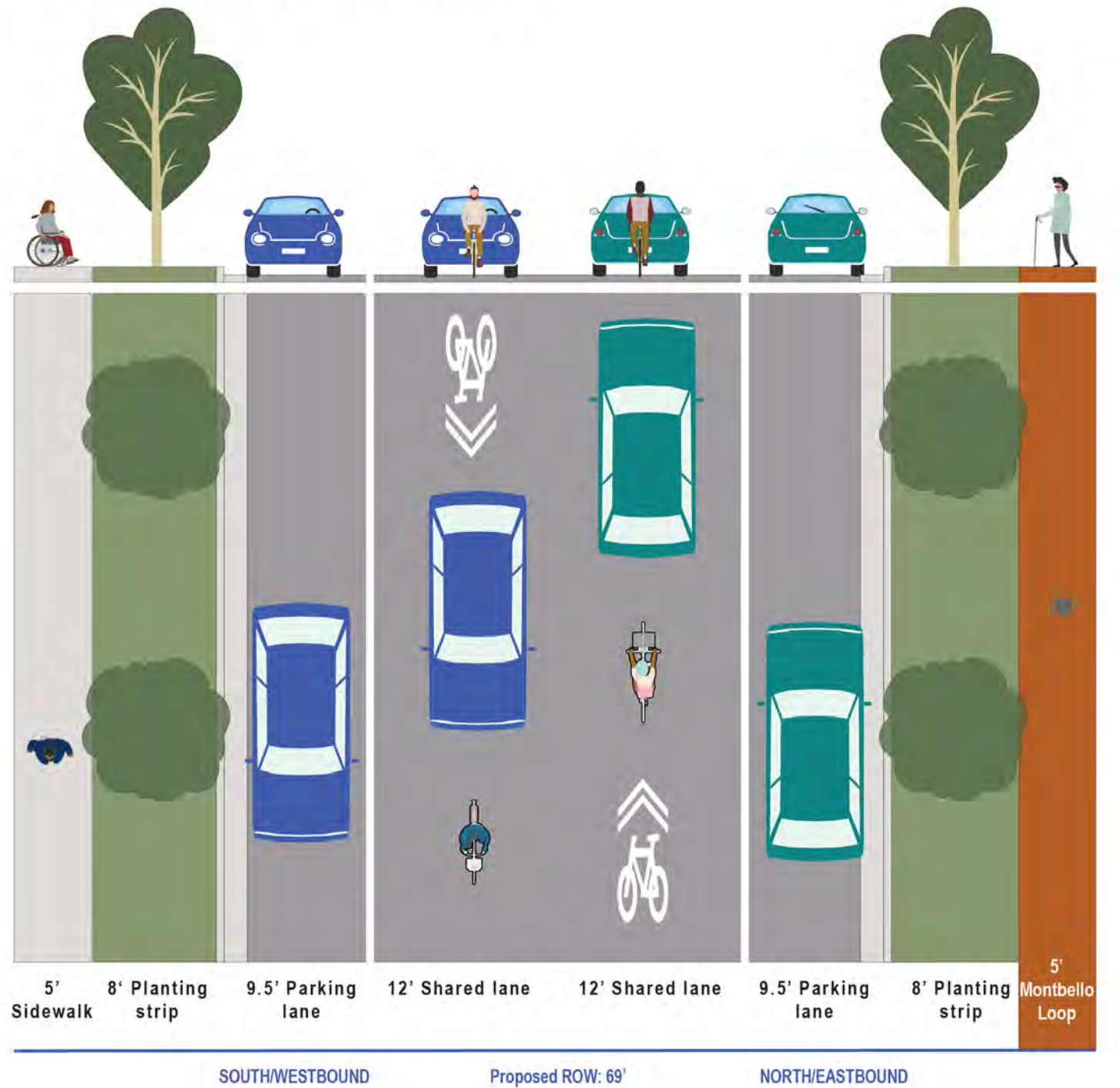
Enid Way: 50th Avenue to 51st Avenue/Gateway Avenue

Existing typical cross section



Enid Way: 50th Avenue to 51st Avenue/Gateway Avenue

Proposed typical cross section



12 Gateway Avenue / 51st Avenue from Enid Way to Durham Court

Overview of Potential Impacts (see Table 2 for more information):



Bus Stop Upgrades

Understanding of Existing Segment:

Gateway Avenue/51st Avenue is a residential collector (Blueprint Denver, Future Street Type), with existing high comfort sidewalks and planting strips. Gateway Avenue/51st Avenue serves RTD route 45, which runs every 30 minutes. Denver Moves: Bikes Update identified Gateway Avenue/51st Avenue as part of the core bicycle network where protected bike lanes are already existing. Denver Moves: Transit identified Gateway Avenue/51st Avenue as a Speed and Reliability Corridor prioritized for capital investments. Gateway Avenue/51st Avenue is mainly a residential street with Marie L. Greenwood Early-8th Grade school between Eagle Court and Durham Court on the north side.

Estimated implementation cost (see Chapter 5, Page 35 for the cost estimate methodology):

<\$250,000

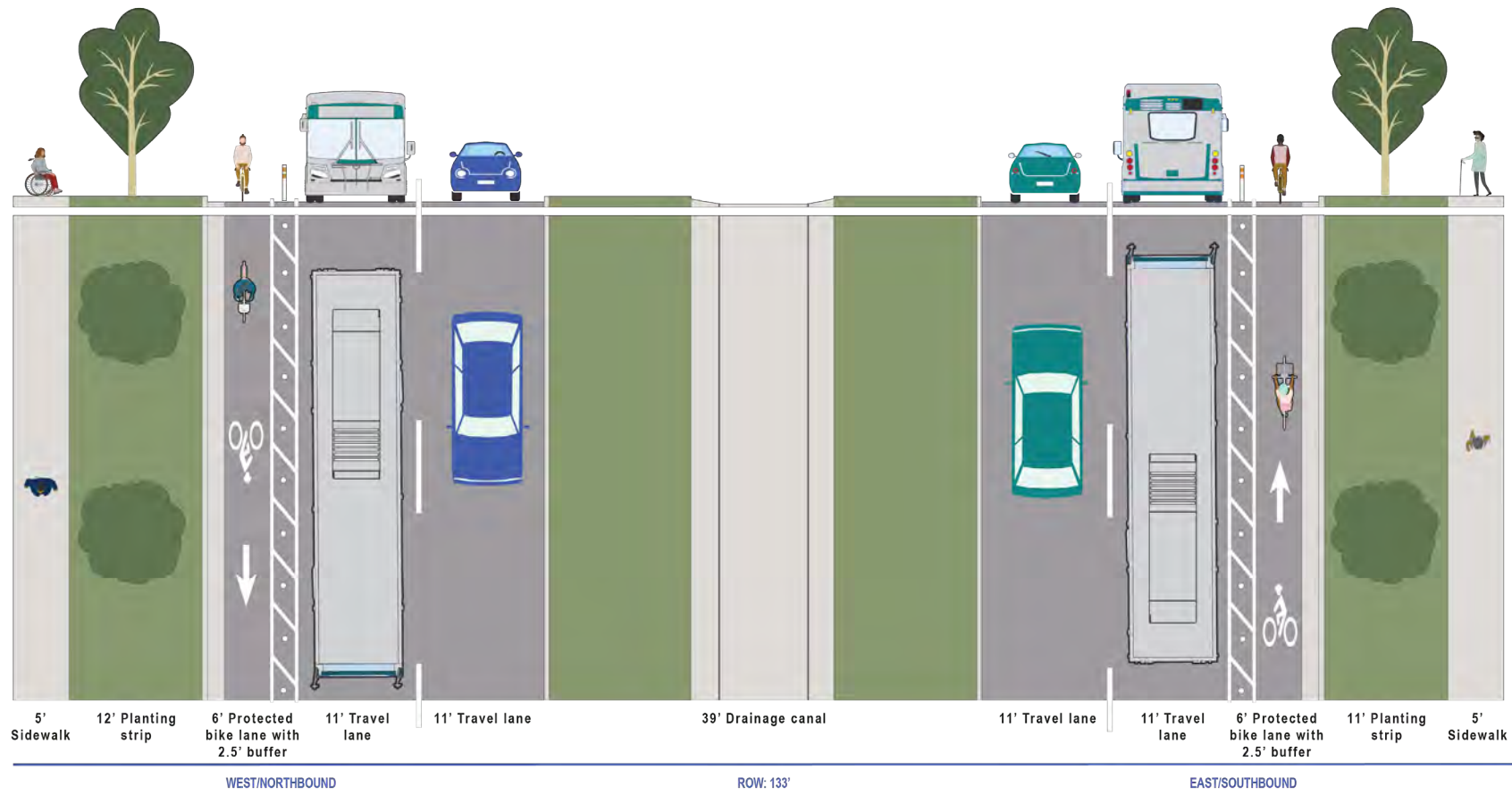


Recommended Improvements:

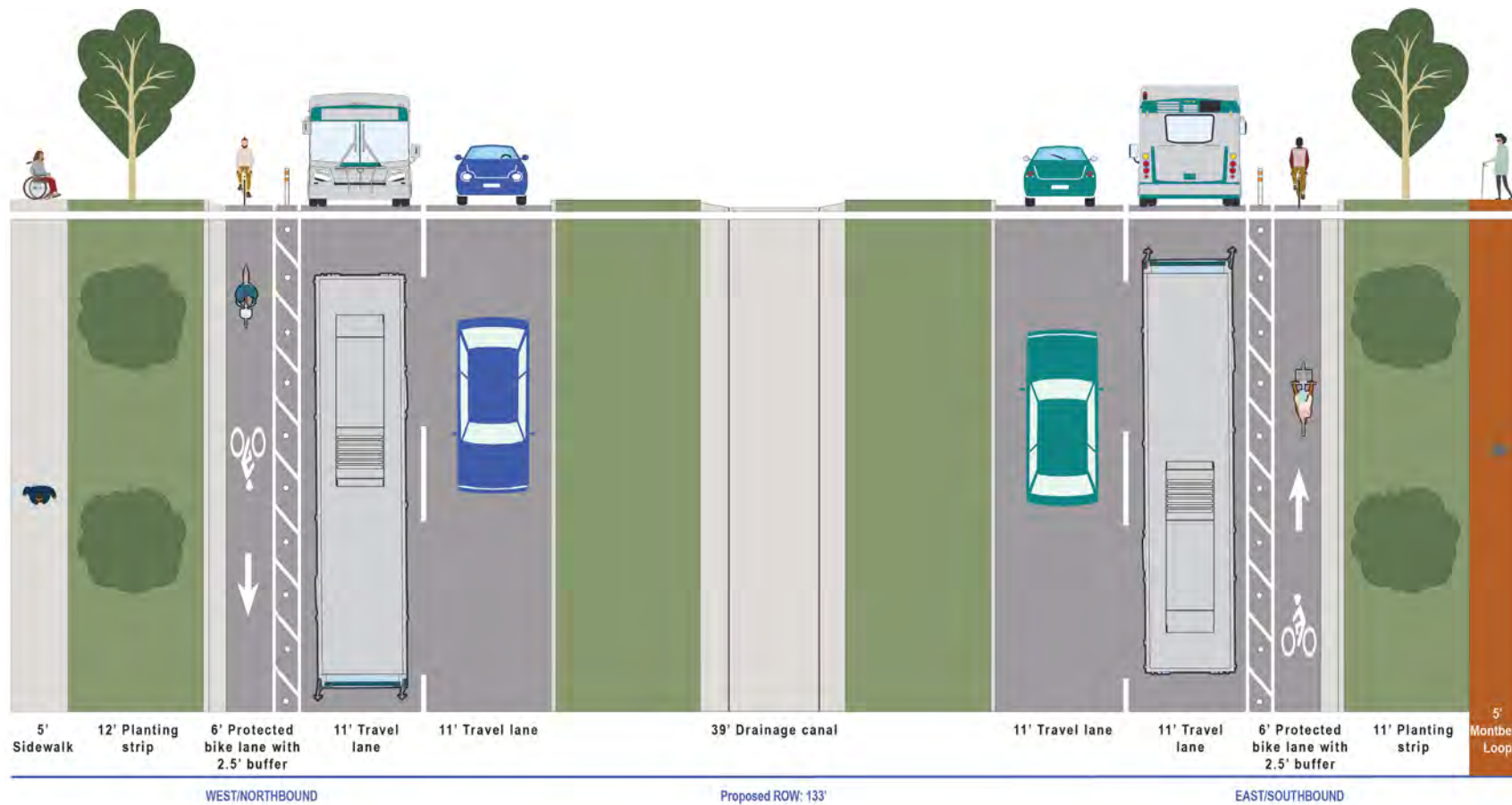
Gateway Avenue/51st Avenue currently includes two wide travel lanes in each direction, protected bike lanes, and planting strips on both sides, with a drainage channel running down the center. The proposed concept maintains the overall roadway configuration while integrating the Montbello Loop path on south side through signing and marking alone.

Phased Recommendations:

No specific segment recommendations.



Gateway Avenue/51st Avenue:
 Enid Way to Durham Court
Existing typical cross section



Gateway Avenue/51st Avenue:
 Enid Way to Durham Court
Proposed typical cross section

13 Durham Court from Gateway / 51st Avenue to 52nd Avenue

Overview of Potential Impacts (see Table 2 for more information):



Right-of-Way Acquisition



Driveway Conflicts

Understanding of Existing Segment:

Durham Court is a local street with sections south of 52nd Avenue offering wide planting strips and accessible sidewalks. Denver Moves: Bikes Update recommends designating Durham Court as a neighborhood bikeway. Durham Court is a primarily residential corridor with all residences fronting the street. Mary L. Greenwood Early-8th Grade school sits on the east corner of Gateway Avenue/51st Avenue and Durham Court.

Estimated implementation cost (see Chapter 5, Page 35 for the cost estimate methodology):

<\$250,000



Recommended Improvements:

Durham Court is a neighborhood street with two travel lanes, on-street parking, and sidewalks that are partially outside the public right-of-way in some segments. The corridor should be designated as a neighborhood bikeway with sharrows and wayfinding signage while drainage, utility, and right-of-way constraints are evaluated to guide future reconstruction. Long-term improvements acquire right-of-way to construct a 6-foot Montbello Loop path on the east side (where 6-foot sidewalk is not already existing) while maintaining the 5.5-foot planting strip.

Phased Recommendations:

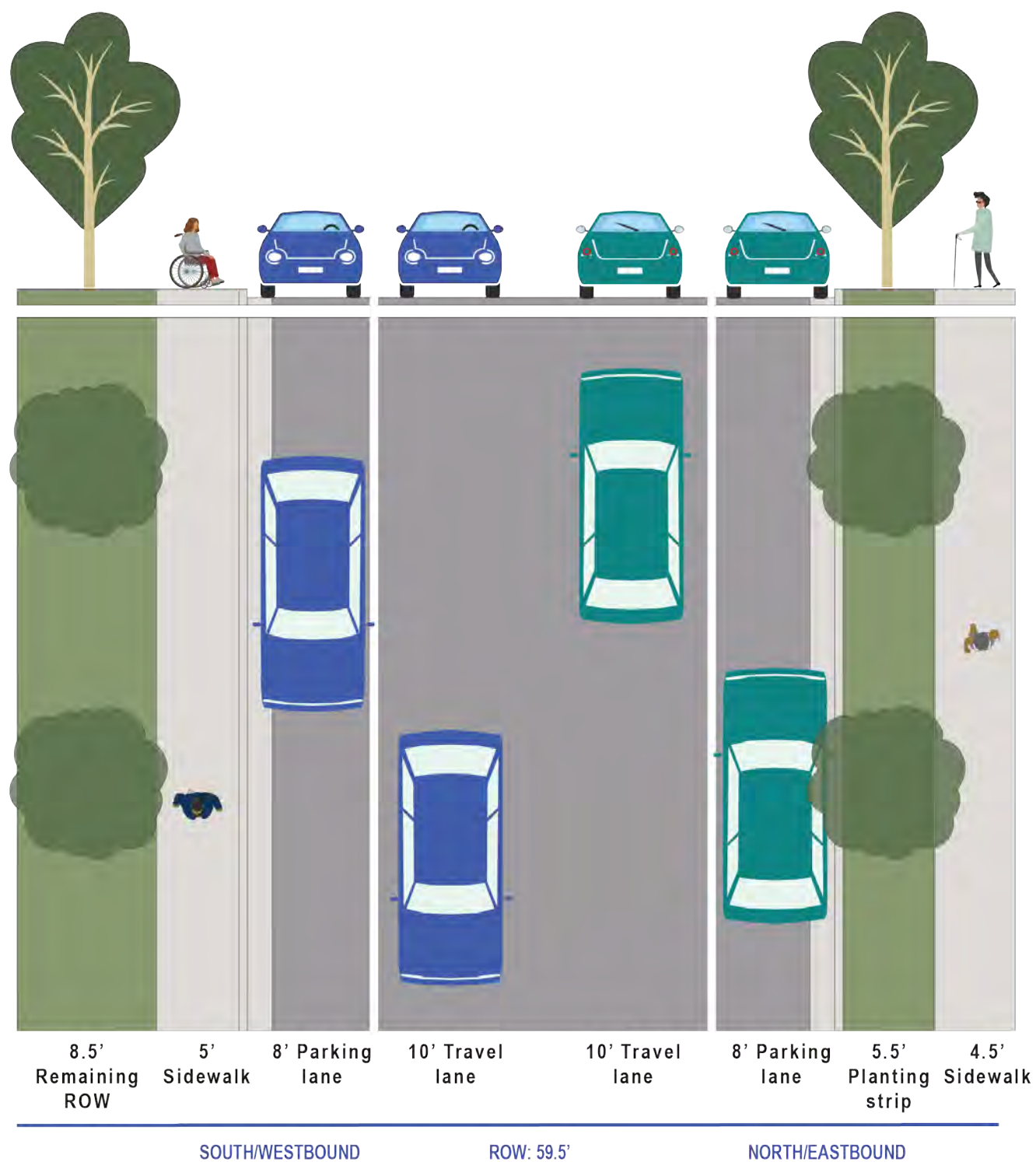
Medium-term:

- > Install neighborhood bikeway supportive traffic calming elements, like speed humps, to calm traffic across the corridor (contingent upon results of speed study).

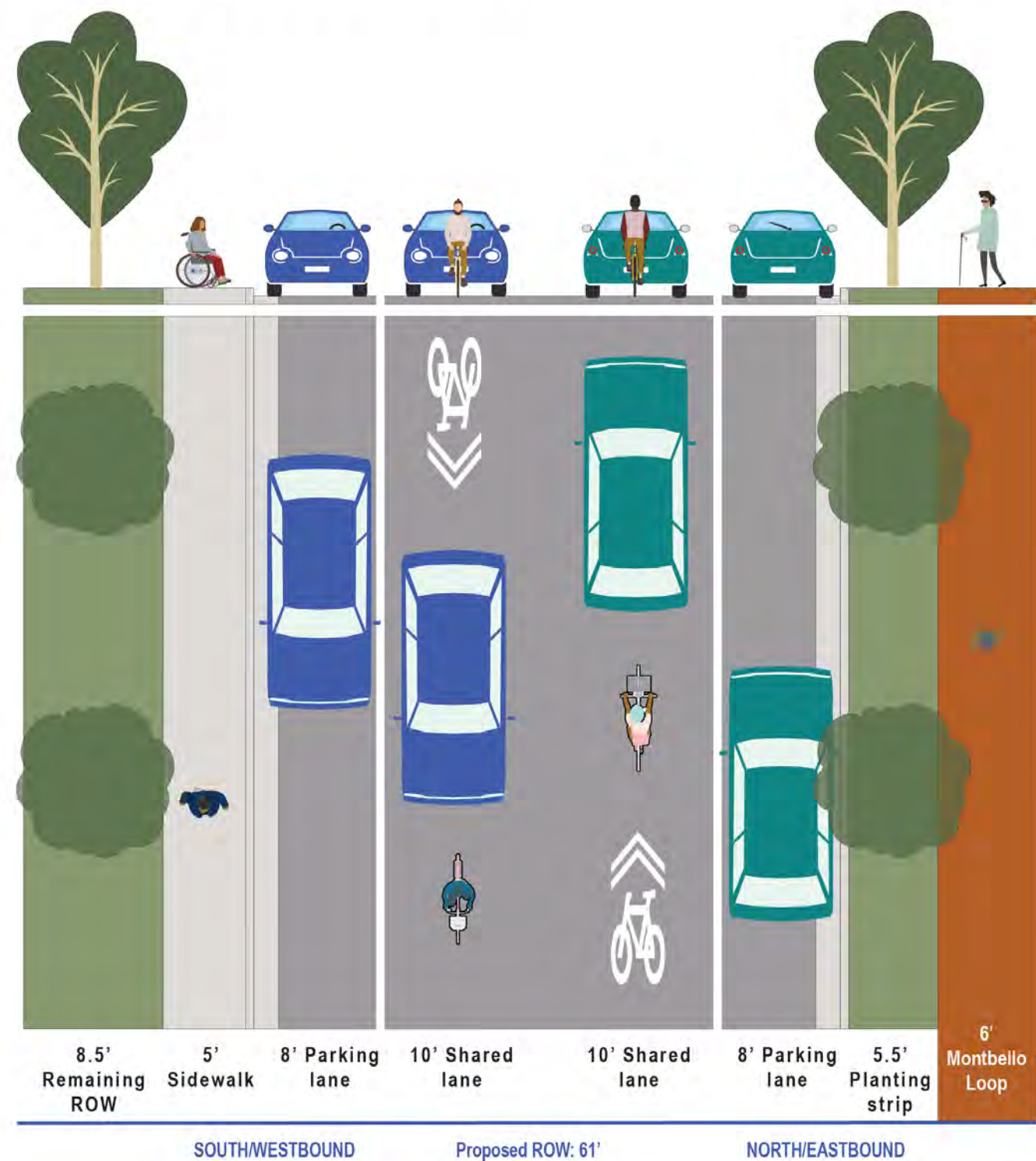
Long-term:

- > Acquire right-of-way to implement the 6-foot Montbello Loop path (pedestrians only) on the east side.

Durham Court: Gateway/51st Avenue to 52nd Avenue
Existing typical cross section



Durham Court: Gateway/51st Avenue to 52nd Avenue
Proposed typical cross section



14 Durham Court from 52nd Avenue to 53rd Avenue

Overview of Potential Impacts (see Table 2 for more information):



Drainage/Utility/Landscaping



Right-of-Way Recovery



Right-of-Way Acquisition



Driveway Conflicts

Understanding of Existing Segment:

Durham Court is a local street with sections north of 52nd Avenue having constrained conditions and narrow sidewalks. Denver Moves: Bikes Update recommends designating Durham Court as a neighborhood bikeway. Durham Court is a primarily residential corridor with all residences fronting the street. The street provides direct access to Barney Ford Elementary through Barney Ford Park on the north end of the corridor.

Recommended Improvements:

Durham Court is a neighborhood street with two travel lanes, on-street parking, and sidewalks that are partially outside the public right-of-way in some segments. The corridor should be designated as a neighborhood bikeway

Estimated implementation cost (see Chapter 5, Page 35 for the cost estimate methodology):

\$250,000 - \$500,000



with sharrows and wayfinding signage while drainage, utility, and right-of-way constraints are evaluated to guide future reconstruction. Long-term improvements acquire right-of-way to construct a 5-foot Montbello Loop path and planting strip on the east side, and recovers right-of-way to widen the existing sidewalk to 5 feet on the west side. The 53rd Avenue intersection includes pedestrian refuge enhancements, curb extensions, raised crosswalks, and “Yield Here to Pedestrians” signage. These upgrades support the transition for bicyclists to access shared lanes on Durham Court or ramp onto the new 12-foot shared-use path through Barney Ford Park, which provides a critical Montbello Loop connection to Maxwell Place.

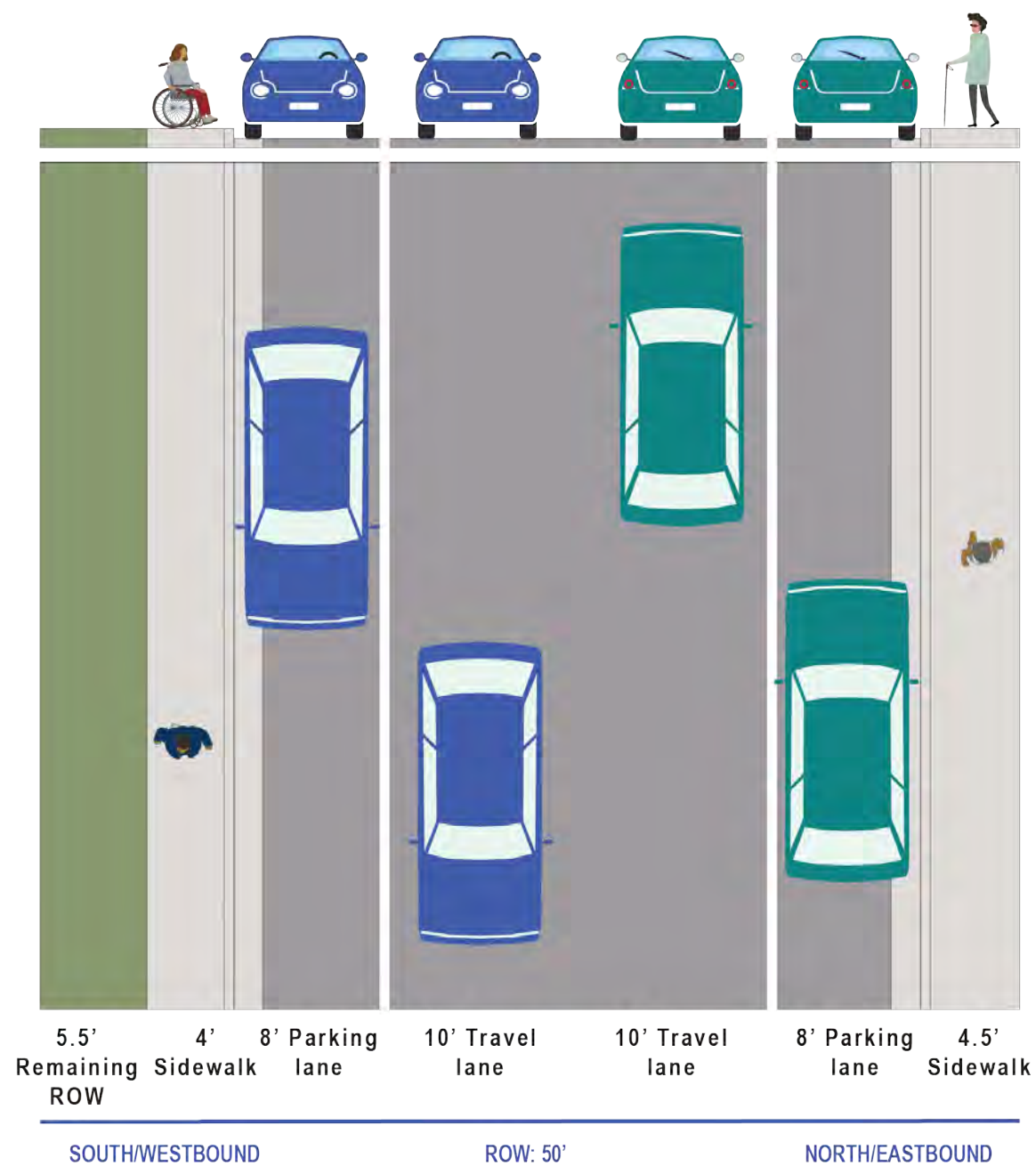
Phased Recommendations:**Medium-term:**

- > Install neighborhood bikeway supportive traffic calming elements, like speed humps, to calm traffic across the corridor (contingent upon results of speed study).
- > Build a 12-foot shared-use path through Barney Ford Park from Sable Street to 53rd Avenue to connect Montbello Loop users to Maxwell Place.

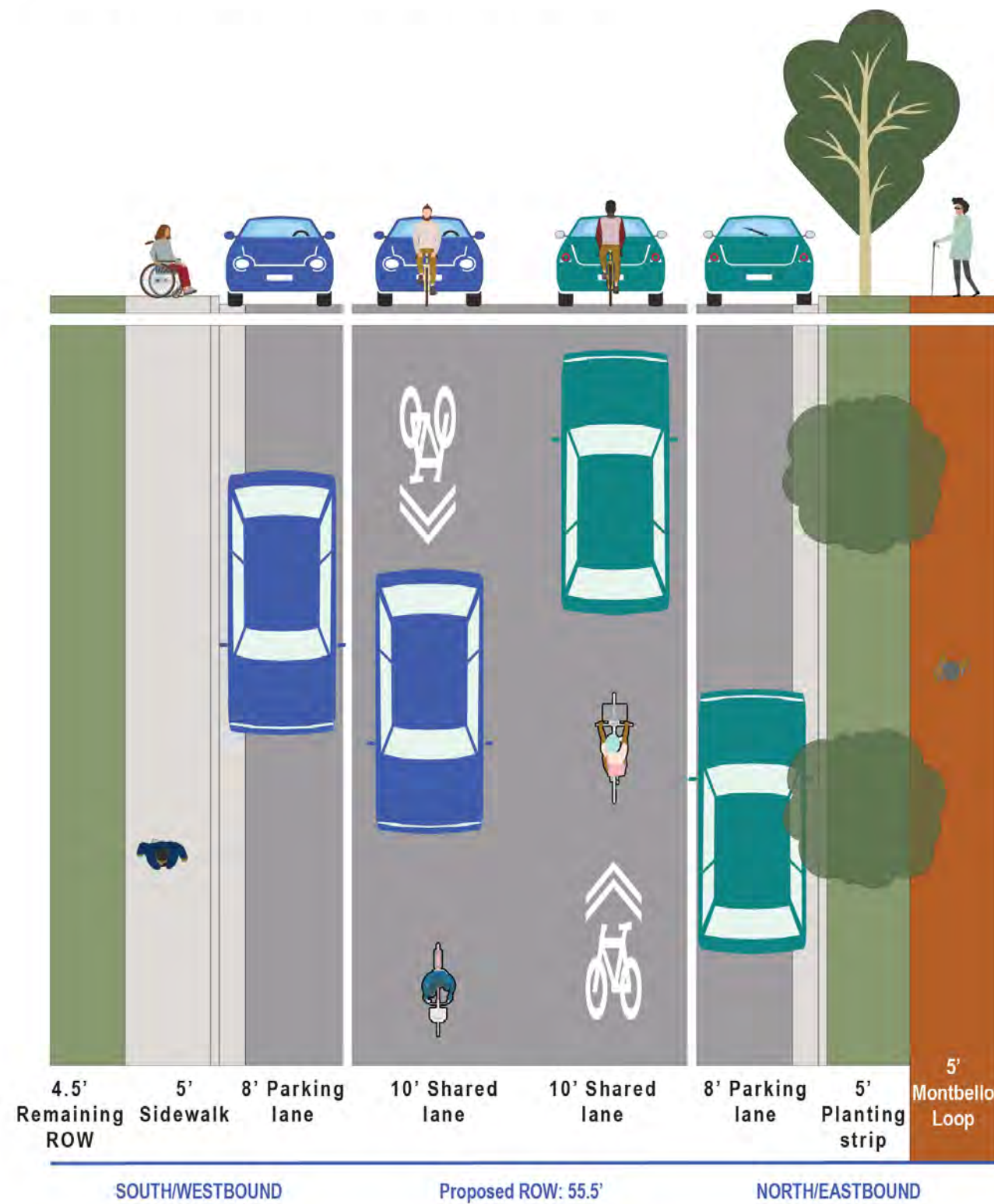
Long-term:

- > Acquire right-of-way to implement the 5-foot Montbello Loop path (pedestrians only) and planting strip on the east side. Recover right-of-way to widen the sidewalk to 5 feet on the west side.

Durham Court: 52nd Avenue to 53rd Avenue
Existing typical cross section



Durham Court: 52nd Avenue to 53rd Avenue
Proposed typical cross section



15 Maxwell Place from Chambers Road to Eagle Street

Overview of Potential Impacts (see Table 2 for more information):



Parking Lane Removal



Right-of-Way Recovery



Driveway Conflicts



Bus Stop Upgrades

Understanding of Existing Segment:

Maxwell Place from Chambers Road to Eagle Street is a residential collector (Blueprint Denver, Future Street Type) and functions as a key east-west connection. Most sections are significantly constrained due to utilities and existing structures. Maxwell Place serves RTD route 121, which runs every 15 minutes. Denver Moves: Bikes Update recommends buffered bike lanes east of Sable Street on Maxwell Place.

Estimated implementation cost (see Chapter 5, Page 35 for the cost estimate methodology):

\$500,000 - \$1 million

\$

\$\$

Recommended Improvements:

Maxwell east of Sable Street currently consists of one travel lane in each direction, on-street parking or loading zones, planting strips, and narrow sidewalks. At Eagle Street, Montbello Loop bicyclists on the south side are ramped down onto buffered bike lanes. Parking removal is recommended on both sides because nearby residential blocks offer on-street parking.

Phased Recommendations:

Medium-term:

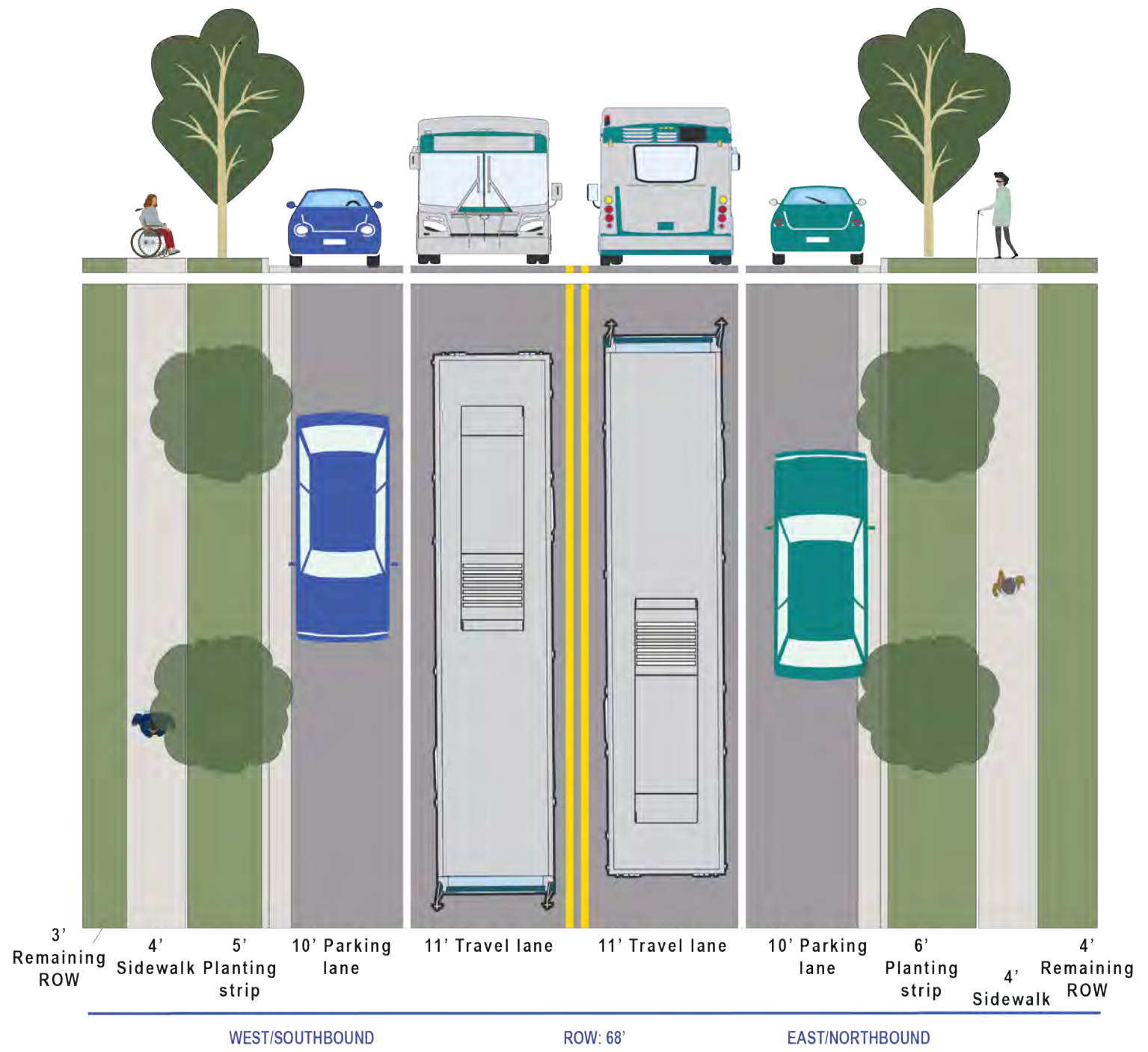
- > Remove on-street parking (contingent upon results of parking analysis), narrow travel lanes, and install buffered bike lanes through restriping and signing without curb relocation.

Long-term:

- > Widen sidewalks to 6 feet on both sides of the street while maintaining existing planting strips.

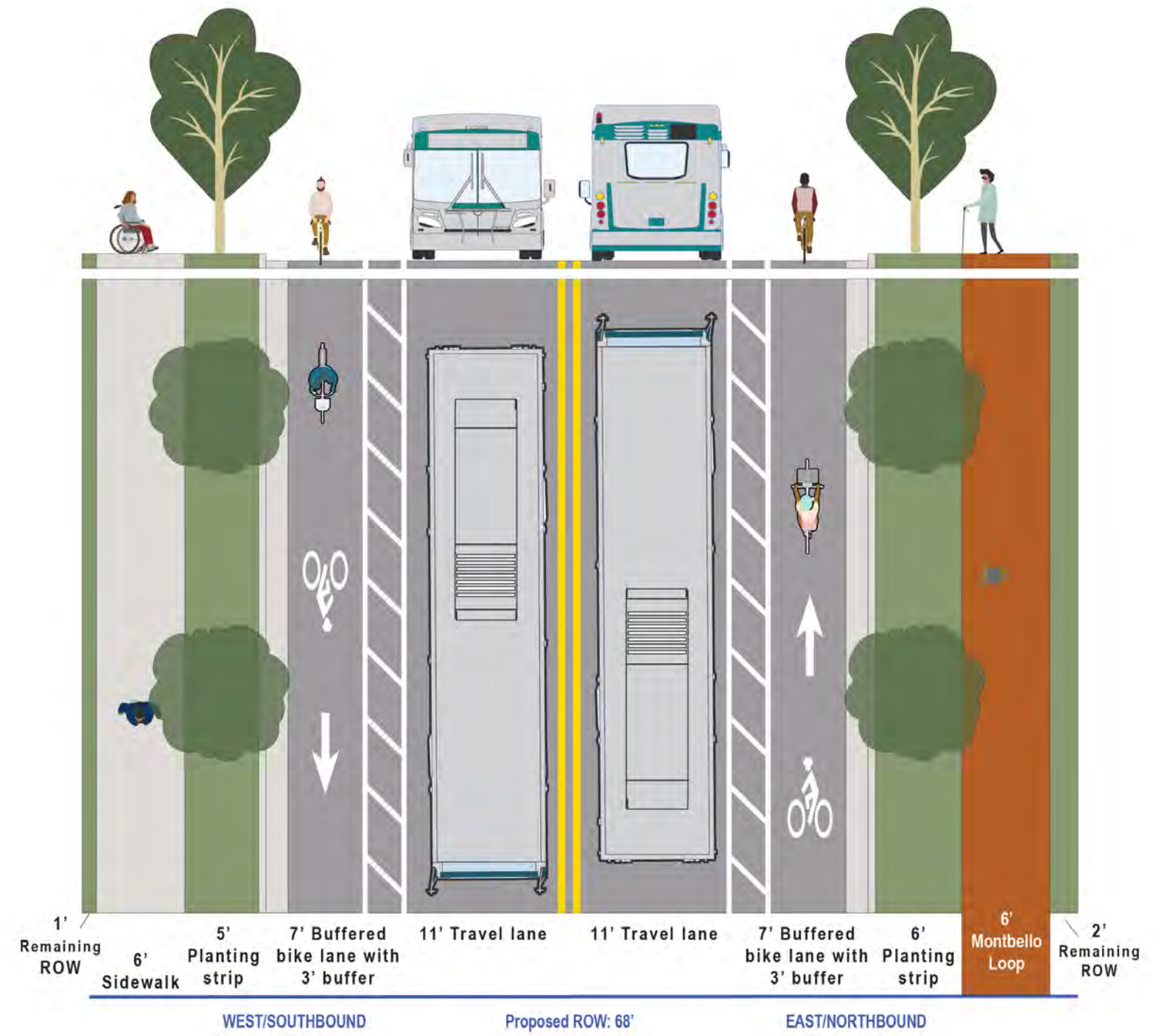
Maxwell Place: Chambers Road to Eagle Street

Existing typical cross section



Maxwell Place: Chambers Road to Eagle Street

Proposed typical cross section



16 Maxwell Place from Eagle Street to Sable Street

Overview of Potential Impacts (see Table 2 for more information):



Parking Lane Removal



Drainage/Utility/Landscaping



Right-of-Way Acquisition



Driveway Conflicts



Bus Stop Upgrades

Understanding of Existing Segment:

Maxwell Place from Eagle Street to Sable Street is a residential collector (Blueprint Denver, Future Street Type) and functions as a key east-west connection. Most sections are significantly constrained due to utilities and existing structures. Maxwell Place serves RTD route 121, which runs every 15 minutes. Denver Moves: Bikes Update recommends buffered bike lanes east of Sable Street on Maxwell Place. This segment provides access to Barney Ford Elementary.

Recommended Improvements:

Maxwell east of Sable Street currently consists of one travel lane in each direction, on-street parking or loading zones,

Estimated implementation cost (see Chapter 5, Page 35 for the cost estimate methodology):

\$250,000 - \$500,000



planting strips, and narrow sidewalks (north side). Between Sable Street and Eagle Street is Barney Ford Elementary and the designated school pick-up/drop-off line. In front of the school, north side parking removal is recommended to implement buffered bike lanes on the north side. Right-of-way acquisition is required to build a 12-foot shared-use path to accommodate the Montbello Loop and connect users to the shared-use path that will cut through Barney Ford Park.

Phased Recommendations:

Medium-term:

- > Remove on-street parking on the north side (contingent upon results of parking analysis), narrow travel lanes, and install north side buffered bike lanes through restriping and signing without curb relocation.

Long-term:

- > Widen the sidewalk to 12 feet on the south side. Allow the Montbello Loop to be used as a shared-use path (all pedestrian and bicycle traffic) from Sable Street to the future Barney Ford Park shared-use path. Ramp eastbound bikes up to Montbello Loop shared-use path at the southwest corner of Sable Street and Maxwell Place. East of Barney Ford Park, the Montbello Loop accommodates pedestrians and eastbound bicycle traffic only.

17 Maxwell Place from Sable Street to Lackland Drive

Overview of Potential Impacts (see Table 2 for more information):



Parking Lane Removal



Right-of-Way Acquisition



Driveway Conflicts



Bus Stop Upgrades



Drainage Channel Reconstruction

Understanding of Existing Segment:

Maxwell Place is a residential collector (Blueprint Denver, Future Street Type) and functions as a key east-west connection. Most sections are significantly constrained due to utilities and existing structures. Maxwell Place serves RTD route 121, which runs every 15 minutes. Denver Moves: Bikes Update recommends protected bike lanes west of Sable Street. This segment is primarily a residential street that provides access to Falcon Park.

Estimated implementation cost (see Chapter 5, Page 35 for the cost estimate methodology):

\$1 - \$3.5 million



Recommended Improvements:

Maxwell Place west of Sable Street currently consists of two travel lanes in each direction, on-street parking, narrow sidewalks, and a drainage channel. From Sable Street to Lackland Drive, protected bike lanes can be installed through restriping if on-street parking removal is feasible. Parking removal is recommended because homes do not front the street and nearby residential blocks offer on-street parking, which creates space for the protected bike lane and Montbello Loop.

The proposed cross section and phased recommendations illustrate the ideal back-of-curb condition, including sidewalk widening and a new planting strip, to support the Montbello Loop and provide space for future bus stop upgrades. This segment presents substantial constraints, including existing structures, fences, and utilities, which limit available space, and make right-of-way acquisition challenging and back-of-curb improvements difficult to implement. As a result, the proposed cross section may not be feasible and alternative approaches should be evaluated in subsequent phases of design.

A lower-cost, lower-effort option would include widening the sidewalk on the south side of the street to a minimum width of 5 feet without adding a planting strip. However, widening the sidewalk so minimally along this long segment would require significant investment with limited benefit, and would not accommodate bus stop upgrades.

The preferred alternate option is to evaluate the center drainage channel for full reconstruction in partnership with the Mile High Flood District (MHFD) to create a center-running shared-use path where the Montbello

Loop could be relocated. This corridor is a strong candidate for drainage channel improvements because the existing median contains no mature trees or shrubs. This option would require the south side sidewalk to be marked as the Montbello Loop in the interim, and officially relocate the Montbello Loop to the center median when drainage channel improvements are complete. This option offers the greatest opportunity to achieve meaningful multimodal benefits within the available right-of-way.

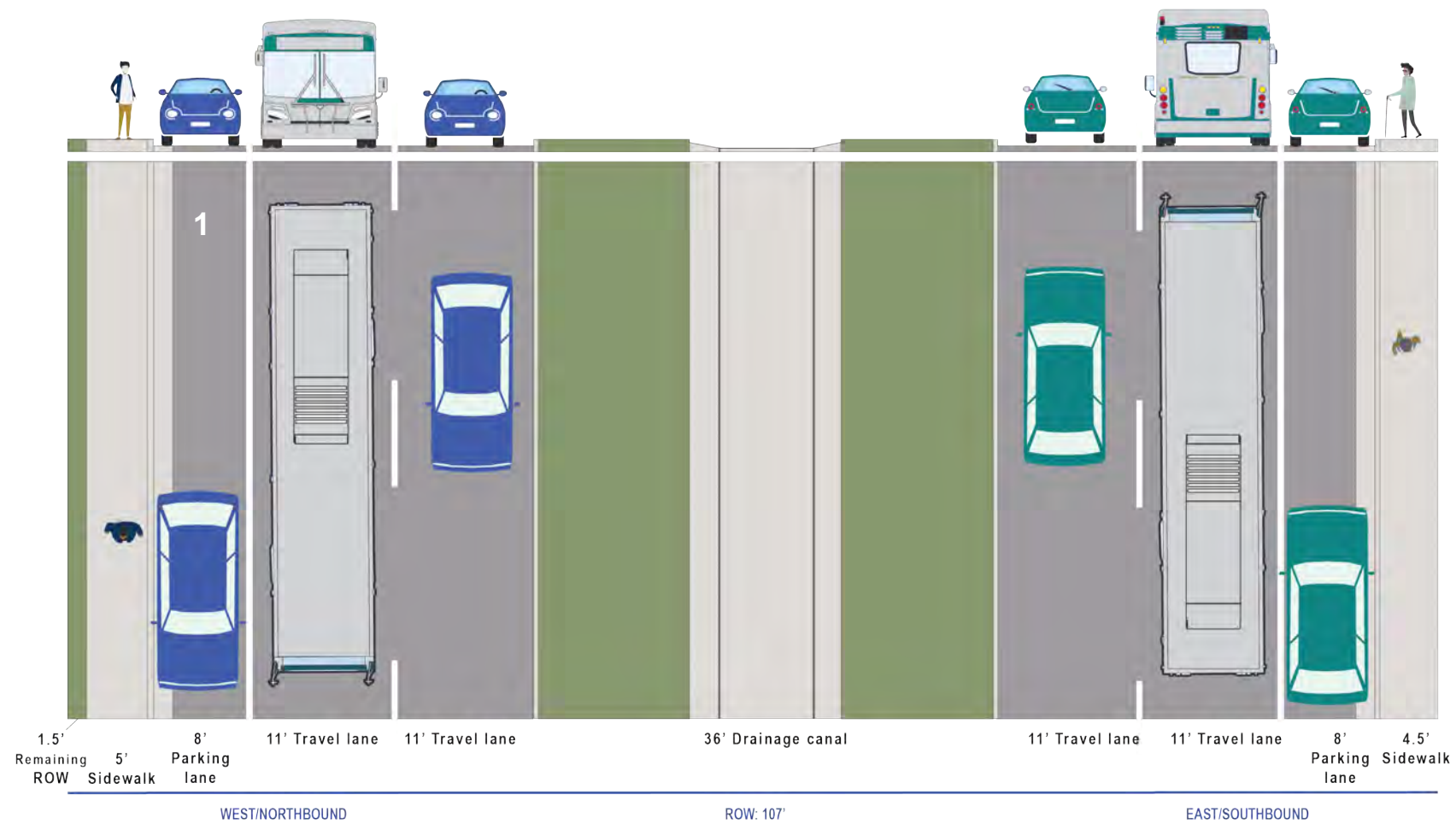
Phased Recommendations:

Medium-term:

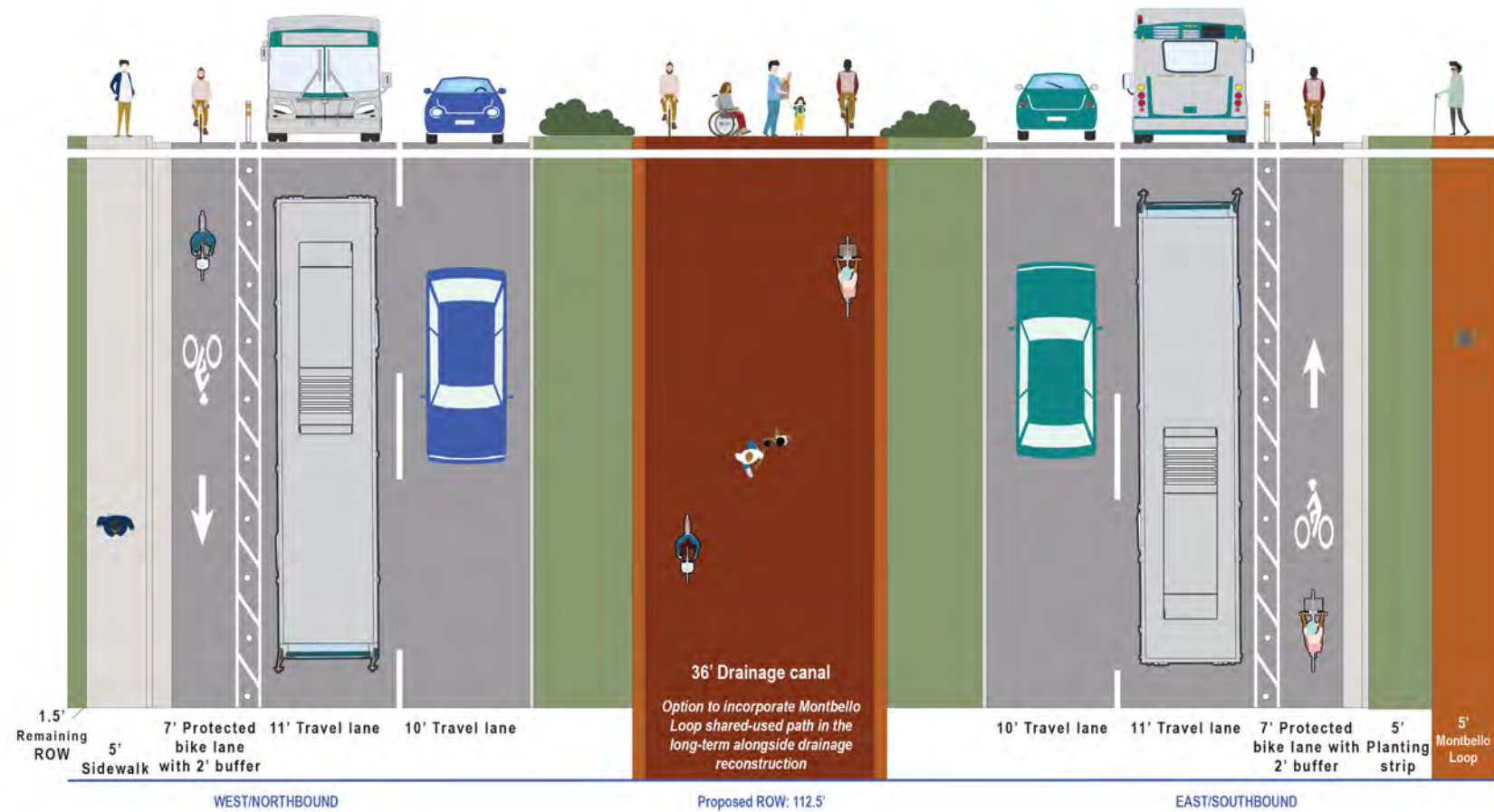
- > Remove on-street parking (contingent upon results of parking analysis) and install protected bike lanes through restriping and signing without curb relocation.

Long-term:

- > Acquire right-of-way to implement the 5-foot Montbello Loop path (pedestrians only) and planting strip on the south side.



Maxwell Place: Lackland Drive to Sable Street
Existing typical cross section



Maxwell Place: Lackland Drive to Sable Street
Proposed typical cross section

18 Maxwell Place from Lackland Drive to Uvalda Street

Overview of Potential Impacts (see Table 2 for more information):



Travel Lane Removal



Right-of-Way Recovery



Right-of-Way Acquisition



Driveway Conflicts



Bus Stop Upgrades



Drainage Channel Reconstruction

Understanding of Existing Segment:

Maxwell Place is a residential collector (Blueprint Denver, Future Street Type) and functions as a key east-west connection. Most sections are significantly constrained due to utilities and existing structures. Maxwell Place serves RTD route 121, which runs every 15 minutes.

Estimated implementation cost (see Chapter 5, Page 35 for the cost estimate methodology):

\$250,000 – \$500,000



Recommended Improvements:

Maxwell Place west of Sable Street currently consists of two travel lanes in each direction, on-street parking, narrow sidewalks, and a drainage channel that limits flexibility for multimodal improvements. Near-term steps include evaluating drainage, utilities, and right-of-way constraints to guide future reconstruction. From Lackland Drive to Uvalda Street, one travel lane in each direction can be removed to add protected bike lanes without curb relocation. Parking removal is not recommended here because there are residential frontages along this segment. However, traffic counts support lane removal in both directions, but additional study is recommended.

The proposed cross section and phased recommendations illustrate the ideal back-of-curb condition, including sidewalk widening and new planting strips, to support the Montbello Loop and north side pedestrians, and provide space for future bus stop upgrades. This segment presents substantial constraints due to private driveways, structures, and fences, which limit available space for acquiring and even recovering right-of-way to make any back-of-curb improvements. As a

result, the proposed cross section may not be feasible and alternative approaches should be evaluated in subsequent phases of design.

A lower-cost, lower-effort option would include widening the sidewalks on the north and south sides of the street to a minimum width of 5 feet without adding a planting strip. However, widening the sidewalks minimally along this segment would require significant investment with limited benefit, and would not accommodate bus stop upgrades.

The preferred alternate option is to evaluate the center drainage channel for full reconstruction in partnership with the Mile High Flood District (MHFD) to create a center-running shared-use path where the Montbello Loop

could be relocated. This corridor is a strong candidate for drainage channel improvements because the existing median contains no mature trees or shrubs. This option would require the south side sidewalk to be marked as the Montbello Loop in the interim, and officially relocate the Montbello Loop to the center median when drainage channel improvements are complete. This option offers the greatest opportunity to achieve meaningful multimodal benefits within the available right-of-way.

Phased Recommendations:

Medium-term:

- > Remove one travel lane in each direction (contingent upon results of traffic analysis) and install protected bike lanes through restriping and signing without curb relocation.

Long-term:

- > Acquire right-of-way to implement the north side 5-foot sidewalk and planting strip. Recover right-of-way to implement the 5-foot Montbello Loop path (pedestrians only) and planting strip on the south side.

19 Tulsa Way from Uvalda Street to 55th Avenue

Overview of Potential Impacts (see Table 2 for more information):



Right-of-Way Recovery



Right-of-Way Acquisition



Driveway Conflicts

Understanding of Existing Segment:

Tulsa Way is a local street with constrained conditions due to existing driveways and obstructions on private property. While available right-of-way exists for improvements, limited front lawn and driveway space will make any right-of-way recovery efforts challenging. Denver Moves: Bikes Update recommends designating Tulsa Way as a neighborhood bikeway.

Recommended Improvements:

Tulsa Way currently consists of two travel lanes, on-street parking on both sides, and narrow sidewalks that offer low comfort for people walking. Right-of-way acquisition and recovery is required to build a 5-foot Montbello Loop path and planting strip and widen the north side sidewalk to 5 feet, coordinated with DOTI's sidewalk program.

Estimated implementation cost (see Chapter 5, Page 35 for the cost estimate methodology):

\$500,000 - \$1 million

\$

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The proposed cross section and phased recommendations illustrate the ideal back-of-curb condition for accommodating the Montbello Loop on the south side of the segment. However, private properties along the south side are already tightly constrained, and any right-of-way acquisition would likely result in substantial impacts to adjacent residents. In several locations, existing driveway configurations are short, and any right-of-way acquisition could reduce driveway functionality or eliminate access altogether. As a result, these improvements may be difficult to implement and could cause significant disruption.

Future design phases could consider widening sidewalks on the north and south sides to a minimum width of 5 feet without the addition of the south side planting strip. While this approach minimizes design complexity, even a reduced back-of-curb improvement would still require notable investment and would provide limited benefit relative to the level of disruption.

Given these constraints, a secondary alternative is to designate and mark the existing south side sidewalk as

the Montbello Loop without any back-of-curb improvements. While this option does not improve pedestrian conditions, it would minimize impacts to private property and result in the least disruption to residents, making it a practical interim or long-term solution for this segment.

Phased Recommendations:

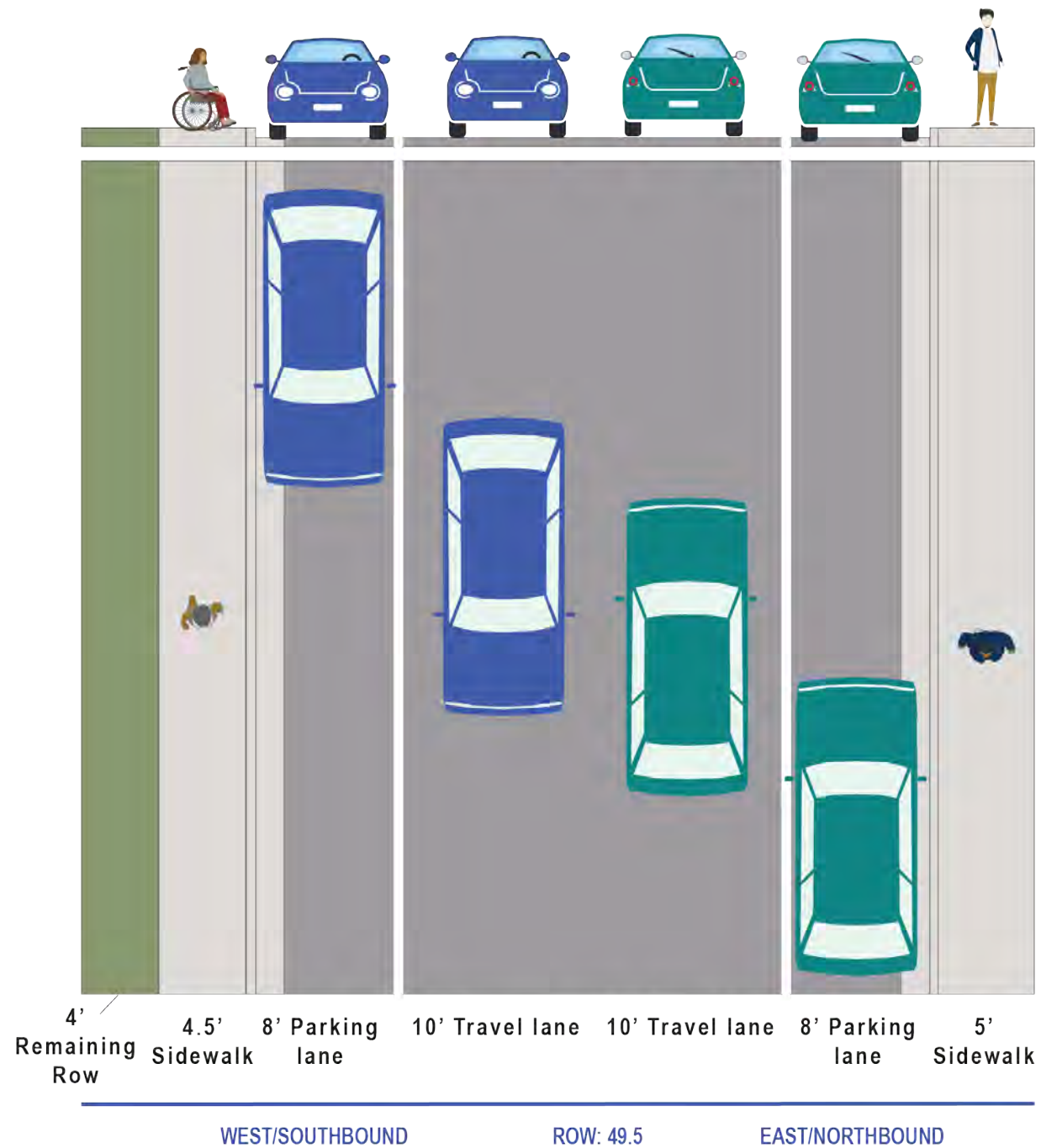
Medium-term:

- > Install neighborhood bikeway supportive traffic calming elements, like speed humps, to calm traffic across the corridor (contingent upon results of speed study).

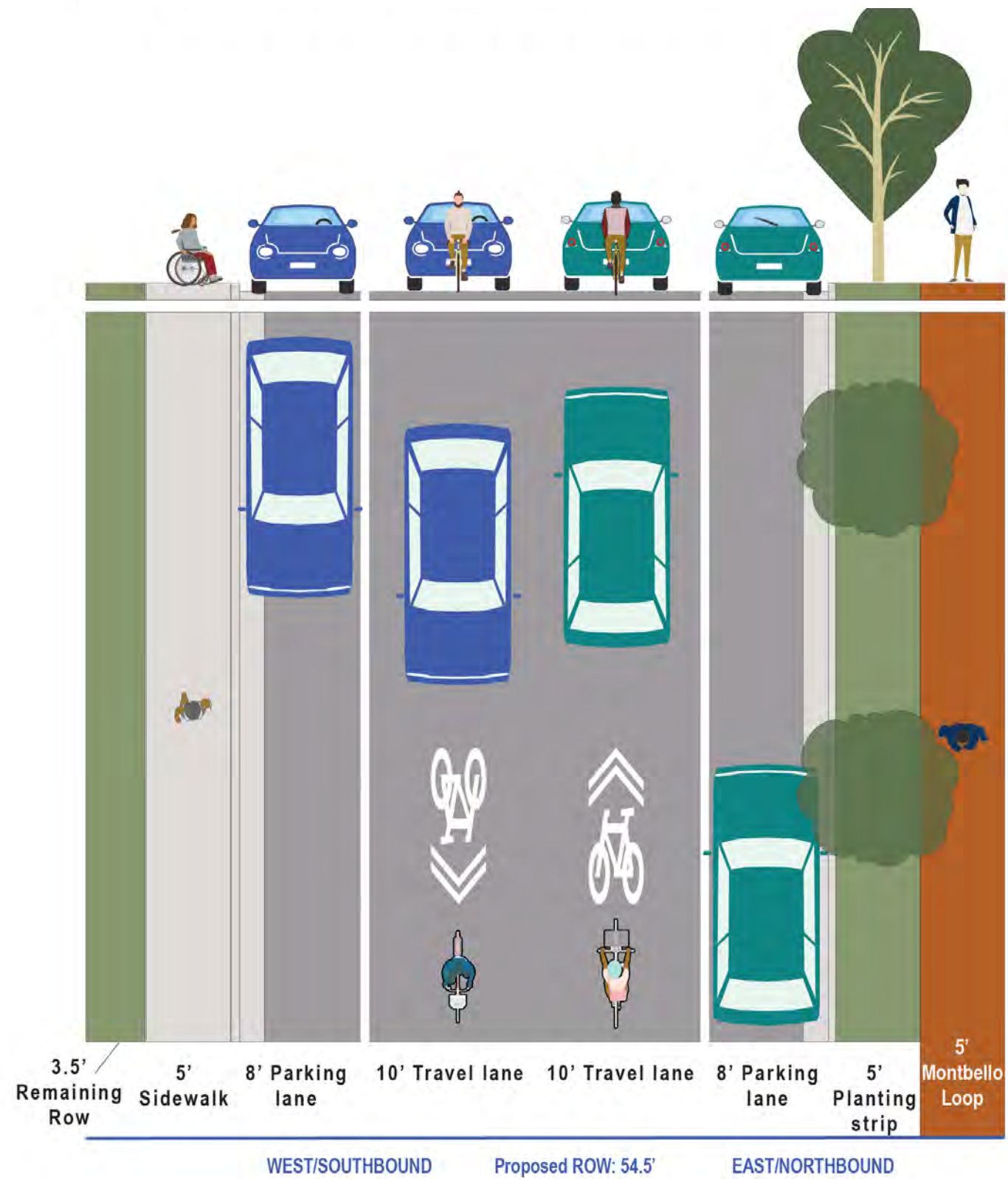
Long-term:

- > Implement 5-foot Montbello Loop path with a 5-foot planting strip on the south side and widen sidewalks to 5 feet on the north side.

Tulsa Way: Uvalda Street to 55th Avenue
Existing typical cross section



Tulsa Way: Uvalda Street to 55th Avenue
Proposed typical cross section



20 55th Avenue from Tulsa Way to Scranton Street

Overview of Potential Impacts (see Table 2 for more information):



Parking Lane Removal



Drainage/Utility/Landscaping



Curb Relocation



Right-of-Way Acquisition



Driveway Conflicts

Understanding of Existing Segment:

55th Avenue is a local street with constrained conditions due to existing driveways and obstructions on private property. Denver Moves: Bikes Update recommends designating 55th Avenue as a neighborhood bikeway. 55th Avenue is a residential corridor with all residences fronting the street, except for residences east of Tucson Street on the south side and west of Tuscan Street on the north side.

Recommended Improvements:

55th Avenue currently provides two travel lanes, on-street parking on both sides, and narrow sidewalks, offering limited comfort for people walking. In the near term, the corridor should be designated as a neighborhood

Estimated implementation cost (see Chapter 5, Page 35 for the cost estimate methodology):

\$500,000 - \$1 million



bikeway with sharrows and signage while curbside use, parking-occupancy, and traffic data is collected and drainage, utilities, and right-of-way constraints are evaluated. Long-term improvements remove the north side parking lane and shift the curb to build a 6-foot Montbello Loop path and 8-foot planting strip. Right-of-way acquisition is required on the south side to widen the sidewalk to 5 feet, coordinated with DOTI's sidewalk program. Parking removal is recommended only on the north side because homes do not front the street and nearby residential blocks offer on-street parking, which creates space for the Montbello Loop path and a wide planting strip.

Due to the challenges associated with curb relocation, future design efforts can explore alternative treatments that reduce construction complexity while maintaining the intent of the recommendation. For example, acquiring right-of-way to make sidewalk improvement back-of-curb may be feasible.

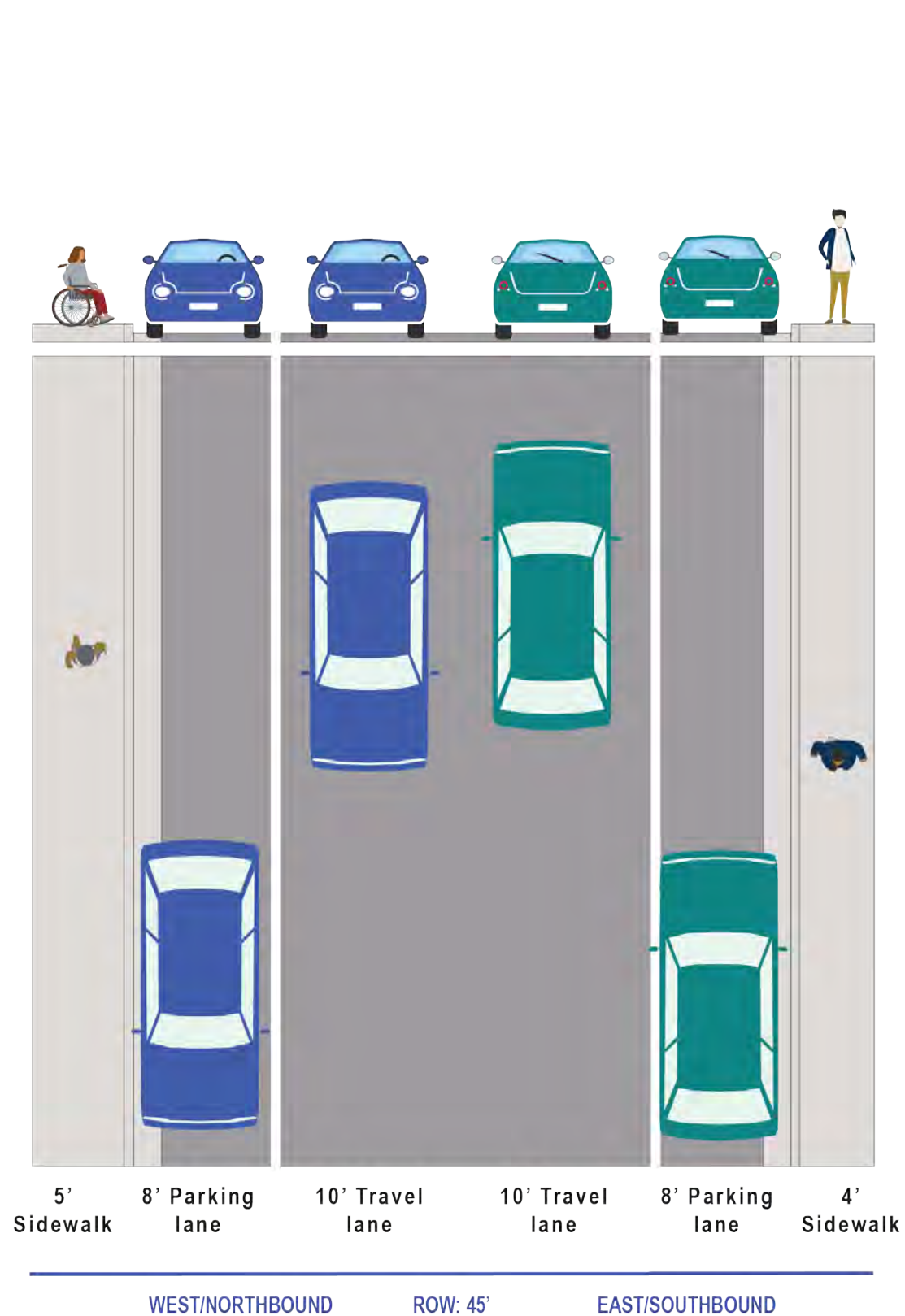
Phased Recommendations:

Long-term:

- > Remove the north side parking lane (contingent upon results of parking analysis) and reconstruct the segment to shift curb line and implement 6-foot Montbello Loop path and 8-foot planting strip on the north side. Widen sidewalks to 5 feet on the south side.

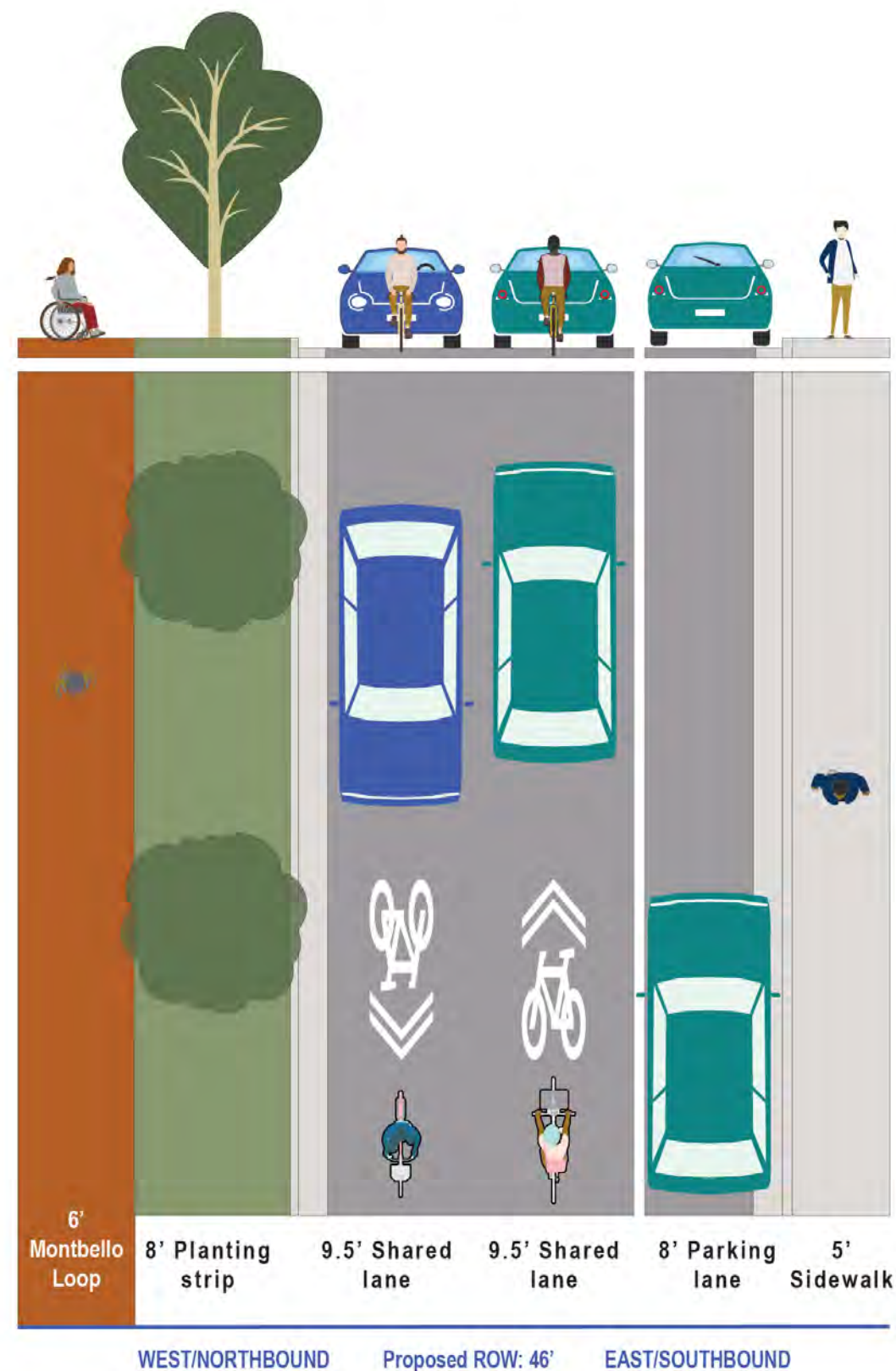
55th Avenue: Tulsa Way to Scranton Street

Existing typical cross section



55th Avenue: Tulsa Way to Scranton Street

Proposed typical cross section



21 Scranton Street from 55th Avenue to Elmendorf Place

Overview of Potential Impacts (see Table 2 for more information):



Traffic Calming



Right-of-Way Acquisition



Driveway Conflicts

Understanding of Existing Segment:

Scranton Street is a local street with some additional available right-of-way on the east side north of Elmendorf Place. Denver Moves: Bikes Update recommends designating Scranton Street as a neighborhood bikeway. North of Elmendorf Place residences do not front the street and the rest of the section includes John Amesse Elementary School and Walking by Faith Learning Center..

Recommended Improvements:

Scranton Street currently operates as a narrow neighborhood street with two travel lanes, on-street parking, and constrained sidewalks, with particularly high activity near John Amesse Elementary School where school bus pick-up and drop-off occur. The corridor

Estimated implementation cost (see Chapter 5, Page 35 for the cost estimate methodology):

\$250,000 - \$500,000



should be designated as a neighborhood bikeway in the near term with sharrows and signage while drainage, utility, and right-of-way constraints are evaluated to guide future reconstruction. The Montbello Loop is recommended to run on the east side to accommodate students.

Phased Recommendations:

Medium-term:

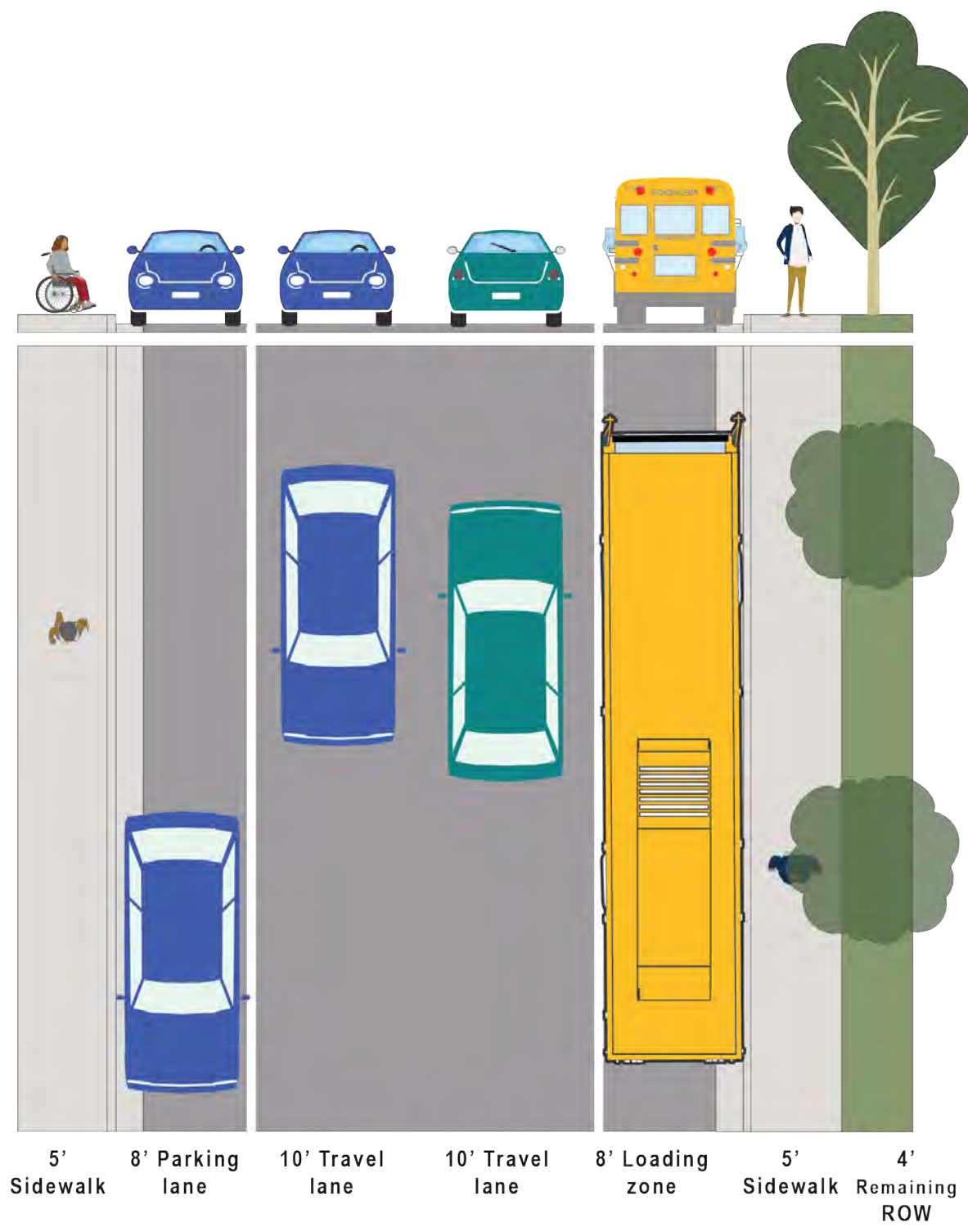
- > Install neighborhood bikeway supportive traffic calming elements, like speed humps, to calm traffic across the corridor (contingent upon results of speed study).

Long-term:

- > Implement the 5-foot Montbello Loop path (pedestrians only) with an 8-foot planting strip on the east side.

Scranton Street: 55th Avenue to Elmendorf Place

Existing typical cross section



Scranton Street: 55th Avenue to Elmendorf Place

Proposed typical cross section



22 Scranton Street from Elmendorf Place to Andrews Drive

Overview of Potential Impacts (see Table 2 for more information):



Traffic Calming



Right-of-Way Acquisition



Driveway Conflict

Understanding of Existing Segment:

Scranton Street is a local street with constrained conditions in this segment due to existing driveways and obstructions on private property. Denver Moves: Bikes Update recommends designating Scranton Street as a neighborhood bikeway. In this segment, Scranton Street is a residential corridor with all residences fronting the street.

Recommended Improvements:

Scranton Street currently operates as a narrow neighborhood street with two travel lanes, on-street parking, and constrained sidewalks. The corridor should be designated as a neighborhood bikeway in the near term with sharrows and signage while drainage, utility, and right-of-way constraints are evaluated to guide future

Estimated implementation cost (see Chapter 5, Page 35 for the cost estimate methodology):

\$500,000 - \$1 million

\$

\$\$

reconstruction. Right-of-way acquisition is necessary on both sides of the street to construct a 5-foot Montbello Loop path and 5-foot planting strip on the east side and widen the west side sidewalk to 5 feet.

Phased Recommendations:

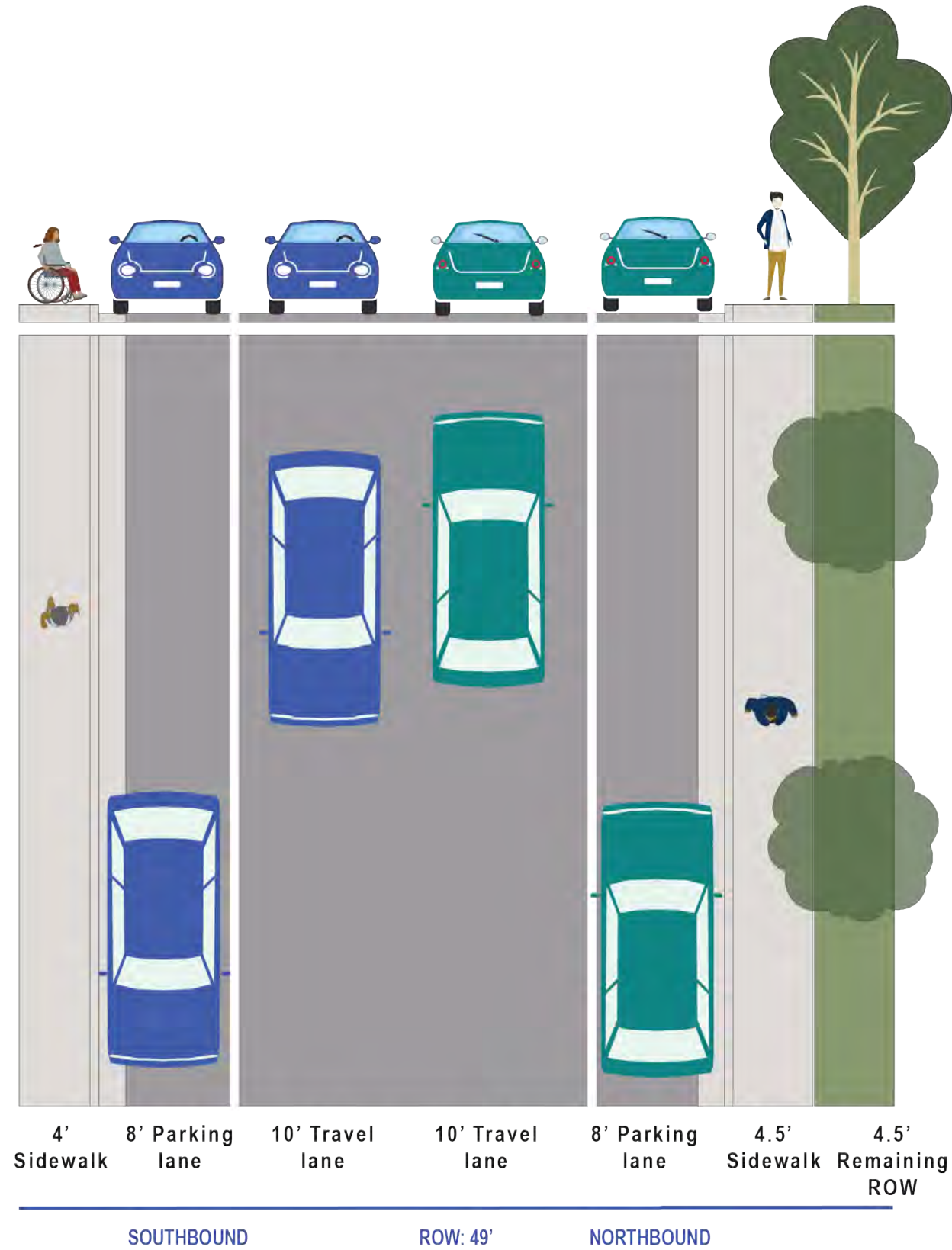
Medium-term:

- > Install neighborhood bikeway supportive traffic calming elements, like speed humps, to calm traffic across the corridor (contingent upon results of speed study).

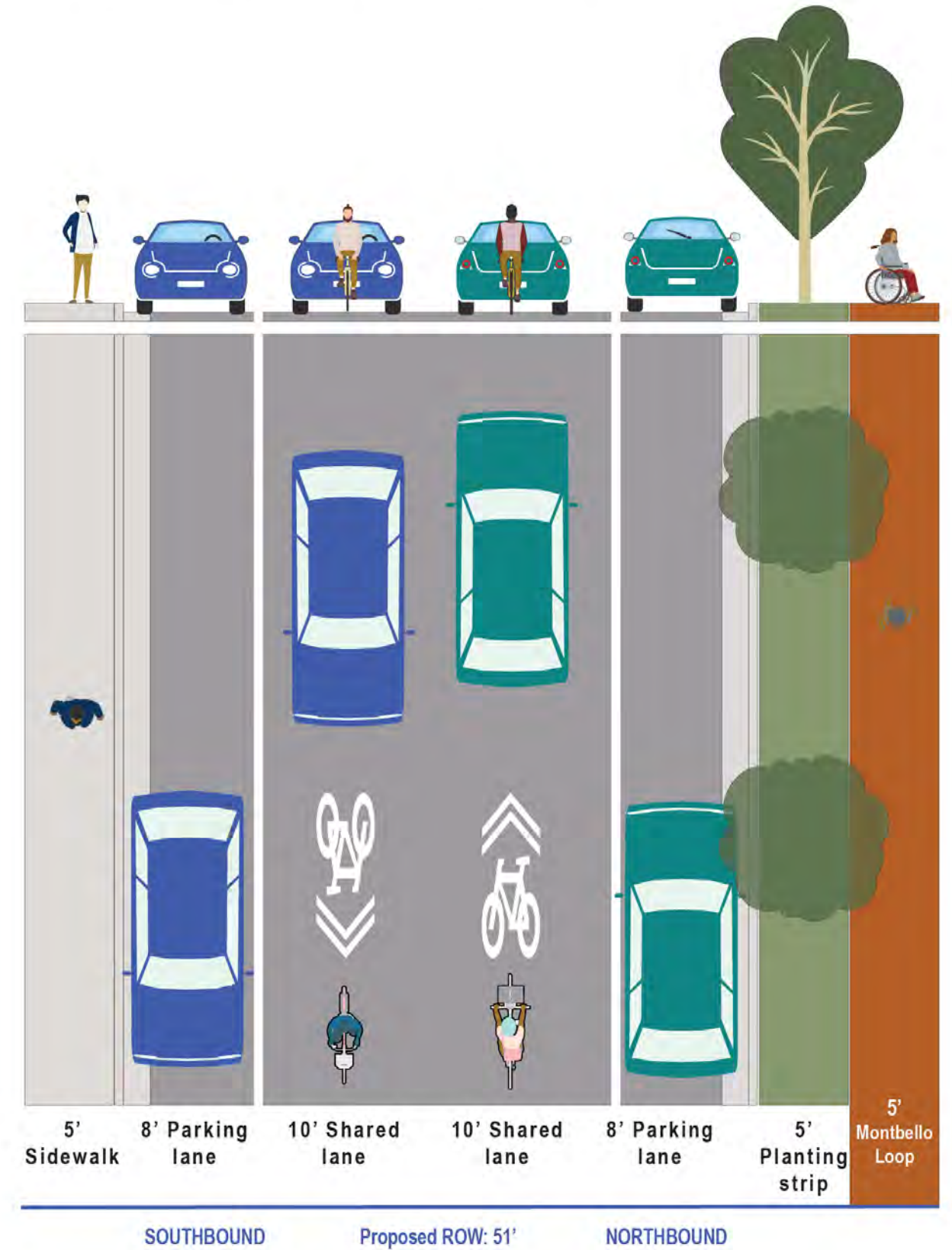
Long-term:

- > Implement the 5-foot Montbello Loop path (pedestrians only) with a 5-foot planting strip on the east side. Widen the west side sidewalk to 5 feet.

Scranton Street: Elmendorf Place to Andrews Drive
Existing typical cross section



Scranton Street: Elmendorf Place to Andrews Drive
Proposed typical cross section



23 Andrews Drive from Scranton Street to Peoria Street

Overview of Potential Impacts (see Table 2 for more information):



Drainage/Utility/Landscaping



Right-of-Way Recovery



Right-of-Way Acquisition



Driveway Conflicts



Drainage Channel Reconstruction

Understanding of Existing Segment:

Andrews Drive is a residential collector (Blueprint Denver, Future Street Type), with some sections being constrained due to grading, utilities, driveways, and existing structures within the right-of-way. However, additional available right-of-way exists. Andrews Drive has existing protected bike lanes, and is mainly comprised of residences, with only some residences on the north side fronting the street. Open Arms Assisted Living and Union Chapel Missionary Baptist Church are also located on Andrews Drive, with driveways fronting the street.

Recommended Improvements:

Andrews Drive from Scranton Street to Peoria Street currently includes one travel lane in each direction, on-street parking, protected bike lanes, narrow sidewalks in

Estimated implementation cost (see Chapter 5, Page 35 for the cost estimate methodology):

\$500,000 - \$1 million



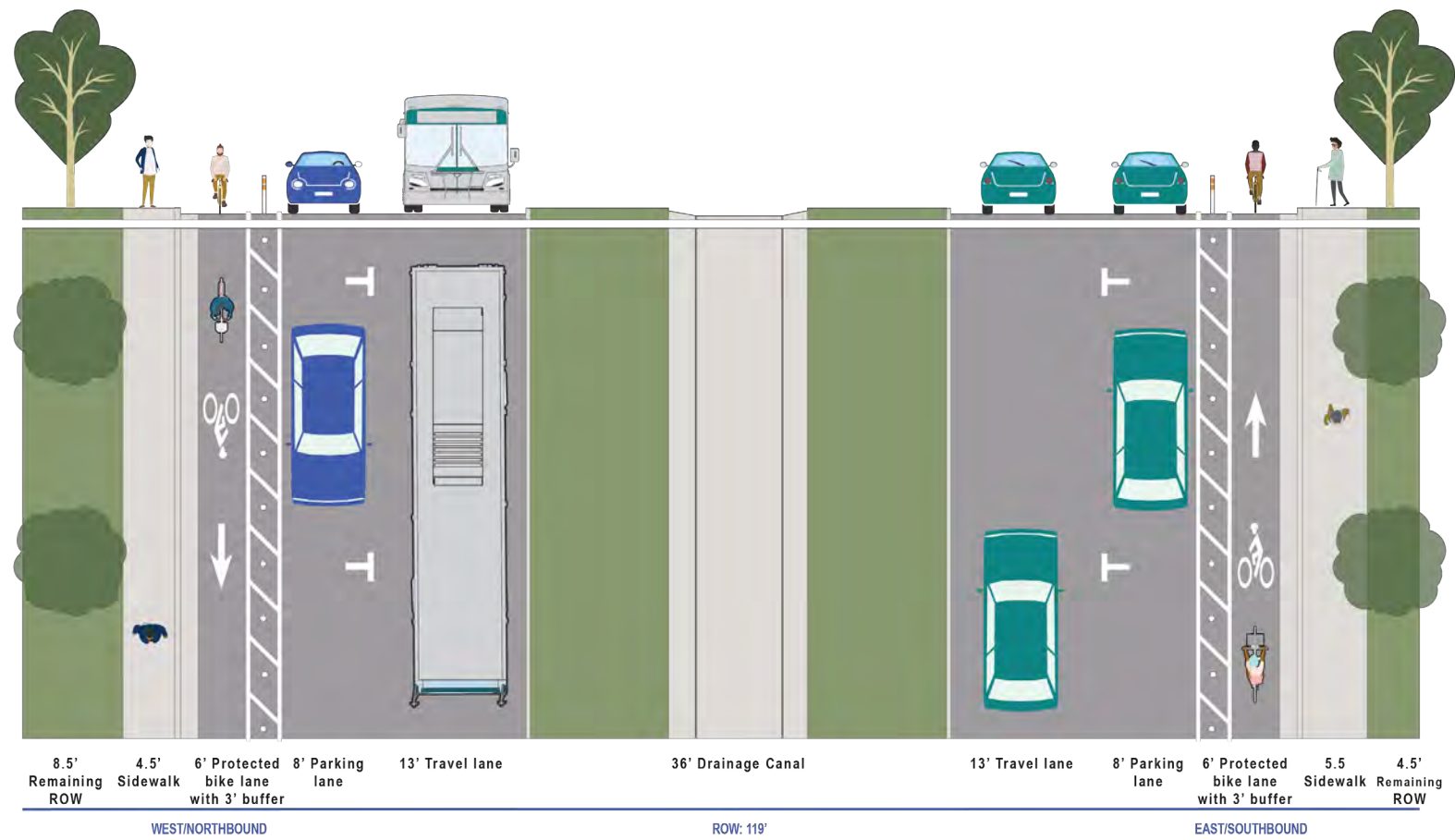
some spots, and a center drainage channel. The long-term recommendations require right-of-way acquisition to construct an 8-foot planting strip and 6-foot sidewalk to accommodate the Montbello Loop. Right-of-way recovery is required to widen the north side sidewalk to 5 feet paired with a 5-foot planting strip.

At Scranton Street, coordination with the Mile High Flood District is needed to reconstruct the drainage channel and build a new crossing that allows Montbello Loop users (both pedestrians and bicyclists) to safely connect across Andrews Drive. In the interim, eastbound bicyclists trying to access the Montbello Loop should cross at Tulsa Way to route back westbound towards Scranton Street. In the long-term, the drainage channel along Andrews Drive should be evaluated for full reconstruction in partnership with the Mile High Flood District (MHFD) to create a center-running path where the Montbello Loop can be relocated. This corridor is a strong candidate for drainage channel improvements because the existing median contains no mature trees or shrubs.

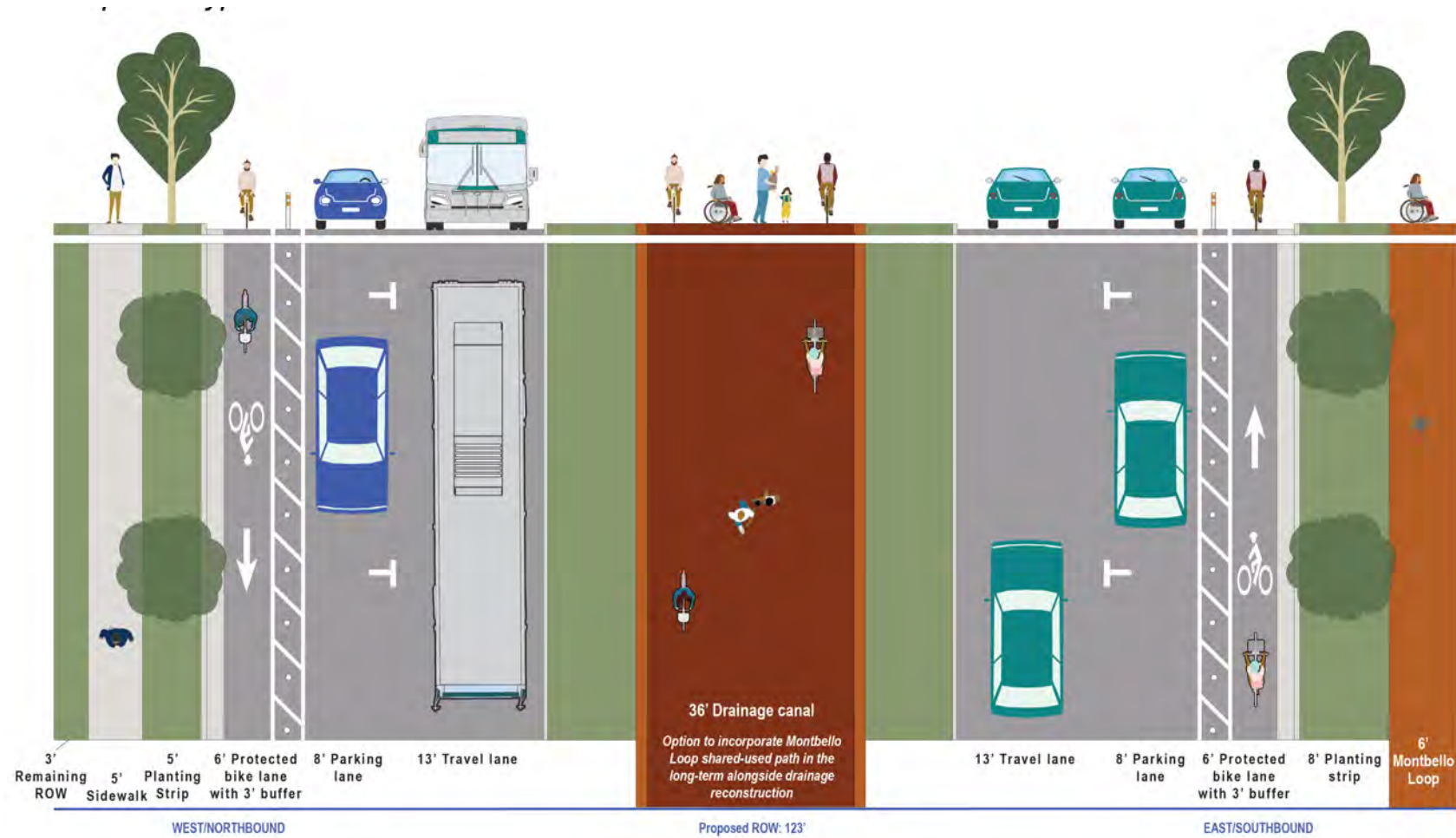
Phased Recommendations:

Long-term:

- > Implement an 8-foot planting strip and 6-foot sidewalk on south side to accommodate Montbello Loop. Widen the north side sidewalk to 5 feet and construct a 5-foot planting strip.



Andrews Drive: Scranton Street to Peoria Street
Existing typical cross section



Andrews Drive: Scranton Street to Peoria Street
Proposed typical cross section

24 49th Avenue from Peoria Street to Nome Street

Overview of Potential Impacts (see Table 2 for more information):



Drainage/Utility/Landscaping



Right-of-Way Recovery



Driveway Conflicts



Drainage Channel Reconstruction

Understanding of Existing Segment:

49th Avenue is an industrial collector (Blueprint Denver, Future Street Type), with many barriers to improvements due to grading, utilities, and mature trees. 49th Avenue has existing buffered bike lanes and is surrounded by a business park and commercial shops with driveways fronting the street.

Recommended Improvements:

49th Avenue currently includes one travel lane in each direction, on-street parking, buffered bike lanes, narrow sidewalks (north side), and a center running drainage channel. Drainage, utilities, and right-of-way constraints should be evaluated, and curb ramps updated with high-visibility crosswalks, stop bars, and pedestrian

Estimated implementation cost (see Chapter 5, Page 35 for the cost estimate methodology):

\$500,000 - \$1 million

\$

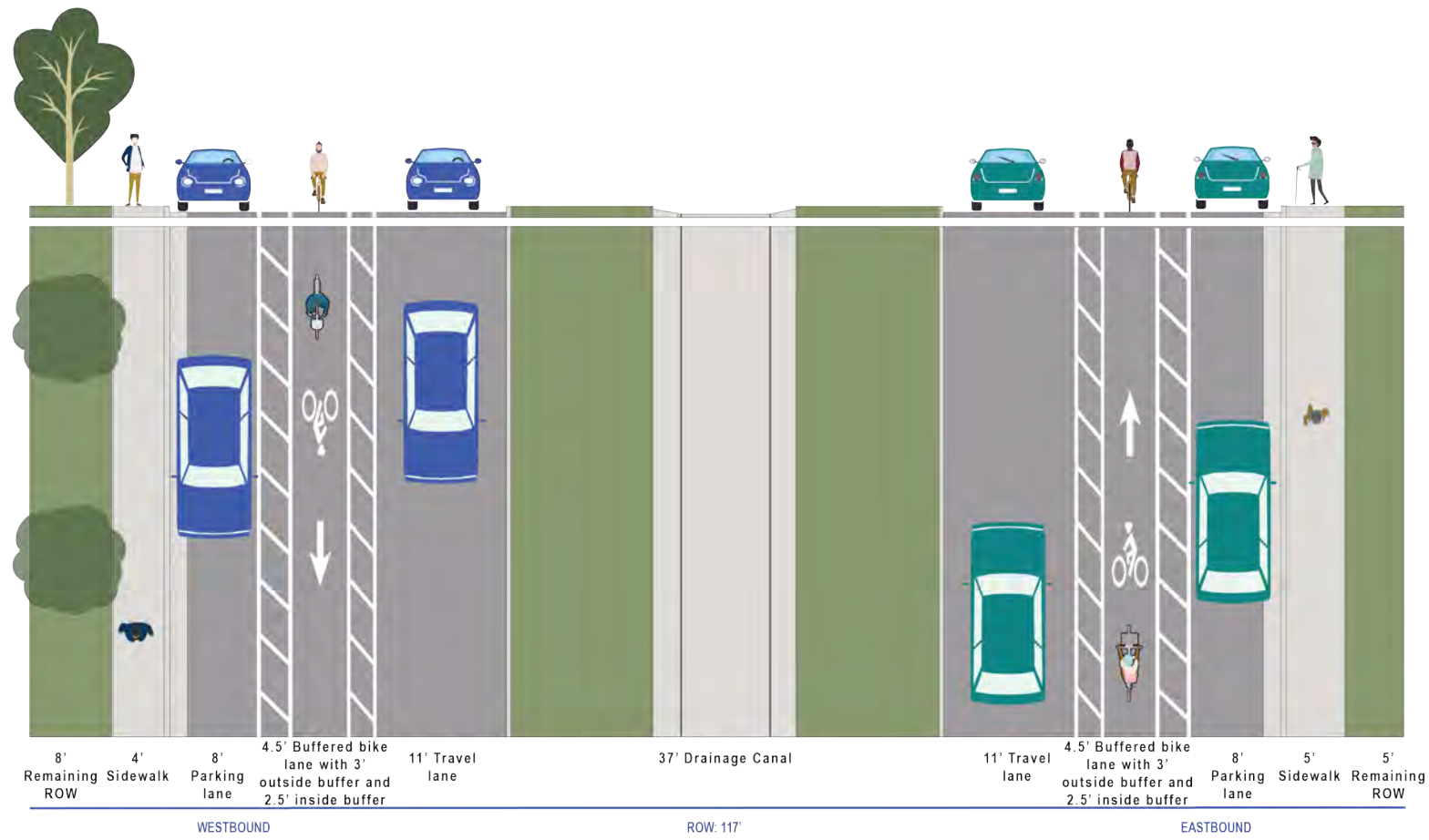
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signage to improve safety at existing crossings. Long-term recommendations widen the south side sidewalk to 5 feet and add a 5-foot planting strip to accommodate the Montbello Loop. On the north side, the sidewalk is widened to 5 feet without the addition of a planting strip due to utilities and grading barriers. At Nome Street, coordination with the Mile High Flood District is needed to reconstruct the drainage channel to build a new crossing that allows westbound Montbello Loop bicyclists to cross the channel and continue toward future protected bike lanes on Nome Street.

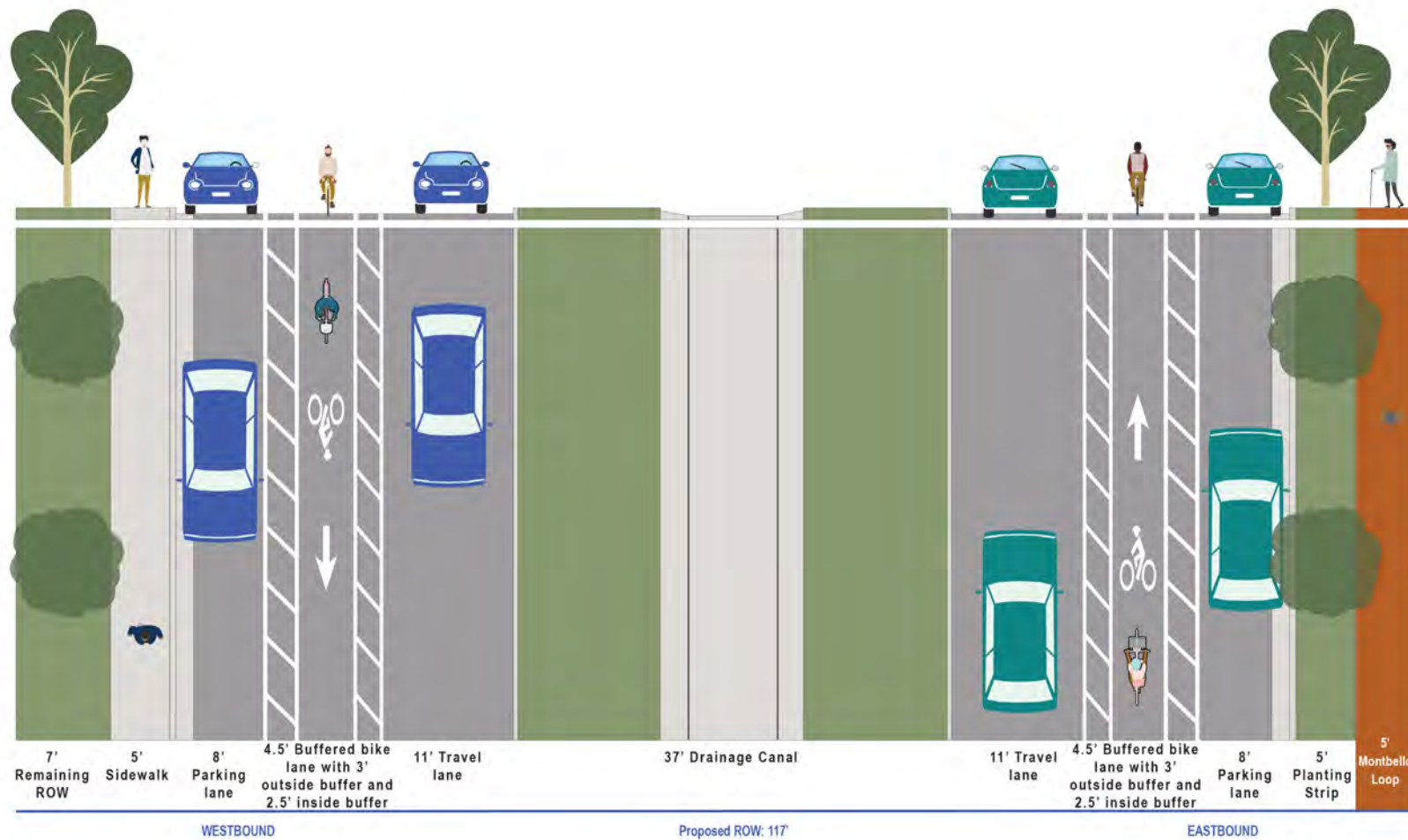
Phased Recommendations:

Long-term:

- > On the south side, construct an 8-foot planting strip and widen the sidewalk to 6 feet to accommodate Montbello Loop. On the north side, widen the sidewalk to 5 feet.



49th Avenue: Peoria Street to Nome Street
Existing typical cross section



49th Avenue: Peoria Street to Nome Street
Proposed typical cross section

25 46th Avenue / Paris Street from Peoria Street to 45th Avenue

Overview of Potential Impacts (see Table 2 for more information):



Informal Bike Route



Drainage/Utility/Landscaping



Curb Relocation



Driveway Conflicts

Understanding of Existing Segment:

46th Avenue/Paris Street are local streets with ample space between the curb lines to reallocate underused space for improvements. Denver Moves: Bikes Update does not recommend any bike facilities on 46th Avenue/Paris Street, but the context of the streets suggest informal bike markings may be appropriate to direct Montbello Loop bicyclists through the corridor. 46th Avenue/Paris Street is surrounded by a business park and a government building.

Recommended Improvements:

46th Avenue/Paris Street is a two-lane neighborhood street with wide 22-foot travel lanes in each direction, leaving little dedicated space for people walking or

Estimated implementation cost (see Chapter 5, Page 35 for the cost estimate methodology):

\$1 - \$3.5 million



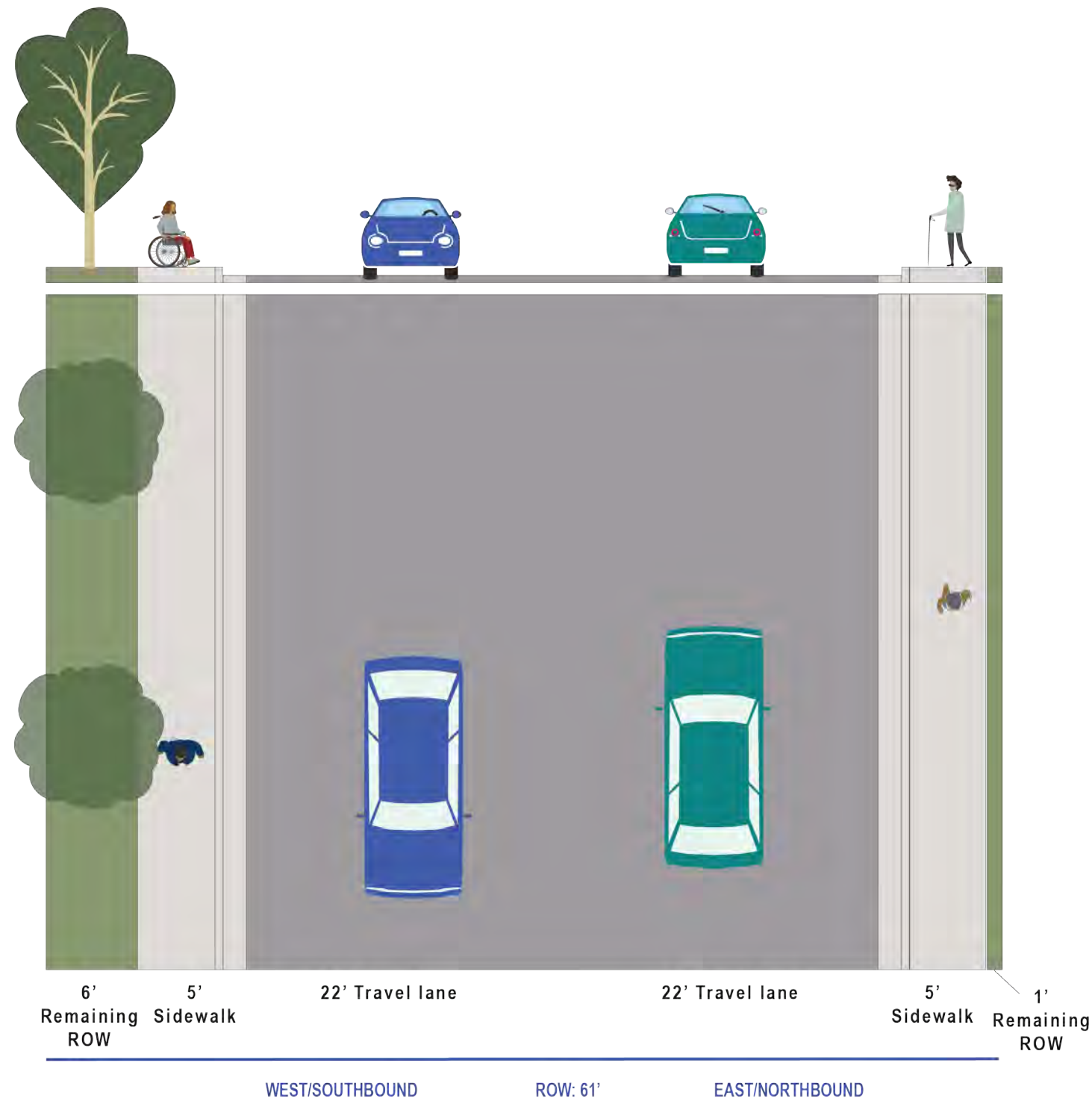
biking. Although Denver Moves: Bikes Update does not recommend bike facilities on 46th Avenue/Paris Street, this project recommends installing sharrows and associated signage to support the implementation of the Montbello Loop as a walking and biking route. The long-term recommendations include reconstruction of the corridor by relocating the curb on both sides of the street to add an 8-foot Montbello Loop path and planting strip on the north/west side, paired with a 6-foot sidewalk and 8-foot planting strip on the south/east side. If supported by a feasibility analysis, the roadway would function as an informal bike route with sharrows and signage, providing a safer, more intuitive connection for bicyclists following the Montbello Loop.

Phased Recommendations:

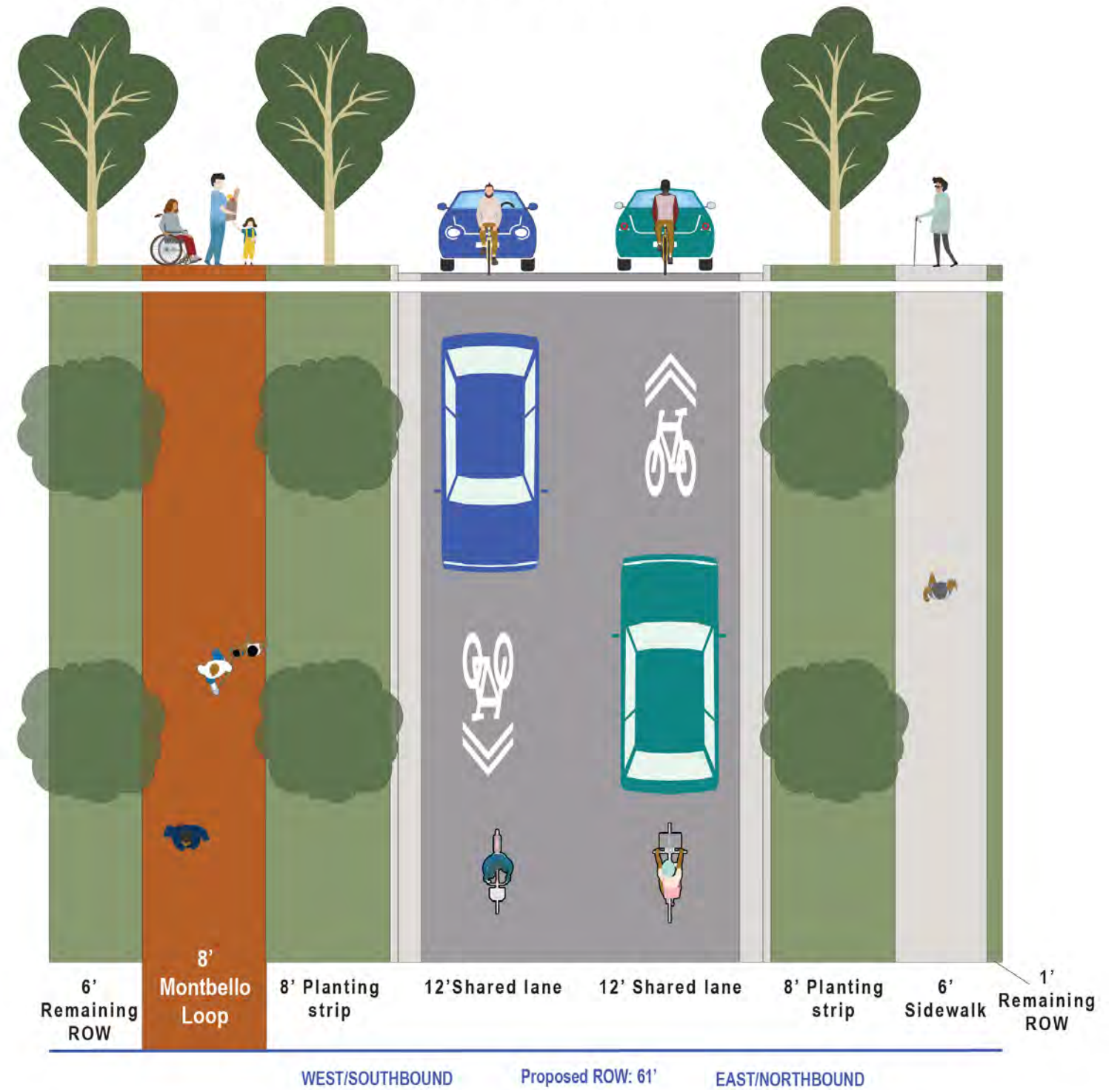
Long-term:

- > Reconstruct the segment to implement the 8-foot Montbello Loop path (pedestrians only) and 8-foot planting strip on west side, and 6-foot sidewalk and 8-foot planting strip on east side.

46th Avenue/Paris Street:
Peoria Street to 45th Avenue
Existing typical cross section



46th Avenue/Paris Street:
Peoria Street to 45th Avenue
Proposed typical cross section



26 45th Avenue from 46th Avenue/Paris Street to the Northeast Early College Driveway

Overview of Potential Impacts (see Table 2 for more information):



Curb Relocation



Driveway Conflicts

Understanding of Existing Segment:

45th Avenue is an industrial collector (Blueprint Denver, Future Street Type), with the south side of the corridor being constrained due to grading, and the north side being constrained due to mature trees and utilities. However, like on 46th Avenue/Paris Street, there is ample space between the curb lines to reallocate underused space for improvements. Denver Moves: Bikes Update recommends protected bike lanes for 45th Avenue. Manufacturing businesses and Northeast Early College are located on 45th Avenue. Many students use 45th Avenue and 46th Avenue/Paris Street to reach Peoria Street businesses on foot.

Estimated implementation cost (see Chapter 5, Page 35 for the cost estimate methodology):

\$250,000 - \$500,000



Recommended Improvements:

45th Avenue is a two-lane corridor with wide 22-foot travel lanes in each direction and attached sidewalks on the north side. Before major reconstruction, the drainage, utilities, and right-of-way constraints on the north side should be evaluated to understand how future curb shifts could be accommodated. In the near term, a south side protected bike lane can be installed through restriping and signage without relocating the curb. The long-term design would reconstruct the north side to include a 12-foot Montbello Loop path for pedestrians and westbound bicyclists, paired with a 5-foot planting strip.

Phased Recommendations:

Medium-term:

- > Install the south side protected bike lane through restriping and signing without curb relocation.

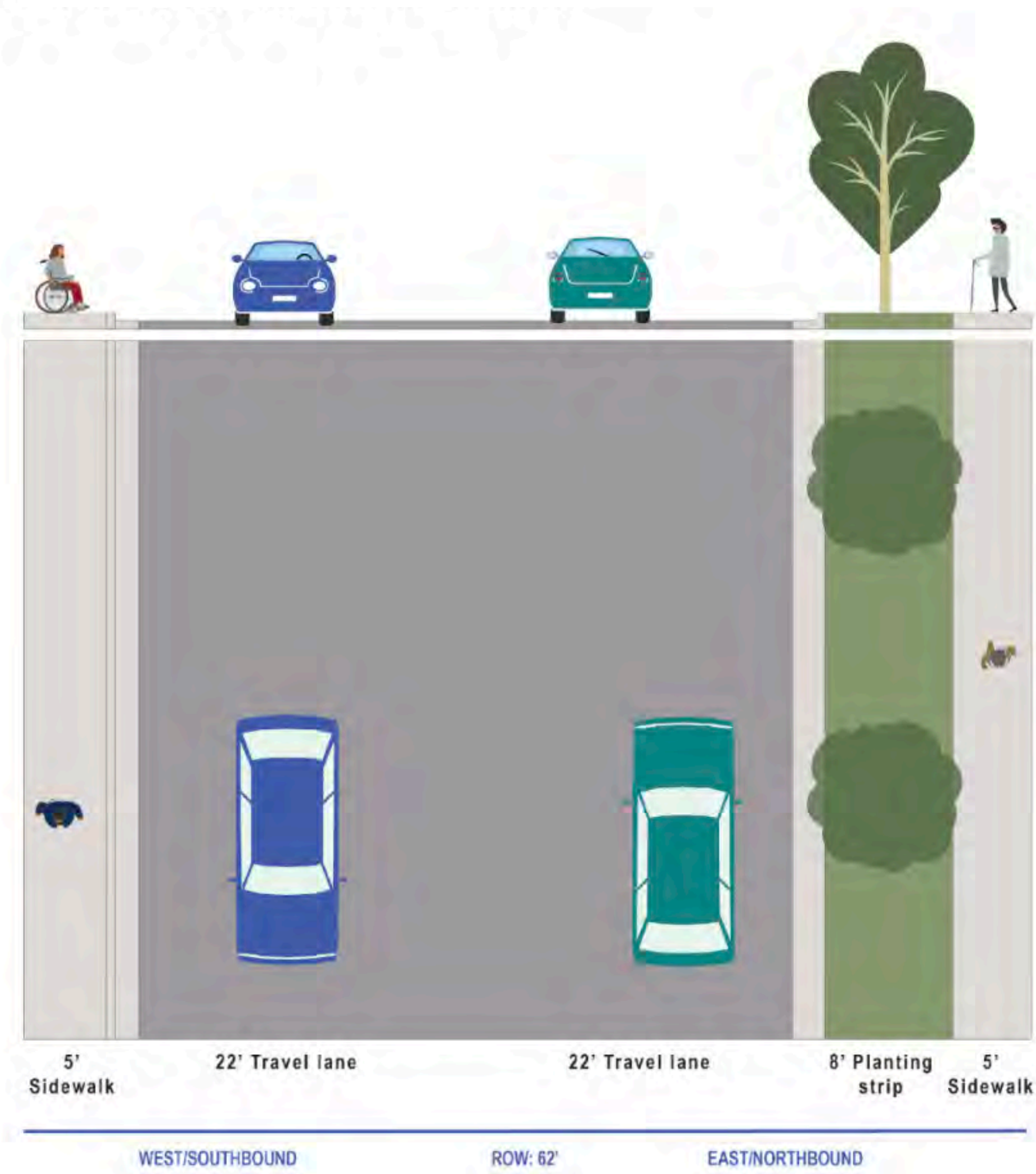
Long-term:

- > Reconstruct the segment to implement the 12-foot Montbello Loop path (pedestrians and westbound bicyclists) and 5-foot planting strip on north side.

45th Avenue:

46th Avenue/Paris Street to NE Early College

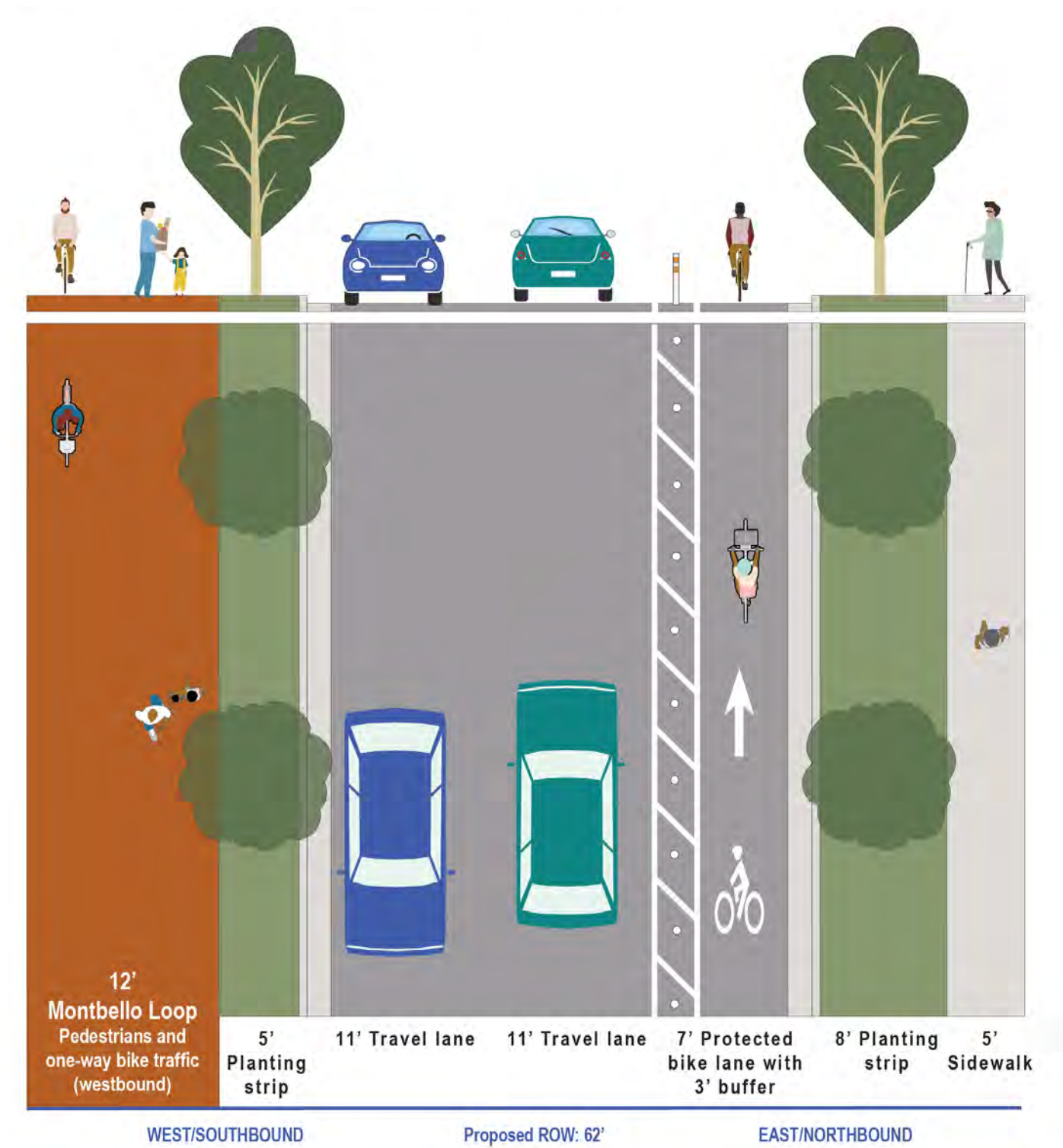
Existing typical cross section



45th Avenue:

46th Avenue/Paris Street to NE Early College

Proposed typical cross section



Typical Intersection Types and Recommendations

This effort builds on the concept plans developed as part of the previous Montbello Loop planning process. Those concepts were reviewed and revised to improve feasibility, resulting in eight conceptual plans for eight key intersection locations along the loop. While the crossing treatments presented are more location-specific, the crossing typologies illustrated may be applied at other locations where similar conditions exist.

Due to the conceptual nature of this project, it was not feasible to develop detailed crossing recommendations for every intersection along the Montbello Loop. Instead, the project team developed conceptual plans for eight representative intersections and also identified additional locations along the corridor where other crossing types are recommended but not illustrated.

In developing these concepts, the project team considered locations where the city has previously recommended enhanced crossings, as well as additional crossing improvements needed to support the Montbello Loop. Enhanced crossing opportunities previously identified by DOTI are categorized as Level A or Level B based on traffic volumes, operating speeds, and roadway configuration, consistent with Denver's Uncontrolled Pedestrian Crossing Guidelines. Level A crossings represent the lowest level of enhancement, and

crossing treatments typically include high-visibility crosswalk markings and advance signing, appropriate on lower-speed, lower-volume streets. Level B crossings are identified along wider roads where traffic speeds or volumes are higher, and crossing treatments typically include active warning devices such as Rectangular Rapid Flashing Beacons (RRFBs), often in combination with geometric enhancements such as median refuge islands or curb extensions.

While the Uncontrolled Pedestrian Crossing Guidelines informed the development of the concepts, all recommended crossings remain subject to confirmation that the applicable criteria are met or approval by a city Traffic Engineer.

The area map below is keyed to the conceptual intersection plans beginning on [page 142](#). Each plan includes an illustrated example and an estimated cost range for implementation. You can read the methodology for developing cost estimates on [page 35](#) and more detailed crossing recommendations in [Appendix E](#). The illustrations also highlight examples of potential impacts and constraints that may need to be addressed as projects advance into future design phases. These call-outs are not intended to be exhaustive, but rather to convey representative issues that may be encountered and inform subsequent, more detailed analysis.

Legend

Montbello Loop recommended route

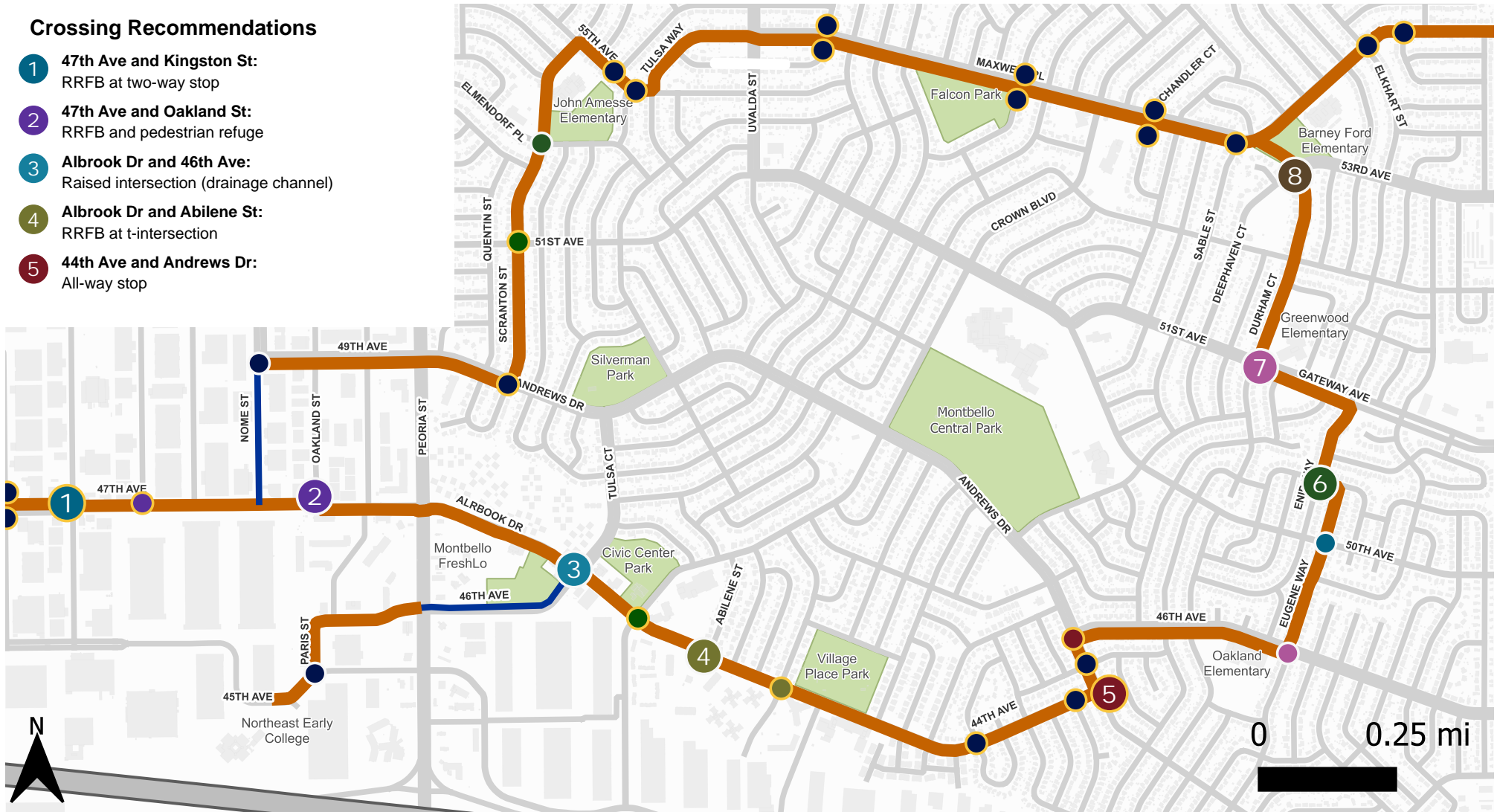
- Segments with recommendations
- Segments without recommendations

Crossing Recommendations

- 1 47th Ave and Kingston St: RRFB at two-way stop
- 2 47th Ave and Oakland St: RRFB and pedestrian refuge
- 3 Albrook Dr and 46th Ave: Raised intersection (drainage channel)
- 4 Albrook Dr and Abilene St: RRFB at t-intersection
- 5 44th Ave and Andrews Dr: All-way stop

- 6 50th Ave and Enid Wy: Raised intersection
- 7 Gateway / 51st Ave and Durham Ct: Raised crosswalk at all-way stop (drainage channel)
- 8 Durham Ct and 53rd Ave: Raised crosswalk at t-intersection (drainage channel)

- Intersections recommended for Level A or B enhanced crossings by DOTI
- Other enhanced crossings (raised or high visibility crosswalks, pedestrian signage/markings, refuge islands, and/or curb extensions)



Map 2.B Montbello Loop Route and Locations of Crossing Recommendations

1 47th Avenue and Kingston Street

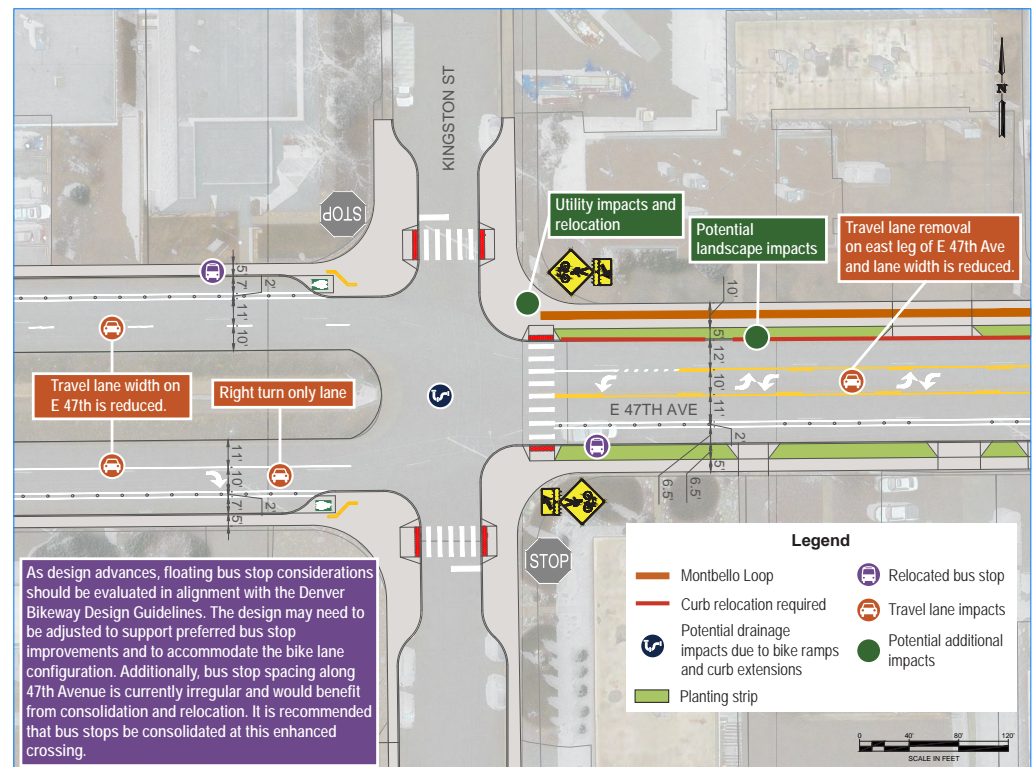
Crossing Type: Rectangular Rapid Flashing Beacon (RRFB) at a two-way stop.

Benefits: RRFBs increase driver awareness and yielding behavior without the need for a full traffic signal, improving safety for people crossing.

Purpose: Recommended at existing two-way stops where cross traffic does not stop, enhancing safety for people crossing without introducing a full traffic signal or altering stop control. This helps users cross to access the Montbello Loop in areas with crossing gaps.

Other locations where raised intersections are also recommended:

- > Eugene Way/Court and Boiling Drive

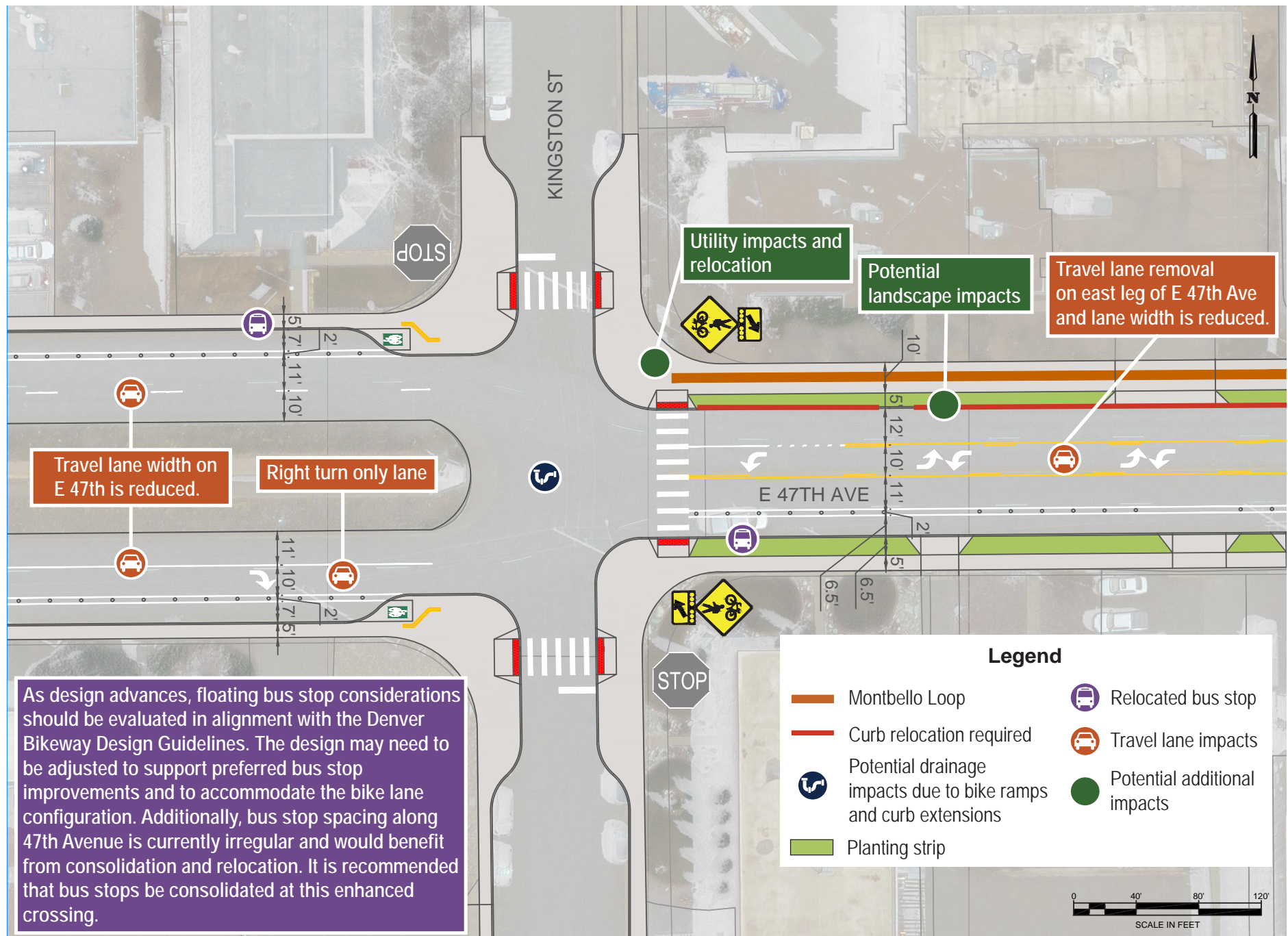


Intersection 1.B. Intersection type concept for 47th Avenue and Kingston Street

Estimated implementation cost estimated at illustration location (see Chapter 5, Page 35 for the cost estimate methodology):

\$250,000 - \$500,000





Intersection 1.B. Intersection type concept for 47th Avenue and Kingston Street

2 47th Avenue and Oakland Street

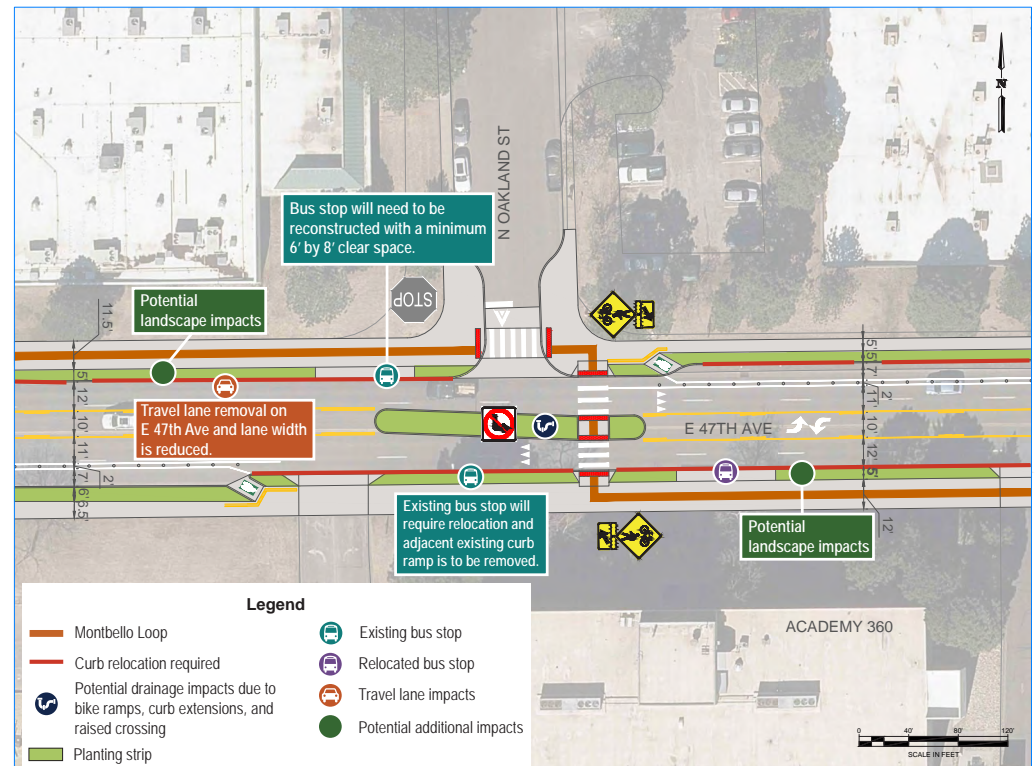
Crossing Type: Rectangular Rapid Flashing Beacon (RRFB) and pedestrian refuge island at t-intersection

Benefits: Reduces exposure to traffic and provides a safe waiting area, while the RRFB improves driver awareness and yielding.

Purpose: Recommended to improve Montbello Loop safety where the alignment changes sides or there is a crossing gap, and on streets with longer crossing distances and higher traffic volumes to improve comfort and safety without introducing a full signal.

Other locations where raised intersections are also recommended:

- > 47th Avenue and Lima Street

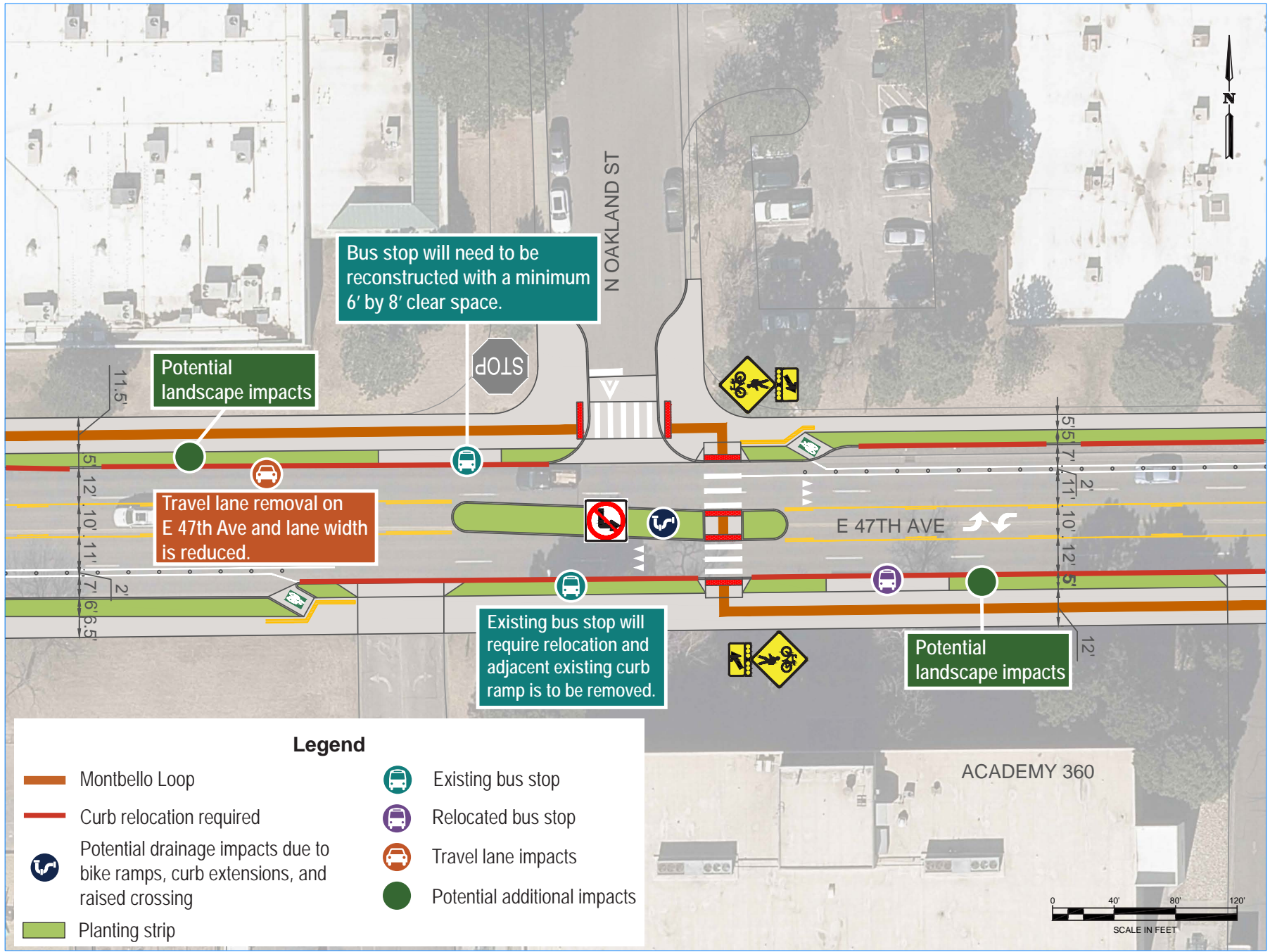


Intersection 2.B. Intersection type concept for 47th Avenue and Oakland Street

Estimated implementation cost estimated at illustration location (see Chapter 5, Page 35 for the cost estimate methodology):

\$250,000 - \$500,000





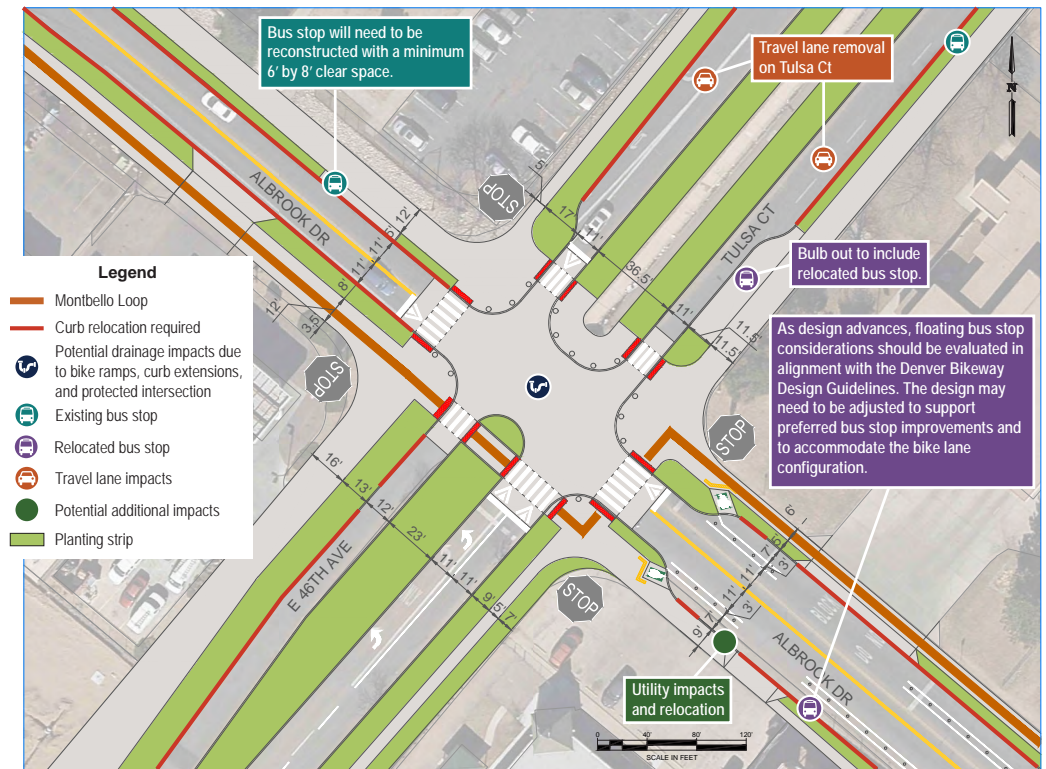
Intersection 2.B. Intersection type concept for 47th Avenue and Oakland Street

3 Albrook Drive and 46th Avenue

Crossing Type: Raised intersection (drainage channel)

Benefits: Slows vehicle speeds, improves pedestrian visibility, and shortens crossing distances while preserving the function of existing drainage infrastructure.

Purpose: Recommended to calm traffic and enhance pedestrian safety at intersections while retaining and building over the existing drainage channel or median without major reconfiguration.

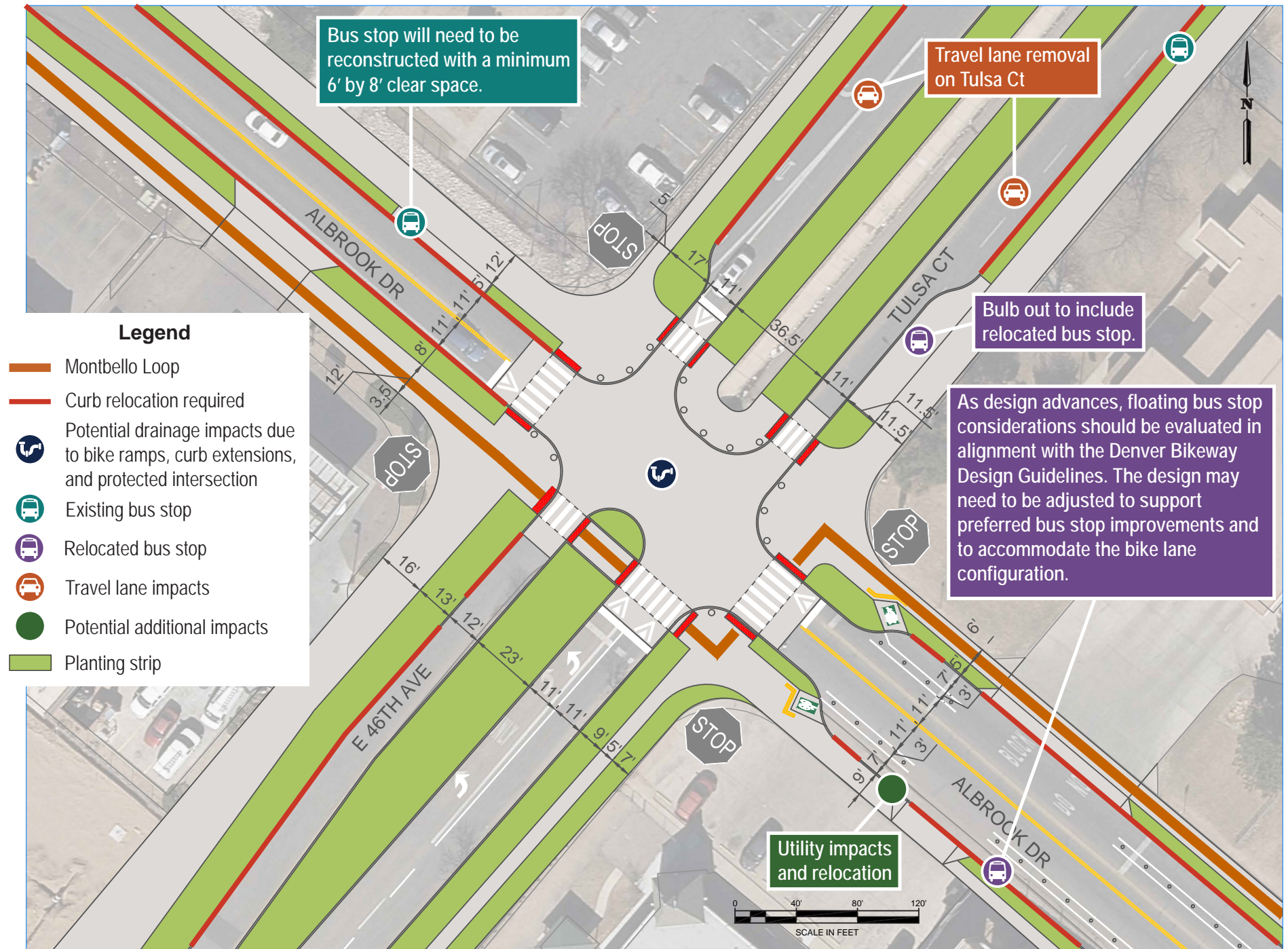


Intersection 3.B. Intersection type concept for Albrook Drive and 46th Avenue

Estimated implementation cost estimated at illustration location (see Chapter 5, Page 35 for the cost estimate methodology):

\$500,000 - \$1 million





Intersection 3.B. Intersection type concept for Albrook Drive and 46th Avenue

4 Albrook Drive and Abilene Street

Crossing Type: Rectangular Rapid Flashing Beacon (RRFB) at t-intersection (no pedestrian refuge)

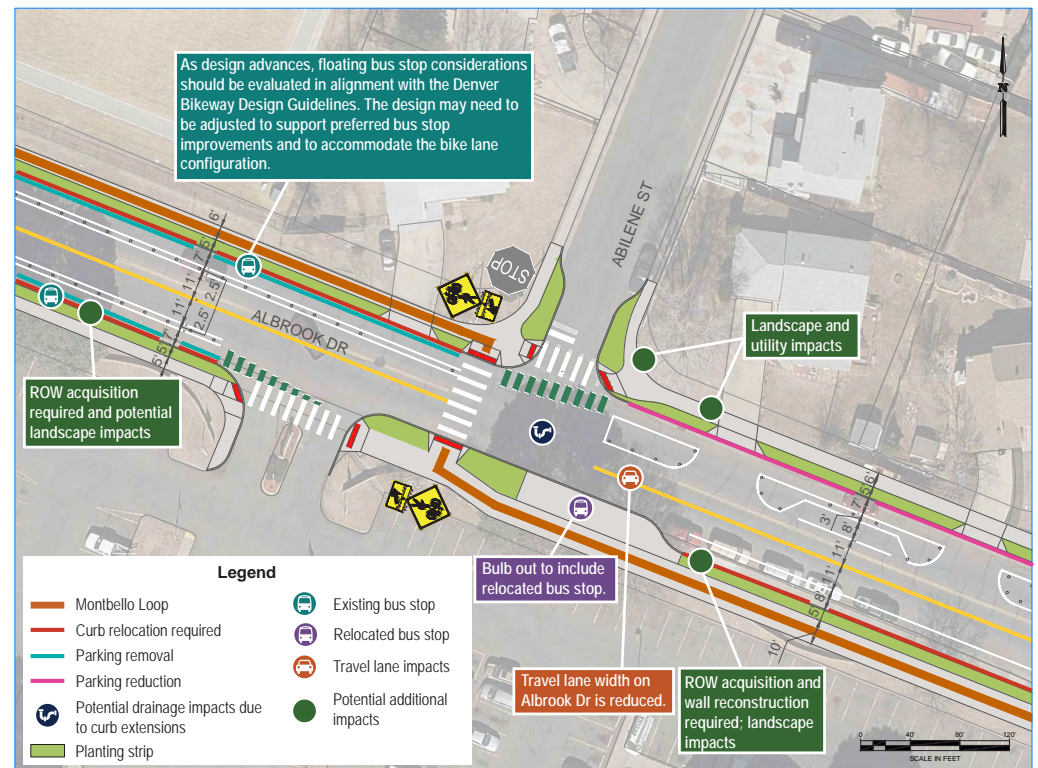
Definition: A marked pedestrian crosswalk at a T-intersection equipped with pedestrian-activated RRFB and no median or refuge island within the roadway.

Benefits: Increases driver awareness and yielding, improves pedestrian visibility, and enhances safety with minimal geometric or right-of-way impacts.

Purpose: Recommended to improve Montbello Loop safety where the alignment changes sides or where there are crossing gaps, and where space, drainage, or right-of-way constraints prevent installation of a pedestrian refuge.

Other locations where treatment or similar treatment could also be applied:

- > Albrook Drive and Anaheim Court



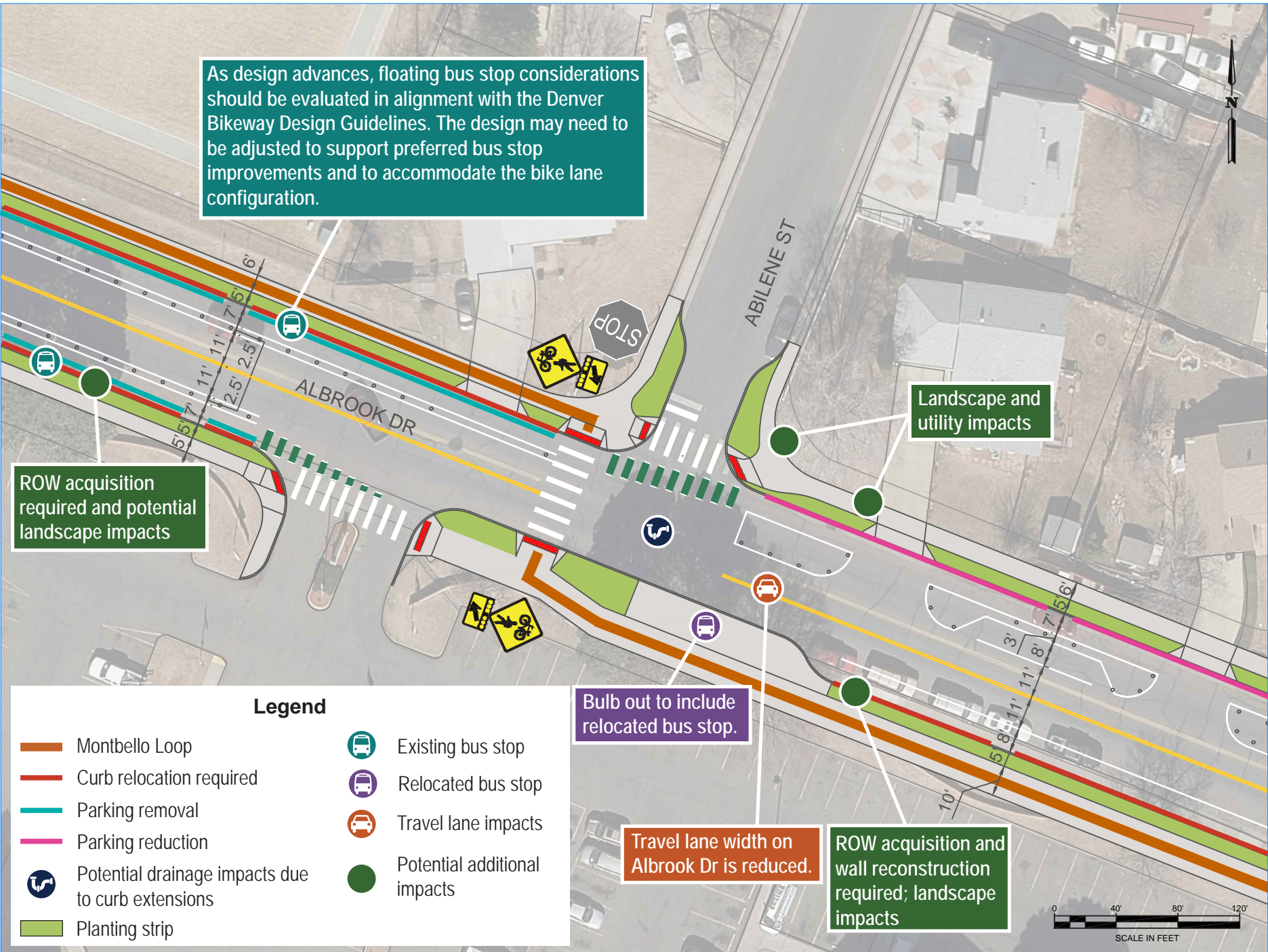
Intersection 4.B. Intersection type concept for Albrook Drive and Abilene Street

Estimated implementation cost estimated at illustration location (see Chapter 5, Page 35 for the cost estimate methodology):

\$250,000 - \$500,000



As design advances, floating bus stop considerations should be evaluated in alignment with the Denver Bikeway Design Guidelines. The design may need to be adjusted to support preferred bus stop improvements and to accommodate the bike lane configuration.



Intersection 4.B. Intersection type concept for Alb Brook Drive and Abilene Street

5 44th Avenue and Andrews Drive

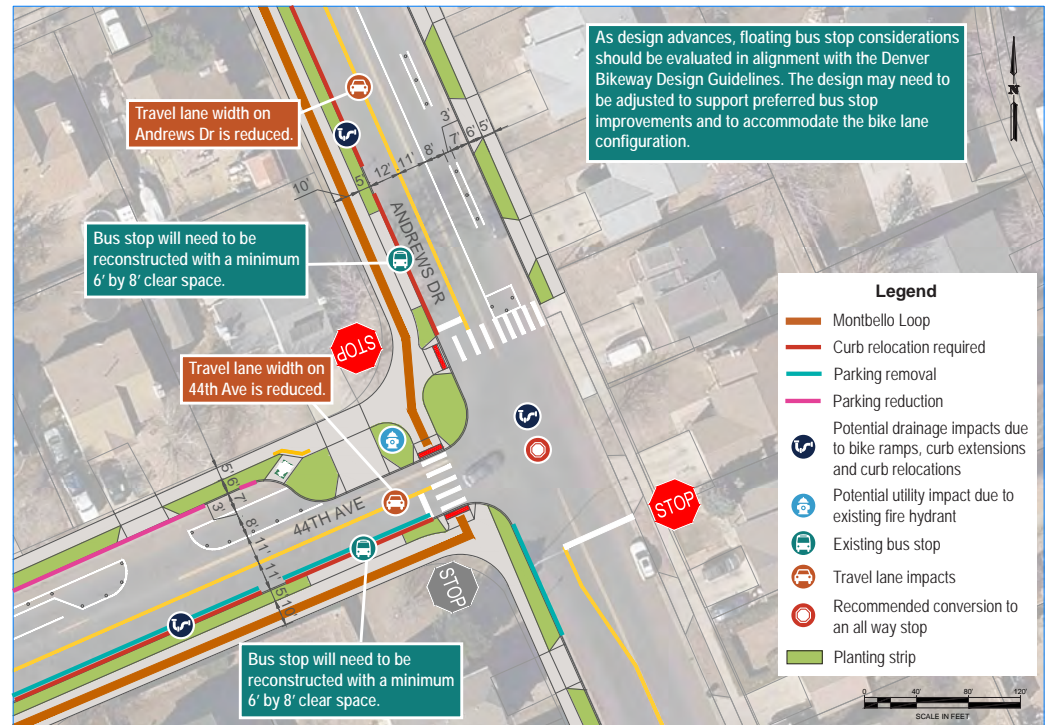
Crossing Type: All-way stop

Benefits: Reduces vehicle speeds, clarifies right-of-way, and improves pedestrian and bicyclist safety.

Purpose: Recommended to balance intersection control, calm traffic, and improve crossing safety for people accessing the Montbello Loop.

Other locations where treatment or similar treatment could also be applied:

- > 46th Avenue and Andrews Drive

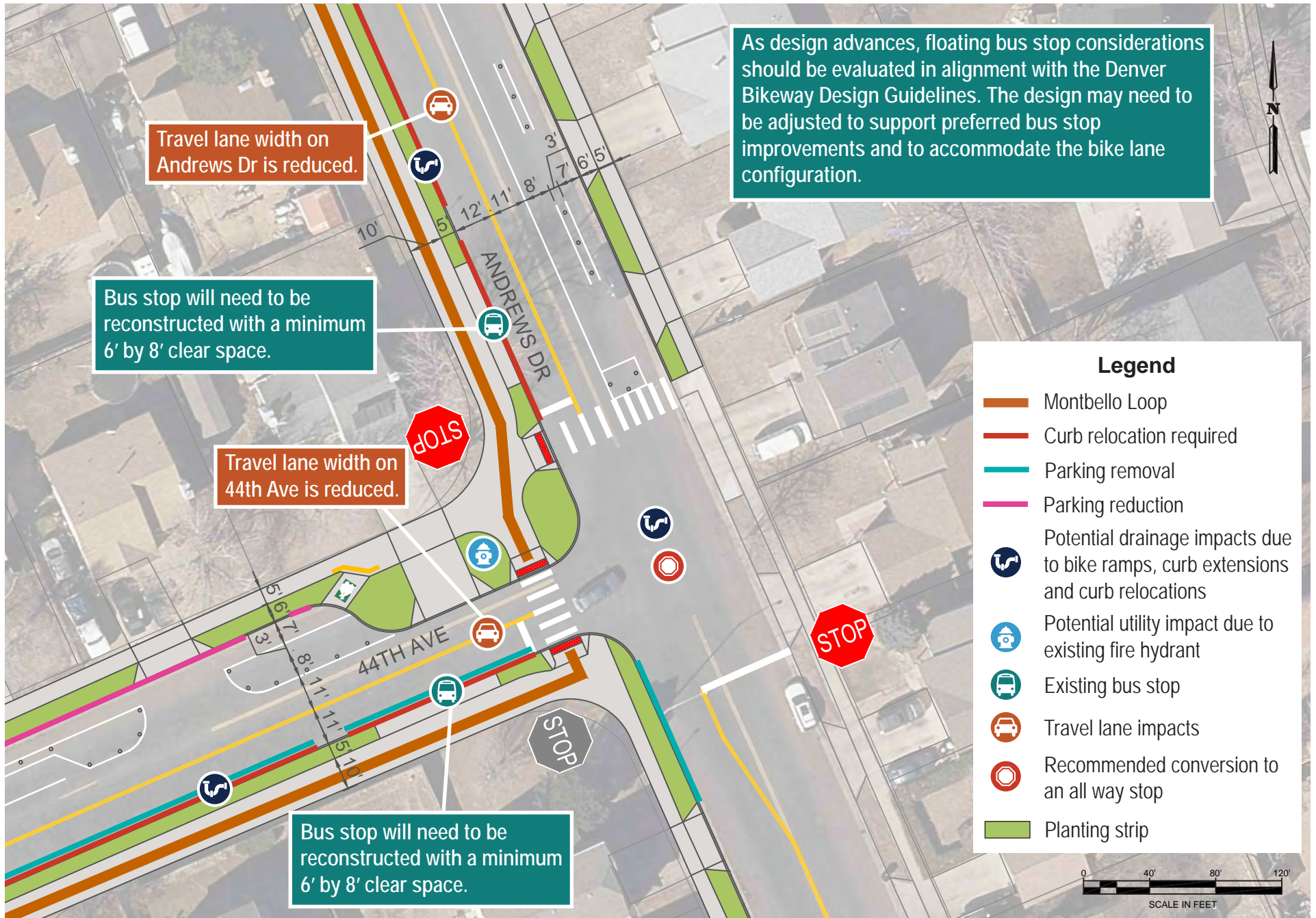


Intersection 5.B. Intersection type concept for 44th Avenue and Andrews Drive

Estimated implementation cost estimated at illustration location (see Chapter 5, Page 35 for the cost estimate methodology):

< \$250,000





Intersection 5.B. Intersection type concept for 44th Avenue and Andrews Drive

6 50th Avenue and Enid Way

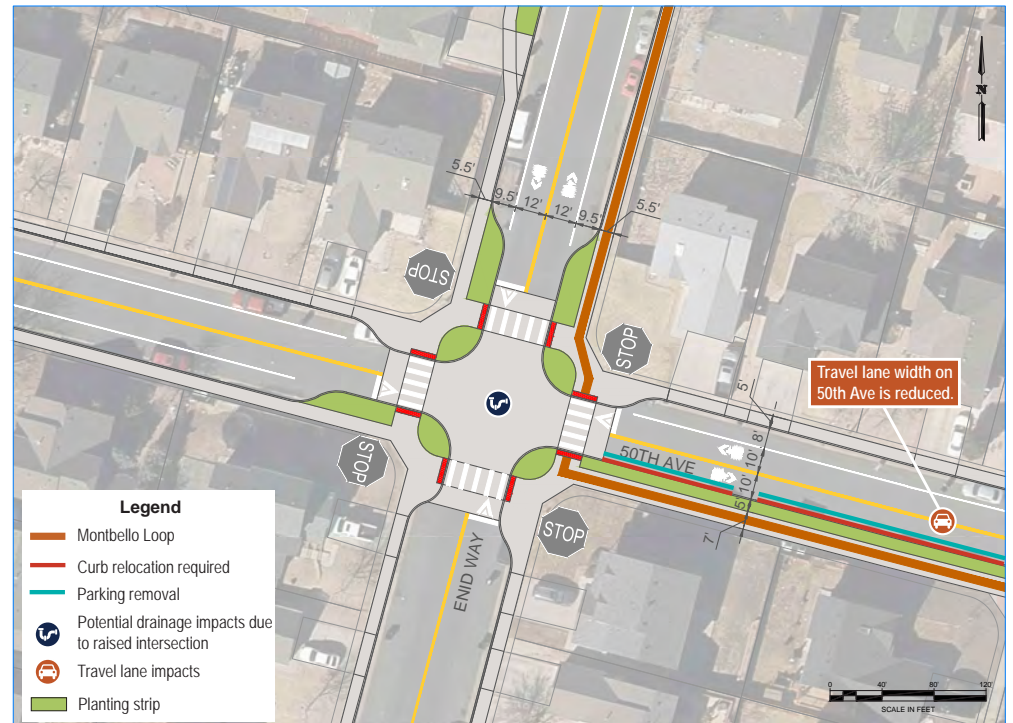
Crossing Type: Raised intersection (general)

Benefits: Slows vehicles, improves pedestrian visibility, and shortens crossing distances.

Purpose: Recommended to visually and physically reinforce the intersection as a low-speed, pedestrian-priority space and to clearly signal a transition into a neighborhood without the constraints of existing drainage infrastructure.

Other locations where treatment or similar treatment could also be applied:

- > Scranton Street at Elemdorf Place
- > Scranton Street at 51st Avenue
- > Albrook Drive at Crown Boulevard

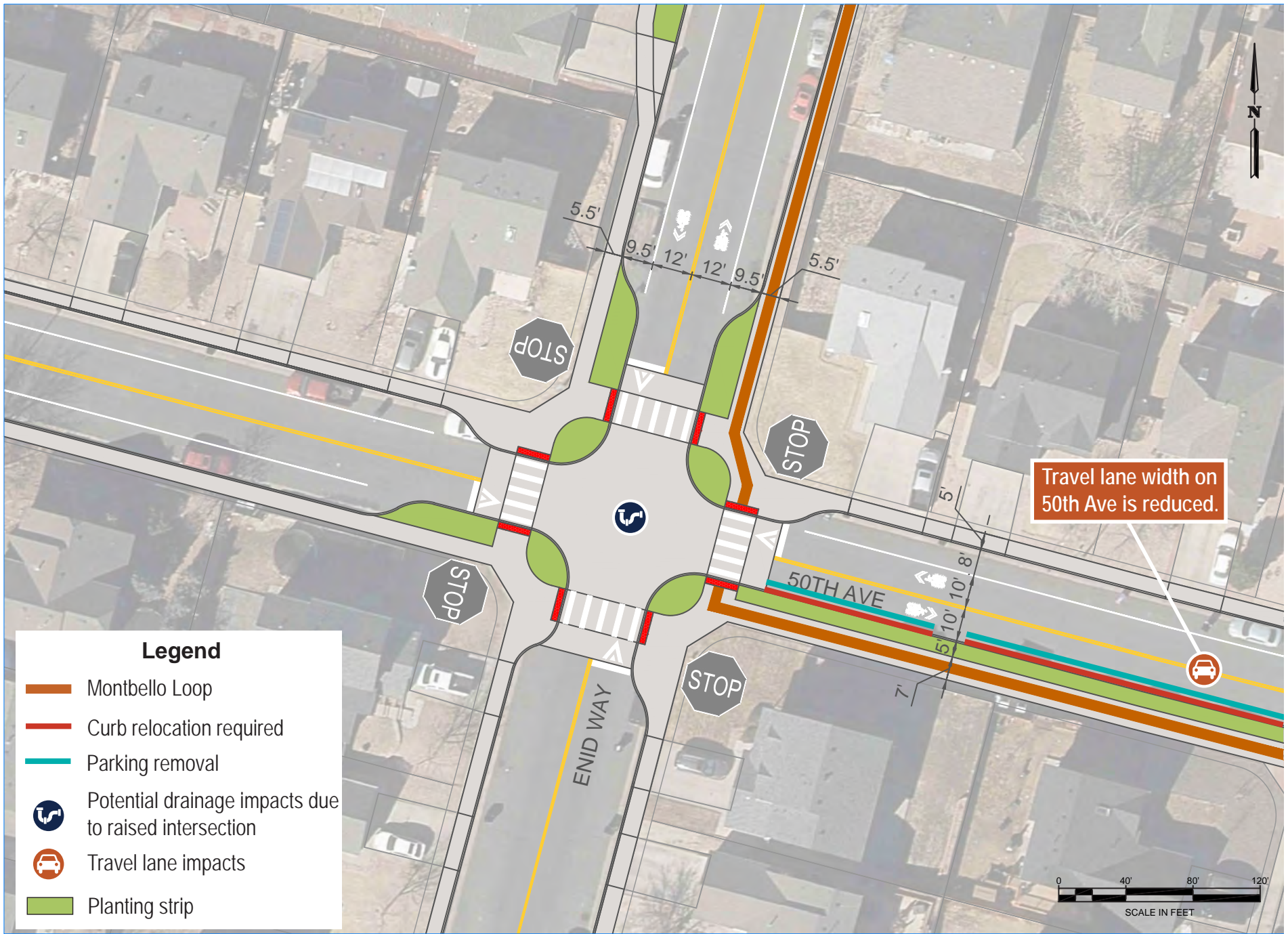


Intersection 6.B. Intersection type concept for 50th Avenue and Enid Way

Estimated implementation cost estimated at illustration location (see Chapter 5, Page 35 for the cost estimate methodology):

\$250,000 - \$500,000





Intersection 6.B. Intersection type concept for 50th Avenue and Enid Way

7 Gateway Avenue / 51st Avenue and Durham Court

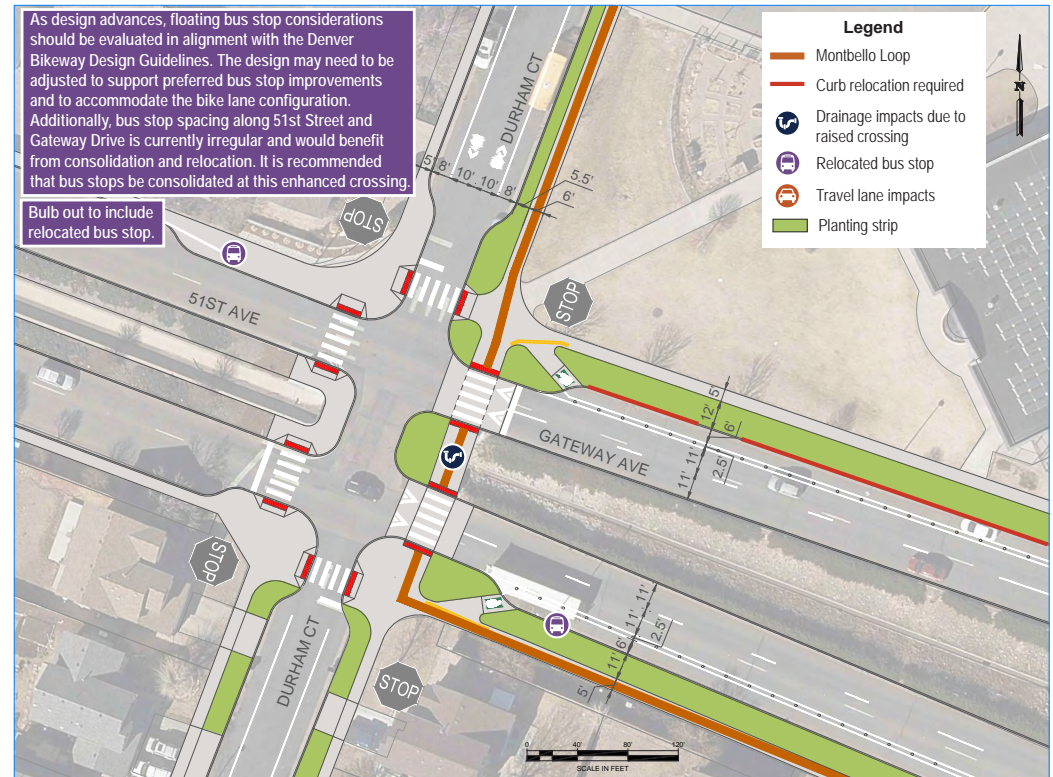
Crossing Type: Raised crosswalk crossing a drainage channel at an all-way stop

Benefits: Improves visibility and comfort for pedestrians and bicyclists, reinforces stop compliance, slows vehicle speeds at the crossing, and shortens crossing distances while preserving the function of the existing drainage channel.

Purpose: Recommended at stop controlled intersections where a raised crosswalk can support crossing movements of Montbello Loop users without the need to elevate the entire intersection.

Other locations where treatment or similar treatment could also be applied:

- > 46th Avenue at Eugene Way



Intersection 7.B. Intersection type concept for Gateway Avenue / 51st Avenue and Durham Court

Estimated implementation cost estimated at illustration location (see Chapter 5, Page 35 for the cost estimate methodology):







\$500,000 - \$1 million

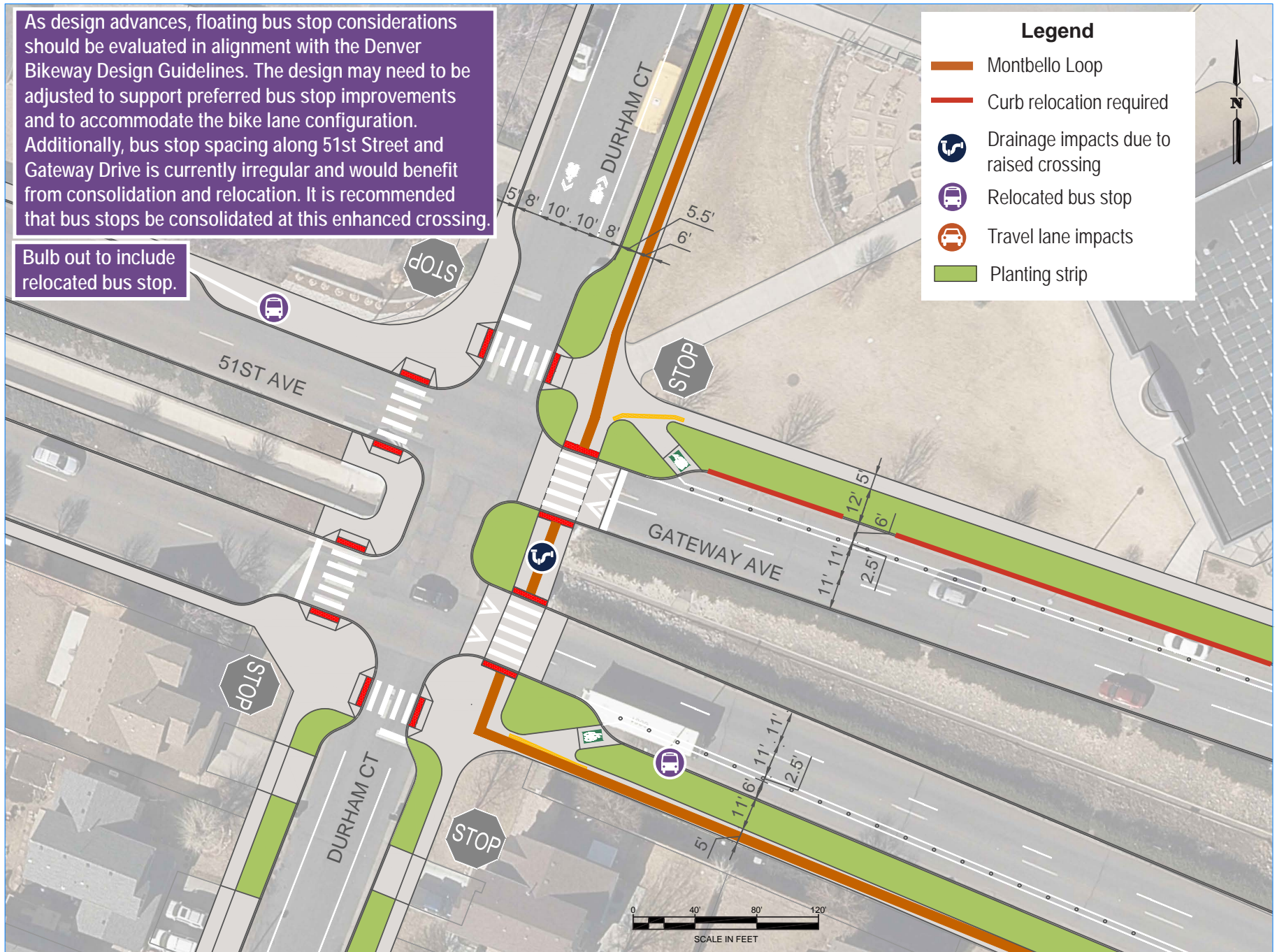


As design advances, floating bus stop considerations should be evaluated in alignment with the Denver Bikeway Design Guidelines. The design may need to be adjusted to support preferred bus stop improvements and to accommodate the bike lane configuration. Additionally, bus stop spacing along 51st Street and Gateway Drive is currently irregular and would benefit from consolidation and relocation. It is recommended that bus stops be consolidated at this enhanced crossing.

Bulb out to include relocated bus stop.

Legend

-  Montbello Loop
-  Curb relocation required
-  Drainage impacts due to raised crossing
-  Relocated bus stop
-  Travel lane impacts
-  Planting strip



Intersection 7.B. Intersection type concept for Gateway Avenue / 51st Avenue and Durham Court

8 Durham Court and 53rd Avenue

Crossing Type: Raised crosswalk crossing a drainage channel at a t-intersection

Benefits: Improves visibility and comfort for pedestrians and trail users, reinforces stop compliance, slows vehicle speeds at the crossing, and shortens crossing distances while preserving the function of the existing drainage channel.

Purpose: Recommended at t-intersections where a raised crosswalk can support crossing movements of Montbello Loop users without the need to elevate the entire intersection.

Other locations where treatment or similar treatment could also be applied:

- > Maxwell Place and Sable Street



Intersection 8.B. Intersection type concept for Durham Court and 53rd Avenue

Estimated implementation cost estimated at illustration location (see Chapter 5, Page 35 for the cost estimate methodology):

\$250,000 - \$500,000





Intersection 8.B. Intersection type concept for Durham Court and 53rd Avenue

Funding and Performance

Funding Scenarios

Throughout the planning process, the project team intentionally aligned recommendations with adopted City and County of Denver priorities, policies, and programs to increase the likelihood that improvements could be advanced through already funded capital projects, annual maintenance activities, repaving, and other routine city investments.

While this alignment supports long-term, incremental implementation, there may be a need to identify standalone funding to deliver certain improvements sooner. Opportunities may exist to secure funding for smaller, discrete projects such as trail pavement markings, wayfinding, safety enhancements, and demonstration or pilot projects that can be implemented independently of larger capital efforts.

Over the past decade, transportation investment priorities have shifted significantly, leading to an expanding range of funding opportunities for active transportation, safety, and multimodal access. While future funding availability is always uncertain, this plan positions the 303 ArtWay and Montbello Loop to compete effectively for public grant funding. Communities should work with local partners to

refine and use the planning-level cost estimates developed as part of this plan to target appropriate funding and grant opportunities.

Funding Sources

Funding opportunities are divided into two categories: grants and programs. Implementation of the recommended improvements for the 303 ArtWay and Montbello Loop will rely on a phased, flexible funding strategy that leverages both groupings. While this plan is not city-led and does not commit city funding, recommendations are intentionally designed to align, to the greatest extent possible, with adopted City and County of Denver plans, policies, and investment priorities. This intentional alignment increases the feasibility of implementation by positioning recommended improvements to be incorporated into existing programs, capital projects, and maintenance activities, even when standalone funding or grant opportunities are not available. Community advocacy and coordination remain critical to advancing projects through each of the implementation pathways described below. See [Section 5 \(page 28\) Implementation Framework](#) for more information on project-type sequencing.

Grant Opportunities

The following table presents several types of grants relevant to these projects. Many of them would require the City and County of Denver as a co-applicant, if not the lead applicant. Each presents its own eligibility criteria and stipulations that project owners should fully understand before pursuing.

Program	Administered By	Funding Source	Purpose <i>(relevant to project recommendations)</i>	Typical Award Amount
Safe Streets and Roads for All (SS4A)	USDOT	Federal	Funding for safety-related demonstration and infrastructure projects. Partnership with a local agency or MPO required. Purpose and typical award amounts are likely to change for the 2027 funding cycle.	\$200K - \$25M
Multimodal Transportation and Mitigation Options Fund (MMOF)	DRCOG	State	Funding for multimodal transportation projects, bike and pedestrian projects, and transportation studies. Non-profits can apply.	\$25-\$300K
Transportation Alternatives Program (TAP)	DRCOG	Federal	Scoring-based funding for projects involving pedestrian and bicycle facilities such as sidewalks, bike lanes, trails, ADA improvements, and crossing improvements. Non-profits can apply.	Varies by funding cycle, project type, and location
Great Outdoors Colorado (GOCO)	GOCO	State	Lottery-funded grants supporting parks, trails, and greenways across Colorado. Partnership with a local agency or specific non-profits (e.g., the Trust for Public Land) required.	\$100K - \$1M
Safe Routes to School (SRTS) Colorado	CDOT	State	Infrastructure and educational programs supporting safe walking and biking to school. Partnership with a local school is required.	\$100K - \$1M
TDM Innovation Grant Program	CDOT	State	Funds micromobility and mode-shift pilots that support reduced vehicle dependence. Non-profits can apply.	\$20 - \$50K
Transportation Improvement Program (TIP)	DRCOG	Federal	Funding for transportation or mobility-related improvements via multiple federal grant programs administered by DRCOG and packaged into the TIP. The grant programs include Surface Transportation Block Grant, Congestion Mitigation and Air Quality, and Carbon Reduction Programs.	No fixed maximum

Program	Administered By	Funding Source	Purpose <i>(relevant to project recommendations)</i>	Typical Award Amount
Community Active Living Coalition (CALC) Micro-Grant	Denver Streets Partnership	Federal	Funding for walking or biking education, community art projects, programming, or placemaking in public spaces. Any organization can apply.	Up to \$1,500
General obligation (GO) bonds	City and County of Denver	Local	Past and future bonds (like Elevate & RISE) fund major infrastructure projects.	Varies by funding cycle, project type, and location
Community Support Mini Grants	City and County of Denver	Local	Funds small, community-driven projects, including engagement and outreach, and community organizing and advocacy. Any groups in Montbello (priority neighborhood) can apply.	\$1 - \$10K
Strengthening Neighborhoods	The Denver Foundation	Local	Funds to support grassroots community organizing campaigns or projects. Applications are considered on an ongoing basis. Non-profits can apply.	\$500 - \$5K

Program Opportunities

The following existing programs are aligned with the individual scopes or locations of the 303 ArtWay and Montbello Loop projects, and could potentially incorporate project recommendations into their ongoing activities.

Mile High Flood District (MHFD)

The Mile High Flood District funds drainage and flood control improvements throughout the region. In areas such as Montebello, shared-use paths and trail segments can be incorporated into funded drainage channel improvements. By coordinating early in planning and design, bicycle and pedestrian facilities can be delivered alongside flood infrastructure, reducing the need for separate funding.

Denver Sidewalk Program

Denver's sidewalk planning effort will conclude in 2026, followed by phased construction. The program will prioritize building missing sidewalks before widening existing ones. Where alternative funding is not available, pedestrian improvements recommended in this plan can be implemented over the long term through the Sidewalk Program.

Capital Improvement Program (CIP)

Denver's six-year Capital Improvement Program funds major transportation and infrastructure projects. Segments, crossings, and streetscape improvements can be incorporated into planned CIP projects by aligning

recommendations with project scopes and schedules. This allows improvements to be delivered as part of larger, already funded capital investments.

Development Impact Fees

Development impact fees collected from new growth can help fund infrastructure improvements that support development. As redevelopment occurs along the 303 ArtWay and Montbello Loop corridors, these fees can be used to construct sidewalk connections and bicycle and pedestrian improvements as part of development review and construction.

Repaving and Mill and Overlay Programs

Street repaving and mill-and-overlay projects offer cost-effective opportunities to implement on-street connections, bike lanes, crossing enhancements, and striping changes. Coordinating recommendations with resurfacing schedules allows improvements to be implemented with minimal additional cost.

Maintenance Programs

Routine maintenance activities can support smaller-scale improvements such as signage, pavement markings, surface repairs, and vegetation management. While incremental, these improvements enhance safety, visibility, and usability and can be implemented without additional capital funding.

Progress Tracking Recommendations

Given the community-initiated context of the 303 Artway and the Montbello Loop, Radian and MOC will continue to play leadership roles in advancing recommendations toward implementation. To hold themselves and other project partners accountable, Radian and MOC should undertake the following actions with respect to each project:

1. Designation of a Team Member to Track Progress

What success looks like: Radian and MOC have a designated point person responsible for tracking progress.

Each organization should have a clear understanding of who on the team is responsible for coordinating and advancing the project. This person should develop a methodology for tracking the progress of project recommendations.

2. Regular Reporting of Progress to Internal Leadership

What success looks like: Monthly or quarterly staff reports of progress delivered to the organization's board or equivalent oversight committee.

Expectations for regular reporting can motivate staff to continue progress on the projects, identify obstacles, and propose solutions. Initially, staff and leadership will need to develop specific metrics to gauge progress. These could include, for example, total funding raised, number of recommendations currently advancing in design, and estimated percentages of work completion on individual recommendations.

3. Regular Reporting of Progress to the External Community

What success looks like: Quarterly or semiannual progress updates shared with the community via online resources (e.g., website, digital newsletter, etc.) or in-person events.

Aside from demonstrating progress, regular public updates will maintain the community interest needed to sustain these projects in the long term. These updates should be transparent, not merely promotional. Capital projects such as these routinely face non-linear paths of progress. Keeping the communities informed of the twists and turns along the way can help prevent loss of trust or interest.

6

Conclusion

Conclusion

This Implementation and Phasing Plan establishes a coordinated, realistic pathway for advancing both the 303 ArtWay Heritage Trail and the Montbello Loop over time. Together, these projects translate long-standing community visions into implementable strategies that improve safety, accessibility, cultural expression, and connectivity throughout Northeast Denver. Recognizing funding uncertainty, physical constraints, and Denver’s evolving priorities, this plan emphasizes flexibility, coordination, and incremental progress while maintaining fidelity to community-defined goals.

Summary of Key Recommendations

The highest-priority recommendations for both the 303 ArtWay and the Montbello Loop focus on actions that are achievable in the near term, align with adopted city priorities, and build momentum toward long-term network completion.

Prioritize safety and accessibility improvements that can advance quickly.

Near-term implementation should focus on high-impact safety improvements, including high-visibility crosswalks, curb ramp upgrades, traffic calming, enhanced intersections, and pedestrian-scale lighting. These improvements respond directly to community priorities, support all ages and abilities, and are well-suited for delivery through existing DOTI safety, maintenance, and repaving programs.



Figure 13. Narrow 30-inch wide sidewalks along 35th Street

Establish clear identity and continuity through wayfinding and placemaking.

Wayfinding is a critical early investment for both corridors. Temporary treatments—such as colorful footprints and interim signage—can be implemented quickly to establish route continuity and visibility. Permanent wayfinding systems, including trail medallions, interpretive signage, and durable pavement markings, should be advanced as segments move into capital design and construction.

Advance sidewalk and ADA upgrades through coordinated implementation.

Non-ADA-compliant and substandard sidewalks along both routes should be prioritized through coordination with Denver’s Sidewalk Program and other planned capital projects. Implementing five-foot minimum sidewalks, accessible crossings, and clear pedestrian zones improves usability today while laying the groundwork for future enhancements.

Implement bicycle accommodations using context-sensitive approaches.

Neighborhood bikeways, shared-use paths, and supportive treatments such as sharrows and signage should be implemented where aligned with Denver Moves: Bikes Update and DOTI standards. Where full bikeway build-out is not immediately feasible, interim treatments should maintain continuity and safety for people biking while preserving future flexibility.

Position complex segments for long-term delivery.

Segments requiring right-of-way recovery or acquisition, curb relocation, drainage reconstruction, or significant utility coordination should be advanced through targeted studies, early agency coordination, and planning-level cost refinement. These actions prepare projects to move efficiently when funding or partnership opportunities arise.

Next Steps

Moving from planning to implementation will require clear direction, early coordination, and a flexible funding strategy that leverages both existing programs and external opportunities.

Integrate recommendations into existing city programs and capital investments.

The strongest near-term implementation pathway is incorporation into already funded or routine city activities, including DOTI safety projects, repaving and mill-and-overlay programs, sidewalk construction, transit access improvements, park projects, and drainage or flood control initiatives. Aligning recommendations with project scopes and schedules allows improvements to be delivered cost-effectively and incrementally.

Pursue phased and diversified funding opportunities.

While this plan does not commit city funding, it intentionally aligns with adopted policies and priorities to improve competitiveness for grants and external funding. Smaller, discrete projects—such as wayfinding, safety enhancements, pilot installations, and demonstration projects—are particularly well suited for standalone funding through federal, state, local, and philanthropic sources. Planning-level cost estimates developed as part of this effort

should be refined and used strategically to pursue appropriate funding opportunities as they arise.

Coordinate early with partner agencies and organizations.

Ongoing collaboration with DOTI, Parks and Recreation, CDOT, RTD, Denver Public Schools, the Mile High Flood District, private developers, and community organizations is essential—especially where recommendations overlap with transit investments, park development, drainage improvements, or redevelopment. Early coordination increases feasibility and reduces redesign later.

Advance short-term pilots and demonstration projects.

Pop-up installations, temporary traffic calming, and interim wayfinding provide low-cost opportunities to test concepts, gather data, and refine designs while maintaining visibility and momentum. These efforts also support continued community engagement and transparency as projects move forward.

Maintain meaningful community engagement.

As projects advance into design and construction, engagement should focus on phasing, trade-offs, construction impacts, and design refinement. Clear documentation of community support will be particularly important for segments that affect parking, travel lanes, or adjacent properties.

Maintaining Momentum

Delivering the 303 ArtWay and Montbello Loop will require sustained commitment over multiple years and funding cycles. Maintaining momentum depends on accountability, visibility, and measurable progress—not just construction.

Use this plan as a living implementation framework.

The Implementation and Phasing Plan should be revisited periodically to track completed projects, update priorities, and respond to changing conditions. Treating the plan as an active tool—rather than a static document—helps ensure it continues to shape investment and decision-making.

Track progress using performance-based measures.

Success should be measured not only by built projects, but by progress toward implementation readiness. Key indicators include how quickly recommendations move into design, the extent to which they are incorporated into Denver’s capital plans, and the amount of funding secured for studies, design, and construction.

Strengthen partnerships and coordination over time.

Ongoing interagency collaboration is a critical measure of success. Regular coordination among city departments, regional agencies, schools, libraries, transit providers, flood

control partners, and private developers will support efficient delivery and consistent design quality.

Ensure implementation reflects equity and community priorities.

Momentum is sustained when communities see their priorities reflected in outcomes. Progress should be evaluated based on improved access to schools, parks, libraries, transit, affordable housing, and other key destinations—particularly in equity-priority areas—and through continued involvement of community-based organizations.

Build visibility and public recognition.

Early and incremental improvements—such as interim wayfinding, demonstration projects, and community events—help establish the 303 ArtWay and Montbello Loop as recognizable, valued neighborhood assets. Visibility builds public support and reinforces long-term commitment.

Prepare for long-term outcomes and evaluation.

As segments are implemented, the groundwork should be laid to measure long-term benefits, including corridor use, safety trends, access improvements, and user comfort. Establishing these metrics now ensures the projects can be evaluated and refined as the networks mature.

Together, these strategies position the 303 ArtWay Heritage Trail and the Montbello Loop to move from vision to reality—incrementally, equitably, and in alignment with city priorities—while maintaining the community-driven intent that defines both projects.

Appendix

Appendix A: Community Engagement Details

Summary of 303 ArtWay and Montbello Loop engagement activities conducted during different phases, including dates, locations, types of events, and the information shared and activities conducted with participants.

A.1: 303 ArtWay Engagement Events and Activities in 2025

Engagement Phase	Date & Location	Event & Participants	Engagement Activity
Phase I	Tuesday, April 8, 2025 Hiawatha Davis Jr Recreation Center 3334 Holly St Denver, CO 80207	303 ArtWay Steering Committee Meeting	Project meeting: This meeting was a community information session that introduced the transportation planning project with DRCOG to the broader community and the 303 ArtWay Steering Committee. Engagement tools: Public meeting with free dinner, including a presentation that provided an overview of the project.
Phase I	Tuesday, May 13, 2025 WellPower Mental Health Services - Dahlia Campus for Health & Well-Being 3401 Eudora St Denver, CO 80207	Dahlia Campus for Health & Well-Being Fish Fry Residents and community members	Tabling at community event: Shared an overview of the transportation project and invited community input on local legends and places to feature along Route II of the 303 ArtWay. Interactive activity: Participants identified potential local legends and landmarks by writing names and locations on sticky notes and placing them on a large, easily accessible board.
Phase II.I	Tuesday, June 17, 2025 Hiawatha Davis Jr Recreation Center 3334 Holly St Denver, CO 80207	303 ArtWay Steering Committee Meeting	Project meeting: Discuss potential tradeoffs and how to balance competing objectives, where improving one factor (wider sidewalks) often requires sacrificing another (less street parking). Discuss the optimal compromise for efficiency, service, or policy goals. This meeting was led in collaboration with Toole Design. Engagement tools: Multiple physical engagement boards were used to guide a group discussion on potential tradeoffs, with participants voting on different options as the content was reviewed together.
Phase II.I	Saturday, August 9, 2025 Skyland Park 3380 Holly St Denver, CO 80207	Park Hill Day of Legends Residents and community members	Tabling at community event: Tradeoffs activity, where participants get to design their own street and choose how to use the space (sidewalks, street parking, bike lanes, driving lanes, trees) and what tradeoffs are necessary. Engagement tools: Base street design and cut-outs representing features such as wider sidewalks, bike lanes, on-street parking, and tree canopy to facilitate the design of a street by event attendees.

Engagement Phase	Date & Location	Event & Participants	Engagement Activity
Phase II.I	Tuesday, August 26, 2025 Hiawatha Davis Jr Recreation Center 3334 Holly St Denver, CO 80207	303 ArtWay Steering Committee Meeting	Project meeting: Tradeoffs activity, where participants get to design their own street and choose how to use the space (sidewalks, street parking, bike lanes, driving lanes, trees) and what tradeoffs are necessary. Engagement tools: Base street design and cut-outs representing features such as wider sidewalks, bike lanes, on-street parking, and tree canopy to facilitate the design of a street by Steering Committee members.
Phase II.II	Tuesday, September 23, 2025 WellPower Mental Health Services - Dahlia Campus for Health & Well-Being 3401 Eudora St Denver, CO 80207	Dahlia Campus for Health & Well-Being Farmer's Market Residents and community members	Tabling at community event: Shared draft of recommendations and gathered feedback. Engagement tools: Multiple physical engagement boards to highlight current street conditions and proposed designs. Sticky notes to facilitate writing of responses, perspectives, and questions. Sticker dots to facilitate voting by event attendees.
Phase II.II	Wednesday, October 22, 2025 Hiawatha Davis Jr Recreation Center 3334 Holly St Denver, CO 80207	303 ArtWay Steering Committee Meeting	Project meeting: Shared draft of recommendations and gathered feedback. Engagement tools: Worksheets to highlight current street conditions and proposed designs with space for Steering Committee members to write down their ideas, perspectives, and questions.
Phase III	Tuesday, December 9, 2025 Hiawatha Davis Jr Recreation Center 3334 Holly St Denver, CO 80207	303 ArtWay Steering Committee Meeting	Project meeting: Shared changes to the 303 ArtWay route and final recommendations with Steering Committee members. Engagement tools: Slide deck to showcase images of the final recommendations for various street segments along the 303 ArtWay.

A.2: 303 ArtWay Engagement Tools



The poster features a dark blue background. At the top right is the [303] ARTWAY HERITAGE TRAIL logo, with the '303' in white and orange. The main title '303 Artway Heritage Trail' is centered, with '303 Artway' in white and 'Heritage Trail' in orange script. Below the title is the section header 'Community Info Session' in white. The main text describes the session's purpose: joining the project Steering Committee and the Denver Regional Council of Governments to learn about the 303 Artway Heritage Trail, a future urban loop connecting RTD's 40th and Colorado stations. It also mentions highlighting local visionaries, artists, activists, and community leaders, with dinner provided. The date 'April 8th, 2025' is in white, followed by the time '5:30-6:30 PM' and the location 'Hiawatha Davis Jr. Rec Center [Multipurpose Room]'. At the bottom left, the contact information 'Contact: aleiya@radianinc.org' is listed. A collage of seven diverse people is shown at the bottom, with a purple checkmark and an orange circle highlighting one of the individuals.

[303]
ARTWAY HERITAGE TRAIL

303 Artway *Heritage Trail*

Community Info Session

Join the project Steering Committee and the Denver Regional Council of Governments to learn more about the 303 Artway Heritage Trail, a future urban loop that will connect RTD's 40th and Colorado station to key destinations within Northeast Park Hill. The 303 Artway will also highlight local visionaries, artists, activists, and community leaders. Dinner will be provided.

April 8th, 2025
5:30-6:30 PM
Hiawatha Davis Jr.
Rec Center
[Multipurpose Room]

Contact: aleiya@radianinc.org

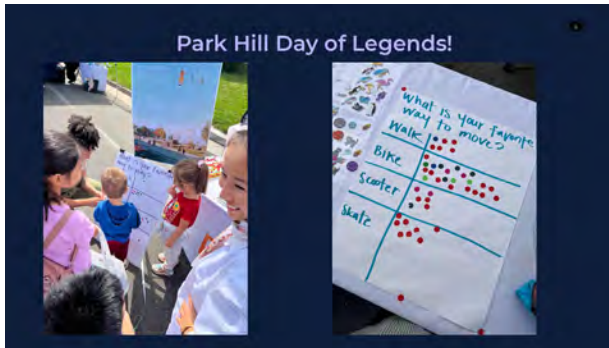
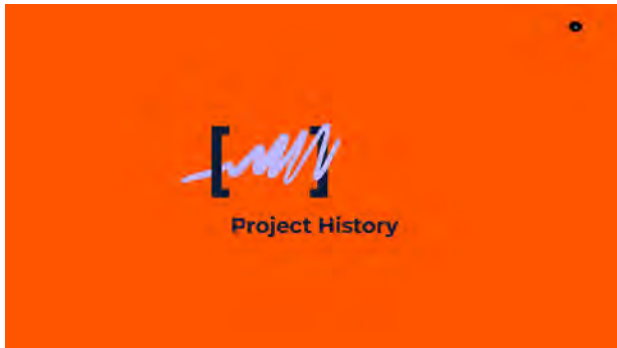
PHASE I: April 8, 2025 - Steering Committee Meeting

A.2: 303 ArtWay Engagement Tools



303 ArtWay Community Meeting Agenda | April 8th, 2025

- Welcome + Introductions
- Project History
- DRCOG, community-based planning grant
- Implementation + Next Steps
- Q + A



Funding

- DRCOG Awarded, contract to be finalized this month
- Colorado Health Foundation Implementation Grant Interview complete, pending notification
- National Endowment for the Arts Our Town Grant Submitted in August, pending notification
- Rose Foundation Endowment Fundraising Program



Project Management + Community Engagement

RADIAN MONTBELLO Organizing Committee

Design + Transportation Planning

TOOLE DESIGN

Key Advisors + Stakeholders

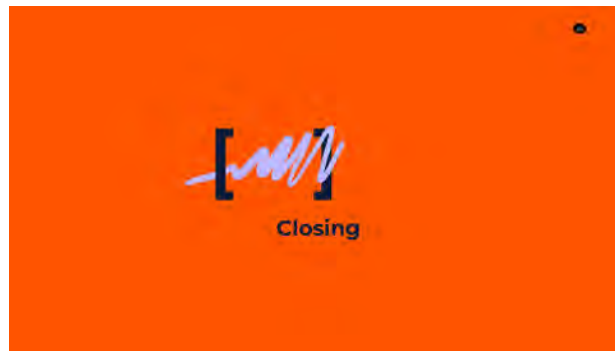
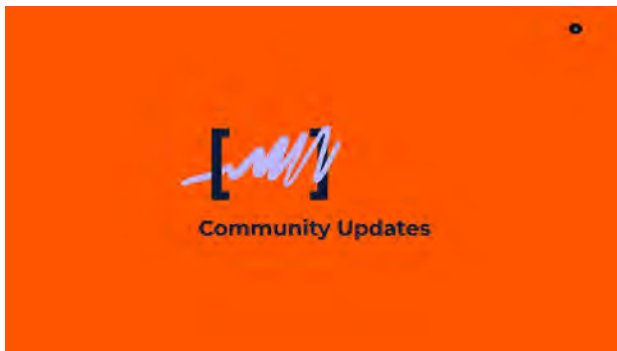
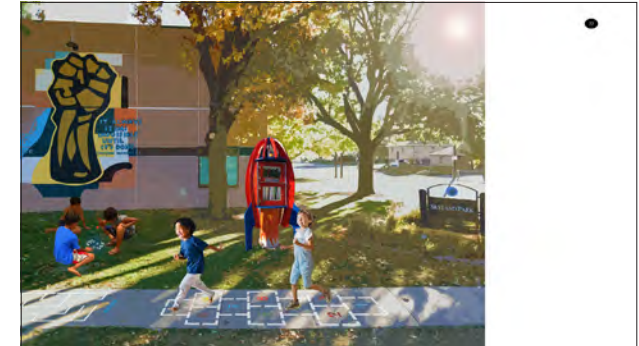
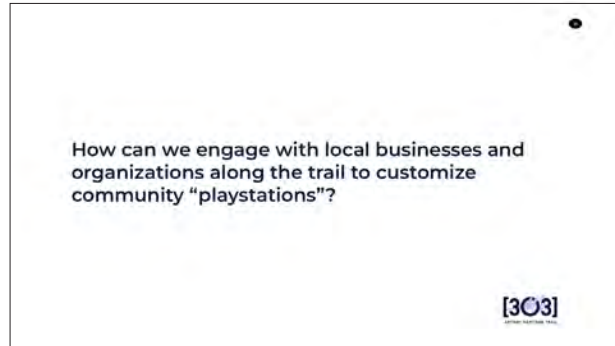
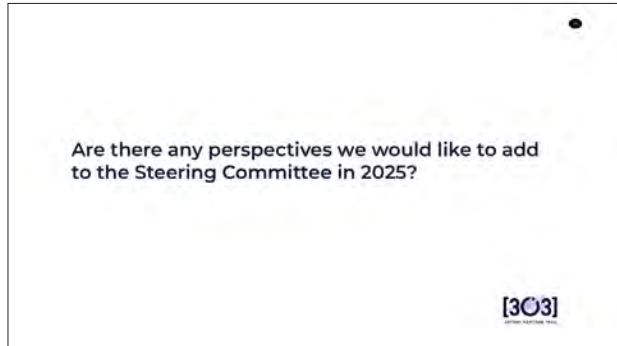
TRUST FOR PUBLIC LAND 303 ARTWAY HERITAGE TRAIL MONTBELLO LOOP

What is DRCOG?

The Denver Regional Council of Governments is a planning organization where local governments collaborate to establish guidelines, set policy and allocate funding in the areas of transportation and personal mobility, growth and development, and aging and disability resources.

PHASE I: April 8, 2025 - Steering Committee Meeting - Presentation Slides

A.2: 303 ArtWay Engagement Tools



PHASE I: April 8, 2025 - Steering Committee Meeting - Presentation Slides

A.2: 303 ArtWay Engagement Tools

Which local legends and places do you want to see featured on Route II of the 303 ArtWay?

- > Five Points Ambassadors - Purnell Steen
- > Joy Reid
- > Bruce Randolph
- > Chauncy Billups
- > Hattie McDaniel
- > Kuvo - Jazz Radio Station can help with history and storytelling
- > Richard Tate
- > Don Cheadle
- > Yvie Oddly
- > Dahlia Square - record store - skating rink
- > Black Arts Festival
- > Oyedele Oginga
- > David Tate
- > Diana Reeves
- > Harold Harden
- > Dr. Justina Ford
- > Pam Grier

PHASE I: May 13, 2025 - Dahlia Campus Fish Fry Event Tabling
Asked the community to write down potential local legends and place they would like to see featured for the Phase II route. Results were written on sticky notes and transcribed into the list above.

A.2: 303 ArtWay Engagement Tools



PHASE II.I: June 17, 2025 - Steering Committee Meeting - Presentation Slides

303 Artway Steering Committee Meeting **Agenda | June 17th, 2025**

- **Welcome: how are you spending Juneteenth?**
- **Updates**
- **Toole Design Group Presentation**
- **Local Legends**
- **Next Steps**



A.2: 303 ArtWay Engagement Tools

Updates


- 303 is in Tier 2 for the Bond
- Meeting with DURA next week
- Park planning process is underway
- Preparing for permitting
- Summer engagement with DRCOG




Advancing the 303 ArtWay


Since January, the project team has been:

1. Reviewing prior recommendations
2. Identifying other improvements completed since 2020
3. Coordinating with City staff
4. Determining which proposed improvements are realistic



What We Learned

- Not all prior recommendations are **still relevant**.
- There are still **significant pedestrian and bicycle connectivity gaps**.
- The corridors of the Phase 1 route each have **unique conditions, contexts, and barriers**.



Phase 1 Snapshot: 38th Avenue Existing Conditions

- **Curb-to-Curb Width:** 36'
- **Parking:** Both Sides of the Street
- **Available Right-of-Way:** Constrained
- **Sidewalks:** <4' wide
- **Context:** Mixed residential and commercial/industrial
- **City's Plan:** Recommended for buffered bike lane




Buffered Bike Lane

- Provides greater separation between bicyclist and automobiles.






Phase 1 Snapshot: Holly Street Existing Conditions

- **Curb-to-Curb Width:** 36'
- **Parking:** Both Sides of the Street
- **Available Right-of-Way:** Constrained
- **Sidewalks:** Varies from <4' to 6' wide with landscaping strip
- **Context:** Mainly residential. Park and neighborhood services south of 35th Ave.
- **City's Plan:** Recommended for neighborhood bikeway




Neighborhood Bikeway

- Low volume, low speed streets where bicyclists and drivers share the road.

Phase 1 Snapshot: 33rd Avenue Existing Conditions

- **Curb-to-Curb Width:** 36'-47'
- **Parking:** Both Sides of the Street
- **Available Right-of-Way:** Constrained
- **Sidewalks:** Varies from <4' to 5.5' wide.
- **Context:** Mixed residential, commercial, and neighborhood services.
- **City's Plan:** Not recommended for bike connection




A.2: 303 ArtWay Engagement Tools

Phase 1 Snapshot: Dahlia Street

- **Curb-to-Curb Width:** 46'
- **Parking:** Both Sides of the Street
- **Available Right-of-Way:** Constrained
- **Sidewalks:** 6' with buffer
- **Context:** Predominantly residential. Skyline Academy south of 35th Avenue.
- **City's Plan:** Recommended for neighborhood bikeway



Adrcog

How Do We Build the 303 ArtWay?

Secure DOTI's support and delivery role with the project.

To do this, the Plan must:

1. Coordinate with DOTI's priorities.
2. Demonstrate community alignment on the trade-offs.
3. Confirm priority areas and preferred improvements with the community.
4. Think beyond the Phase 1 route

Make a strong case for a future 303 ArtWay connection to the 40th and Colorado Station.

Adrcog

What We Need From You Today

ACTIVITY 1 Trade-Offs We need to understand which trade-offs are acceptable to you, and which are not.	ACTIVITY 2 Crossing Priorities We need to understand the community's priorities with pedestrian crossings along the new Phase 1 route.	ACTIVITY 3 Connecting to 40th & Colorado Station We need to understand how you would prefer to connect to the 40 th and Colorado Station from Colorado Blvd.
--	--	--

Adrcog



Local Legend Profiles

[303]

Addition for Phase I

- Rachel Louise Bassette Noel at the Wellpower Dahlia Campus for Health and Wellbeing
- One of the first African American families in Park Hill
- Played a crucial role in integration and Civil Rights in Denver with her 1968 resolution to integrate DPS

[303]


Phase II Local Legend Profiles

- List generated by community members at the 5/13 Dahlia Wellpower Fish Fry
- We will refine the list through the steering committee, neighborhood votes, and by coordinating with future sign locations

[303]

- Joy Reid
- Bruce Randolph
- Hattie McDaniel
- Kuvo - Jazz Radio Station can help with history and storytelling
- Richard Tate
- Don Cheadle
- Yvie Oddly
- Dahlia Square - record store - skating rink
- Black Arts Festival
- Oyedele Oginga
- David Tate
- Diana Reeves
- Harold Harden
- Dr. Justina Ford
- Pam Grier

[303]



Closing

[303]

Next steps:

- Aleiya's last day is July 15th with new hire onboarding soon. Thank you all!
- Phase II of engagement with DRCOG over the summer (Park Hill Day of Legends, Backpack Drive)
- Ongoing fundraising efforts

[303]

PHASE II.I: June 17, 2025 - Steering Committee Meeting - Presentation Slides

A.2: 303 ArtWay Engagement Tools

KEY Property Line Start of Private Property (front/back yard) Amount of property/yard space acquisition necessary to implement the design change

303

Design Change Example #3 + Buffered Bike Lanes - Narrow Sidewalks and Parking Removal

BENEFITS

- Improves safety + comfort for pedestrians
- Improves safety + comfort for bicyclists
- Provides more space for pedestrians
- Provides more space for bicyclists
- Adds separation between pedestrians and vehicles
- Adds separation between bicyclists and vehicles

TRADE-OFFS

- Property Acquisition
- On-Street Parking Removal (one side of street)
- On-Street Parking Removal (both sides of street)

Design Change Example #4 + Buffered Bike Lanes and Wide Sidewalks - Property Acquisition and Parking Removal

BENEFITS

- Improves safety + comfort for pedestrians
- Improves safety + comfort for bicyclists
- Provides more space for pedestrians
- Provides more space for bicyclists
- Adds separation between pedestrians and vehicles
- Adds separation between bicyclists and vehicles

TRADE-OFFS

- Property Acquisition
- On-Street Parking Removal (one side of street)
- On-Street Parking Removal (both sides of street)

ACTIVITY 2 | Priority Crossing Locations

303

During the 303 ArtWay Heritage Trail Corridor Plan, the community indicated which intersections should be prioritized for improvements.

Because the Phase 1 route has shifted, we are missing information on where to prioritize improvements on the new route.

Instructions:

Place a sticky dot on the **top three intersections** along the Phase 1 route that you would like this project to prioritize.

Intersection identified as a priority intersection for an enhanced pedestrian crossing (City and County of Denver)

ACTIVITY 2 | Crossing Preferences

303

In 2020, the top three intersection improvements identified during the 303 ArtWay Heritage Trail planning process were:

1. Intersection Murals
2. Hardscape Bump Outs
3. Painted Bump Outs

We need to confirm whether crossing improvement preferences have remained the same or shifted since 2020.

Instructions:

The images on the right show examples of intersection improvement types that could be used along the Phase 1 route.

Place a sticky dot on the top three intersection improvements you would like to prioritize.

Marked Crosswalks and Accessible Curb Ramps

- Define the proper locations for pedestrians to cross the roadway.
- Provide access between the sidewalk and roadway for people using wheelchairs, strollers, walkers, etc.

Vote Here:

Intersection Murals

- Permanent art installation
- Painted on the pavement at an intersection.
- Not considered traffic control device, unless the other examples in this board.

Vote Here:

Painted Crosswalks

- Raised to the same level as the sidewalk.
- Keep same down vehicles, similar to speed humps.

Vote Here:

Painted Intersection Bump-Out

- Paint and curb used to virtually extend the sidewalk and curb into the roadway at an intersection.
- Reduces crossing distances, improves visibility, and slows down turning vehicles.

Vote Here:

Pedestrian Refuge Islands

- A small section of pavement or sidewalk in the middle of a road.
- Provides a location for pedestrians to safely wait for a gap in the traffic so they can finish crossing.

Vote Here:

Hardscape Intersection Bump-Out


- Concrete and curb are recessed into the roadway at an intersection.
- Reduces crossing distances, improves visibility, and slows down turning vehicles.

Vote Here:

Add lighting at signal crosswalks (Bike + Fairer check)

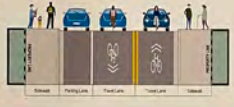
A.2: 303 ArtWay Engagement Tools

Design Change Example #1:
+ Wider Sidewalks and Shared Lanes
- Property Acquisition



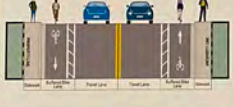
TRADE-OFFS ACCEPTABLE	TRADE-OFFS UNACCEPTABLE	Trade-offs unacceptable, but could be acceptable if part of the example was different (use a post-it note to explain)
Pathway at 30th + Dabbs Wider side-walk on business side	Activity 1 - no parking removal - new units at 40th + better parking layout	Wider Sidewalks on commercial side - put a lot of people walking - some users - property line near building

Design Change Example #2:
+ Extra-Wide Sidewalks and Shared Lanes
- Parking Removal



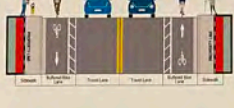
TRADE-OFFS ACCEPTABLE	TRADE-OFFS UNACCEPTABLE	Trade-offs unacceptable, but could be acceptable if part of the example was different (use a post-it note to explain)
Can keep 33 just a walking experience	What is the path of least resistance?	There already isn't enough parking Bike lanes = gentrification

Design Change Example #3:
+ Buffered Bike Lanes
- Narrow Sidewalks and Parking Removal



TRADE-OFFS ACCEPTABLE	TRADE-OFFS UNACCEPTABLE	Trade-offs unacceptable, but could be acceptable if part of the example was different (use a post-it note to explain)
Shore removal is hard with buffer infrastructure	Buffer lanes are already impeding parking on 30th	Don't need bike lanes on every street Money could be better spent on other safety improvements

Design Change Example #4:
+ Buffered Bike Lanes and Wide Sidewalks
- Property Acquisition and Parking Removal



TRADE-OFFS ACCEPTABLE	TRADE-OFFS UNACCEPTABLE	Trade-offs unacceptable, but could be acceptable if part of the example was different (use a post-it note to explain)

ACTIVITY 3 | Connecting to 40th and Colorado Station

The 303 ArtWay will most likely connect to 40th and Colorado Station across Colorado Boulevard at three points:

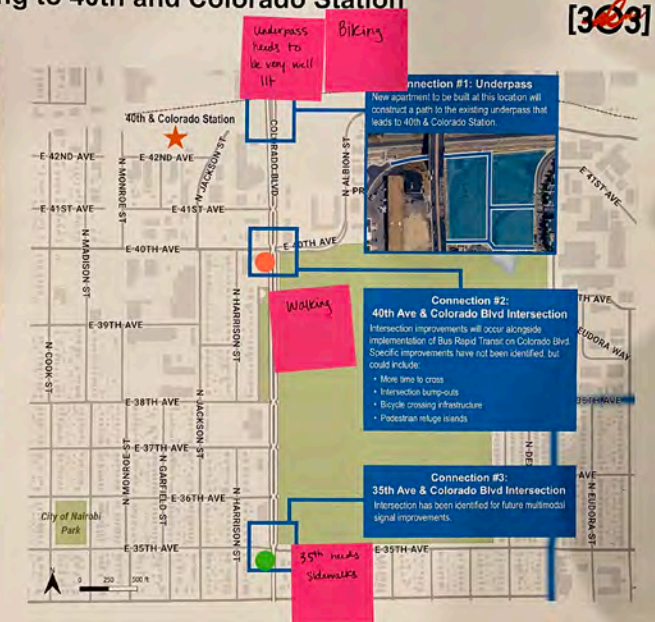
1. The Colorado Blvd underpass
2. 40th Ave and Colorado Blvd Intersection
3. 35th Ave and Colorado Blvd Intersection

Your feedback will help us decide which connection to prioritize for funding and future planning

Instructions:

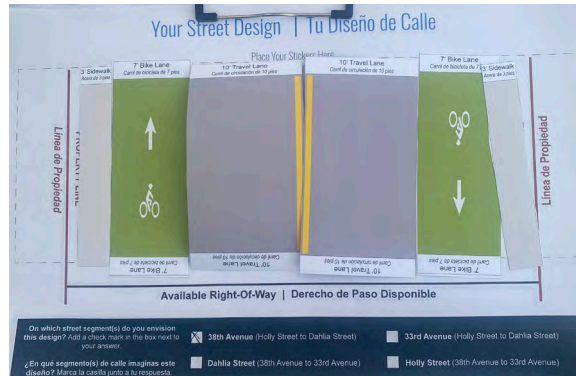
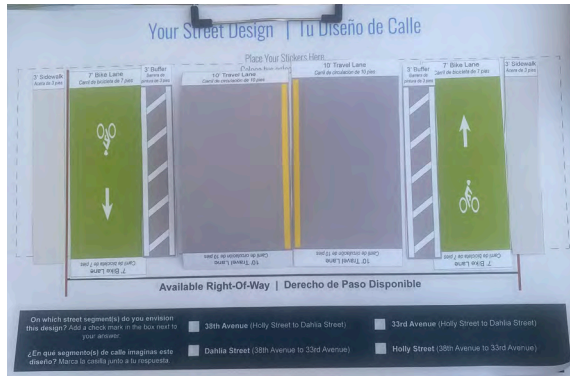
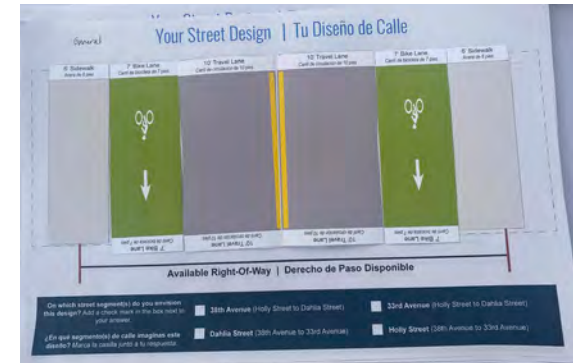
The map on the right highlights the locations of each connection point and describes plans for future construction/improvements in the blue call-outs.

Place a sticky dot at the connection point you would prefer to use to cross Colorado Boulevard. Assume all planned improvements already exist.

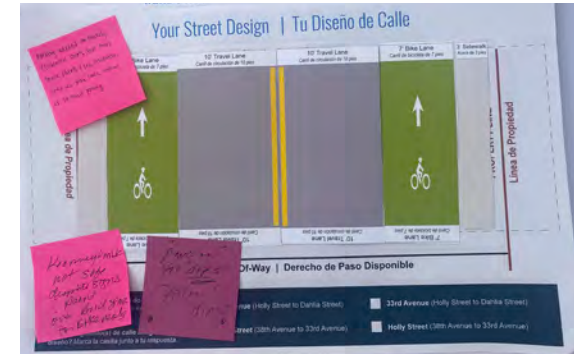


PHASE II.I: June 17, 2025 - Steering Committee Meeting - Interactive Activity

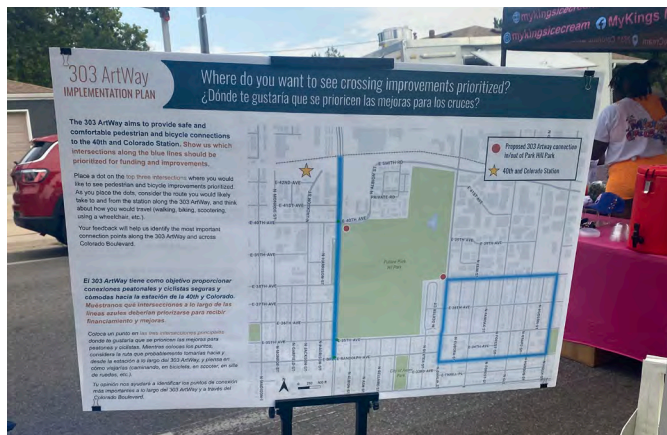
A.2: 303 ArtWay Engagement Tools



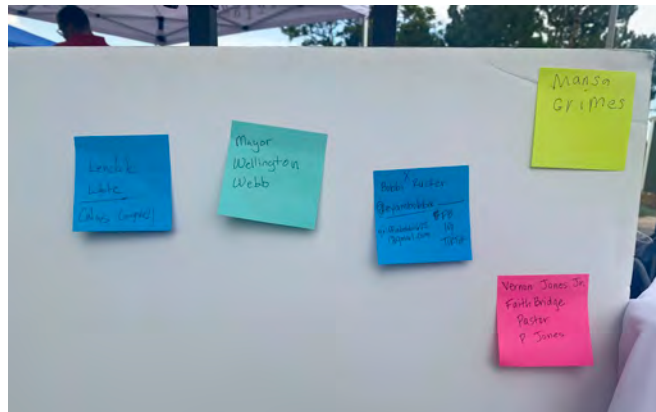
PHASE II.I: August 9, 2025 - Park Hill Day of Legends - Event Tabling



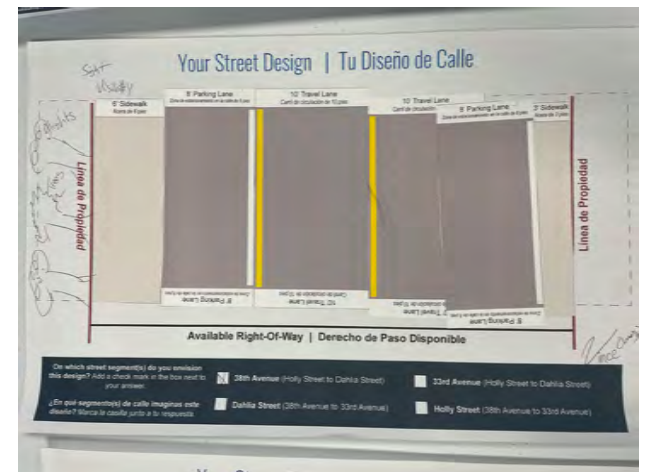
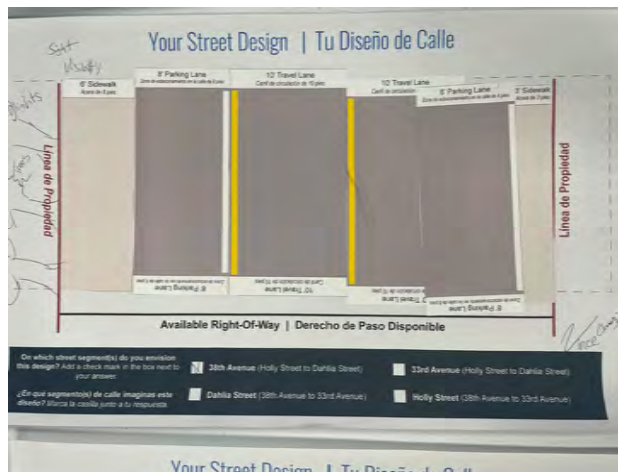
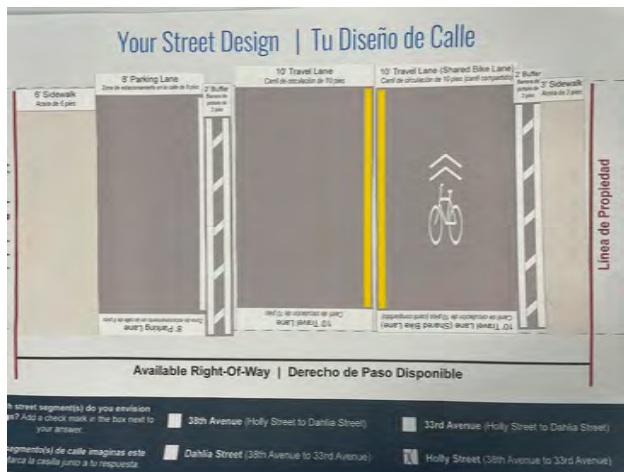
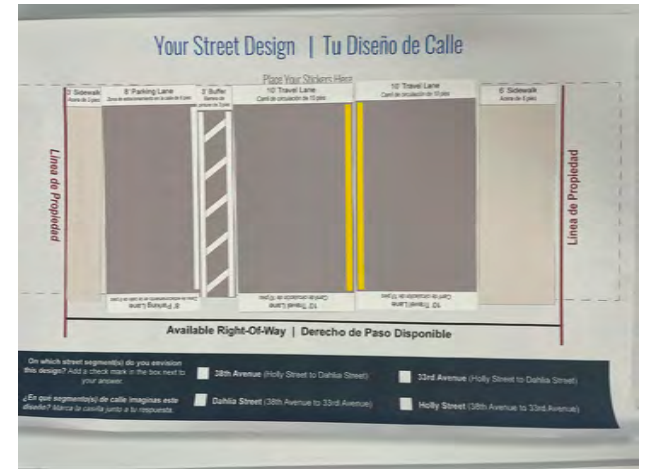
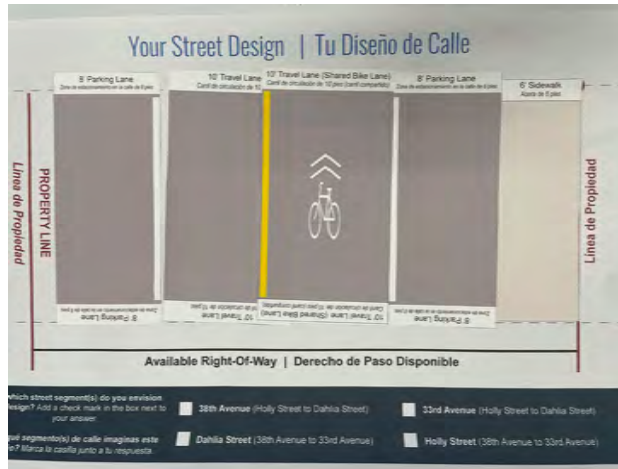
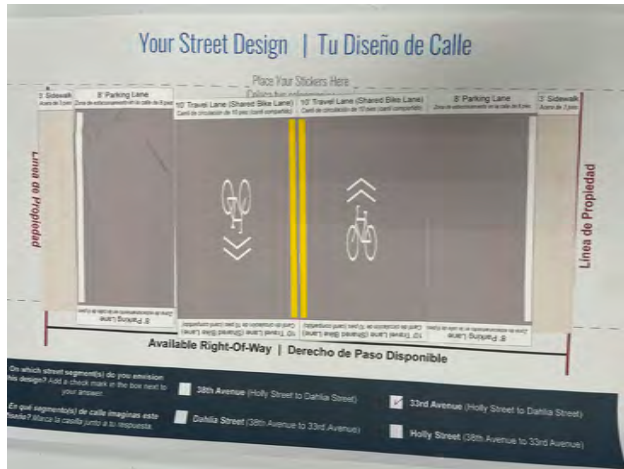
A.2: 303 ArtWay Engagement Tools



PHASE II.I: August 9, 2025 - Park Hill Day of Legends - Event Tabling

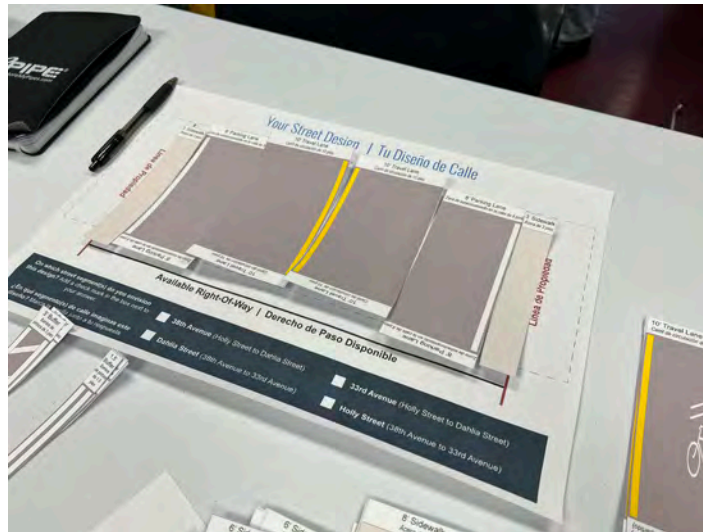
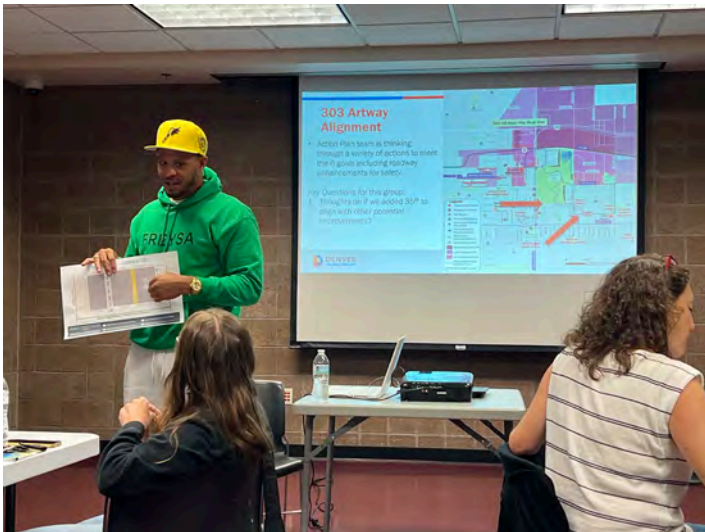


A.2: 303 ArtWay Engagement Tools



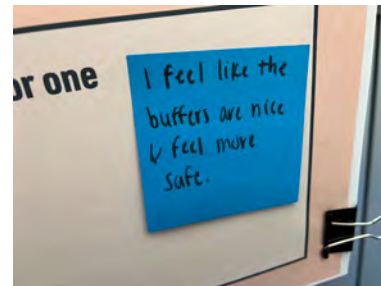
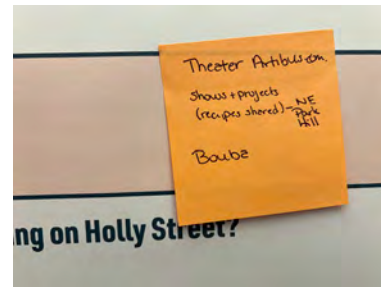
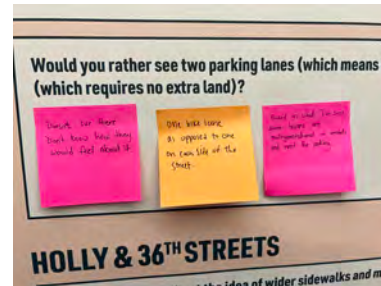
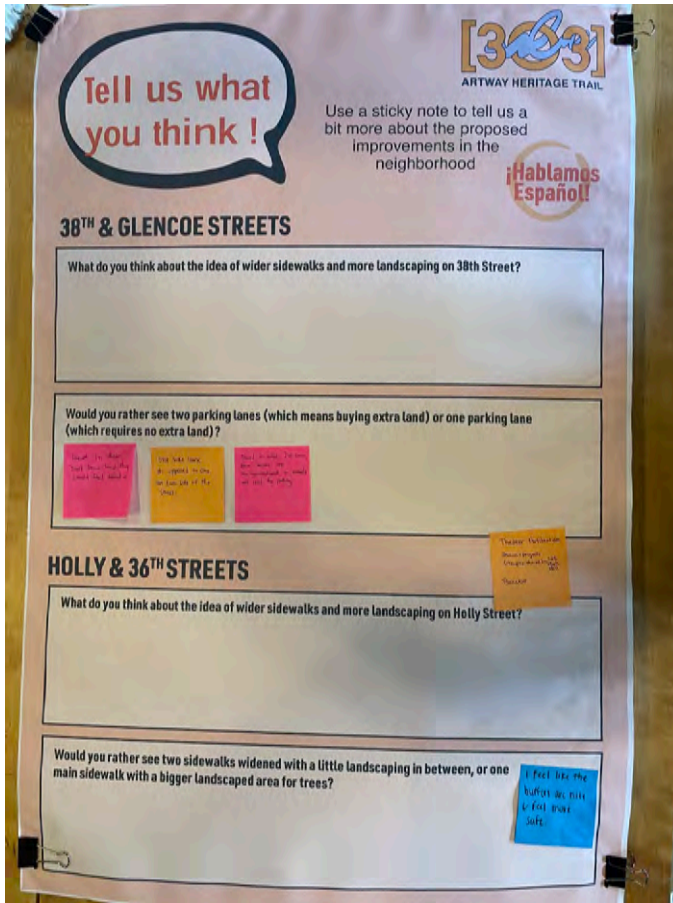
PHASE II.I: August 26, 2025 - 303 ArtWay Steering Committee Meeting

A.2: 303 ArtWay Engagement Tools




PHASE II.I: August 26, 2025 - 303 ArtWay Steering Committee Meeting

A.2: 303 ArtWay Engagement Tools



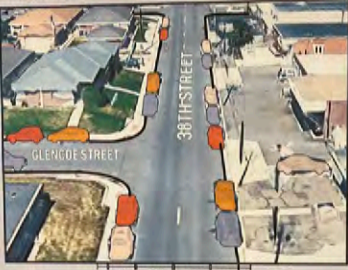
PHASE II.II: September 23, 2025 - Dahlia Campus Farmer's Market

A.2: 303 ArtWay Engagement Tools



38TH & GLENCOE STREETS improvements

EXISTING



What do you think of the new landscaping & sidewalks?

♥ love it!


● ● ● ●

👎 not a fan

¡Hablamos Español!

WHICH DESIGN DO YOU PREFER?

PROPOSED A




♥ love it!

I prefer two lanes of street parking
(this will require extra land)

🍌

PROPOSED B




♥ love it!

I prefer one lane of street parking
(no extra land needed)


🍌 🍉 🌽 🥒

3' 8" SIDE PARKING (NO. LANE) | 10' DRIVEWAY | 10' DRIVEWAY | 8' 5" SIDE PARKING (NO. LANE)



HOLLY & 36TH STREETS improvements

EXISTING



What do you think of the new landscaping & sidewalks?

♥ love it!

🍓


👎 not a fan

🍓

¡Hablamos Español!

WHICH DESIGN DO YOU PREFER?


PROPOSED A



♥ love it!

I prefer two wider sidewalks
(with a little landscaping in between)

PROPOSED B



♥ love it!

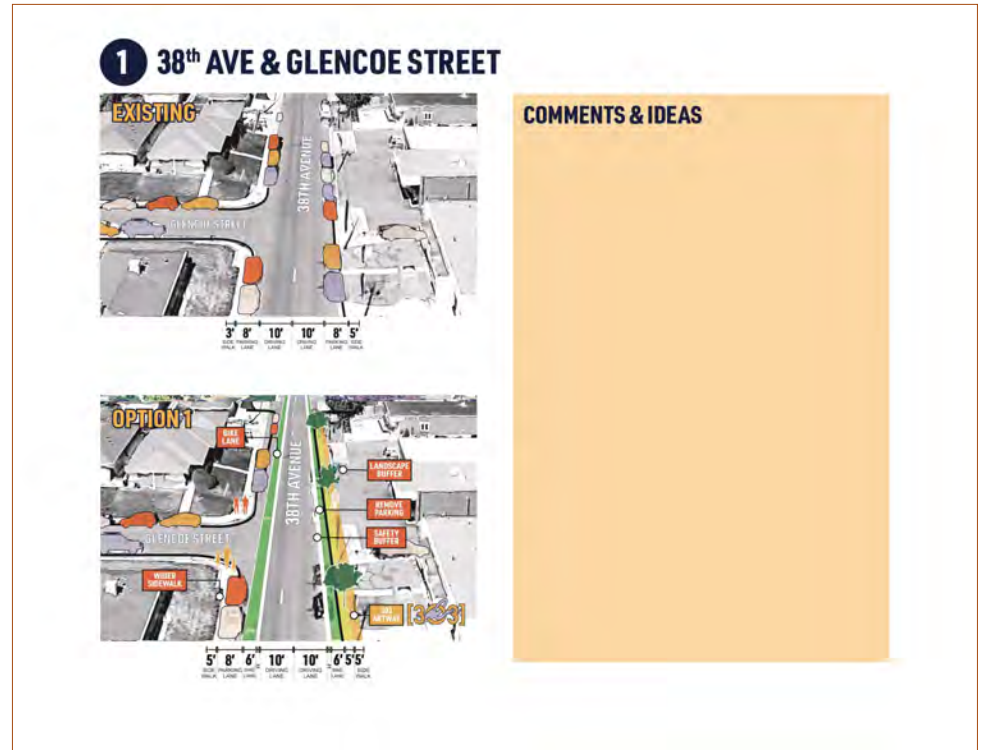
I prefer one main sidewalk
(with space for trees)

🍒 🍅

3' 7.5" SIDE PARKING (NO. LANE) | 10' DRIVEWAY | 10' DRIVEWAY | 7.5' 3" SIDE PARKING (NO. LANE)

PHASE II.II: September 23, 2025 - Dahlia Campus Farmer's Market

A.2: 303 ArtWay Engagement Tools



PHASE II.II: October 22, 2025 - Steering Committee Meeting - Presentation Slides

A.2: 303 ArtWay Engagement Tools

OPTION 2

OPTION 3

COMMENTS & IDEAS

2 38th AVE & HOLLY STREET

EXISTING

COMMENTS & IDEAS

OPTION 1

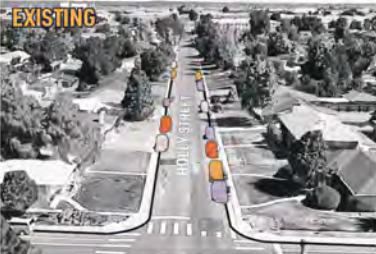
OPTION 2

PHASE II.II: October 22, 2025 - Steering Committee Meeting - Presentation Slides

A.2: 303 ArtWay Engagement Tools

3 HOLLY & 35th STREETS


EXISTING



4.5' 3' 7.5' 10' 10' 7.5' 3' 4.5'


COMMENTS & IDEAS

OPTION 1



5' 7.5' 10' 10' 7.5' 3' 4.5'


OPTION 2



5' 7.5' 10' 10' 7.5' 3' 4.5'

4 33rd AVE & ELM ST


EXISTING



3' 6' 10' 10' 6' 3' 6'


COMMENTS & IDEAS

OPTION 1



5' 6' 10' 10' 6' 7'

OPTION 2



3' 7.5' 10' 10' 7.5' 3' 5'

PHASE II.II: October 22, 2025 - Steering Committee Meeting - Presentation Slides

A.2: 303 ArtWay Engagement Tools



303 ArtWay Steering Committee Meeting

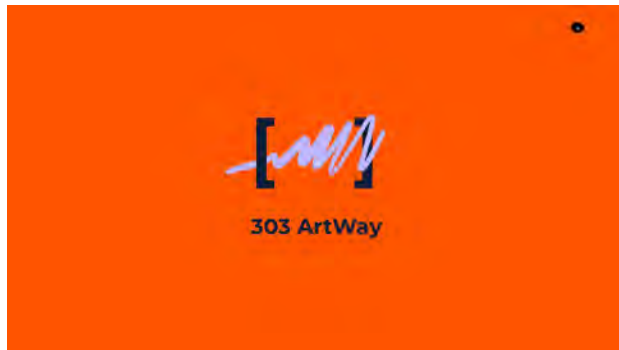
Agenda | December 9th, 2025

- Welcome + Dinner
- 303 ArtWay
- DRCOG Community-based Transportation Planning Program
- Arts Comprehensive Plan
- Looking Ahead
- Closing




Introductions

"Has anyone read something recently—an article, book, headline, or even a random post—that surprised you or stuck with you?"



303 ArtWay: Route Updates

- Neighborhood Loop
 - Highlight: Change from 38th to 35th
- Park-2-Park-2-Rail Trail
 - Highlight: Connections to Park Hill Park on 35th and Cherry & 38th and Dahlia




Local Legends Signage Content

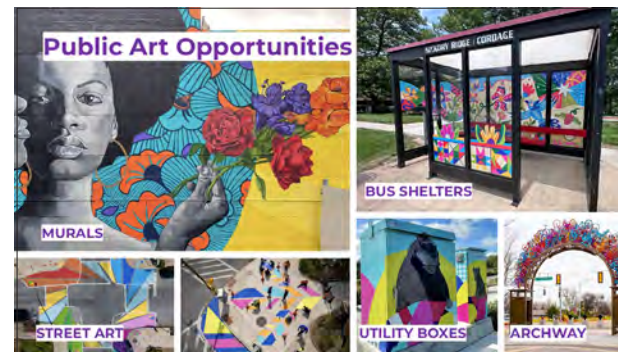
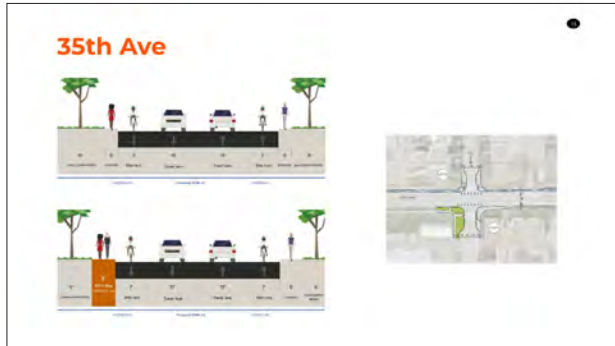
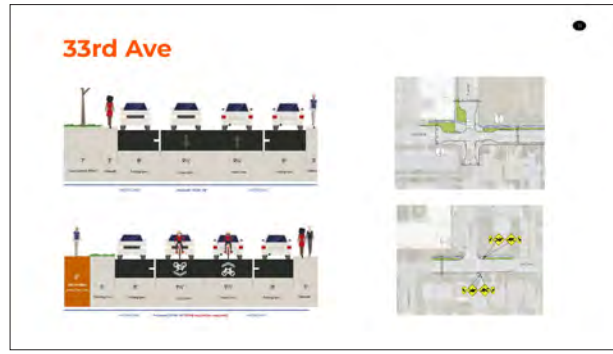
- First Group of Signage Production
 - Chauncey Billups, Skyland Basketball Court
 - Hiawatha Davis Jr., Rec Center
 - Pauline Short Robinson, Library
 - Rachel Louise Bassette Noel, Dahlia Campus




Denver Regional Council of Governments (DRCOG)
Community-based Transportation Planning Program

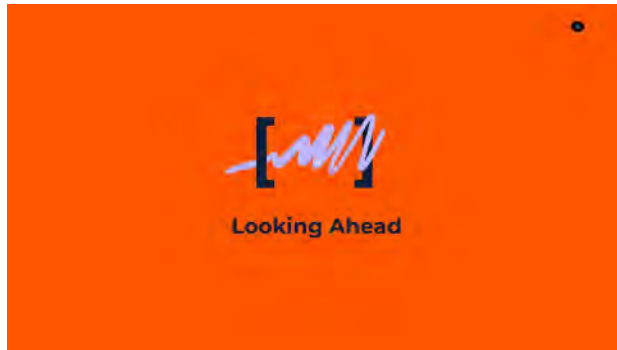
PHASE III: December 9, 2025 - Steering Committee Meeting - Presentation Slides

A.2: 303 ArtWay Engagement Tools



PHASE III: December 9, 2025 - Steering Committee Meeting - Presentation Slides

A.2: 303 ArtWay Engagement Tools




Looking Ahead

- 2026 Meeting Schedule
 - 4th Tuesday of the month, every other month
 - Starting on Tuesday, February 24
- Vibrant Bond Denver
- Completion of DRCOG Project

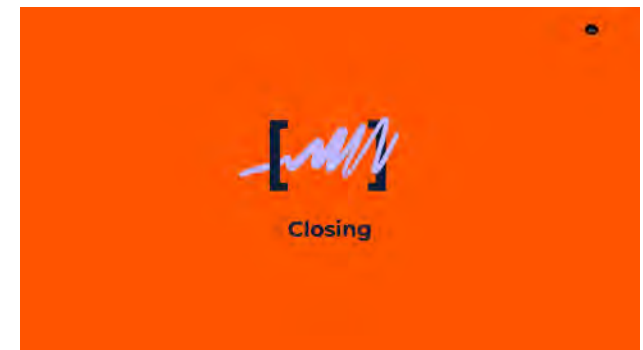


Looking Ahead

- New Perspectives
 - Hope Center
 - Registered Neighborhood Organizations
 - East Denver Residents Council
 - Northeast Park Hill Coalition
 - Community Organizations?
 - Community Members?



Are there any updates or events you want to share?



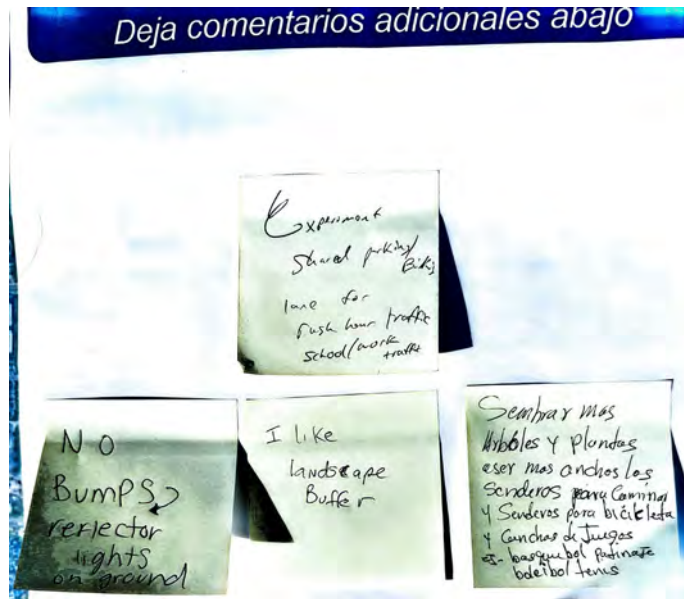
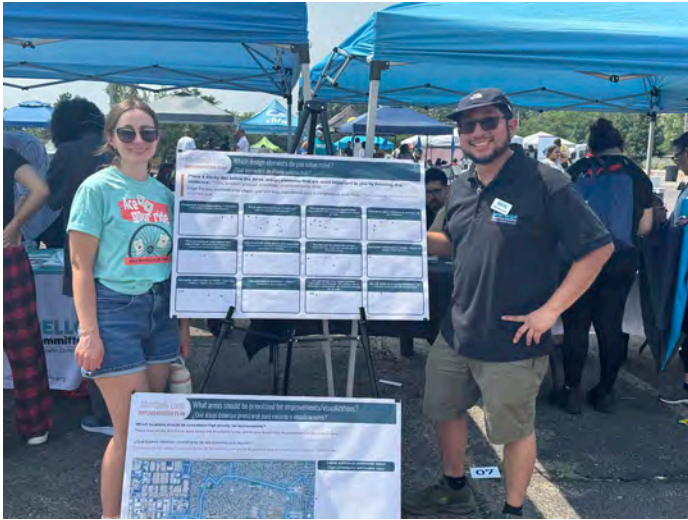
PHASE III: December 9, 2025 - Steering Committee Meeting - Presentation Slides

A.3: Montbello Loop Engagement Events and Activities in 2025

Engagement Phase	Date & Location	Event & Participants	Engagement Activity
Phase I	Wednesday, February 26, 2025 MOC Office 12000 e 47th Ave. Suite 201 Denver, CO 80239	Montbello Policy Council Meeting #1 Council members, residents, partners	Community convening: Shared executive summary and project overview for the DRCOG study and revisited the Montbello Loop vision and goals. Engagement tools: Presentation slides, printed loop map, facilitated discussion with notes captured by staff.
Phase I	Friday, April 4, 2025 ELK Education Center 12680 Albrook Dr Denver, CO 80239	ELK Seed Distribution Pop-Up Community members and families	Tabling at community event: Shared Montbello Loop overview and materials and gathered initial feedback on routes and safety. Engagement tools: Flyers, simple route map, one-on-one conversations.
Phase I	Saturday, June 28, 2025 Montbello High school 5000 Crown Blvd Denver, CO 80239	Heal the Hood Pop-Up	Tabling at community event: Introduced the Montbello Loop concept and summarized past planning efforts; gathered initial feedback on safety and access along key streets. Engagement tools: Flyers, overview map, one-on-one conversations.
Phase II.I	Wednesday July 23, 2025 MOC Office 12000 e 47th Ave. Suite 201 Denver, CO 80239	Montbello Policy Council Meeting #3	Community convening: Toole and MOC shared first-draft short- and long-term recommendations and discussed trade-offs and priorities. Engagement tools: Recommendations boards and maps, group discussion, recorded comments.
Phase II.I	Saturday, August 9, 2025 Lincoln College of Technology 11194 E 45th Ave Denver, CO 80239	Back to School Night Residents and community members	Tabling at neighborhood event: Shared draft recommendations and invited families to identify priority segments and crossings. Engagement tools: Engagement boards with map, simple prompts, informal voting with stickers.
Phase II.I	Saturday, September 20, 2025 Parkfield Lake Park Montbello 15555 E 53rd Ave Denver, CO 80239	60th Anniversary of Montbello Residents and community members	Community festival pop-up: Shared first-draft recommendations and confirmed priority segments and destinations with residents from across Montbello. Engagement tools: Large map boards, sticker-dot voting, brief comment prompts.
Phase II.II	Wednesday, October 29, 2025 MOC Office 12000 e 47th Ave. Suite 201 Denver, CO 80239	MOC Policy Council Meeting	Community voting Engagement tools: Feedback on first draft

Engagement Phase	Date & Location	Event & Participants	Engagement Activity
Phase II.II	<p>Wednesday, November 12, 2025</p> <p>MOC Office 12000 e 47th Ave. Suite 201 Denver, CO 80239</p>	<p>Building Bright Futures Workshop</p> <p>Youth ages 14–21</p>	<p>Youth workshop: Presented near-final Montbello Loop concepts and discussed safety, access, and everyday routes with youth participants; gathered verbal feedback and examples from their daily travel.</p> <p>Engagement tools: Slides, printed maps, facilitated discussion with notes captured by staff.</p>
Phase III	<p>Friday, November 21, 2025</p> <p>MOC Office 12000 e 47th Ave. Suite 201 Denver, CO 80239</p>	<p>Digital Navigation Class</p> <p>Older Adults 50+</p>	<p>Class-based review: Shared near-final Montbello Loop recommendations with older adult participants and gathered feedback on priorities and daily walking/bus routes.</p> <p>Engagement tools: Slides, printed maps, group discussion with notes captured by staff.</p>
Phase III	<p>Monday, November 24, 2025</p> <p>MOC Office 12000 e 47th Ave. Suite 201 Denver, CO 80239</p>	<p>Montbello Policy Council Meeting #4</p> <p>Community Gathering</p>	<p>Community convening: Shared near-final short-, medium-, and long-term recommendations and phasing for the Montbello Loop and confirmed that priorities reflected engagement from earlier phases.</p> <p>Engagement tools: Summary maps, recommendation tables, facilitated discussion with feedback documented by staff.</p>

A.4: Montbello Loop Engagement Tools



Montbello Alive Event Tabling

A.4: Montbello Loop Engagement Tools



Proposed Typical Section 1

- Available ROW: 66-70
- Applies to: Albrook west of 46th Avenue, Andrews Drive east of Crown Boulevard
- Considerations: Landscaped buffer only on Andrews Drive or where space allows.

Available Right-of-Way: 66-70'

Proposed Typical Section 1

Context:

- Residential Collector, Type 1 (Future Street Type, Support Drive)
- ROW 260'
- One lane each direction
- Parking on both sides
- Protected Bike Lanes recommended
- Applies to Albrook east of 46th, 44th Avenue, Andrews Drive east of Crown Boulevard

Existing 1A:
Albrook Drive east of 46th Avenue (Looking west)

- Right-of-Way (ROW): 74'
- Available ROW: 66' (space available without infringing on existing fences/structures, utilities, and lighting)
- Curb-to-Curb: 44'

Existing 1B:
44th Avenue (Looking west)

- Right-of-Way (ROW): 65-66'
- Available ROW: 65-66' (space available without infringing on private lawns or existing fences/structures)
- Curb-to-Curb: 44'

Existing 1C:
Andrews Drive east of Crown Blvd (Looking north)

Handwritten notes on sticky notes:

- "I'd like to see the sections happy"
- "No bike lanes (cores) + islands"
- "Landscaped buffer a MUST"
- "I like the 5' bike lane with the landscaped buffer on the far side is better for bikes"
- "Concern for lead-Scrape barrier near schools, churches, parks + social areas - maybe natural barriers like tall grass + tall grass + oblique streets"

Montbello Back to School Event Tabling

A.4: Montbello Loop Engagement Tools

Montbello Loop IMPLEMENTATION PLAN Which design elements do you value most?
 ¿Qué elementos de diseño valoras más?

Place a sticky dot below the three design elements that are most important to you by finishing this sentence: “This project should prioritize improvements that...”
Elige los tres elementos de diseño que son más importantes para ti completando esta frase: “Este proyecto debería priorizar mejoras que...”

<p>Incorporate more landscaping / Incorporen más áreas verdes y paisajismo</p>	<p>Build safer intersections / Construyan intersecciones más seguras</p>	<p>Provide more crossing opportunities / Proporcionen más oportunidades para cruzar la calle</p>	<p>Slow down cars / Reduzcan la velocidad de los vehículos</p>
<p>Give pedestrians more space and separation / Brinden más espacio y separación para los peatones</p>	<p>Give bicyclists more space and separation / Brinden más espacio y separación para las personas en bicicleta</p>	<p>Are low cost to construct/maintain / Sean de bajo costo de construcción y mantenimiento</p>	<p>Have fewer maintenance needs / Requieran menos mantenimiento</p>
<p>Are easier and quicker to build / Sean más fáciles y rápidas de construir</p>	<p>Use permanent materials / Utilicen materiales permanentes</p>	<p>Do not result in on-street parking reduction or removal / No resulten en la reducción o eliminación del estacionamiento en la calle</p>	<p>Do not result in property acquisition / No impliquen adquisición de propiedades</p>

Montbello Loop Engagement Boards

A.4: Montbello Loop Engagement Tools

Montbello Loop IMPLEMENTATION PLAN

What areas should be prioritized for improvements/visualizations?
¿Qué áreas deberían priorizarse para mejoras o visualizaciones?

Which locations should be considered high priority for improvements?

Place one sticky dot on an area along the Montbello Loop where you would like improvements to be built quickly.

¿Qué lugares deberían considerarse de alta prioridad para mejoras?

Coloca un punto adhesivo en una zona del Montbello Loop donde te gustaría que se construyeran mejoras rápidamente.



Leave additional comments below
Deja comentarios adicionales abajo

A.4: Montbello Loop Engagement Tools

Montbello Loop IMPLEMENTATION PLAN

What trade-offs are acceptable to you? ¿Qué compromisos te parecen aceptables?

Due to space and resource constraints, the implementation of the Montbello Loop will require trade-offs. To help us understand what matters most to the community, we're asking you to weigh in on your priorities. Please answer the following "would you rather" questions by placing a sticky dot below the statement you would like to see more.

Debido a las limitaciones de espacio y recursos, la implementación del Montbello Loop requerirá compromisos. Para ayudarnos a entender qué es lo más importante para la comunidad, te pedimos que compartas tus prioridades. Responde las siguientes preguntas de "¿qué preferirías?" colocando un punto adhesivo debajo de la opción que te gustaría ver más.

Would you rather...
¿Qué preferirías...?

More Landscaping and Protection: Add landscaped buffers between the sidewalk and road to create a more pleasant and safer environment for pedestrians and bicyclists that increases maintenance responsibilities (e.g., landscaping upkeep, snow removal).

Más vegetación y protección: Agregar franjas ajardinadas entre la acera y la calle para crear un entorno más agradable y seguro para peatones y ciclistas, lo cual aumentaría las responsabilidades de mantenimiento (por ejemplo, cuidado de zonas verdes, remoción de nieve).



OR / O

Less Maintenance: Skip the landscaped buffers to reduce maintenance burdens, but have fewer aesthetic and safety improvements.

Menos mantenimiento: Omitir las franjas ajardinadas para reducir la carga de mantenimiento, pero con menos mejoras estéticas y de seguridad.



Would you rather...
¿Qué preferirías...?

Safer Intersections and Crossing Opportunities: Make intersections safer by installing raised crosswalks, median islands, and bump-outs, which shorten pedestrian crossing distances, but could also take longer and be more expensive to build.

Intersecciones más seguras y más oportunidades para cruzar: Hacer las intersecciones más seguras mediante la instalación de pasos peatonales elevados, islas en el centro de la calle y extensiones de acera (bump-outs), lo cual reduce la distancia de cruce para los peatones, pero podría tardar más tiempo y ser más costoso de construir.



OR / O

Cost Savings and Less Construction: Make basic intersection improvements (like restriping or painting new crosswalks) that do not involve curb reconstruction and reduce construction time and cost, but offer less pedestrian visibility, space, and safety features.

Ahorro de costos y menos construcción: Realizar mejoras básicas en las intersecciones (como repintar o marcar nuevos pasos peatonales) que no requieran reconstrucción de bordillos y que reduzcan el tiempo y costo de construcción, pero que ofrecen menor visibilidad, espacio y características de seguridad para los peatones.



Would you rather...
¿Qué preferirías...?

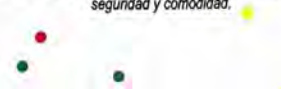
Faster Implementation, Temporary Materials: See temporary "quick-build" version of Montbello Loop designs installed sooner in high priority areas with paint, posts, and limited landscaping.

Implementación más rápida, materiales temporales: Ver una versión temporal de "construcción rápida" del diseño del Montbello Loop instalada más pronto en las áreas de alta prioridad, utilizando pintura, postes y paisajismo limitado.

OR / O

Slower Implementation, Permanent Materials: Wait longer for permanent infrastructure to be built, providing a higher degree of safety and comfort.

Implementación más lenta, materiales permanentes: Esperar más tiempo para la construcción de infraestructura permanente que brinde un mayor nivel de seguridad y comodidad.



A.4: Montbello Loop Engagement Tools



Montbello Village Place Park Walk



ELK Seedling Event



Community Tree Planting



Montbello Senior Technology Engagement

Appendix B: Relevant Plans, Studies, and Guidelines

B.1 Previous Plans and Studies

Although **Table 1** includes plans and studies that are directly relevant to the 303 ArtWay and Montbello Loop, the project team also reviewed the following plans, projects, and programs during plan development.

Additional Plans and Studies

- Six-Year Capital Improvement Plan (2025), City and County of Denver
- Bicycle and Pedestrian Safety Study (2023), Colorado Department of Transportation (CDOT)
- Vision Zero Action Plan (2022), City and County of Denver
- Blueprint Denver (2019), City and County of Denver
- Active Transportation Plan (2019), Denver Regional Council of Governments (DRCOG)
- Mobility Action Plan (2017), City and County of Denver

Current and Upcoming Projects

- Active Safe and Slow Streets with Bikeway Projects
- Current Transportation and Infrastructure Projects
- Street Maintenance and Improvement Projects
- Montbello Channel Improvements
- Peoria Street Multimodal Improvements
- Denver Connector Microtransit Pilot

Table 1: Previous Plans and Studies Relevant to the 303 ArtWay and Montbello Loop

TITLE	AGENCY	YEAR	RELEVANT TO	SUMMARY	RECOMMENDATIONS RELEVANT TO THIS PLAN
Denver Moves: Pedestrians & Trails	City and County of Denver, Department of Transportation Infrastructure (DOTI)	2019	303 ArtWay and the Montbello Loop	The vision for walking and trails in Denver. The plan identifies priorities for projects, policies, and programs to achieve elements of the community-developed vision as quickly and efficiently as possible.	Establishes long-range priorities for closing sidewalk gaps, improving narrow sidewalks, enhancing pedestrian crossings, and strengthening trail connections along the 303 ArtWay and Montbello Loop alignments. 303 ArtWay: Identifies Tier 2–5 sidewalk gaps, priority crossings, and trail connections along Holly St, 33 rd Ave, Dahlia St, and through Park Hill Golf Course. Montbello Loop: Identifies Tier 2–5 sidewalk gaps and priority crossings along 47 th Ave, Albrook Dr, 44 th Ave, Andrews Dr, 46 th Ave, and Tulsa Ct.
Denver Moves: Transit	City and County of Denver, Department of Transportation Infrastructure (DOTI)	2019	303 ArtWay and the Montbello Loop	The vision and guiding framework for improving the quality of transit options in Denver. The plan identifies priority routes for high-frequency transit and supportive infrastructure.	303 ArtWay: Identifies Colorado Blvd as a high-investment BRT corridor, and supports improved access to the 40th & Colorado Station, enhanced sidewalks near bus stops, and safer pedestrian and bicycle crossings at key intersections along Colorado Blvd, including 35th Ave, 40th Ave, and Bruce Randolph Ave. Montbello Loop: Designates Albrook Dr, 47th Ave, and Gateway Ave/51st Ave as future

					Speed and Reliability corridors, which can include dedicated transit lanes, stop amenities, and pedestrian and bicycle access improvements.
Far Northeast Area Plan / Far Northeast Next Steps Study	City and County of Denver, Community Planning and Development	2019 / 2024	Montbello Loop	The Far Northeast Area Plan sets a holistic vision and recommendations for each Far Northeast neighborhood, including Montbello. The Far Northeast Area Next Steps Study creates a plan to implement projects that will help address infrastructure gaps and improve overall mobility and connectivity for the community.	Identifies the need for pedestrian safety enhancements on industrial and residential collectors, lane reconfigurations, protected bikeways, and improved crossings along Albrook Dr, 44th Ave, 46th Ave, 47th Ave, Maxwell Pl, and Gateway Ave/51st Ave. The Far Northeast Next Step Study also addresses opportunities to transform Montbello's concrete open channels into neighborhood amenities.
303 ArtWay Corridor Study	Urban Land Conservancy, Radian	2020	303 ArtWay	The plan documents the history of the 303 ArtWay and progress up to 2020. The development of the plan included a storytelling lab, community walk audits, design charrettes, pop-up events, steering	Establishes the vision for the 303 ArtWay and emphasizes pedestrian safety, lighting, ADA-compliant sidewalks, and traffic calming along 33rd Ave, 35th Ave, 38th Ave, Holly St, Dahlia St, and Colorado Blvd. The plan prioritizes context-sensitive improvements that reflect neighborhood identity, supports multimodal use on 35th Ave, and highlights community

				committee meetings, and a community survey, and documents key findings.	concerns about displacement and gentrification.
Montbello Safer Streets	City and County of Denver, Department of Transportation Infrastructure (DOTI)	2020	Montbello Loop	Builds on the Far Northeast Area Plan by designing changes to four streets in Montbello to provide greater safety and mobility options in the neighborhood.	Provides context for traffic calming, protected bike lanes, and crossing improvements in the Montbello area implemented between 2020 and 2023. Includes Andrews Dr west of Crown Blvd and Gateway Ave/51 st Ave along the Montbello Loop.
Safe Routes to School Action Plan	City and County of Denver, Department of Transportation Infrastructure (DOTI)	2021	303 ArtWay and the Montbello Loop	The roadmap for DOTI, partnering agencies, and the broader community to work together to improve safety for students and caregivers walking, bicycling, and rolling to school.	Supports improvements near schools along the 303 ArtWay and Montbello Loop by recommending ADA-compliant curb ramps, enhanced crossings, median islands, traffic calming, and education programs. 303 ArtWay: Includes improvements near Smith Elementary and Vickers Boys & Girls Club, supporting neighborhood bikeway and crossing education efforts. Montbello Loop: Informs safety improvements near Barney Ford Elementary, and reinforces pedestrian and bicycle safety connections for youth along Maxwell Pl, E 53rd Ave, Sable St, and Durham Ct.
Park Hill Golf Course Small	City and County of	2022 / 2025	303 ArtWay	In 2022, a small area plan was proposed for the	The Park Hill Golf Course Small Area Plan supports the 303 ArtWay by recommending

<p>Area Plan / Park Hill Action Plan</p>	<p>Denver, Department of Transportation Infrastructure (DOTI)</p>		<p>development of the privately owned 155-acre Park Hill Golf Course located in the Northeast corner of Colorado Blvd and 35th Ave. The Park Hill Action Plan honors this work and identifies short-term actions for Park Hill Park and the 1/2-mile area surrounding it.</p>	<p>new and wider sidewalks, safe multimodal connections along Dahlia St, and improved pedestrian access through Park Hill Golf Course. While the Park Hill Action Plan is still in development, the 303 ArtWay and Montbello Loop Implementation Plan coordinated closely with the Park Hill Action Plan project team in 2025. The 303 ArtWay and Montbello Loop Implementation Plan incorporated recommendations for access points to Park Hill Park proposed in the Park Hill Action Plan.</p>
<p>Montbello Loop Community Vision and Concept</p>	<p>Montbello Organizing Committee (MOC)</p>	<p>2023 Montbello Loop</p>	<p>The plan envisions a 12-foot pathway that allows people to walk, bike, and roll safely and more comfortably in the Montbello neighborhood. The Montbello Loop Community Vision and Concept proposes repurposing the public right-of-way to provide space for a 12-foot-wide walking and bicycling pathway, with safer crossings at intersections,</p>	<p>Presents intersection-level concepts to reflect the vision for the Montbello Loop, guided by Denver Complete Streets Guidelines and AASHTO bicycle standards. The plan emphasizes walkability, safety, transit access, shade, and community identity, while noting concerns about impacts to private property. There is broad support for high-quality amenities and active transportation improvements.</p>

				vegetation between the street and pathway (trees, shrubs, and ground cover), and lighting.
Denver Moves Everyone 2050	City and County of Denver, Department of Transportation Infrastructure (DOTI)	2023	303 ArtWay and the Montbello Loop	<p>Denver Moves Everyone 2050 (DME) is the Strategic transportation plan for DOTI. It aligns investments with collective values and provides new tools, data, and guidance to achieve the community's transportation vision.</p> <p>Reinforces 303 ArtWay and Montbello Loop safety goals through identification of Level A and Level B pedestrian crossings recommended along both alignments.</p> <p>303 ArtWay: Informs improvements needed near Smith Elementary, the Vickers Boys & Girls Club, and crossings along Holly St and 35th Ave.</p> <p>Montbello Loop: Provides information on crossing enhancements needed at Andrews Dr, Maxwell Pl, Gateway Ave/51st Ave, 44th Ave, 46th Ave, and Tulsa Ct.</p>
Colorado Boulevard Corridor Plan	Colorado Department of Transportation (CDOT)	2024	303 ArtWay	<p>As part of the CDOT Urban Arterials Program, which aims to enhance safety and accessibility along urban arterials within the Denver metropolitan area, this plan presents short-term multimodal improvements to prepare the corridor for</p> <p>Provides guidance for the 303 ArtWay, where the Phase II route will intersect with Colorado Blvd, identifying sidewalk gaps, crossing gaps, and curb ramp deficiencies on Colorado Blvd within the Phase II project extents. This plan supports coordinated implementation with CDOT and DOTI to improve safety and access at major 303 ArtWay gateways.</p>

				future Bus Rapid Transit (BRT).	
Denver Moves: Bikes Update	City and County of Denver, Department of Transportation Infrastructure (DOTI)	2025	303 ArtWay and the Montbello Loop	An update from the 2023 plan that identifies opportunities for comfortable and connected bikeways. The update includes an interactive bike network map showing recommended bike infrastructure across Denver, as well as a plan to upgrade Denver's existing bikeways over time.	Identifies recommendations for the Denver bike network on roads along the 303 ArtWay and Montbello Loop. 303 ArtWay: Recommends neighborhood bikeways and protected bike lanes on Holly St, Dahlia St, and a portion of 35th Ave. Montbello Loop: Recommends neighborhood bikeways, protected bike lanes, and buffered bike lanes along streets such as 47th Ave, Albrook Dr, 46th Ave, Maxwell Pl, Eugene Way, and Durham Ct, and identifies Albrook Dr and 47th Ave as corridors in the core bike network.

B.1 Previous Plans and Studies

Beyond the previous plans and studies listed in **Table 1**, the following section outlines the design guidance and "standards of practice" from the City and County of Denver that informed recommendations and design concepts throughout plan development.

Table 2: Guidelines and Standards That Informed Recommendations

TITLE	YEAR	HOW GUIDELINES INFORMED 303 ARTWAY AND MONTBELLO LOOP RECOMMENDATIONS AND DESIGN CONCEPTS
Transportation Standards and Details	2017	Provided the technical guidelines for design presented in this plan's intersection type concepts.
Denver Complete Streets Guidelines	2020	Helped identify appropriate and preferred improvements for each corridor based on street types (initially identified in Blueprint Denver, 2019). Guidance from the manual was applied to determine how to prioritize various design elements.
Denver Bikeway Design Manual	2024	Guidance was applied to on-street and neighborhood bikeway segments and helped address key considerations, including interactions between recommended bike infrastructure and bus stops, as well as connections to transit, schools, and other City priorities.
Uncontrolled Pedestrian Crossing Guidelines	Updated 2025	Guided the selection of crossing treatments for intersection locations identified for Level A and Level B improvements. Where this plan proposes crossings not identified for Level A, B, or C improvements, the guidelines were used to inform recommendations related to evaluating identified intersection improvements as designs advance.

Appendix C: Glossary Of Terms

Typical Cross Section: A diagram that shows a representative view of existing or proposed conditions on a roadway, and includes dimensions of the roadway and continuous elements such as planting strips and sidewalks.

Crossing Type Illustrations: Illustrate recommended treatments for use at the various types of intersections found along the project alignments.

Right-of-Way: An area controlled by the City for the purposes of transportation, utilities and other public infrastructure, including constructing, operating and maintaining public facilities such as streets, alleys, sidewalks, bike paths, and utilities.

Acquiring Right-of-Way: The process by which a government entity obtains ownership of private property (either a portion or the entirety of the parcel) to construct, expand, or maintain public infrastructure such as streets, sidewalks, utilities, and multiuse paths. Right-of-way acquisition transfers the property from private to public ownership, typically through purchase, dedication, or, when necessary, eminent domain. This differs from an easement, which grants use rights but does not transfer ownership.

Recovering Right-of-Way: In the event property owners have built over the property line (encroachment), the City can work with property owners to recover right-of-way to make public improvements. The process by which the City asserts its ownership of existing public right-of-way by addressing and removing private encroachments. In these cases, the land has always been public right-of-way; the City is not acquiring new property but re-establishing access to existing public land needed for improvements such as sidewalks, utilities, or streets.

Appendix D: 303 ArtWay Recommendation Tables

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D.1 Broadly Applicable Recommendations

The following table of recommendations apply generally across the 303 ArtWay and include both the phase one and phase two routes. Note that phase two of the 303 ArtWay, which extends from 35th Avenue/Cherry Street north to the 40th & Colorado Station, is addressed at a programmatic level due to multiple concurrent planning and development efforts that will define the final alignment and design of this segment. Ongoing initiatives include the Park Hill Park Visioning Plan, the Elmington site plan (both of which incorporate a dedicated 303 ArtWay route), planned improvements along 40th Avenue, and the redesign of the 40th Avenue and Colorado Boulevard intersection to accommodate the future Colorado Boulevard BRT.

Because these projects will frame future circulation patterns and roadway design, phase two recommendations focus on coordination, access, and implementation partnerships rather than detailed concept designs. Access points at Park Hill Park and within the Elmington development have already been identified and approved through collaboration with these project teams and will be advanced as those projects progress.

Table 1: General recommendations applicable across the 303 ArtWay

Recommendation type	Implementation projects	Short-term	Medium-term	Long-term
Wayfinding	<p>Short-term:</p> <ul style="list-style-type: none"> • Install permanent wayfinding signage by summer 2026 based on the 303 ArtWay wayfinding plan. Signs highlight local historical figures and important neighborhood locations. • Install temporary, colorful footprints along ArtWay to guide users along the path. <p>Long-term:</p> <ul style="list-style-type: none"> • Install permanent, durable pavement markings in the sidewalk. Permanent markings could include trail medallions, sandblasted text/icons, or tactile directional indicators, in addition to the thermoplastic graphics (colorful footprints) mentioned above. 	x		x
	Install permanent wayfinding signage by summer 2026 based on the 303 ArtWay wayfinding plan. Signs highlight local historical figures and important neighborhood locations.			
Lighting	Coordinate with DOTI Street Maintenance and Improvement, Xcel Energy, and Denver Emergency Services to install pedestrian-scale lighting along the 303 ArtWay, prioritizing placing lighting at commercial driveways and major intersections.			x
Crossings	At intersections where no enhanced crossing is recommended, spot treatment curb ramp improvements should be paired with high-visibility		x	

	crosswalks, pedestrian signage, and bike conflict markings where appropriate, according to the <i>Uncontrolled Pedestrian Crossing Guidelines</i> , to enhance existing crossings.				
Sidewalks	Coordinate with DOTI’s sidewalk program and plan (to identify priority areas by the end of 2026) to build sidewalk improvements. This recommendation applies to non-ADA compliant sidewalks adjacent to the 303 ArtWay. Sidewalks that will be part of the 303 ArtWay should be implemented with other local projects, programs, and funding to expedite improvements if possible.				x
Neighborhood Bikeways	Implement neighborhood bikeway designations on segments identified in the <i>Denver Moves: Bikes Update</i> through pavement markings, signage, and associated treatments. Considerations for identifying appropriate and applicable traffic calming measures are detailed in Table 2 .			x	
Phase two route	<p>Short-term:</p> <ul style="list-style-type: none"> Continue to engage the Park Hill Park project team to solidify 303 ArtWay access points and ensure new sidewalks and park entries accommodate a future connection. Continue to coordinate with the future development at Smith & Albion to reserve space for a future phase two 303 ArtWay connection. Initiate inter-agency coordination with DOTI, CDOT Region 1, and RTD to align Phase 2 route planning with the Colorado Blvd BRT project, signal upgrades at Colorado and 40th, 	x		x	x

future bike infrastructure projects on Smith/Albion/40th, and station-access plans.

Medium-term:

- Develop a connection plan from Park Hill Park to 40th and Colorado Station mapping the route, crossing points, and integration with Park Hill Park and Smith & Elmington Capital Group development.
- Develop plans for an arrival plaza at 40th & Colorado Station with public art, interpretive signage, and wayfinding integrated with RTD access improvements.



Long-term:


- Coordinate with CDOT and DOTI to incorporate improvements related to the phase two 303 ArtWay segment connecting Park Hill Park to 40th & Colorado Station into design projects (timed with the design and construction for Colorado Blvd BRT and bikeway projects on Smith/Albion/40th).

D.2 Potential Impacts Key

Some recommended improvements may result in additional impacts or require further evaluation prior to implementation. These potential impacts and additional needs are summarized in the table below and represented by icons for ease of reference. The icons appear alongside recommendations tables starting on page 219 and indicate where implementation may involve considerations such as parking or travel lane removal, traffic calming, drainage or utility impacts, right-of-way recovery or acquisition, driveway conflicts, or bus stop upgrades.

Table 2: Potential impacts and additional needs associated with segment recommendations

Potential Impact of recommendations	Description of impacts and additional needs related to recommended implementation projects	Short-term	Medium-term	Long-term
 <p>Traffic Calming</p>	<p>Applies to segments where traffic calming elements (e.g. speed humps) are recommended, typically on neighborhood bikeways. Conduct a speed study and evaluate traffic volumes to confirm the appropriateness of traffic calming elements recommended by this project.</p>	x		
 <p>Informal Bike Route</p>	<p>Applies to segments where no bicycle facilities exist or are recommended by DOTI. On low volume routes where no bicycle infrastructure exists or is recommended, informal bicycle markings should be considered to support 303 ArtWay bicycle traffic. Contingent upon confirmation of volumes and speeds and on approval from DOTI, paint sharrows in the roadway and install project signage indicating bicyclists following the 303 ArtWay should share the lane with cars.</p>		x	

 <p>Drainage / Utility / Landscaping</p>	<p>Applies to segments where there will be drainage, utility, or landscaping impacts. Evaluate drainage and utility conditions and confirm drainage, utility, and landscaping/mature tree removal and relocation needs.</p>	<p>x</p>	
 <p>Curb Relocation</p>	<p>Applies to segments where curb relocation is required. Confirm need to relocate curb line. Where possible, avoid curb relocation by making improvements within the existing space between curbs or back-of-curb.</p>	<p>x</p>	
 <p>Right-of-Way Recovery</p>	<p>Applies to segments where right-of-way recovery is required. In the medium-term, evaluate and confirm right-of-way constraints to identify areas where private property (private buildings, fences, trees, landscaping, etc.) encroaches right-of-way. In the long-term and where recovery is confirmed to be necessary, negotiate with adjacent property owners to recover right-of-way being used by private property and coordinate necessary structure removal and relocation.</p>	<p>x</p>	<p>x</p>
 <p>Right-of-Way Acquisition</p>	<p>Applies to segments where right-of-way acquisition is required. In the medium-term, evaluate and confirm right-of-way constraints to inform future acquisition needs. In the long-term and where acquisition is confirmed to be necessary, negotiate with adjacent property owners to acquire right-of-way and coordinate necessary structure removal and relocation.</p>	<p>x</p>	<p>x</p>
 <p>Driveway Conflicts</p>	<p>Applies to segments where commercial or residential driveways front the road: As design advances, study driveways in finer detail to confirm conflicts.</p>	<p>x</p>	



Bus Stop Upgrades

Applies to segments along RTD bus routes: As design advances, any segment where proposed improvements affect a bus stop should include bus stop upgrades. Where on-street bike lanes are proposed, floating bus islands should be considered to maintain safe and efficient transit operations, in accordance with the *Denver Bikeway Design Guidelines*.

x

D.3 Recommendation Tables

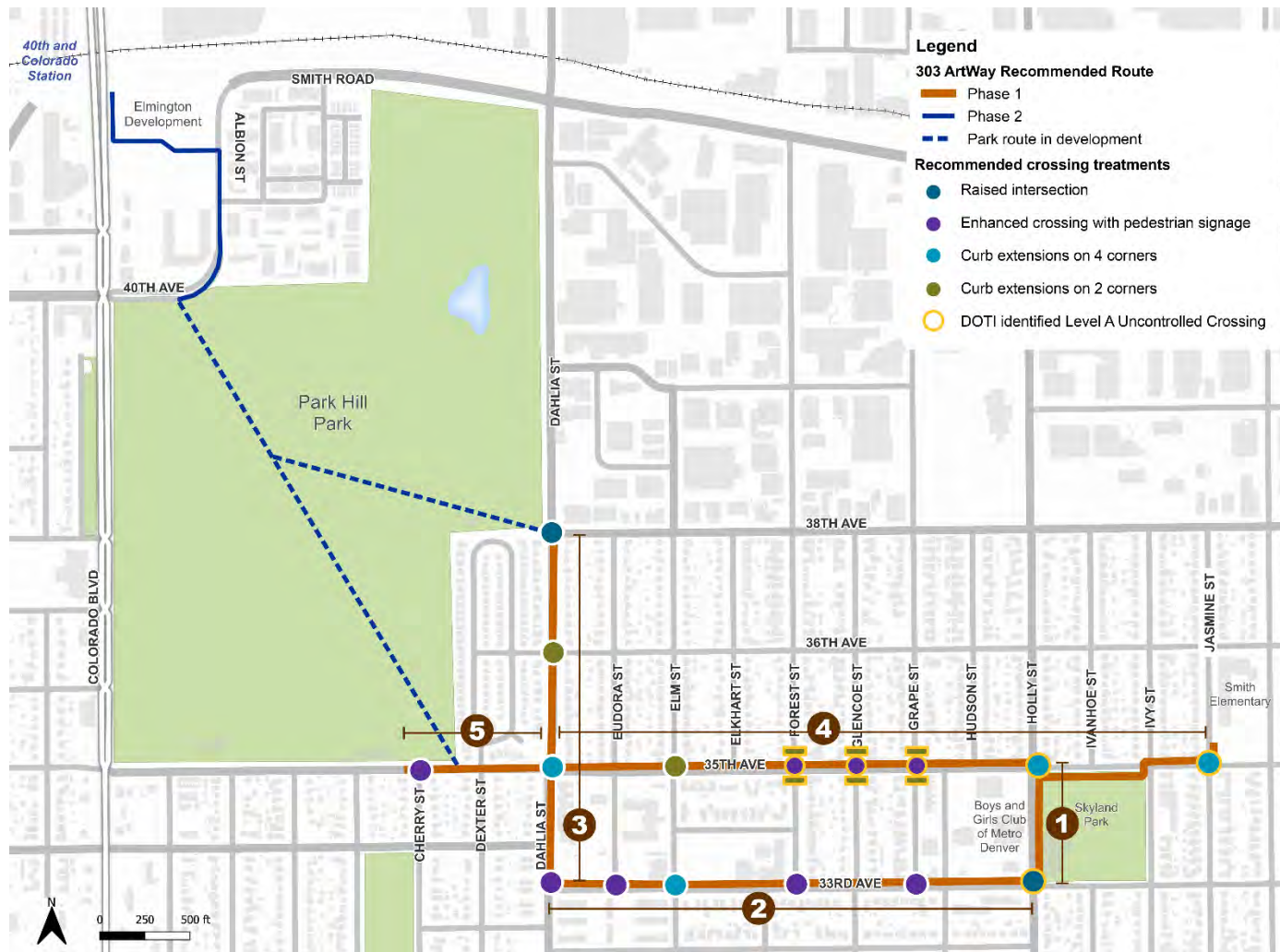
The area map below is keyed (Map IDs 1-5) to the to the recommended route and transition maps and recommendations tables starting on page 9. The recommendations on the following pages are corridor specific. See **Section 5: Implementation Framework (page 28)** for cross sections, conceptual intersection plans, and cost estimates related to these detailed recommendations.

A note on crossing and intersection recommendations:

When developing intersection and crossing recommendations, the project team considered locations where the city has already recommended enhanced crossings along the alignment, as well as additional crossing improvements needed to support the 303 ArtWay. Enhanced crossing opportunities previously identified by DOTI are categorized as Level A or Level B based on traffic volumes, operating speeds, and roadway configuration, consistent with Denver's *Uncontrolled Pedestrian Crossing Guidelines*. Level A crossings represent the lowest level of enhancement and crossing treatments typically include high-visibility crosswalk markings and advance signing, appropriate on lower-speed, lower-volume streets. Level B crossings are identified along wider roads where traffic speeds or volumes are higher, and crossing treatments typically include active warning devices such as Rectangular Rapid Flashing Beacons (RRFBs), often in combination with geometric enhancements such as median refuge islands or curb extensions.

While the *Uncontrolled Pedestrian Crossing Guidelines* informed the development of the concepts, all recommended crossings remain subject to confirmation that the applicable criteria are met or approval by a city Traffic Engineer.

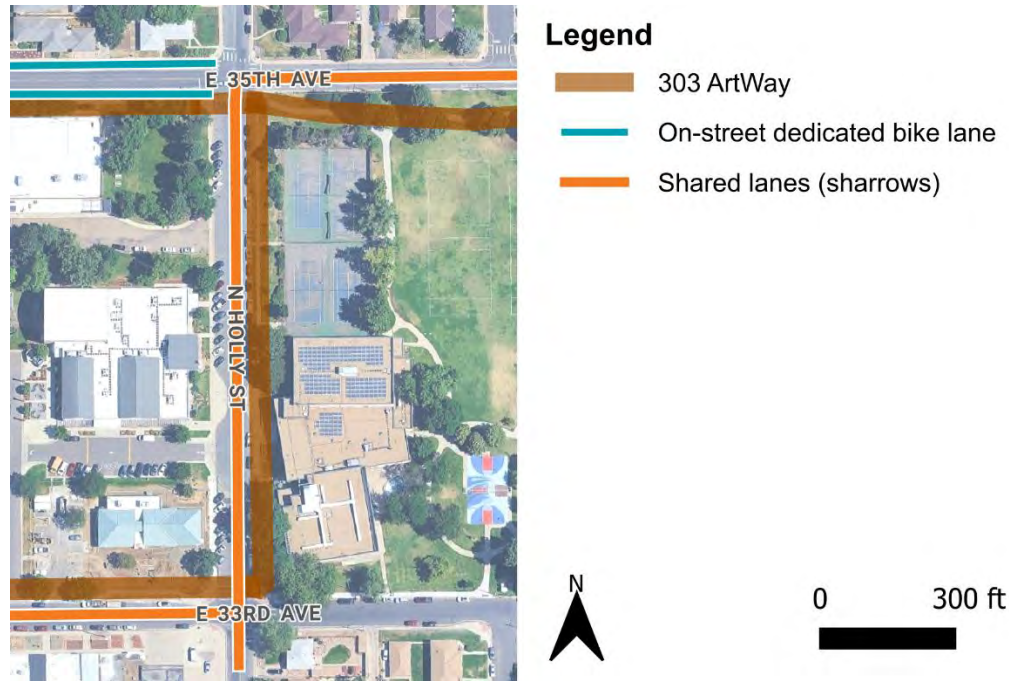
Figure 1: 303 ArtWay Route and Crossing Recommendations



Holly Street from 35th Avenue to 33rd Avenue

MAP ID 1: 35th Avenue to 33rd Avenue

Figure 2: Recommended Route Alignment and Transitions for Holly Street from 35th Avenue to 33rd Avenue



Overview of Potential Impacts (see Table 2 for more information):



Traffic Calming



Curb Relocation



Drainage/Utility/Landscaping

Table 3: Map ID 1 – Recommendations for Holly Street from 35th Avenue to 33rd Avenue

Segment or crossing location	Implementation projects	Short-term	Medium-term	Long-term
35 th Avenue to 33 rd Avenue	<p>Medium-Term:</p> <ul style="list-style-type: none"> • Install neighborhood bikeway supportive traffic calming elements, like speed humps, to calm traffic across the corridor (contingent upon results of speed study). • Install a raised crossing across the Vickers Boys & Girls Club driveway. Install lighting to illuminate the driveway entrance. <p>Long-Term: Widen the west side sidewalk to 5 feet and construct a 5 foot planting strip, relocating curb to narrow the roadway.</p>		x	x
Holly Street and 33 rd Avenue	<p>Short-Term: Evaluate the feasibility of a raised intersection at 33rd Avenue.</p> <p>Long-Term: Install a raised intersection and tighten the curb corner radii through curb extensions. Integrate intersection murals or decorative paving with the raised intersection to combine safety and placemaking (murals should be painted in intersection center and not on crosswalks).</p>	x		x

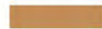

33rd Avenue from Holly Street to Dahlia Street

MAP ID 2: Holly Street to Dahlia Street

Figure 3: Recommended Route Alignment and Transitions for 33rd Avenue from Holly Street to Dahlia Street



Legend

-  303 ArtWay
-  Shared lanes (sharrows)

0 300 ft



Overview of Potential Impacts (see Table 2 for more information):



Informal Bike Route



Right-of-Way Acquisition



Drainage/Utility/Landscaping



Driveway Conflicts



Right-of-Way Recovery

Table 4: Map ID 2 – Recommendations for 33rd Avenue from Holly Street to Dahlia Street

Segment or crossing location	Implementation projects	Short-term	Medium-term	Long-term
Holly Street to Dahlia Street	<p>Short-Term: Pursue Active Living Coalition micro-grants to put on pop-up event to demonstrate widened sidewalks on 33rd Avenue and other neighborhood bikeway traffic calming improvements using temporary materials.</p> <p>Medium-Term: Install sharrows and associated signage to support the implementation of the 303 ArtWay as a walking and biking route (contingent upon confirmation of appropriate volumes and speeds to justify shared lanes).</p> <p>Long-Term: Widen the north side sidewalk to 5 feet and build a 5-foot planting strip (Holly Street to Elm Street only). Widen the south side sidewalk to 5 feet and build a 5-foot planting strip as a secondary priority.</p>	x	x	x
Crossing 33rd Avenue at Forest Street, Grape Street, and Eudora Street	<p>Short-Term: Evaluate the feasibility of an enhanced crossing at Forest Street, Grape Street, and Eudora Street.</p> <p>Medium-Term: Rebuild curb ramps to be ADA-accessible and install high-visibility crosswalks with “Yield Here to Pedestrians” signage and markings.</p>	x	x	
33rd Avenue and Elm Street	<p>Short-Term: Evaluate the feasibility of an enhanced crossing at Elm Street.</p> <p>Medium-Term: Rebuild/realign curb ramps to be ADA-accessible and install high-visibility raised crosswalks with pedestrian signage and curb extensions on all four corners.</p>	x	x	

Dahlia Street from 33rd Avenue to 38th Avenue

MAP ID 3: 33rd Avenue to 38th Avenue

Figure 4: Recommended Route Alignment and Transitions for Dahlia Street from 33rd Avenue to 38th Avenue



- Legend**
- 303 ArtWay
 - On-street protected bike lane
 - On-street dedicated bike lane
 - Shared lanes (sharrows)

Overview of Potential Impacts (see Table 2 for more information):



Traffic Calming



Drainage/Utility/Landscaping



Table 5: Map ID 3 – Recommendations for Dahlia Street from 33rd Avenue to 38th Avenue

Segment or crossing location	Implementation projects	Short-term	Medium-term	Long-term
33 rd Avenue to 38 th Avenue	Install speed humps and painted medians to calm traffic across corridor (contingent upon results of speed study).	x	x	
Crossing Dahlia Street at 33 rd Avenue	<p>Short-Term: Evaluate the feasibility of an enhanced crossing at 33rd Avenue.</p> <p>Medium-Term: Rebuild curb ramps to be ADA-accessible and install a high-visibility crosswalk crossing Dahlia Street at the north leg of the intersection with “Yield Here to Pedestrians” signage and markings.</p>	x	x	
Crossing 36 th Avenue at Dahlia Street	<p>Short-Term: Evaluate the feasibility of an enhanced crossing at 36th Avenue. If appropriate, use paint and flexible delineators to shorten pedestrian crossing distance and improve visibility crossing 36th Avenue at Dahlia Street.</p> <p>Medium-Term: Rebuild curb ramps to be ADA accessible and install high-visibility crosswalks crossing the east leg of 36th Avenue at Dahlia Street with curb extensions.</p>	x	x	
Dahlia Street and 35 th Avenue	<p>Short-Term: Evaluate the feasibility of an enhanced crossing at 35th Avenue.</p> <p>Medium-Term: Rebuild curb ramps to be ADA-accessible and install high-visibility raised crosswalks with pedestrian signage and curb extensions on all four corners.</p>	x	x	
Dahlia Street and 38 th Avenue	<p>Short-Term: Evaluate the feasibility of raised intersection at 38th Avenue.</p> <p>Long-Term: Install a raised intersection and tighten the curb corner radii through curb extensions. Integrate intersection murals or decorative paving with the raised intersection to combine safety and placemaking (murals should be painted in intersection center and not on crosswalks).</p>	x		x

35th Avenue from Cherry Street to Jasmine Street

MAP ID 4: Dahlia Street to Jasmine Street

Figure 5: Recommended Route Alignment and Transitions for 35th Avenue from Dahlia Street to Jasmine Street



Overview of Potential Impacts (see Table 2 for more information):



Traffic Calming



Right-of-Way Acquisition



Drainage/Utility/Landscaping



Bus Stop Upgrades



Right-of-Way Recovery

Table 6: Map ID 4 – Recommendations for 35th Avenue from Dahlia Street to Jasmine Street

Segment or crossing location	Implementation projects	Short-term	Medium-term	Long-term
Dahlia Street to Jasmine Street	<p>Medium-Term: Install traffic calming elements, like speed humps, to calm traffic across the corridor (contingent upon results of speed study).</p> <p>Long-Term: Widen the north side sidewalk to 5 feet.</p>		x	x
Elm Street to Jasmine Street	Implement the 303 ArtWay by widening the south side sidewalk to 5 feet and constructing an 8-foot planting strip.			x
35 th Avenue and Holly Street and 35 th Avenue and Jasmine Street	Rebuild curb ramps to be ADA-accessible and install high-visibility raised crosswalks with pedestrian signage and curb extensions on all four corners.		x	
Crossing Elm Street, Forest Street, Glencoe Street, and Grape Street at 35 th Avenue	<p>Short-Term:</p> <ul style="list-style-type: none"> • Elm Street Only— Evaluate the feasibility of an enhanced crossing at Elm Street. • If appropriate, use paint and flexible delineators to shorten pedestrian crossing distance and improve visibility crossing Elm Street, Forest Street, Glencoe Street, and Grape Street at 35th Avenue. <p>Medium-Term: Rebuild curb ramps to be ADA accessible and install high-visibility crosswalks crossing the north and south legs of Elm Street, Forest Street, Glencoe Street, and Grape Street at 35th Avenue with curb extensions and bike conflict markings.</p>	x	x	
Crossing 35 th Avenue at Glencoe Street, Forest Street, and Grape Street	Rebuild curb ramps to be ADA-accessible and install high-visibility crosswalks with “Yield Here to Pedestrians” signage and markings.		x	

MAP ID 5: Cherry Street to Dahlia Street

Figure 6: Recommended Route Alignment and Transitions for 35th Avenue from Cherry Street to Dahlia Street



Legend

-  303 ArtWay
-  On-street protected bike lane
-  On-street dedicated bike lane
-  Shared lanes (sharrows)



Overview of Potential Impacts (see Table 2 for more information):

-  Traffic Calming
-  Right-of-Way Acquisition
-  Drainage/Utility/Landscaping

Table 7: Map ID 5 – Recommendations for 35th Avenue from Cherry Street to Dahlia Street

Segment or crossing location	Implementation projects	Short-term	Medium-term	Long-term
Cherry Street to Dahlia Street	<p>Medium-Term:</p> <ul style="list-style-type: none"> • Install traffic calming elements, like speed humps, to calm traffic across the corridor (contingent upon results of speed study). • Install protected bike lanes. <p>Long-Term: Widen the south side sidewalk to 5 feet and build a 5-foot planting strip.</p>	x	x	x
Crossing 35 th Avenue at Cherry Street	<p>Short-Term: Evaluate the feasibility of an enhanced crossing at Cherry Street.</p> <p>Medium-Term: Rebuild curb ramps to be ADA-accessible and install high-visibility crosswalks with “Yield Here to Pedestrians” signage and markings.</p>	x	x	

Appendix E: Montbello Loop Recommendation Tables

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E.1 Broadly Applicable Recommendations

The following recommendations apply generally across the Montbello Loop.

Table 1: General recommendations applicable across the Montbello Loop




Recommendation type	Implementation projects	Short-term	Medium-term	Long-term
Wayfinding	<p>Short-term:</p> <ul style="list-style-type: none"> ▪ Develop a wayfinding plan for the Montbello Loop. Prioritize areas where Montbello Loop users must cross the road, make a turn, navigate through an intersection, or where bicyclists transition onto/off a sidewalk level shared-use path. • Install temporary, colorful footprints along the Montbello Loop to guide users along the path. <p>Long-term:</p> <ul style="list-style-type: none"> ▪ Install permanent, durable pavement markings in the sidewalk and wayfinding signage. Permanent markings could include trail medallions, sandblasted text/icons, or tactile directional indicators, in addition to the thermoplastic graphics (colorful footprints) mentioned above. 	x		x
Lighting	Coordinate with DOTI Street Maintenance and Improvement, Xcel Energy, and Denver Emergency Services to install pedestrian-scale lighting along the Montbello Loop, prioritizing placing lighting at commercial driveways and major intersections.			x




Crossings	At intersections where no enhanced crossing is recommended, spot treatment curb ramp improvements should be paired with high-visibility crosswalks, pedestrian signage, and bike conflict markings where appropriate to enhance existing crossings.	x
Sidewalks	Coordinate with DOTI’s sidewalk program and plan (to identify priority areas by the end of 2026) to build sidewalk improvements. This recommendation applies to non-ADA compliant sidewalks adjacent to the Montbello Loop. Sidewalks that will be part of the Montbello Loop should be implemented with other local projects, programs, and funding to expedite improvements if possible.	x
Neighborhood Bikeways	Implement neighborhood bikeway designations on segments identified in the <i>Denver Moves: Bikes Update</i> through pavement markings, signage, and associated treatments. Considerations for identifying appropriate and applicable traffic calming measures are detailed in Table 2 .	x





E.2 Potential Impacts Key

Some recommended improvements may result in additional impacts or require further evaluation prior to implementation. These potential impacts and additional needs are summarized in the table below and represented by icons for ease of reference. The icons appear alongside recommendations tables starting on page 238 and indicate where implementation may involve considerations such as parking or travel lane removal, traffic calming, drainage or utility impacts, right-of-way recovery or acquisition, driveway conflicts, or bus stop upgrades.

Table 2: Potential impacts and additional needs associated with segment recommendations

Potential Impact of recommendations	Description of impacts and additional needs related to recommended implementation projects	Short-term	Medium-term	Long-term
 <p>Parking Lane Removal</p>	<p>Applies to segments where parking lane removal is recommended. Collect curbside use and parking-occupancy data to assess potential parking removal needed for future bikeway installation and other improvements.</p>	x		
 <p>Travel Lane Removal</p>	<p>Applies to segments where traffic lane removal is recommended. Collect traffic count data to assess travel lane removal needed for future bikeway installation.</p>	x		
 <p>Traffic Calming</p>	<p>Applies to segments where traffic calming elements (e.g. speed humps) are recommended, typically on neighborhood bikeways. Conduct a speed study and evaluate traffic volumes to confirm the appropriateness of traffic calming elements recommended by this project.</p>	x		

 <p>Informal Bike Route</p>	<p>Applies to segments where no bicycle facilities exist or are recommended by DOTI. On low volume routes where no bicycle infrastructure exists or is recommended, informal bicycle markings should be considered to support Montbello Loop bicycle traffic. Contingent upon confirmation of volumes and speeds and on approval from DOTI, paint sharrows in the roadway and install project signage indicating bicyclists following the Montbello Loop should share the lane with cars.</p>	<p>x</p>	
 <p>Drainage / Utility / Landscaping</p>	<p>Applies to segments where there will be drainage, utility, or landscaping impacts. Evaluate drainage and utility conditions and confirm drainage, utility, and landscaping/mature tree removal and relocation needs.</p>	<p>x</p>	
 <p>Curb Relocation</p>	<p>Applies to segments where curb relocation is required. Confirm need to relocate curb line. Where possible, avoid curb relocation by making improvements within the existing space between curbs or back-of-curb.</p>	<p>x</p>	
 <p>Right-of-Way Recovery</p>	<p>Applies to segments where right-of-way recovery is required. In the medium-term, evaluate and confirm right-of-way constraints to identify areas where private property (private buildings, fences, trees, landscaping, etc.) encroaches right-of-way. In the long-term and where recovery is confirmed to be necessary, negotiate with adjacent property owners to recover right-of-way being used by private property and coordinate necessary structure removal and relocation.</p>	<p>x</p>	<p>x</p>

 <p>Right-of-Way Acquisition</p>	<p>Applies to segments where right-of-way acquisition is required. In the medium-term, evaluate and confirm right-of-way constraints to inform future acquisition needs. In the long-term and where acquisition is confirmed to be necessary, negotiate with adjacent property owners to acquire right-of-way and coordinate necessary structure removal and relocation.</p>	<p>x</p>	<p>x</p>
 <p>Driveway Conflicts</p>	<p>Applies to segments where commercial or residential driveways front the road: As design advances, study driveways in finer detail to confirm conflicts.</p>	<p>x</p>	
 <p>Bus Stop Upgrades</p>	<p>Applies to segments along RTD bus routes: As design advances, any segment where proposed improvements affect a bus stop should include bus stop upgrades. Where on-street bike lanes are proposed, floating bus islands should be considered to maintain safe and efficient transit operations, in accordance with the <i>Denver Bikeway Design Guidelines</i>.</p>	<p>x</p>	
 <p>Drainage Channel Reconstruction</p>	<p>Applies to segments with center-running drainage channel medians and minimal existing trees or landscaping: These segments are strong candidates for reconstruction in coordination with the Mile High Flood District (MHFD). Partner with MHFD to reconstruct the drainage channel and incorporate a center-running multimodal path. The Montbello Loop is currently recommended for interim implementation using existing sidewalks. However, if sidewalk widening is not feasible or a center-median alignment is preferred, the Montbello Loop should be integrated into the reconstructed median.</p>		<p>x</p>

E.3 Recommendation Tables

The area map below is keyed (Map IDs 1-26) to the recommended route and transition maps and recommendations tables starting on page 238. The recommendations on the following pages are corridor specific. See Section 5: Implementation Framework (page 28) for cross sections, conceptual intersection plans, and cost estimates related to these detailed recommendations.

A note on crossing and intersection recommendations:

When developing intersection and crossing recommendations, the project team considered locations where the city has previously recommended enhanced crossings, as well as additional crossing improvements needed to support the Montbello Loop. Enhanced crossing opportunities previously identified by DOTI are categorized as Level A or Level B based on traffic volumes, operating speeds, and roadway configuration, consistent with Denver's *Uncontrolled Pedestrian Crossing Guidelines*. Level A crossings represent the lowest level of enhancement, and crossing treatments typically include high-visibility crosswalk markings and advance signing, appropriate on lower-speed, lower-volume streets. Level B crossings are identified along wider roads where traffic speeds or volumes are higher, and crossing treatments typically include active warning devices such as Rectangular Rapid Flashing Beacons (RRFBs), often in combination with geometric enhancements such as median refuge islands or curb extensions.

All intersection and crossing recommendations are contingent upon confirmation that intersections meet the criteria outlined in the *Uncontrolled Pedestrian Crossing Guidelines* or upon receiving approval from a city Traffic Engineer.

Figure 1: Montbello Loop Route and Crossing Recommendations

Legend

Montbello Loop recommended route

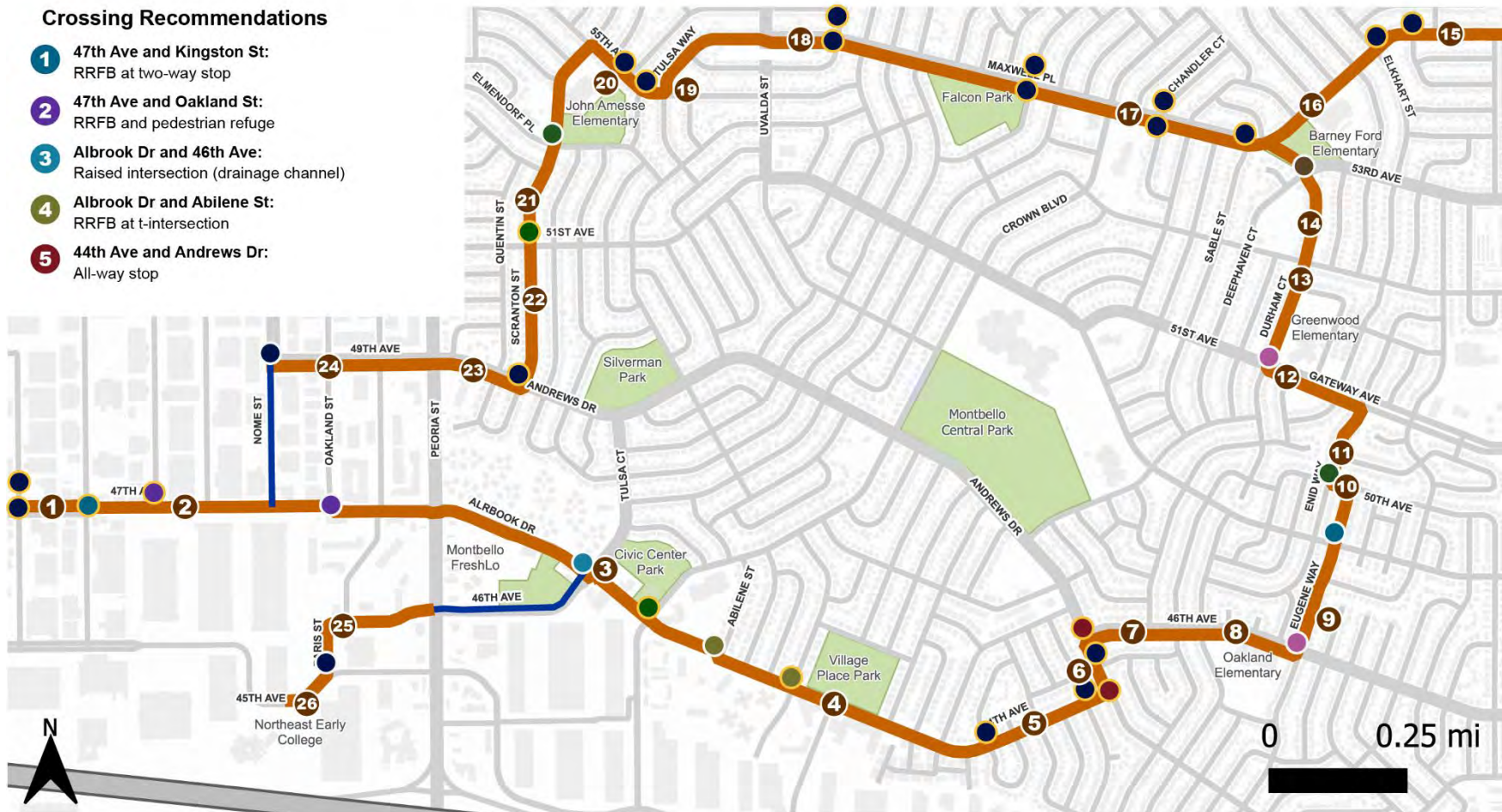
- Segments with recommendations
- Segments without recommendations

Crossing Recommendations

- 1** 47th Ave and Kingston St:
RRFB at two-way stop
- 2** 47th Ave and Oakland St:
RRFB and pedestrian refuge
- 3** Albrook Dr and 46th Ave:
Raised intersection (drainage channel)
- 4** Albrook Dr and Abilene St:
RRFB at t-intersection
- 5** 44th Ave and Andrews Dr:
All-way stop

- 6** 50th Ave and Enid Wy:
Raised intersection
- 7** Gateway / 51st Ave and Durham Ct:
Raised crosswalk at all-way stop (drainage channel)
- 8** Durham Ct and 53rd Ave:
Raised crosswalk at t-intersection (drainage channel)

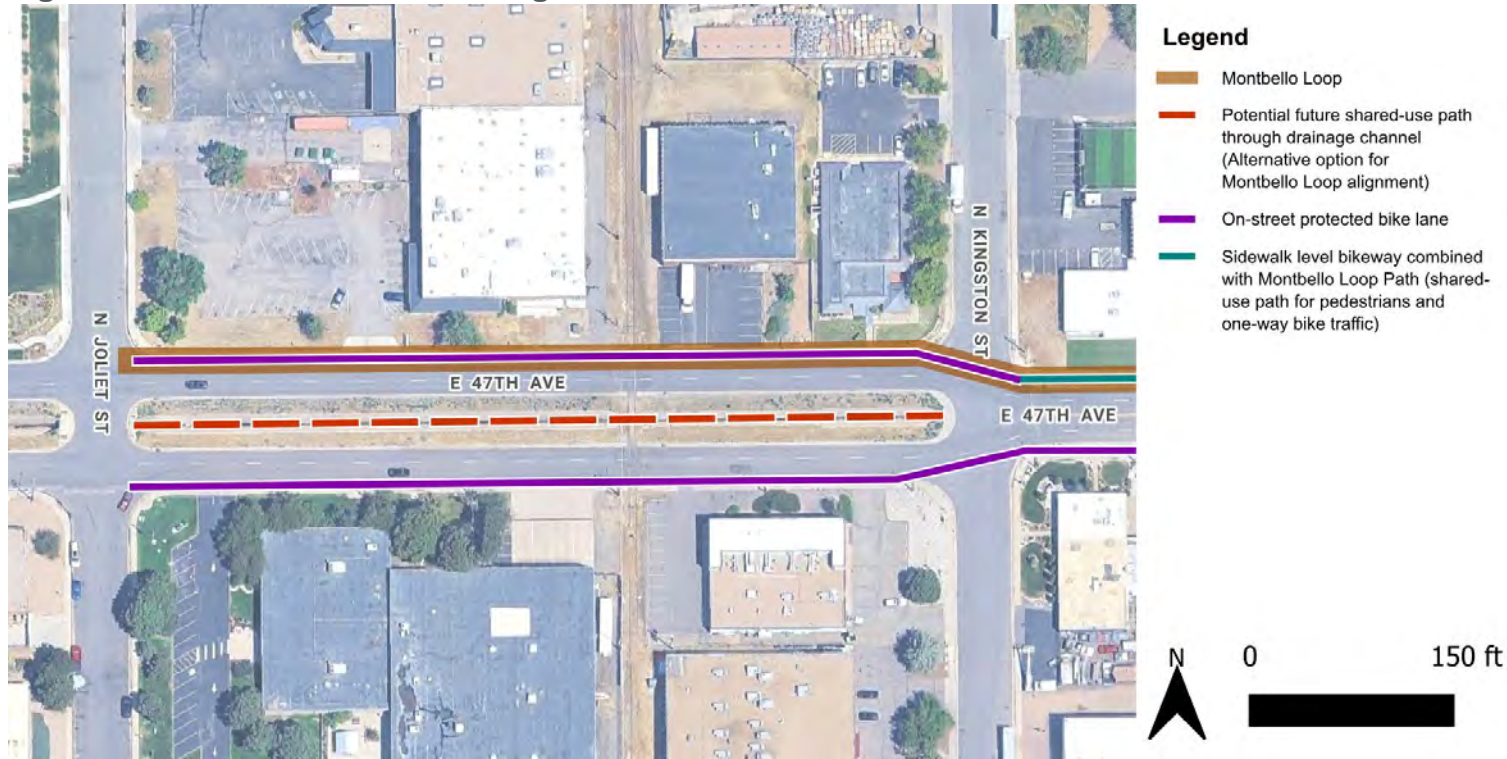
- Intersections recommended for Level A or B enhanced crossings by DOTI
- Other enhanced crossings (raised or high visibility crosswalks, pedestrian signage/markings, refuge islands, and/or curb extensions)



47th Avenue from Joliet Street to Peoria Street

MAP ID 1: Joliet Street to Kingston Street

Figure 2: Recommended Route Alignment and Transitions for 47th Avenue from Joliet Street to Kingston Street



Overview of Potential Impacts (see Table 2 for more information):



Drainage/Utility/Landscaping



Right-of-Way Acquisition



Driveway Conflicts



Bus Stop Upgrades



Drainage Channel Reconstruction

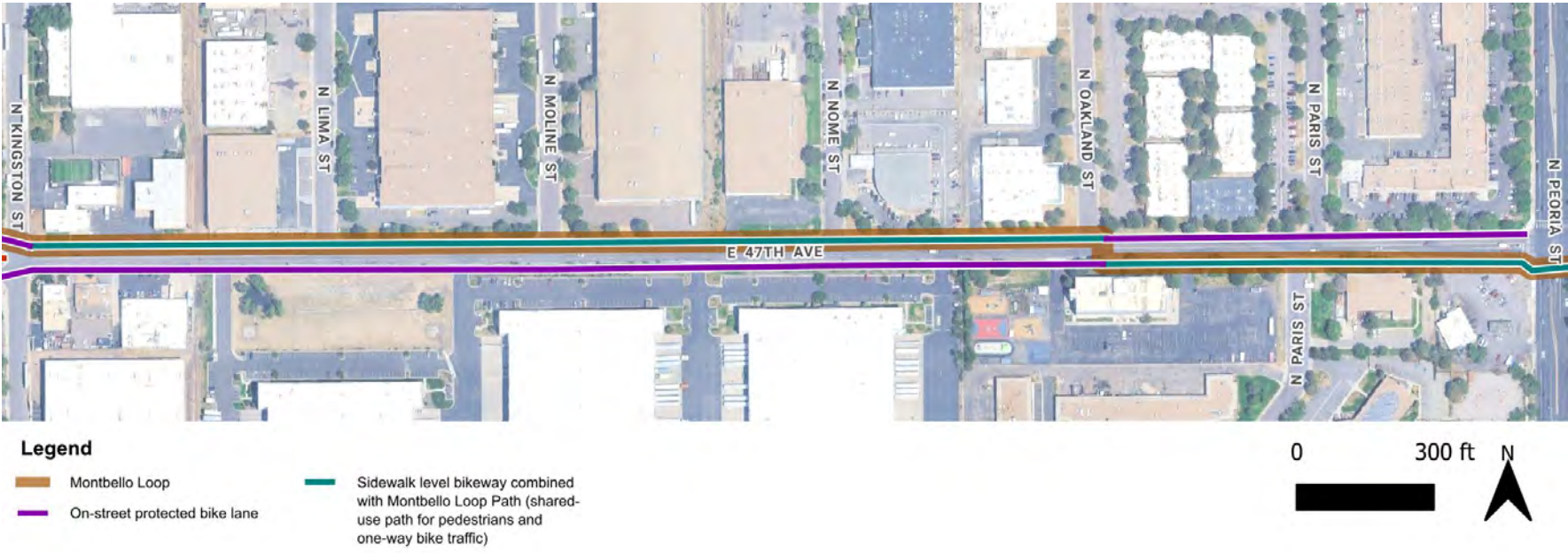
Table 3: Map ID 1 – Recommendations for 47th Avenue from Joliet Street to Kingston Street

Segment or crossing location	Implementation projects	Short-term	Medium-term	Long-term
Joliet Street to Kingston Street	<p>Medium-Term: Install protected bike lanes by narrowing the outside lanes to 11 feet and the inside lanes to 10 feet.</p> <p>Long-Term:</p> <ul style="list-style-type: none"> On the north side, ramp westbound bicyclists down to the on-street protected bike lane from the Montbello Loop shared-use path west of the Kingston Street intersection. On the south side, ramp eastbound bicyclists up to the Montbello Loop shared-use path from the on-street protected bike lane west of the Kingston Street intersection. Widen the north and south side sidewalks to 5 feet and build a 5-foot planting strip on the north side where feasible. <i>Alternatively, evaluate the center drainage channel for full reconstruction in partnership with the Mile High Flood District (MHFD) to create a center-running shared-use path where the Montbello Loop can be located.</i> 		x	x
Crossing 47th Avenue at Joliet Street	Install raised or high-visibility crosswalks with “Yield Here to Pedestrians” signage and markings.		x	

<p>Crossing Joliet Street at 47th Avenue</p>	<p>Short-Term: If appropriate, use paint and flexible delineators to shorten pedestrian crossing distance and improve visibility crossing the north and south legs of Joliet Street at 47th Avenue.</p> <p>Medium-Term: Rebuild curb ramps to be ADA accessible and install high-visibility crosswalks crossing the north and south legs of Joliet Street at 47th Avenue with curb extensions and bike conflict markings.</p>	<p>x</p> <p>x</p>	
<p>Crossing 47th Avenue at Kingston Street</p>	<p>Medium-Term: Coordinate the design for a Rectangular Rapid Flashing Beacon (RRFB) crossing the east leg of 47th Avenue at Kingston Street.</p> <p>Medium- to Long-Term: Construct an RRFB with a high-visibility crosswalk.</p>	<p>x</p>	<p>x</p>
<p>Crossing Kingston Street at 47th Avenue</p>	<p>Short-Term: If appropriate, use paint and flexible delineators to shorten pedestrian crossing distance and improve visibility crossing the north and south legs of Kingston Street at 47th Avenue.</p> <p>Medium-Term: Rebuild curb ramps to be ADA accessible and install high-visibility crosswalks crossing the north and south legs of Kingston Street at 47th Avenue with curb extensions.</p>	<p>x</p> <p>x</p>	

MAP ID 2: Kingston Street to Peoria Street

Figure 3: Recommended Route Alignment and Transitions for 47th Avenue from Kingston Street to Peoria Street



Overview of Potential Impacts (see Table 2 for more information):

- Travel Lane Removal
- Drainage/Utility/Landscaping
- Curb Relocation
- Right-of-Way Recovery
- Driveway Conflicts
- Bus Stop Upgrades

Table 4: Map ID 2 – Recommendations for 47th Avenue from Kingston Street to Peoria Street

Segment or crossing location	Implementation projects	Short-term	Medium-term	Long-term
<p>Kingston Street to Oakland Street</p>	<p>Medium-Term: In the interim, install a south side protected bike lane through restriping and signing without curb relocation. Remove one travel lane (contingent upon results of traffic analysis) and integrate a center turn lane.</p> <p>Long-Term: Reconstruct the north side of the segment to implement an 11.5-foot Montbello Loop path (pedestrians and westbound bicyclists) and resize planting strips on the north and south sides. On the south side, ramp eastbound bicyclists up to the Montbello Loop shared-use path from the on-street protected bike lane west of the Oakland Street intersection.</p>		<p>x</p>	<p>x</p>
<p>Oakland Street to Peoria Street</p>	<p>Install a north side protected bike lane alongside curb relocation. Remove one travel lane (contingent upon results of traffic analysis) and integrate a center turn lane.</p> <p>Reconstruct the south side of the segment to implement a 12-foot Montbello Loop path (pedestrians and eastbound bicyclists) and resize planting strips on north and south sides. On the north side, ramp eastbound bicyclists up to the Montbello Loop shared-use path from on-street protected bike lane east of the Oakland Street intersection.</p>			<p>x</p>

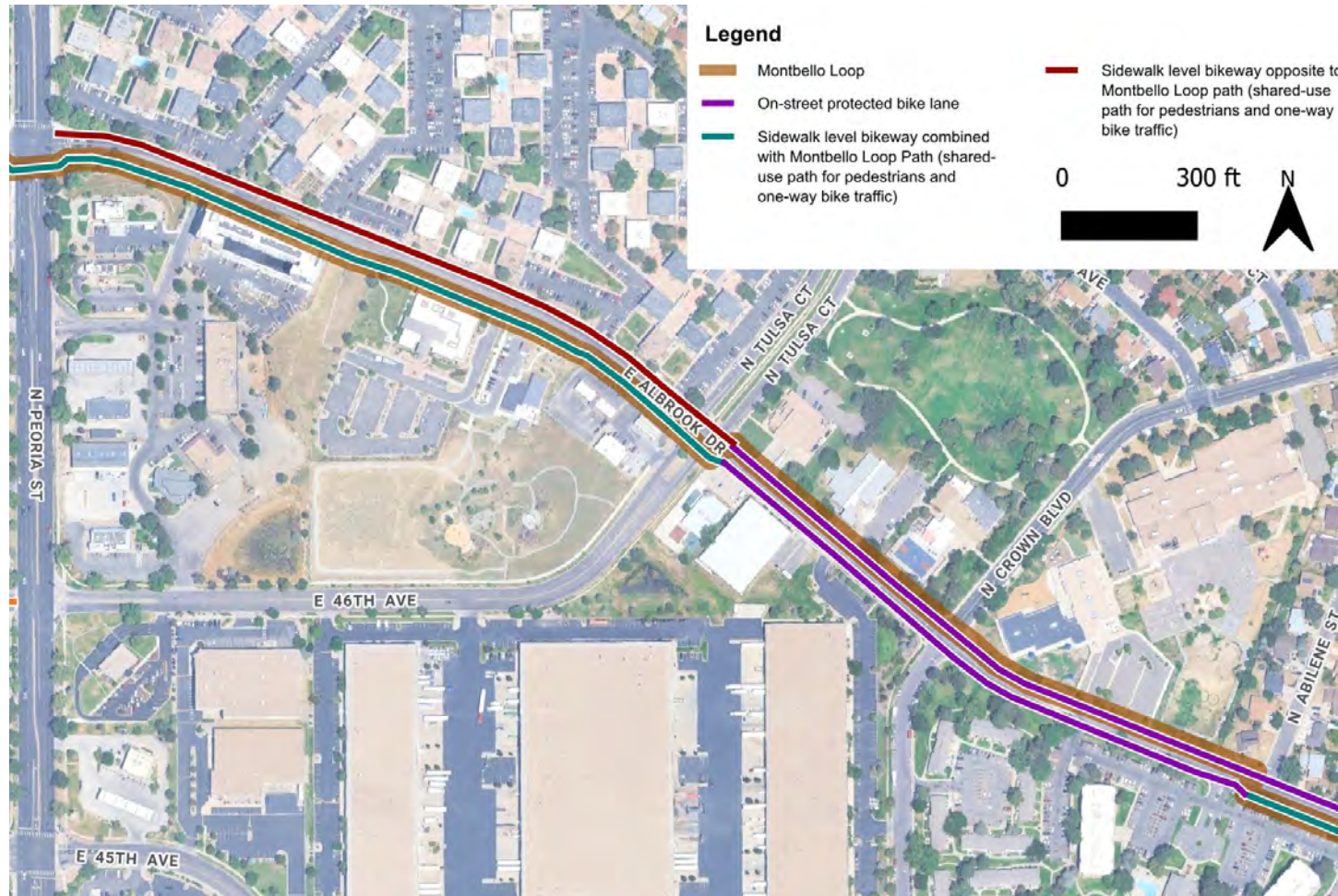
<p>Crossing 47th Avenue at Lima Street</p>	<p>Medium-Term: Coordinate the design for a Rectangular Rapid Flashing Beacon (RRFB) crossing 47th Avenue at Lima Street.</p> <p>Medium- to Long-Term: Construct an RRFB with a high-visibility crosswalk and a pedestrian refuge island.</p>	x	x
<p>Crossing Lima Street at 47th Avenue</p>	<p>Short-Term: If appropriate, use paint and flexible delineators to shorten pedestrian crossing distance and improve visibility crossing Lima Street at 47th Avenue.</p> <p>Medium-Term: Rebuild curb ramps to be ADA accessible and install a high-visibility crosswalk crossing Lima Street at Albroom Drive with curb extensions.</p>	x	x
<p>Crossing 47th Avenue at Oakland Street</p>	<p>Short-Term: Evaluate the feasibility of an enhanced crossing at Oakland Street.</p> <p>Medium-Term: Coordinate the design for a Rectangular Rapid Flashing Beacon (RRFB) crossing 47th Avenue at Oakland Street.</p> <p>Medium- to Long Term:</p> <ul style="list-style-type: none"> • Construct an RRFB with a high-visibility crosswalk and a pedestrian refuge island. • Relocate the eastbound RTD bus stop from west of the Oakland Street intersection to east of the Oakland Street intersection. • Construct a pedestrian refuge island and restrict left-hand turns for eastbound traffic on 47th Avenue turning onto Oakland Street, and southbound traffic on Oakland Street turning onto 47th Avenue. 	x	x

<p>Crossing Oakland Street at 47th Avenue</p>	<p>Short-Term: If appropriate, use paint and flexible delineators to shorten pedestrian crossing distance and improve visibility crossing Oakland Street at 47th Avenue.</p> <p>Medium-Term: Rebuild curb ramps to be ADA accessible and install a raised crosswalk crossing Oakland Street at 47th Avenue with curb extensions and high-visibility markings.</p>	<p>x</p>	<p>x</p>
<p>47th Avenue and Paris Street</p>	<p>Construct a median to restrict left-hand turns for all traffic at 47th Avenue and Paris Street and prevent vehicles from driving north and southbound through the intersection on Paris Street.</p> <p><i>Alternatively, if through movements must be maintained, allow right-in-right-out movements only at the north and south legs of Paris Street by installing right turn only signage. In the longer term, realign the south leg of Paris to align with the north leg, removing the offset that contributes to crashes. Add setback stop bars, enhanced signing, and tightened curb radii.</i></p>		<p>x</p> <p>x</p>

Albrook Drive from Peoria Street to Dillon Street

MAP ID 3: Peoria Street to Abilene Street

Figure 4: Recommended Route Alignment and Transitions for Albrook Drive from Peoria Street to Abilene Street



Overview of Potential Impacts (see Table 2 for more information):



Parking Lane Removal



Right-of-Way Acquisition



Travel Lane Removal



Driveway Conflicts



Drainage/Utility/Landscaping



Bus Stop Upgrades



Curb Relocation

Table 5: Map ID 3 – Recommendations for Albrook Drive from Peoria Street to Abilene Street

Segment or crossing location	Recommended projects	Short-term	Medium-term	Long-term
<p>Peoria Street to 46th Avenue</p>	<p>Remove a travel lane in each direction (contingent upon results of traffic analysis) and reconstruct the north side of Albrook Drive west of 46th Avenue to match curb locations, widths, and treatments implemented at the FreshLo Hub to accommodate Montbello Loop users including pedestrians and eastbound bicyclists.</p> <p>Construct a 12-foot path on the north side of Albrook Drive west of 46th Avenue to accommodate pedestrians and westbound bicyclists from 46th Avenue to the Peoria Street intersection.</p>			<p style="text-align: center;">x</p>

<p>46th Avenue to Abilene Street</p>	<p>Medium- to Long-Term: Remove the eastbound and westbound parking lanes (contingent upon results of parking analysis) and reconstruct the north and south sides of the segment to implement the protected bike lanes, 6-foot Montbello Loop path (pedestrians only), and planting strip. Coordinate with DOTI Transportation Services to integrate markings into 2028 repaving schedule (committed repaving slated for Albrook Drive from Peoria Street to Dillon Street).</p> <p>Long-Term:</p> <ul style="list-style-type: none"> • East of 46th Avenue, on the south side, ramp eastbound bicyclists down to the on-street protected bike lane from the Montbello Loop shared-use path east of the 46th Avenue intersection. On the north side, ramp westbound bicyclists up to the shared-use path from the on-street protected bike lane east of the 46th Avenue intersection. • West of Abilene Street, on the south side, ramp eastbound bicyclists up to the Montbello Loop shared-use path from the on-street protected bike lane west of the Abilene Street intersection. On the north side, ramp westbound bicyclists up to the Montbello Loop shared-use path from the on-street protected bike lane west of the Abilene Street intersection. 	<p>x</p>	<p>x</p>
<p>Albrook Drive and 46th Avenue</p>	<p>Short-Term: Evaluate the feasibility of an enhanced crossing at 46th Avenue.</p>	<p>x</p>	<p>x</p>

	<p>Long-Term: Install a raised intersection over the existing drainage channel and median on Tulsa Court/46th Avenue and tighten the curb corner radii through curb extensions.</p>			
<p>Albrook Drive and Crown Boulevard</p>	<p>Install a raised intersection and tighten the curb corner radii through curb extensions.</p>			x
<p>Crossing Albrook Drive at Abilene Street</p>	<p>Short-Term: Evaluate the feasibility of an enhanced crossing at Abilene Street. Medium-Term: Coordinate the design for a Rectangular Rapid Flashing Beacon (RRFB) crossing the west leg of Albrook Drive at Abilene Street. Medium- to Long-Term: Construct an RRFB with a high-visibility crosswalk.</p>	x	x	x
<p>Crossing Abilene Street at Albrook Drive</p>	<p>Short-Term: If appropriate, use paint and flexible delineators to shorten pedestrian crossing distance and improve visibility crossing Abilene Street at Albrook Drive. Medium-Term: Rebuild curb ramps to be ADA accessible and install a high-visibility crosswalk crossing Abilene Street at Albrook Drive with curb extensions and bike conflict markings.</p>	x	x	

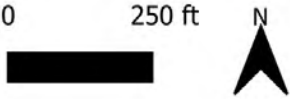
MAP ID 4: Abilene Street to Dillon Street

Figure 5: Recommended Route Alignment and Transitions for Albrook Drive from Abilene Street to Dillon Street



Legend

- Montbello Loop
- On-street protected bike lane
- Sidewalk level bikeway combined with Montbello Loop Path (shared-use path for pedestrians and one-way bike traffic)



Overview of Potential Impacts (see Table 2 for more information):


-  Drainage/Utility/Landscaping
-  Driveway Conflicts
-  Curb Relocation
-  Bus Stop Upgrades
-  Right-of-Way Acquisition

Table 6: Map ID 4 – Recommendations for Albrook Drive from Abilene Street to Dillon Street

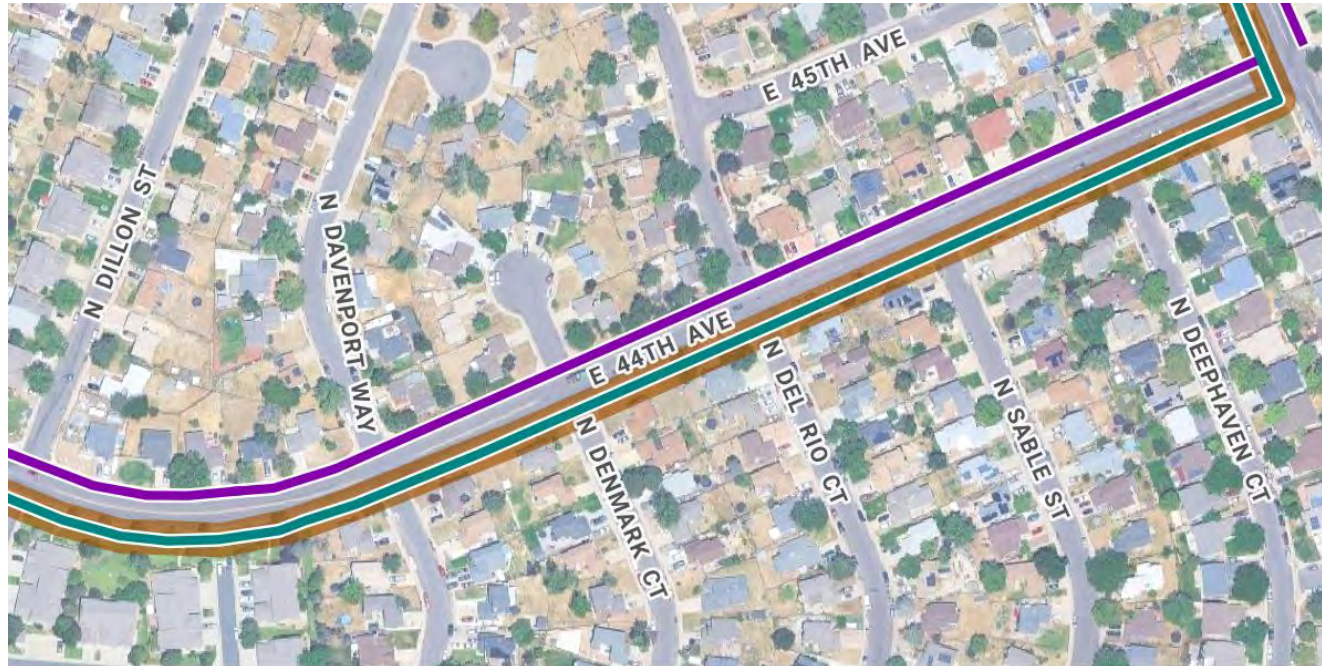
Segment or crossing location	Recommended projects	Short-term	Medium-term	Long-term
Abilene Street to Dillon Street	<p>Medium-Term: In the interim, install the north side protected bike lane through restriping and signing without curb relocation. Shift parking and travel lanes south and restripe lanes. Coordinate with DOTI Transportation Services to integrate markings into 2028 repaving schedule (committed repaving slated for Albrook Drive from Peoria Street to Dillon Street).</p> <p>Long-Term: Reconstruct the segment to relocate the curb and implement the south side 10-foot Montbello Loop path (pedestrians and eastbound bicyclists) and planting strip, and north side 6-foot sidewalk and planting strip.</p>		x	x

<p>Crossing Albrook Drive at Anaheim Court</p>	<p>Short-Term: Evaluate the feasibility of a Rectangular Rapid Flashing Beacon (RRFB) at Anaheim Court.</p> <p>Medium-Term: Coordinate design for Rectangular Rapid Flashing Beacon (RRFB) crossing Albrook Drive at Anaheim Court.</p> <p>Medium- to Long-Term: Construct an RRFB with a high-visibility crosswalk.</p>	<p>x</p>	<p>x</p>	<p>x</p>
<p>Crossing Anaheim Court at Albrook Drive</p>	<p>Short-Term: If appropriate, use paint and flexible delineators to shorten pedestrian crossing distance and improve visibility crossing Anaheim Court at Albrook Drive.</p> <p>Medium-Term: Rebuild curb ramps to be ADA accessible and install high-visibility crosswalks crossing the north and south legs of Anaheim Court at Albrook Drive with curb extensions and bike conflict markings (north leg only).</p>	<p>x</p>	<p>x</p>	

44th Avenue from Dillon Street to Andrews Drive

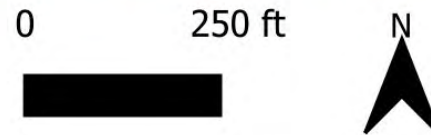
MAP ID 5: Dillon Street to Andrews Drive

Figure 6: Recommended Route Alignment and Transitions for 44th Avenue from Dillon Street to Andrews Drive



Legend

- Montbello Loop
- On-street protected bike lane
- Sidewalk level bikeway combined with Montbello Loop Path (shared-use path for pedestrians and one-way bike traffic)



Overview of Potential Impacts (see Table 2 for more information):



Parking Lane Removal



Right-of-Way Recovery



Drainage/Utility/Landscaping



Driveway Conflicts



Curb Relocation



Bus Stop Upgrades

Table 7: Map ID 5 – Recommendations for 44th Avenue from Dillon Street to Andrews Drive

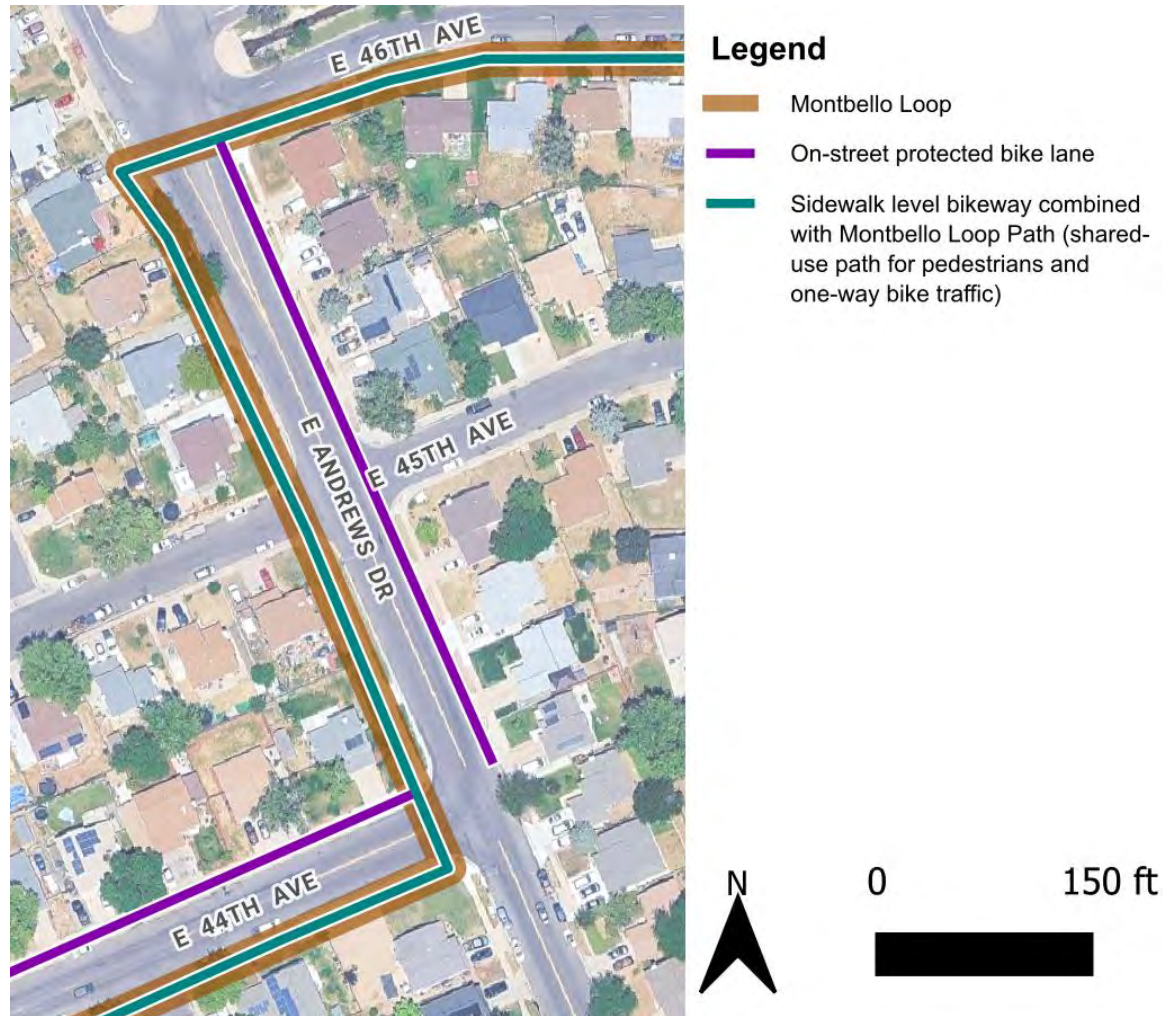
Segment or crossing location	Recommended actions	Short-term	Medium-term	Long-term
<p>Dillon Street to Andrews Drive</p>	<p>Medium-Term: In the interim, install the north side protected bike lane through restriping and signing without curb relocation. Remove the eastbound parking lane (contingent upon results of parking analysis) and shift the roadway alignment to the south, reducing westbound parking lane width to 8 feet and travel lane width (both directions) to 11 feet.</p> <p>Long-Term:</p> <ul style="list-style-type: none"> • Reconstruct the segment to shift the curb line on south side and implement a 10-foot Montbello Loop path (pedestrians and eastbound bicyclists) and planting strip. • On the north side, ramp westbound bicyclists down to the on-street protected 		<p>x</p>	<p>x</p>

	bike lane from the Montbello Loop shared-use path west of the Andrews Drive intersection.		
Crossing 44th Avenue at Davenport Way and Deephaven Court	Install raised or high-visibility crosswalks with “Yield Here to Pedestrians” signage and markings.		x
Crossing Davenport Way and Deephaven Court at 44th Avenue	<p>Short-Term: If appropriate, use paint and flexible delineators to shorten pedestrian crossing distance and improve visibility crossing Davenport Way and Deephaven Court at Albrook Drive.</p> <p>Medium-Term: Rebuild curb ramps to be ADA accessible and install high-visibility crosswalks crossing the north and south legs of Davenport Way and the south leg of Deephaven Court at Albrook Drive with curb extensions and bike conflict markings (north leg of Davenport Way only).</p>	x	x
44th Avenue and Andrews Drive	<p>Short-Term: Evaluate the feasibility of an all-way stop.</p> <p>Long-Term: Build all-way stop with high-visibility crosswalks. Construct a curb extension on north corner of 44th Avenue.</p>	x	x

Andrews Drive from 44th Avenue to 46th Avenue

MAP ID 6: 44th Avenue to 46th Avenue

Figure 7: Recommended Route Alignment and Transitions for Andrews Drive from 44th Avenue to 46th Avenue



Overview of Potential Impacts (see Table 2 for more information):



Parking Lane Removal



Driveway Conflicts



Drainage/Utility/Landscaping



Bus Stop Upgrades



Curb Relocation

Table 8: Map ID 6 – Recommendations for Andrews Drive from 44th Avenue to 46th Avenue

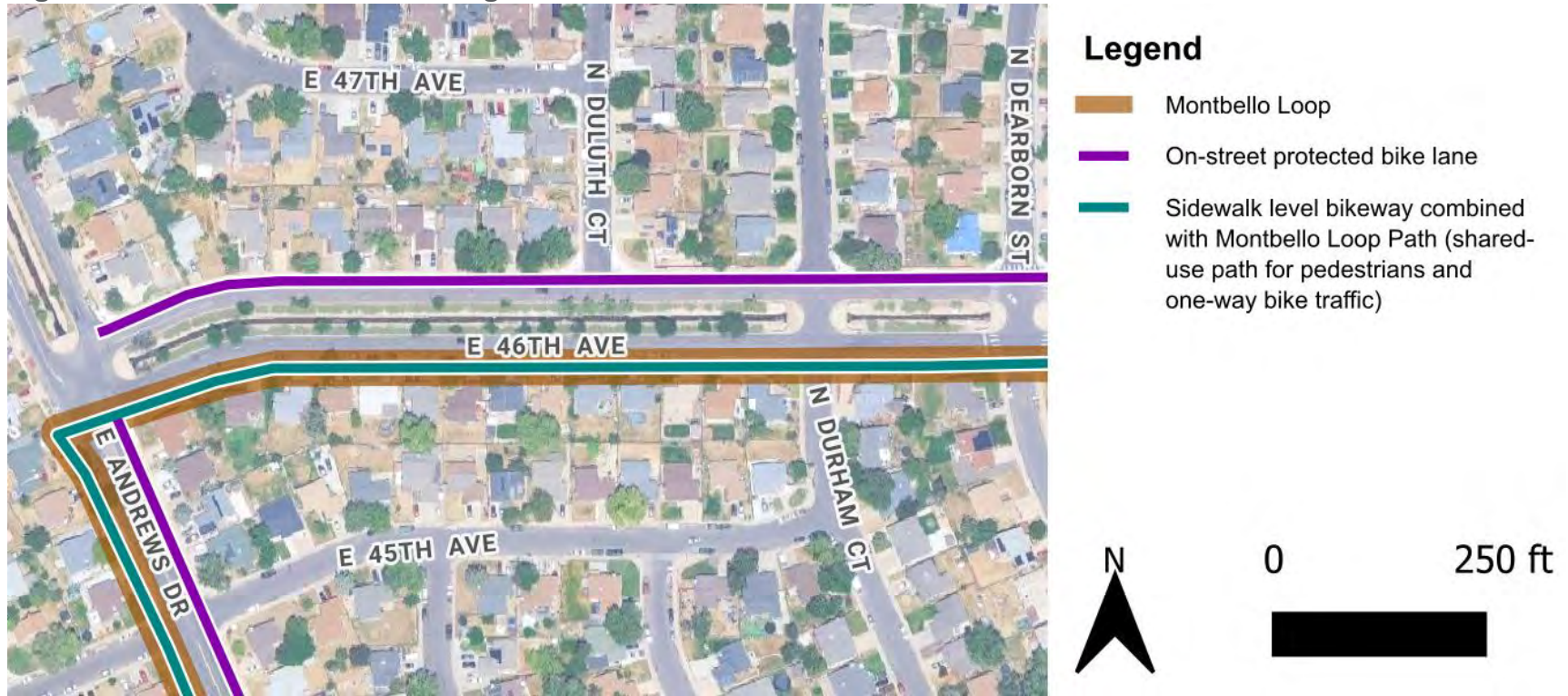
Segment or crossing location	Recommended projects	Short-term	Medium-term	Long-term
<p>44th Avenue to 46th Avenue</p>	<p>Medium-Term: In the interim, install a northbound protected bike lane through restriping and signing without curb relocation. Remove the southbound parking lane (contingent upon results of parking analysis) and shift the roadway alignment to the west, reducing parking lane width to 8 feet, northbound travel lane width to 11 feet, and southbound travel lane width to 12 feet.</p> <p>Long-Term: Reconstruct the west side of the segment by shifting the curb to implement a 10-foot Montbello Loop path (pedestrians and southbound bicyclists) and planting strip. On the east side, ramp eastbound bicyclists up to the Montbello Loop shared-use path on 46th Avenue from the northbound on-street protected bike lane on Andrews Drive south of the 46th Avenue intersection.</p>		<p>x</p>	<p>x</p>

<p>Crossing 45th Avenue at Andrews Drive</p>	<p>Short-Term: If appropriate, use paint and flexible delineators to shorten pedestrian crossing distance and improve visibility crossing 45th Avenue at Andrews Drive.</p> <p>Medium-Term: Rebuild curb ramps to be ADA accessible and install a high-visibility crosswalk crossing 45th Avenue at Andrews Drive with curb extensions.</p>	<p>x</p>	<p>x</p>	
<p>Andrews Drive and 46th Avenue</p>	<p>Short-Term: Evaluate the feasibility of an all-way stop.</p> <p>Long-Term: Build all-way stop with high-visibility crosswalks. Construct a new curb ramp on the southwest corner of the intersection.</p>	<p>x</p>		<p>x</p>

46th Avenue from Andrews Drive to Eugene Way

MAP ID 7: Andrews Drive to Durham Court

Figure 8: Recommended Route Alignment and Transitions for 46th Avenue from Andrews Drive to Durham Court



Overview of Potential Impacts (see Table 2 for more information):



Travel Lane Removal



Right-of-Way Recovery



Drainage/Utility/Landscaping



Driveway Conflicts



Curb Relocation



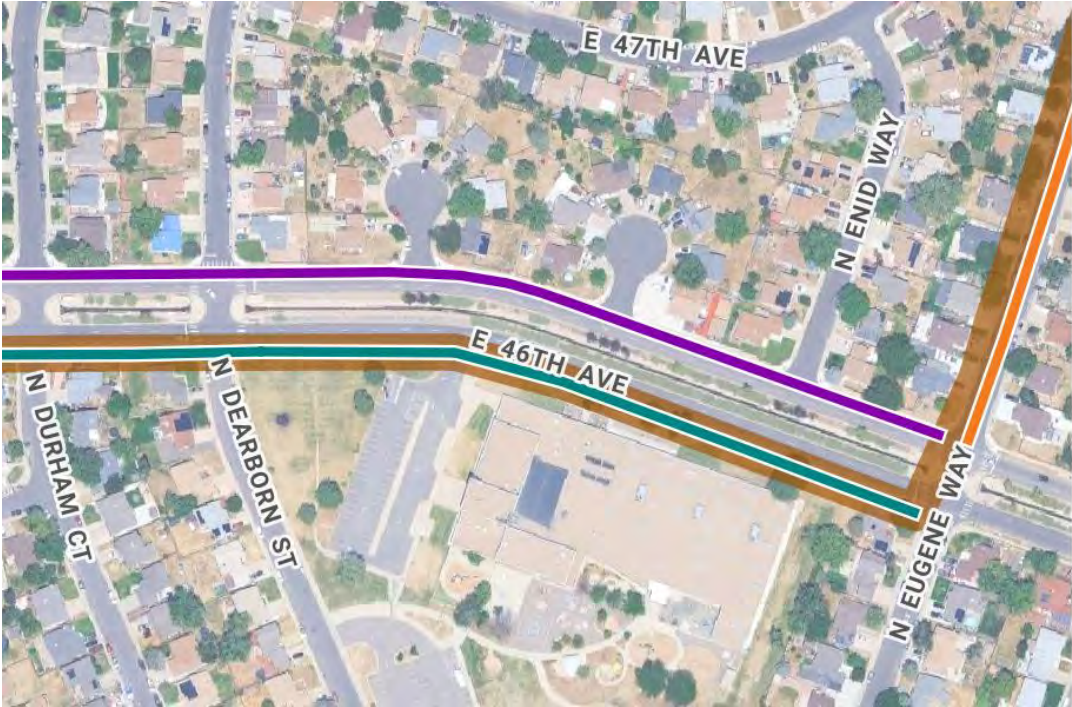
Bus Stop Upgrades

Table 9: Map ID 7 – Recommendations for 46th Avenue from 44th Avenue to Durham Court

Segment or crossing location	Implementation projects	Short-term	Medium-term	Long-term
<p>Andrews Drive to Durham Court</p>	<p>Medium-Term: On the north side where the curb will remain, install the north side protected bike lane through restriping and signing without curb relocation. Remove one travel lane (contingent upon results of traffic analysis).</p> <p>Long-Term: Reconstruct the south side of the segment by removing one travel lane (contingent upon results of traffic analysis) and shifting the curb to implement the 12-foot Montbello Loop path (pedestrians and eastbound bicyclists) and a resized planting strip.</p>		<p>x</p>	<p>x</p>

MAP ID 8: Durham Court to Eugene Way

Figure 9: Recommended Route Alignment and Transitions for 46th Avenue from Durham Court to Eugene Way



Legend

- Montbello Loop
- On-street protected bike lane
- Shared lanes (sharrows)
- Sidewalk level bikeway combined with Montbello Loop Path (shared-use path for pedestrians and one-way bike traffic)



Overview of Potential Impacts (see Table 2 for more information):



Parking Lane Removal



Right-of-Way Recovery



Drainage/Utility/Landscaping



Driveway Conflicts



Curb Relocation



Bus Stop Upgrades

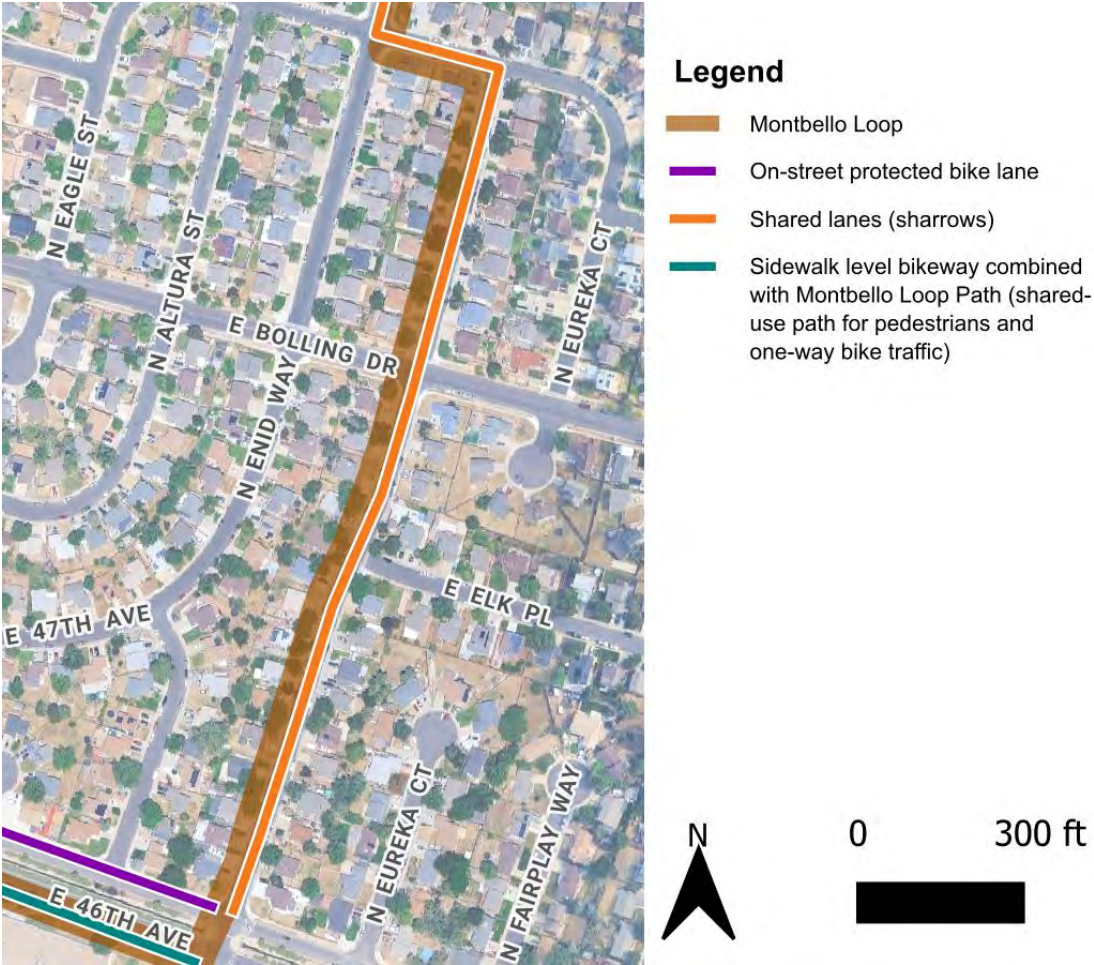
Table 10: Map ID 8 – Recommendations for 46th Avenue from Durham Court to Eugene Way

Segment or crossing location	Implementation projects	Short-term	Medium-term	Long-term
<p>Durham Court to Eugene Way</p>	<p>Medium-Term: On the north side where the curb will remain, Remove the parking lane (contingent upon results of parking analysis) and install the north side protected bike lane through restriping and signing without curb relocation.</p> <p>Long-Term: Reconstruct the south side of the segment by removing one parking lane (contingent upon results of parking utilization analysis) and shifting the curb to implement the 12-foot Montbello Loop path (pedestrians and eastbound bicyclists) and planting strip.</p>		<p>x</p>	<p>x</p>
<p>Crossing 46th Avenue at Eugene Way</p>	<p>Short-Term: Evaluate the feasibility of an enhanced crossing at Eugene Way.</p> <p>Long-Term: Install raised crosswalks crossing the west leg of the intersection. Construct curb extensions on all four corners of the intersection.</p>	<p>x</p>		<p>x</p>

Eugene Way/Court from 46th Avenue to 50th Avenue

MAP ID 9: 46th Avenue to 50th Avenue

Figure 10: Recommended Route Alignment and Transitions for Eugene Way/Court from 46th Avenue to 50th Avenue



Overview of Potential Impacts (see Table 2 for more information):



Traffic Calming



Driveway Conflicts



Right-of-Way Recovery

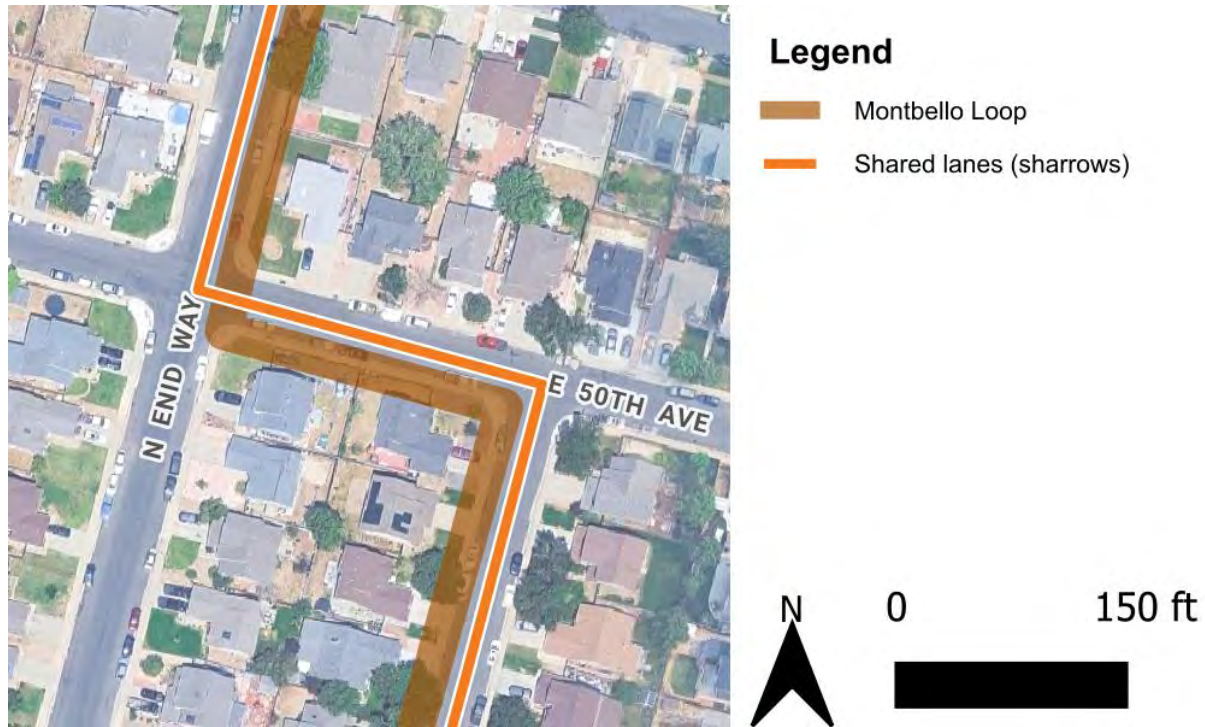
Table 11: Map ID 9 – Recommendations for Eugene Way/Court from 46th Avenue to 50th Avenue

Segment or crossing location	Implementation projects	Short-term	Medium-term	Long-term
<p>46th Avenue to 50th Avenue</p>	<p>Medium-Term: Designate as a neighborhood bikeway and install neighborhood bikeway supportive traffic calming elements, like speed humps, to calm traffic across the corridor (contingent upon results of speed study).</p> <p>Long-Term: Implement a 6-foot Montbello Loop path on the west side and widen sidewalks to 6 feet on the east side.</p>		<p>x</p>	<p>x</p>
<p>Crossing Boiling Drive at Eugene Way/Court</p>	<p>Short-Term: Evaluate the feasibility of an enhanced crossing at Boiling Drive.</p> <p>Medium-Term: Coordinate the design for a Rectangular Rapid Flashing Beacon (RRFB) crossing the west leg of Boiling Drive at Eugene Way/Court. Construct an RRFB with a high-visibility crosswalk and curb extensions.</p>	<p>x</p>	<p>x</p>	
<p>Crossing Eugene Way/Court at Boiling Drive</p>	<p>Short-Term: If appropriate, use paint and flexible delineators to shorten pedestrian crossing distance and improve visibility crossing the north and south legs of Eugene Way/Court at Boiling Drive.</p> <p>Medium-Term: Rebuild curb ramps to be ADA accessible and install high-visibility crosswalks crossing the north and south legs of Eugene Way/Court at Boiling Drive with curb extensions.</p>	<p>x</p>	<p>x</p>	

50th Avenue from Eugene Way/Court to Enid Way

MAP ID 10: Eugene Way to Enid Way

Figure 11: Recommended Route Alignment and Transitions for 50th Avenue from Eugene Way/Court to Enid Way



Overview of Potential Impacts (see Table 2 for more information):



Parking Lane Removal



Right-of-Way Recovery



Traffic Calming



Driveway Conflicts



Curb Relocation

Table 12: Map ID 10 – Recommendations for 50th Avenue from Eugene Way/Court to Enid Way

Segment or crossing location	Implementation projects	Short-term	Medium-term	Long-term
<p>Eugene Way/Court to Enid Way</p>	<p>Medium-Term: Designate as a neighborhood bikeway and install neighborhood bikeway supportive traffic calming elements, like speed humps, to calm traffic across the corridor (contingent upon results of speed study). Long-Term: Remove the eastbound parking lane (contingent upon results of parking analysis) and reconstruct the segment to shift the curb line and implement a 7-foot Montbello Loop path and 5-foot planting strip on the south side. Widen sidewalks to 5 feet on the north side.</p>		<p style="text-align: center;">x</p>	<p style="text-align: center;">x</p>
<p>50th Avenue and Enid Way</p>	<p>Short-Term: Evaluate the feasibility of an enhanced crossing at Enid Way. Long-Term: Install a raised intersection and tighten the curb corner radii through curb extensions.</p>	<p style="text-align: center;">x</p>		<p style="text-align: center;">x</p>

Enid Way from 50th Avenue to Gateway Avenue / 51st Avenue

MAP ID 11: 50th Avenue to Gateway Avenue / 51st Avenue

Figure 12: Recommended Route Alignment and Transitions for Enid Way from 50th Avenue to Gateway Avenue / 51st Avenue



Legend

- Montbello Loop
- On-street protected bike lane
- Shared lanes (sharrows)

Overview of Potential Impacts (see Table 2 for more information):



Traffic Calming



Driveway Conflicts

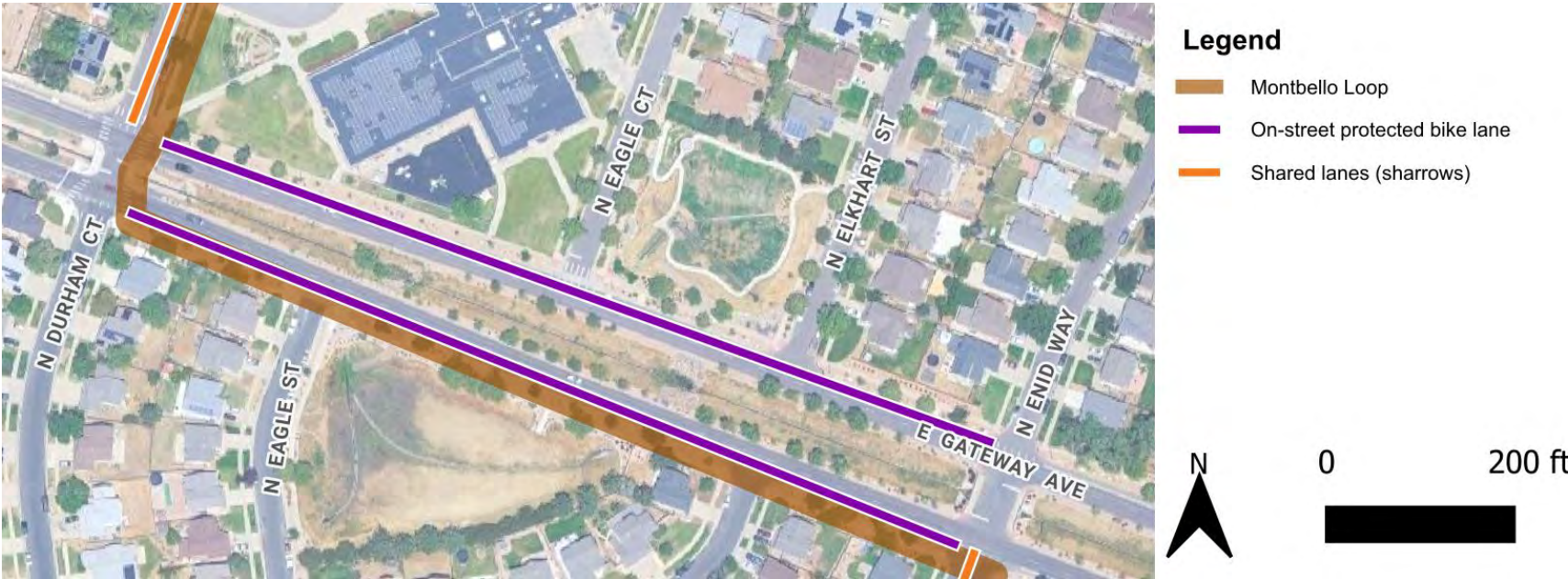
Table 13: Map ID 11 – Recommendations for Enid Way from 50th Avenue to Gateway Avenue / 51st Avenue

Segment or crossing location	Implementation projects	Short-term	Medium-term	Long-term
50th Avenue to Gateway Avenue / 51st Avenue	Designate as a neighborhood bikeway and install neighborhood bikeway supportive traffic calming elements, like speed humps, to calm traffic across the corridor (contingent upon results of speed study).		x	

Gateway Avenue / 51st Avenue from Enid Way to Durham Court

MAP ID 12: Enid Way to Durham Court

Figure 13: Recommended Route Alignment and Transitions for Gateway Avenue / 51st Avenue from Enid Way to Durham Court



Overview of Potential Impacts (see Table 2 for more information):

 Bus Stop Upgrades

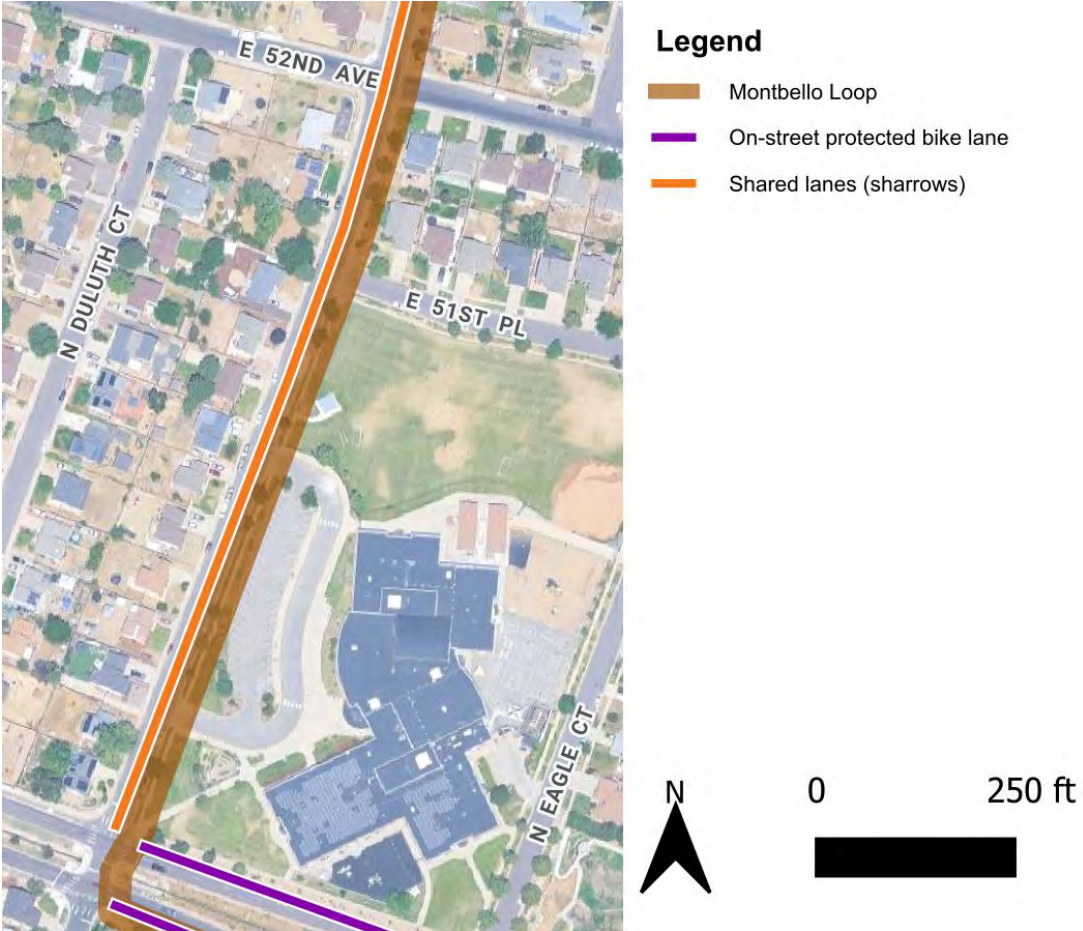
Table 14: Map ID 12 – Recommendations for Gateway Avenue / 51st from Enid Way to Durham Court

Segment or crossing location	Implementation projects	Short-term	Medium-term	Long-term
Gateway Avenue/51st Avenue and Durham Court	<p>Short-Term: Evaluate the feasibility of an enhanced crossing at Durham Court.</p> <p>Medium-Term: Install raised crosswalks crossing the east leg of the intersection. Construct curb extensions on all four corners of the intersection.</p>	<p>x</p>	<p>x</p>	

Durham Court from Gateway Avenue / 51st Avenue to 53rd Avenue (Barney Ford Park)

MAP ID 13: Gateway Avenue / 51st Avenue to 52nd Avenue

Figure 14: Recommended Route Alignment and Transitions for Durham Court from Gateway Avenue / 51st Avenue to 52nd Avenue



Overview of Potential Impacts (see Table 2 for more information):



Right-of-Way Acquisition



Driveway Conflicts

Table 15: Map ID 13 – Recommendations for Durham Court from Gateway Avenue / 51st Avenue to 52nd Avenue

Segment or crossing location	Recommended projects	Short-term	Medium-term	Long-term
Gateway Avenue / 51st Avenue to 52nd Avenue	<p>Medium-Term: Designate as a neighborhood bikeway and install neighborhood bikeway supportive traffic calming elements, like speed humps, to calm traffic across the corridor (contingent upon results of speed study).</p> <p>Long-Term: Acquire right-of-way to implement the 6-foot Montbello Loop path (pedestrians only) on the east side.</p>		x	x

MAP ID 14: 52nd Avenue to 53rd Avenue (Barney Ford Park)

Figure 15: Recommended Route Alignment and Transitions for Durham Court from 52nd Avenue to 53rd Avenue (Barney Ford Park)



Overview of Potential Impacts (see Table 2 for more information):



Drainage/Utility/Landscaping



Right-of-Way Acquisition



Right-of-Way Recovery



Driveway Conflicts

Table 16: Map ID 14 – Recommendations for Durham Court from 52nd Avenue to 53rd Avenue (Barney Ford Park)

Segment or crossing location	Recommended projects	Short-term	Medium-term	Long-term
<p>52nd Avenue to 53rd Avenue (Barney Ford Park)</p>	<p>Medium-Term: Designate as a neighborhood bikeway and install neighborhood bikeway supportive traffic calming elements, like speed humps, to calm traffic across the corridor (contingent upon results of speed study).</p> <p>Long-Term:</p> <ul style="list-style-type: none"> Acquire right-of-way to implement the 5-foot Montbello Loop path (pedestrians only) and planting strip on the east side. Recover right-of-way to widen the sidewalk to 5 feet on the west side. On the east side, ramp northbound bicyclists up to the Montbello Loop shared-use path from the shared lane south of the 53rd Avenue intersection. 		<p>x</p>	<p>x</p>

Barney Ford Park	Build a 12-foot shared-use path through Barney Ford Park from Sable Street to 53rd Avenue to connect Montbello Loop users to Maxwell Place.		x
Durham Court and 53rd Avenue	<p>Short-Term: Evaluate the feasibility of an enhanced crossing at 53rd Avenue.</p> <p>Medium-Term: Extend the drainage canal median towards the intersection to implement a pedestrian refuge island. Install raised crosswalks crossing the east leg of the intersection. Construct curb extensions on all corners of the intersection. Direct southbound bicyclists coming from the Barney Ford Park shared-use path and northbound bicyclists on Durham Court to use the enhanced crossing with pedestrians to continue onto the Montbello Loop.</p>	x	x

Maxwell Place from Chambers Road to Uvalda Street

MAP ID 15: Chambers Road to Eagle Street

Figure 16: Recommended Route Alignment and Transitions for Maxwell Place from Chambers Road to Eagle Street



Overview of Potential Impacts (see Table 2 for more information):



Parking Lane Removal



Driveway Conflicts



Right-of-Way Recovery



Bus Stop Upgrades

Table 17: Map ID 15 – Recommendations for Maxwell Place from Chambers Road to Eagle Street

Segment or crossing location	Implementation projects	Short-term	Medium-term	Long-term
<p>Chambers Road to Eagle Street</p>	<p>Medium-Term: Remove on-street parking (contingent upon results of parking analysis), narrow travel lanes, and install buffered bike lanes through restriping and signing without curb relocation.</p> <p>Long-Term:</p> <ul style="list-style-type: none"> Widen sidewalks to 6 feet on both sides of the street while maintaining existing planting strips. On the south side, ramp eastbound bicyclists down to the on-street buffered bike lane from the Montbello Loop shared-use path west of the Eagle Street intersection. 		x	x
<p>Crossing Maxwell Place at Altura Street</p>	<p>Install a raised or high-visibility crosswalk with “Yield Here to Pedestrians” signage and markings on the west leg.</p>		x	

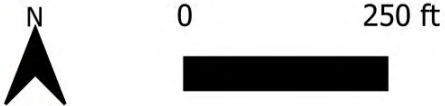
Crossing Maxwell Place at Elkhart Street	Install raised or high-visibility crosswalks with “Yield Here to Pedestrians” signage and markings.		x
Crossing Elkhart Street and Altura Street at Maxwell Place	<p>Short-Term: If appropriate, use paint and flexible delineators to shorten pedestrian crossing distance and improve visibility crossing Elkhart Street and Altura Street at Maxwell Place.</p> <p>Medium-Term: Rebuild curb ramps to be ADA accessible and install high-visibility crosswalks crossing the north and south legs of Elkhart Street and the south leg of Altura Street at Maxwell Place with curb extensions and bike conflict markings.</p>	x	x

MAP ID 16: Eagle Street to Sable Street

Figure 17: Recommended Route Alignment and Transitions for Maxwell Place from Eagle Street to Sable Street



- Legend**
- Montbello Loop
 - Potential future shared-use path through drainage channel (Alternative option for Montbello Loop alignment)
 - On-street buffered bike lane
 - On-street protected bike lane
 - Shared-use path crossing or route



Overview of Potential Impacts (see Table 2 for more information):

- | | |
|--|--|
|  Parking Lane Removal |  Driveway Conflicts |
|  Drainage/Utility/Landscaping |  Bus Stop Upgrades |
|  Right-of-Way Acquisition | |

Table 18: Map ID 16 – Recommendations for Maxwell Place from Eagle Street to Sable Street

Segment or crossing location	Implementation projects	Short-term	Medium-term	Long-term
<p>Eagle Street to Sable Street</p>	<p>Medium-Term: Remove on-street parking on the north side (contingent upon results of parking analysis), narrow travel lanes, and install north side buffered bike lanes through restriping and signing without curb relocation.</p> <p>Long-Term:</p> <ul style="list-style-type: none"> Widen the sidewalk to 12 feet on the south side. Allow the Montbello Loop to be used as a shared-use path (all pedestrian and bicycle traffic) from Sable Street to the future Barney Ford Park shared-use path. Ramp eastbound bicyclists up to the Montbello Loop shared-use path from the on-street protected bike lane at the southwest corner of Sable Street and Maxwell Place. East of Barney Ford Park, the Montbello Loop accommodates pedestrians and eastbound bicycle traffic only. 		<p style="text-align: center;">x</p>	<p style="text-align: center;">x</p>
<p>Maxwell Place and Sable Street</p>	<p>Medium-Term: Extend the drainage channel median towards the intersection to implement a pedestrian refuge island. Install raised crosswalks crossing the west leg of the intersection. Construct curb extensions on all corners of the intersection.</p>		<p style="text-align: center;">x</p>	

MAP ID 17: Sable Street to Lackland Drive

Figure 18: Recommended Route Alignment and Transitions for Maxwell Place from Sable Street to Lackland Drive



Legend

- Montbello Loop
- Potential future shared-use path through drainage channel (Alternative option for Montbello Loop alignment)
- On-street buffered bike lane
- On-street protected bike lane
- Shared-use path crossing or route
- Sidewalk level bikeway combined with Montbello Loop Path (shared-use path for pedestrians and one-way bike traffic)



Overview of Potential Impacts (see Table 2 for more information):



Parking Lane Removal



Bus Stop Upgrades



Right-of-Way Acquisition



Drainage Channel Reconstruction



Driveway Conflicts

Table 19: Map ID 17 – Recommendations for Maxwell Place from Sable Street to Lackland Drive

Segment or crossing location	Implementation projects	Short-term	Medium-term	Long-term
<p>Sable Street to Lackland Drive</p>	<p>Medium-Term: Remove on-street parking (contingent upon results of parking analysis) and install protected bike lanes through restriping and signing without curb relocation.</p> <p>Long-Term: Acquire right-of-way to implement the 5-foot Montbello Loop path (pedestrians only) and planting strip on the south side. <i>Alternatively, evaluate the center drainage channel for full reconstruction in partnership with the Mile High Flood District (MHFD) to create a center-running shared-use path where the Montbello Loop can be located.</i></p>		<p>x</p>	<p>x</p>

Crossing Maxwell Place at Atchison Way and Lackland Drive	Install raised or high-visibility crosswalks with “Yield Here to Pedestrians” signage and markings.			x
Crossing Chandler Way, Atchison Way, and Lackland Drive at Maxwell Place	<p>Short-Term: If appropriate, use paint and flexible delineators to shorten pedestrian crossing distance and improve visibility crossing Chandler Way, Atchison Way, and Lackland Drive at Maxwell Place.</p> <p>Medium-Term: Rebuild curb ramps to be ADA accessible and install high-visibility crosswalks crossing the north and south legs of Chandler Way, Atchison Way, and Lackland Drive at Maxwell Place with curb extensions and bike conflict markings.</p>	x	x	
Crossing Maxwell Place at Chandler Way	Coordinate with the Mile High Flood District to reconstruct the drainage channel and build a new crossing that allows Montbello Loop users (both pedestrians and bicyclists) to safely connect across Maxwell Place			x

MAP ID 18: Lackland Drive to Uvalda Street

Figure 19: Recommended Route Alignment and Transitions for Maxwell Place from Lackland Drive to Uvalda Street



Overview of Potential Impacts (see Table 2 for more information):



Travel Lane Removal



Driveway Conflicts



Right-of-Way Recovery



Bus Stop Upgrades



Right-of-Way Acquisition



Drainage Channel Reconstruction

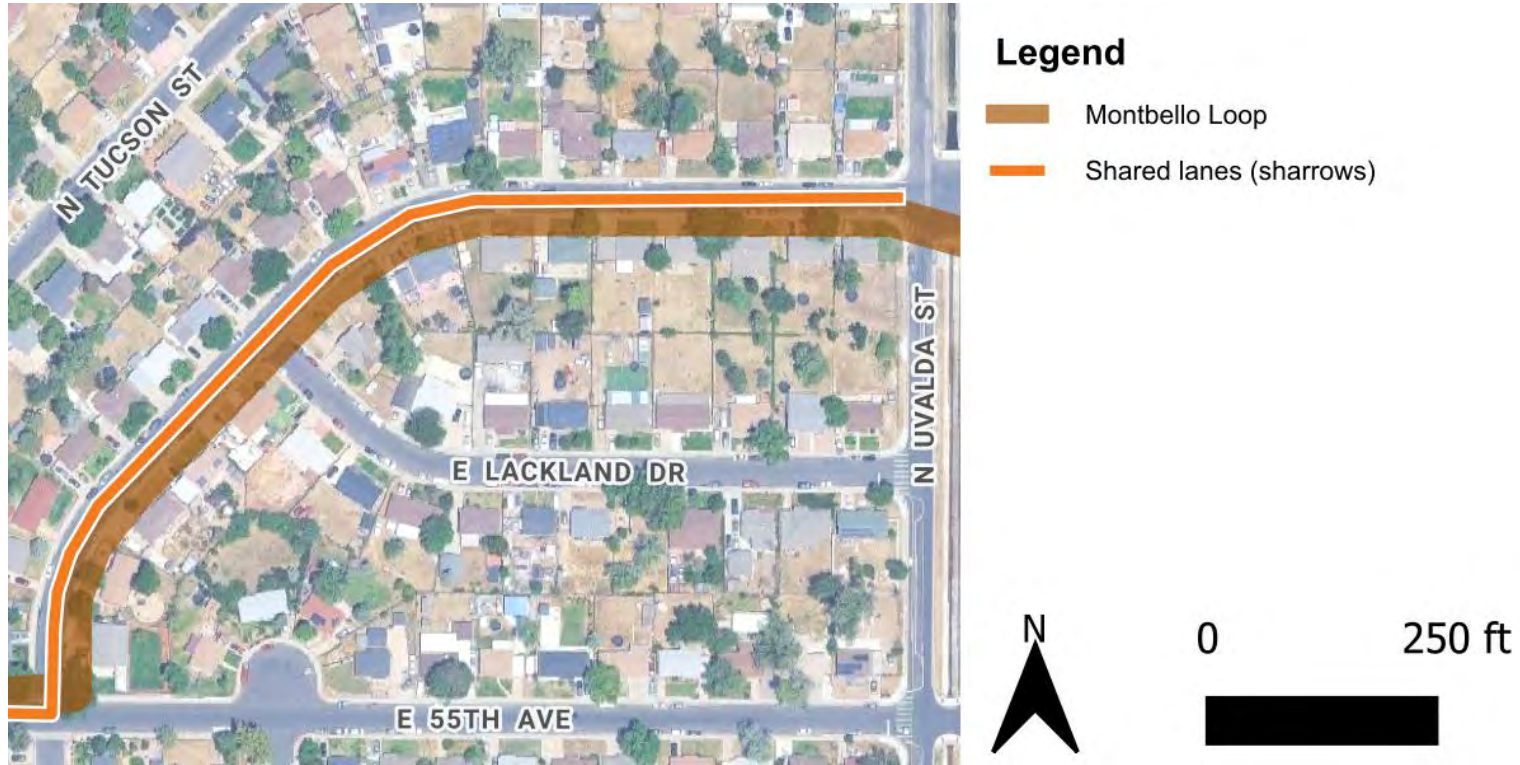
Table 20: Map ID 18 – Recommendations for Maxwell Place from Lackland Drive to Uvalda Street

Segment or crossing location	Implementation projects	Short-term	Medium-term	Long-term
<p>Lackland Drive to Uvalda Street</p>	<p>Medium-Term: Remove one travel lane in each direction (contingent upon results of traffic analysis) and install protected bike lanes through restriping and signing without curb relocation.</p> <p>Long-Term: Acquire right-of-way to implement the north side 5-foot sidewalk and planting strip. Recover right-of-way to implement the 5-foot Montbello Loop path (pedestrians only) and planting strip on the south side. <i>Alternatively, evaluate the center drainage channel for full reconstruction in partnership with the Mile High Flood District (MHFD) to create a center-running shared-use path where the Montbello Loop can be located.</i></p>		<p>x</p>	<p>x</p>

Tulsa Way from Uvalda Street to 55th Avenue

MAP ID 19: Uvalda Street to 55th Avenue

Figure 20: Recommended Route Alignment and Transitions for Tulsa Way from Uvalda Street to 55th Avenue



Overview of Potential Impacts (see Table 2 for more information):



Right-of-Way Recovery



Right-of-Way Acquisition



Driveway Conflicts

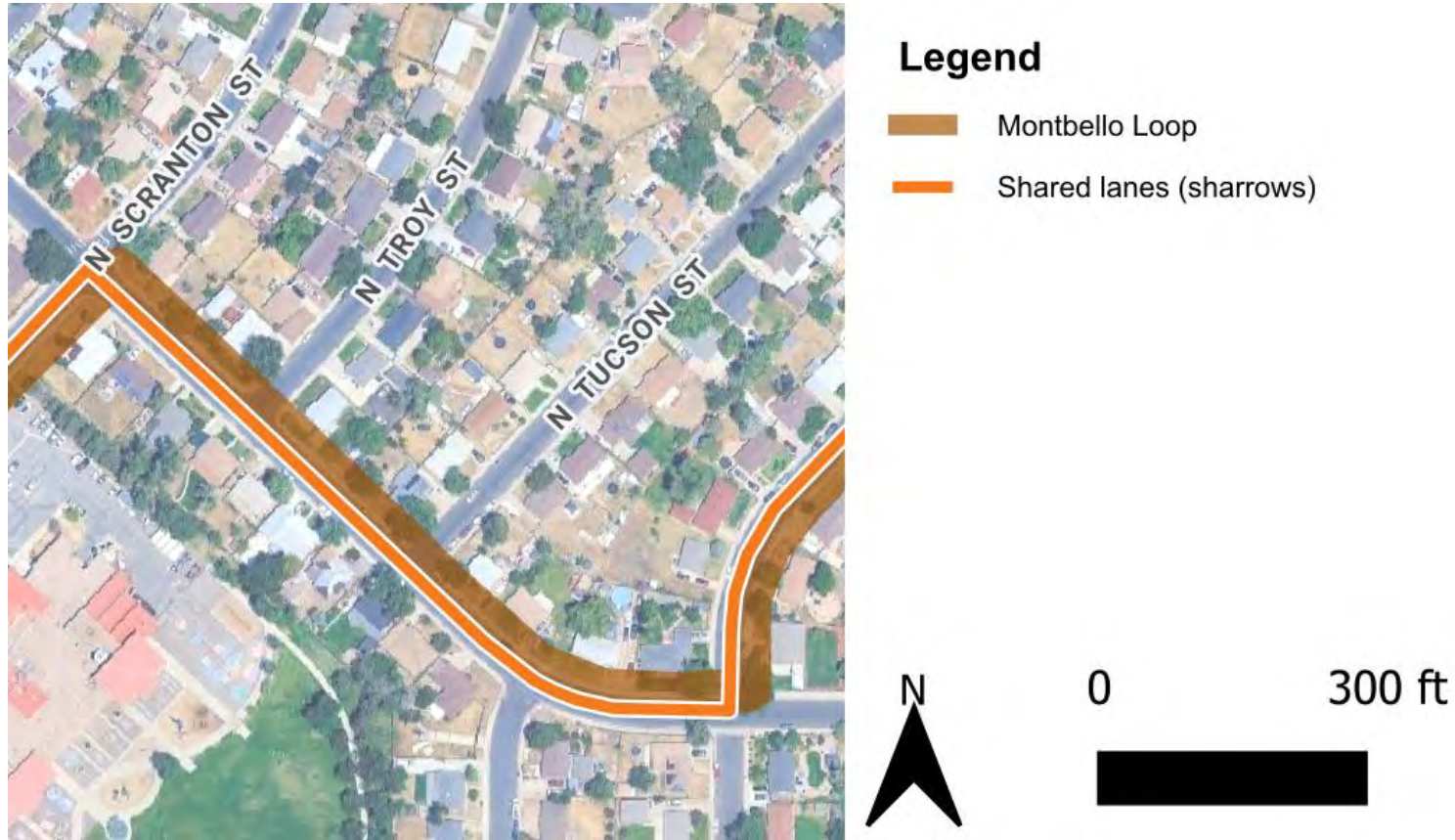
Table 21: Map ID 19 – Recommendation for Tulsa Way from Uvalda Street to 55th Avenue

Segment or crossing location	Implementation projects	Short-term	Medium-term	Long-term
<p>Uvalda Street to 55th Avenue</p>	<p>Medium Term: Designate as a neighborhood bikeway and install neighborhood bikeway supportive traffic calming elements, like speed humps, to calm traffic across the corridor (contingent upon results of speed study).</p> <p>Long-Term: Implement the 5-foot Montbello Loop path with a 5-foot planting strip on the south side and widen sidewalks to 5 feet on the north side.</p>		<p>x</p>	<p>x</p>

55th Avenue from Tulsa Way to Scranton Street

MAP ID 20: Tulsa Way to Scranton Street

Figure 21: Recommended Route Alignment and Transitions for 55th Avenue from Tulsa Way to Scranton Street



Overview of Potential Impacts (see Table 2 for more information):



Parking Lane Removal



Right-of-Way Acquisition



Drainage/Utility/Landscaping



Driveway Conflicts



Curb Relocation

Table 22: Map ID 20 – Recommendation for 55th Avenue from Tulsa Way to Scranton Street

Segment or crossing location	Implementation projects	Short-term	Medium-term	Long-term
Tulsa Way to Scranton Street	<p>Medium-Term: Designate as a neighborhood bikeway.</p> <p>Long-Term: Remove the north side parking lane (contingent upon results of parking analysis) and reconstruct the segment to shift curb line and implement 6-foot Montbello Loop path and 8-foot planting strip on the north side. Widen sidewalks to 5 feet on the south side.</p>		x	x
Crossing 55th Avenue at Tucson Street	<p>Install raised or high-visibility crosswalks with “Yield Here to Pedestrians” signage and markings.</p>		x	x
Crossing Tucson Street at 55th Avenue	<p>Short-Term: If appropriate, use paint and flexible delineators to shorten pedestrian crossing distance and improve visibility crossing Tucson Street at 55th Avenue.</p> <p>Medium-Term: Rebuild curb ramps to be ADA accessible and install high-visibility crosswalks crossing the north and south legs of Tucson Street with curb extensions.</p>		x	x

Scranton Street from 55th Avenue to Andrews Drive

MAP ID 21: 55th Avenue to Elmendorf Place

Figure 22: Recommended Route Alignment and Transitions for Scranton Street from 55th Avenue to Elmendorf Place



Overview of Potential Impacts (see Table 2 for more information):



Traffic Calming



Driveway Conflicts



Right-of-Way Acquisition

Table 23: Map ID 21 – Recommendations for Scranton Street from 55th Avenue to Elmendorf Place

Segment or crossing location	Implementation projects	Short-term	Medium-term	Long-term
55th Avenue to Elmendorf Place	<p>Medium-Term: Designate as a neighborhood bikeway and install neighborhood bikeway supportive traffic calming elements, like speed humps, to calm traffic across the corridor (contingent upon results of speed study).</p> <p>Long-Term: Implement the 5-ft Montbello Loop path (pedestrians only) with an 8-ft planting strip on the east side.</p>		x	x
Scranton Street and Elmendorf Place	<p>Short-Term: Evaluate feasibility of an enhanced crossing at Elmendorf Place.</p> <p>Long-Term: Install a raised intersection and tighten the curb corner radii through curb extensions.</p>	x		x

MAP ID 22: Elmendorf Place to Andrews Drive

Figure 23: Recommended Route Alignment and Transitions for Scranton Street from Elmendorf Place to Andrews Drive



Overview of Potential Impacts (see Table 2 for more information):



Traffic Calming



Driveway Conflicts



Right-of-Way Acquisition

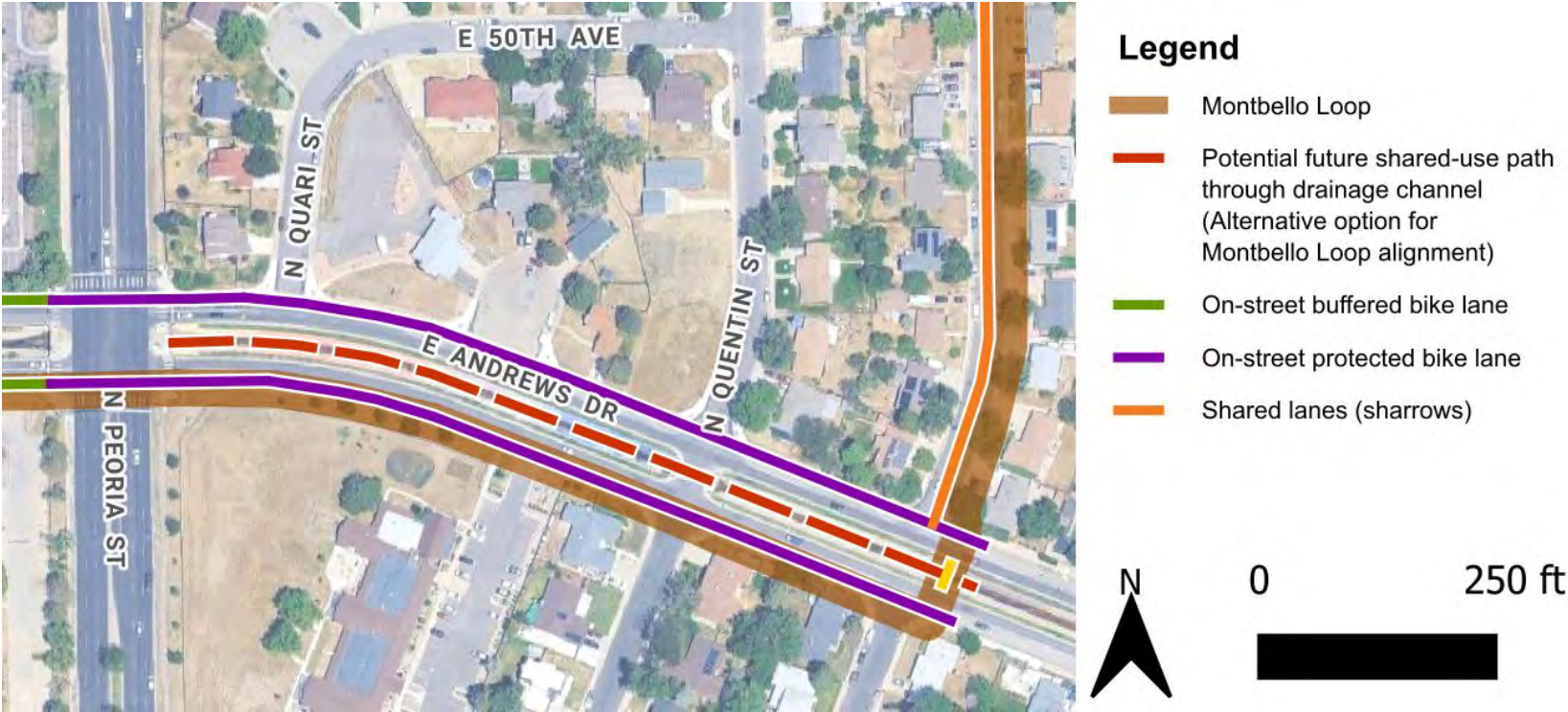
Table 24: Map ID 22 – Recommendations for Scranton Street from Elmendorf Place to Andrews Drive

Segment or crossing location	Implementation projects	Short-term	Medium-term	Long-term
<p>Elmendorf Place to Andrews Drive</p>	<p>Medium-Term: Designate as a neighborhood bikeway and install neighborhood bikeway supportive traffic calming elements, like speed humps, to calm traffic across the corridor (contingent upon results of speed study). Long-Term: Implement the 5-foot Montbello Loop path (pedestrians only) with a 5-foot planting strip on the east side. Widen the west side sidewalk to 5 feet.</p>		<p>x</p>	<p>x</p>
<p>Scranton Street and 51st Avenue</p>	<p>Short-Term: Evaluate feasibility of an enhanced crossing at Elmendorf Place. Long-Term: Install a raised intersection and tighten the curb corner radii through curb extensions.</p>	<p>x</p>		<p>x</p>




Andrews Drive from Scranton Street to Peoria Street

MAP ID 23: Scranton Street to Peoria Street

Figure 24: Recommended Route Alignment and Transitions for Andrews Drive from Scranton Street to Peoria Street



Overview of Potential Impacts (see Table 2 for more information):

-  Drainage/Utility/Landscaping
-  Right-of-Way Recovery
-  Right-of-Way Acquisition



-  Driveway Conflicts
-  Drainage Channel Reconstruction

Table 25: Map ID 23 – Recommendation for Andrews Drive from Scranton Street to Peoria Street

Segment or crossing location	Implementation projects	Short-term	Medium-term	Long-term
Scranton Street to Peoria Street	Implement an 8-foot planting strip and 6-foot sidewalk on south side to accommodate Montbello Loop. Widen the north side sidewalk to 5 feet and construct a 5-foot planting strip. <i>Alternatively, evaluate the center drainage channel for full reconstruction in partnership with the Mile High Flood District (MHFD) to create a center-running shared-use path where the Montbello Loop can be located.</i>			x
Crossing Andrews Drive at Scranton Street	Coordinate with the Mile High Flood District to reconstruct the drainage channel and build a new crossing that allows Montbello Loop users (both pedestrians and bicyclists) to safely connect across Andrews Drive.			x

49th Avenue from Peoria Street to Nome Street

MAP ID 24: Peoria Street to Nome Street

Figure 25: Recommended Route Alignment and Transitions for 49th Avenue from Peoria Street to Nome Street



Overview of Potential Impacts (see Table 2 for more information):



Drainage/Utility/Landscaping



Driveway Conflicts



Right-of-Way Recovery



Drainage Channel Reconstruction

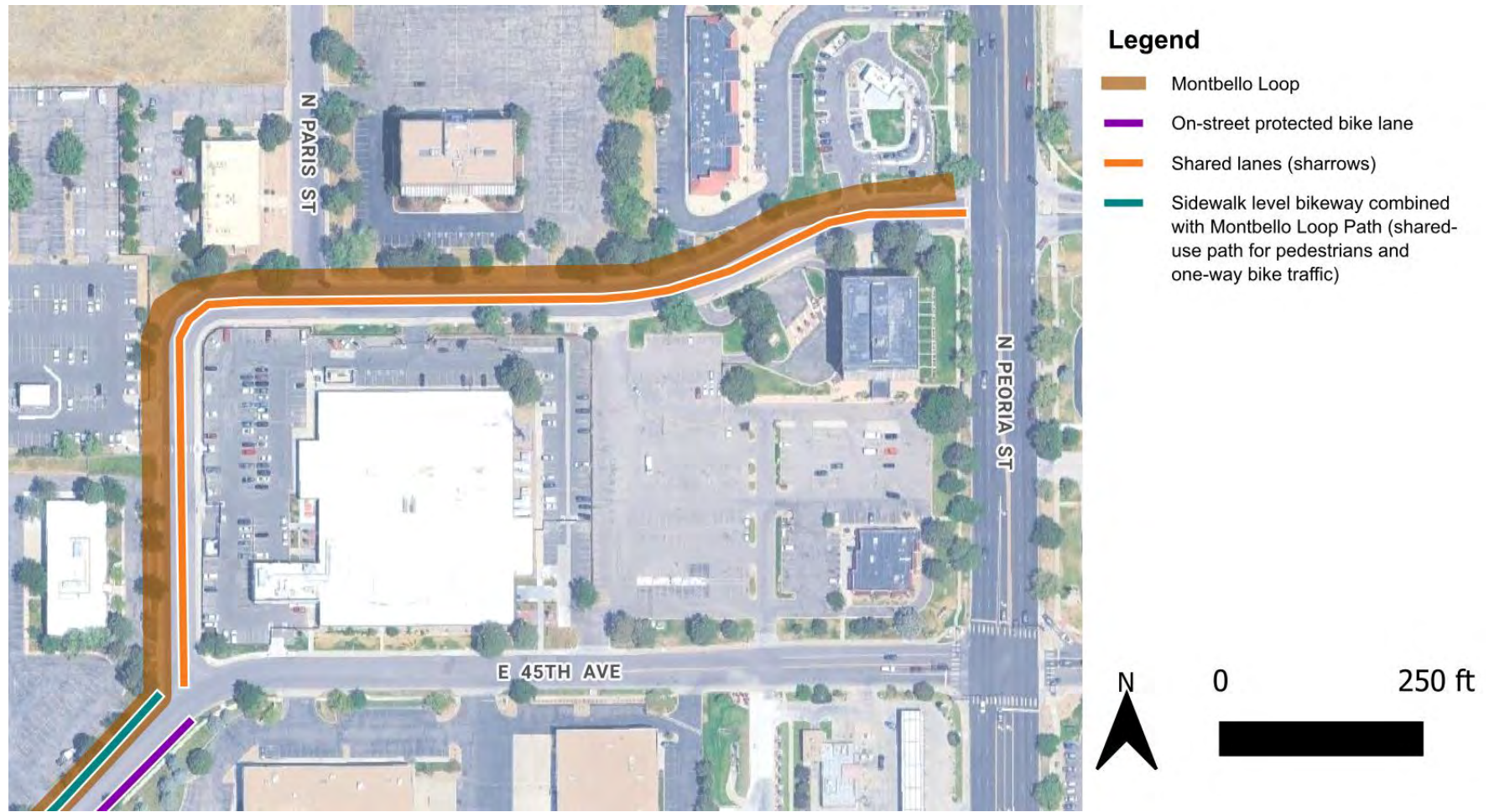
Table 26: Map ID 24 – Recommendations for 49th Avenue from Peoria Street to Nome Street

Segment or crossing location	Implementation projects	Short-term	Medium-term	Long-term
Peoria Street to Nome Street	On the south side, construct an 8-foot planting strip and widen the sidewalk to 6 feet to accommodate Montbello Loop. On the north side, widen the sidewalk to 5 feet.			x
Crossing Nome Street at 49th Avenue	Coordinate with the Mile High Flood District to reconstruct the drainage channel and build a new crossing that allows Montbello Loop users (primarily westbound bicyclists) to safely connect to Nome Street.			x

46th Avenue / Paris Street from Peoria Street to 45th Avenue

MAP ID 25: Peoria Street to 45th Avenue

Figure 26: Recommended Route Alignment and Transitions for 46th Avenue / Paris Street from Peoria Street to 45th Avenue



Overview of Potential Impacts (see Table 2 for more information):



Informal Bike Route



Curb Relocation



Drainage/Utility/Landscaping



Driveway Conflicts

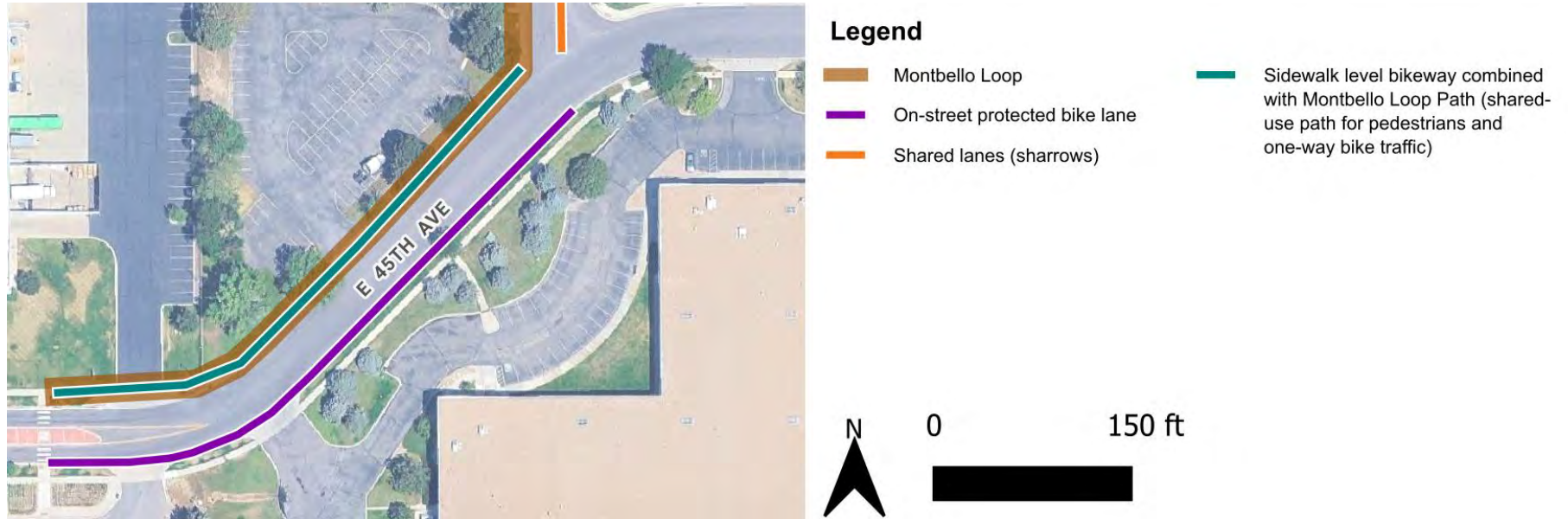
Table 27: Map ID 25 – Recommendations for 46th Avenue/Paris Street from Peoria Street to 45th Avenue

Segment or crossing location	Implementation projects	Short-term	Medium-term	Long-term
<p>Peoria Street to 45th Avenue</p>	<p>Reconstruct the segment to implement the 8-foot Montbello Loop path (pedestrians only) and 8-foot planting strip on west/north side, and 6-foot sidewalk and 8-foot planting strip on east/south side. Install sharrows and associated signage to support the implementation of the Montbello Loop as a walking and biking route (contingent upon confirmation of appropriate volumes and speeds to justify shared lanes).</p>		<p>x</p>	<p>x</p>


45th Avenue from Paris Street to the Northeast Early College Driveway

MAP ID 26: Paris Street to the Northeast Early College Driveway

Figure 27: Recommended Route Alignment and Transitions for 45th Avenue from Paris Street to Early College Driveway



Overview of Potential Impacts (see Table 2 for more information):

 Curb Relocation

 Driveway Conflicts

Table 28: Map ID 26 – Recommendations for 45th Avenue from Paris Street to Northeast Early College Driveway

Segment or crossing location	Implementation projects	Short-term	Medium-term	Long-term
Paris Street to Northeast Early College	<p>Medium-Term: In the interim, install the south side protected bike lane through restriping and signing without curb relocation.</p> <p>Long-Term:</p> <ul style="list-style-type: none"> • Reconstruct the segment to implement the 12-foot Montbello Loop path (pedestrians and westbound bicyclists) and 5-foot planting strip on north side. • On the north side, ramp westbound bicyclists up to the Montbello Loop shared-use path from the shared lanes on Paris Street at the northwest corner of the Paris Street intersection. 		x	x
Crossing 45 th Avenue at Paris Street	<p>Short-Term: Evaluate the feasibility of an enhanced crossing at Paris Street.</p> <p>Medium-Term: Install a raised or high-visibility crosswalk with “Yield Here to Pedestrians” signage and markings on the east leg.</p>	x	x	
Crossing Paris Street at 45 th Avenue	<p>Short-Term: If appropriate, use paint and flexible delineators to shorten pedestrian crossing distance and improve visibility crossing Paris Street at 45th Avenue.</p> <p>Medium-Term: Rebuild curb ramps to be ADA accessible and install high-visibility crosswalks crossing Paris Street at 45th Avenue with curb extensions and bike conflict markings.</p>	x	x	

