# Brighton Core City Circulation Plan Executive Summary

January 2026

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DENVER REGIONAL COUNCIL OF GOVERNMENTS

Brighton℠

# Acknowledgments

The *Brighton Core City Circulation Study* is led and funded by DRCOG in close partnership with the City of Brighton. The study is part of DRCOG's Community Based Transportation Planning program after being nominated for the program by the City of Brighton.

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TOOLE DESIGN

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The Brighton Core City Circulation Plan seeks to improve transportation options and safety along Bridge Street and access to Brighton's Downtown Historic District, which offers community members and visitors places to shop, dine, and play. However, while Bridge Street supports downtown access for people driving, it is less welcoming to people walking, rolling, biking, and riding the bus. In previous planning processes, residents have cited inconsistent sidewalks along the corridor, a lack of bikeways, and uncomfortable crossings. These factors make it challenging to walk, roll, or bike along or across this vital corridor in the core of the city.

This 12-month study evaluated improvements that can be made for all modes of travel along Bridge Street between the South Platte River to the west and 22nd Avenue to the east, as well as the surrounding half-mile study area. Bridge Street is part of both Brighton's and DRCOG's High Injury Networks, which include corridors with a disproportionate share of serious crashes and fatalities.

Safety is a major priority of this planning effort. Between 2019 and 2023, 599 crashes occurred along Bridge Street between Veterans Park and 22nd Avenue—equivalent to approximately 120 crashes per year (**Figure 1**). Total crashes substantially declined in 2020, likely due to reduced travel during the COVID-19 pandemic; however, yearly crashes have been steadily increasing each year since, and numbers are approaching pre-pandemic levels. Additionally, crashes resulting in serious injuries have also been increasing, from two in 2019 to 12 in 2023.

The project team began the planning effort by soliciting feedback from members of the Brighton community about their top priorities for the project as well as their vision and goals for this section of Bridge Street. Feedback directly informed the vision and goals for the project, as well as recommendations for the corridor and study area.

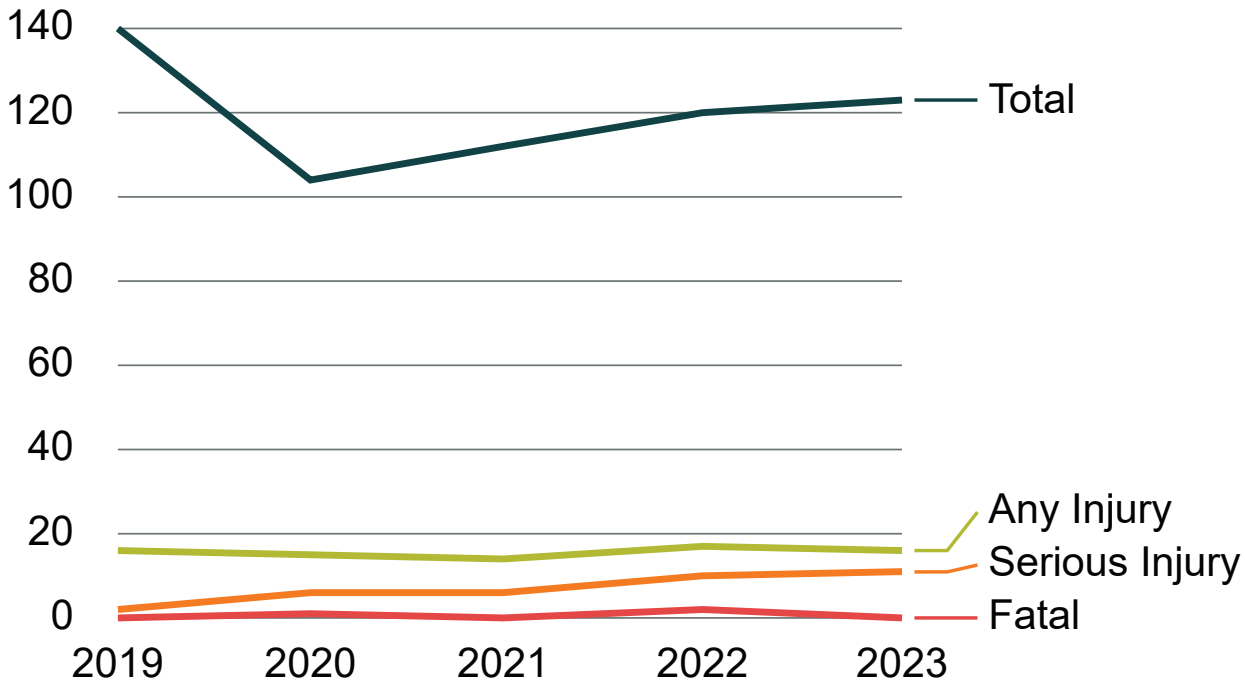



**Figure 1. Crashes along Bridge Street between South Platte River and 22nd Avenue, 2019-2023 (Source: DRCOG)**

# Vision

Bridge Street will continue to support mobility of the Brighton community, while expanding possible travel options for people to safely access jobs, goods, and services, and inviting people to linger and explore businesses and destinations along the corridor year-round.

# Goals

- **Prioritize safety** to reduce frequency and severity of crashes.
- Provide **more space for walking, biking, and rolling.**
- **Improve street crossings** and protection from traffic.
- Ensure **reliable access to jobs, goods, and services.**
- **Create an inviting street** with lighting and landscaping.

The project team used public priorities gathered during Phase 1 of engagement and shown in **Figure 2** to develop alternative cross sections for the corridor.

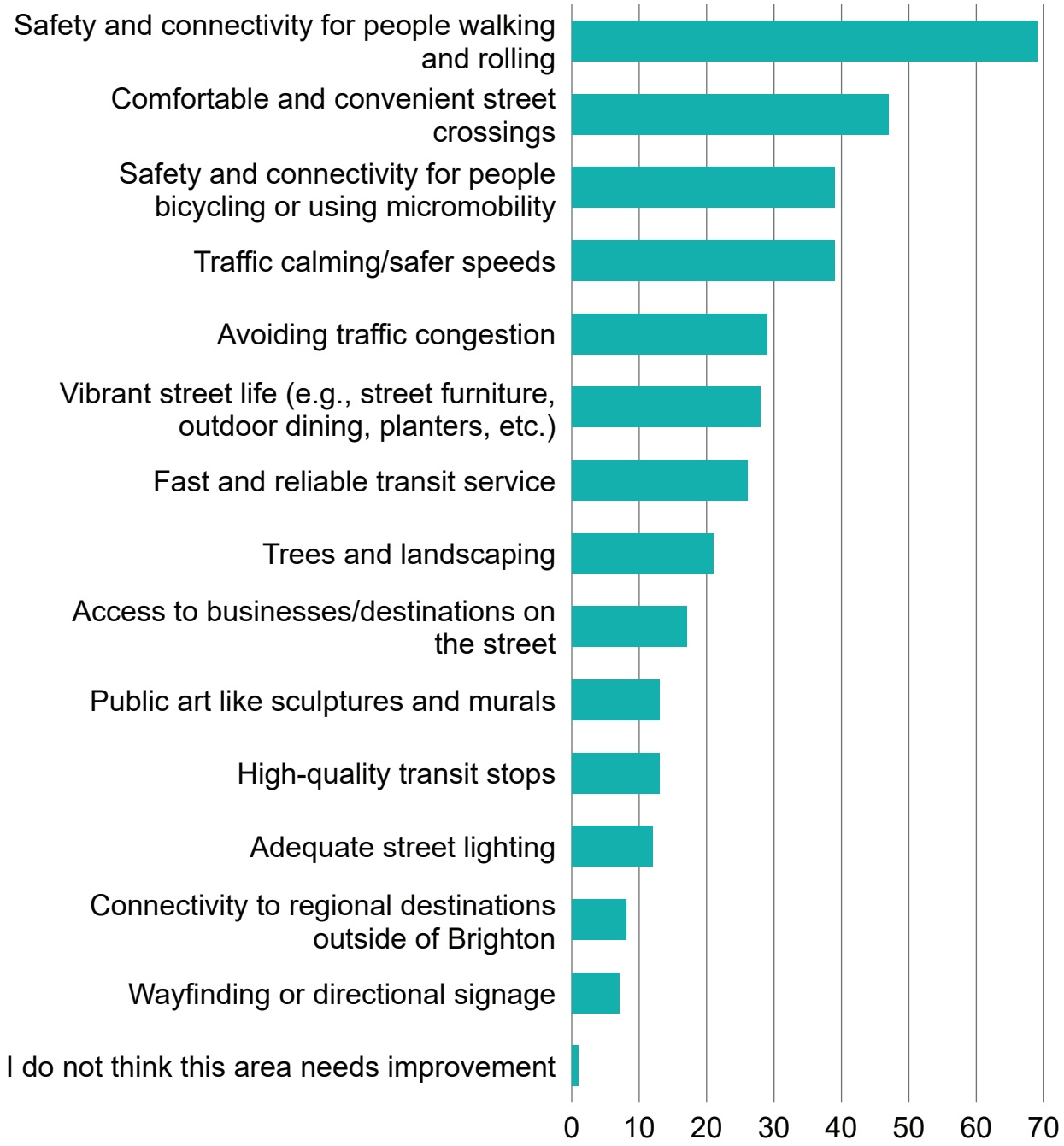



**Figure 2. Respondents' top priorities (Note: select top five)**

The project team developed possible designs for segments of Bridge Street, shown in **Figure 3**. To evaluate each alternative, the team developed a set of criteria to determine the alternative that best meets the project goals, is feasible and that the community supports. Based on these factors, each alternative was assigned an overall score, the highest scoring option for each segment was chosen as the recommended alternative.

The recommended alternatives for each segment of Bridge Street preserve two travel lanes in each direction. They also introduce a raised median between turn lanes to reduce potential conflict points and incorporate wider sidewalks and a sidepath on one or both sides of the street. Additionally, the plan proposes to integrate additional hardscaped and/or landscaped buffers between sidewalks and travel lanes wherever possible.

**Evaluation criteria** (33% of final score)

- Safety criteria
- Walking and biking criteria
- Street crossing criteria
- Access criteria
- Amenities criteria

**Cost & constructability** (33% of final score)

- Construction cost (materials and impacts to curb and gutter)
- Impacts to utilities

**Public feedback** (33% of final score)

- Survey popularity
- In-person engagement event popularity

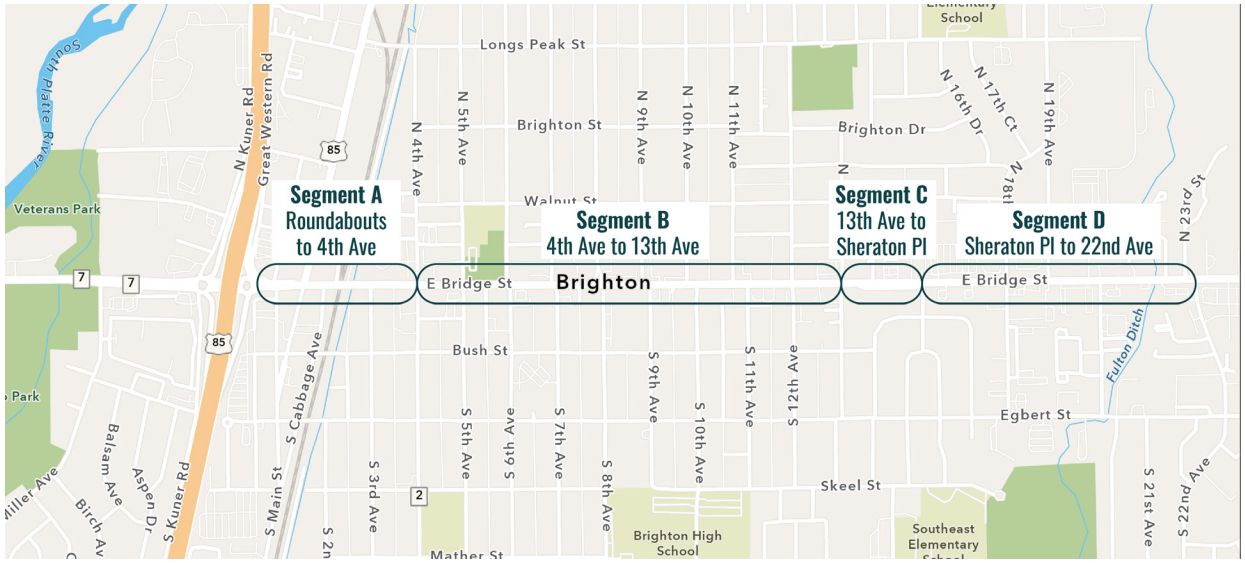



**Figure 3. Bridge street segments**

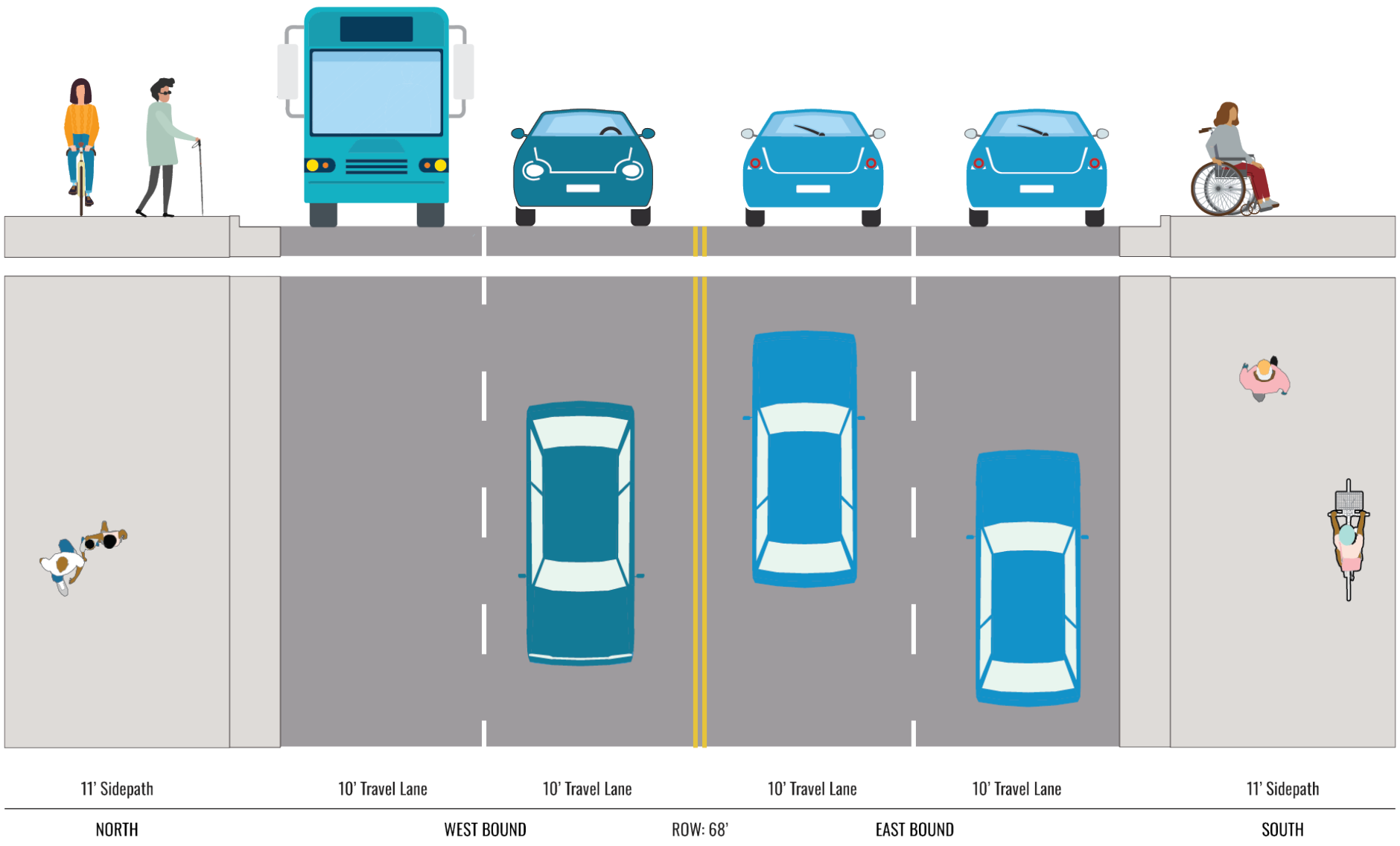



**Figure 4. Segment A recommended alternative — Roundabouts to 4th Avenue**

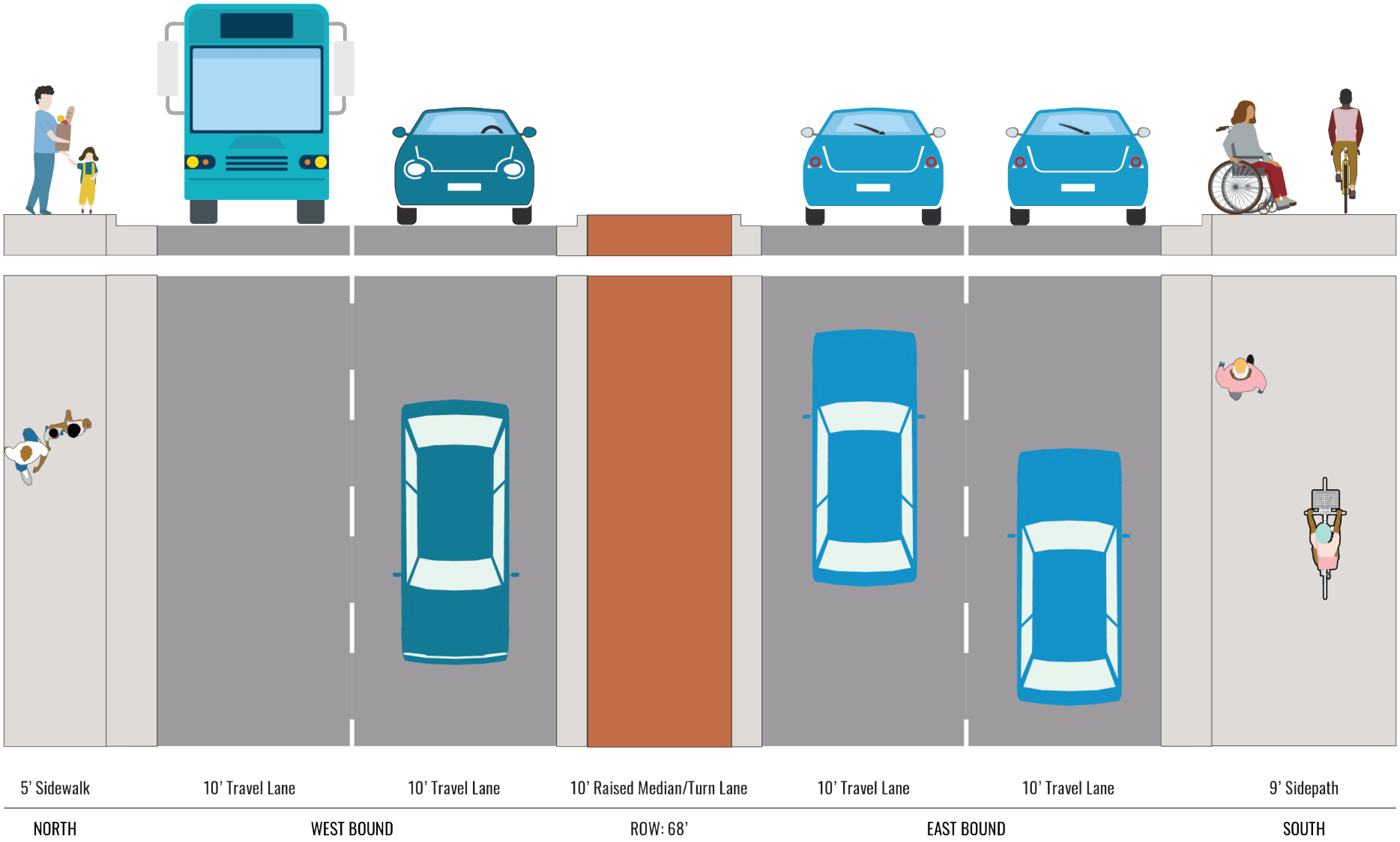



**Figure 5. Segment B recommended alternative — 4th Avenue to 13th Avenue**

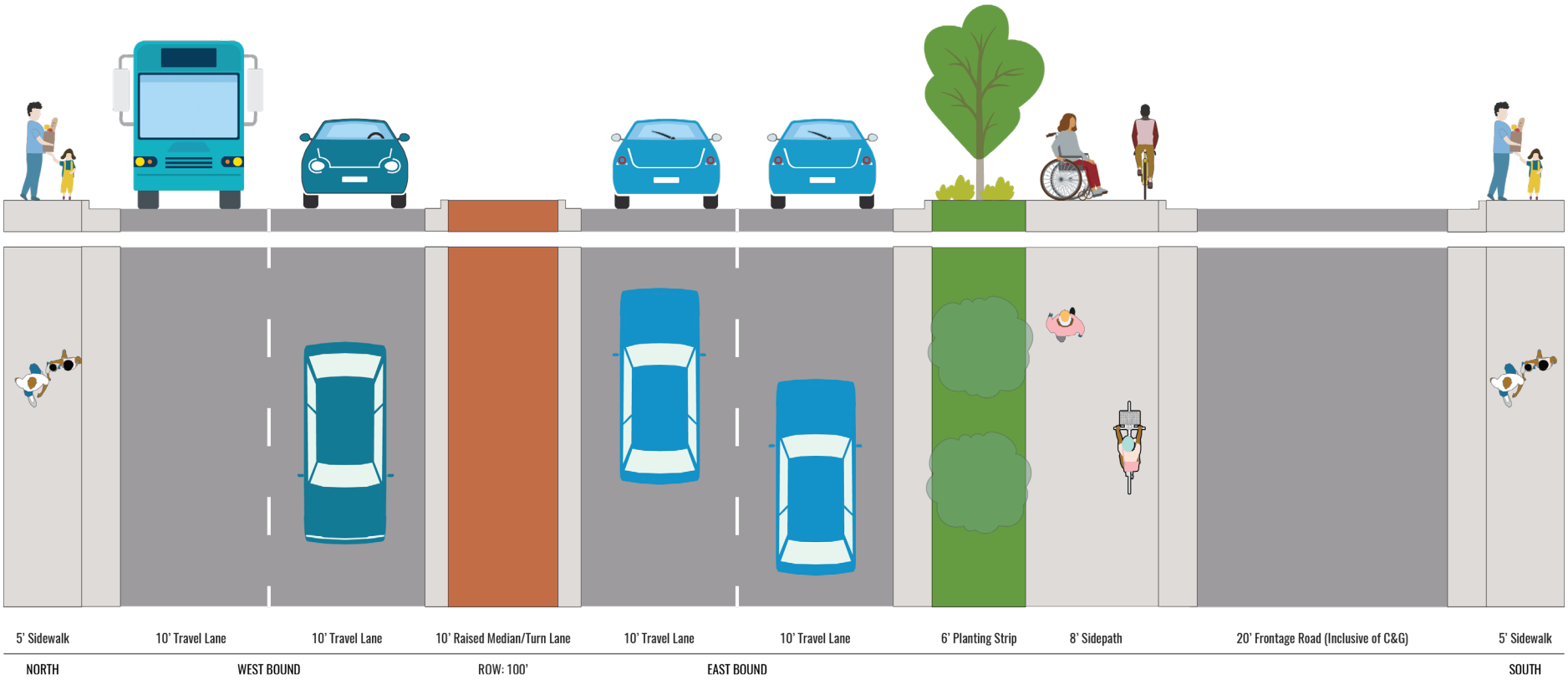



**Figure 6. Segment C recommended alternative — 13th Avenue to Sheraton Place**

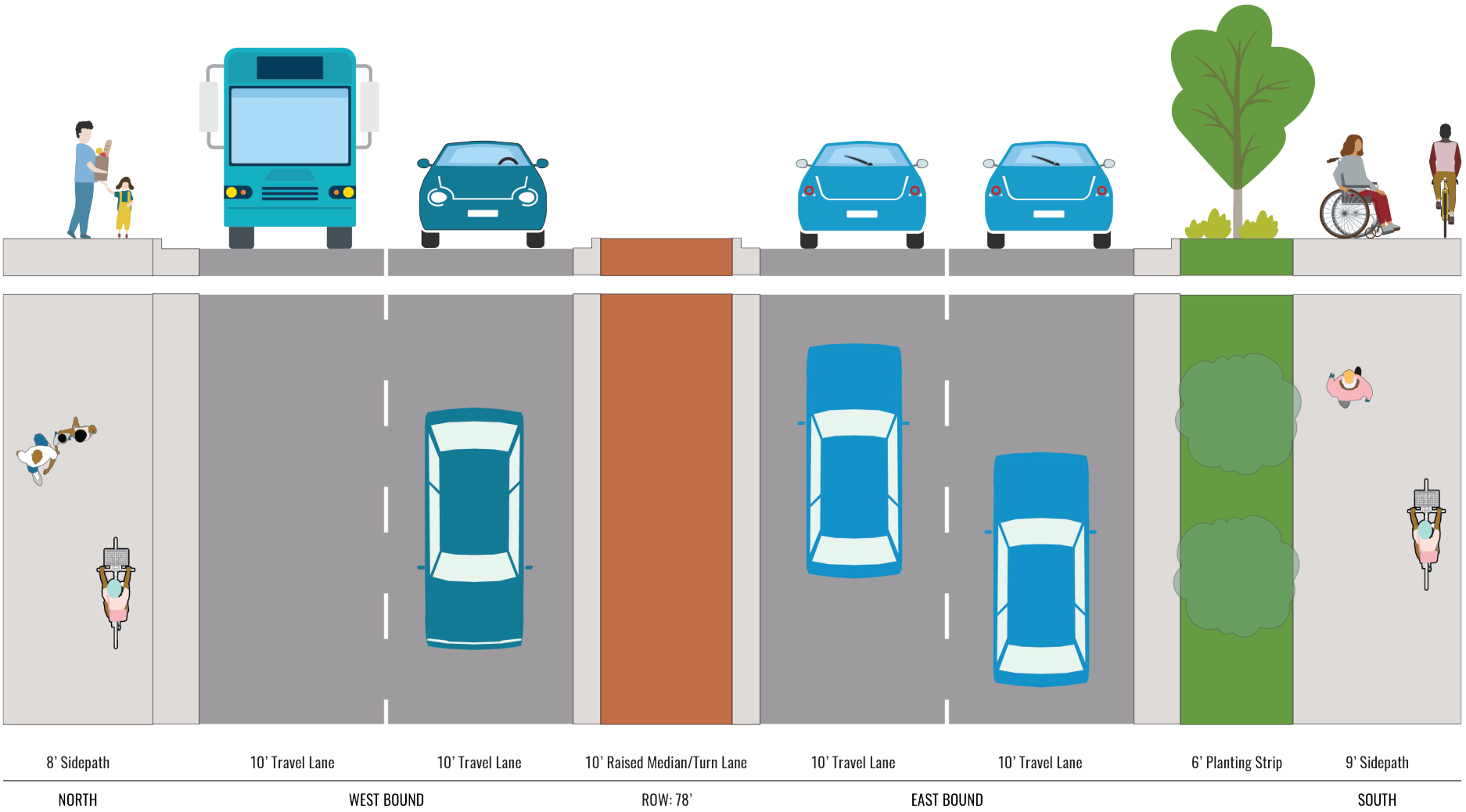



**Figure 7. Segment D recommended alternative — Sheraton Place to 22nd Avenue**

Study area recommendations include improvements at intersections and along side streets to make walking, biking, and driving safer and more comfortable. These recommendations include upgrades to sidewalks and paths, new signage and wayfinding, bike lanes, and pedestrian crossing improvements.

Development of these recommendations were guided by:


The project team identified a few priority intersections for the city based on locations with the greatest overlap between public priorities and intersections with high crash frequency and severity. The recommendations at these priority locations were illustrated to help members of the community visualize each location in the future.

**Figure 9** through **Figure 12** are meant to be illustrative sketches and are not engineering-level drawings done to scale.

## Table 1. Summary of recommendations

| Map ID | Project | Summary |
|---|---|---|
| **1** | Miller Ave | New pedestrian crossing, sidewalks, bike lane, ADA improvements |
| **2** | East and west roundabouts | Update marking & striping, enhanced pedestrian crossings and path through the roundabouts |
| **3** | Downtown area / Main St | Signal updates, pedestrian crossing improvements, sidewalks, and gateway signage |
| **4** | Railroad crossings | Signal preemption, pedestrian crossing improvements, quiet zone |
| **5** | 4th Ave | Signal updates, pedestrian crossing improvements, bike lane |
| **6** | 8th Ave | Signal updates, pedestrian crossing improvements, sidewalks, traffic calming |
| **7** | 11th Ave | Signal updates, pedestrian crossing improvements, bike lane |
| **8** | Sheraton Pl | New pedestrian crossing, median refuge island |
| **9** | 18th Ave | Signal updates, pedestrian crossing improvements, bike lane, sidewalks |
| **10** | 19th Ave | Prohibit left turns, pedestrian crossing improvements |
| **11** | Fulton Ditch Trail | Median refuge island, gateway signage to/from trail system |
| **12** | Bridge St | Reduce posted speed from roundabouts to 4th Ave, reconstruction |
| **13** | 20th Ave | Sidewalks |
| **14** | Egbert St | ADA improvements, bike lane |

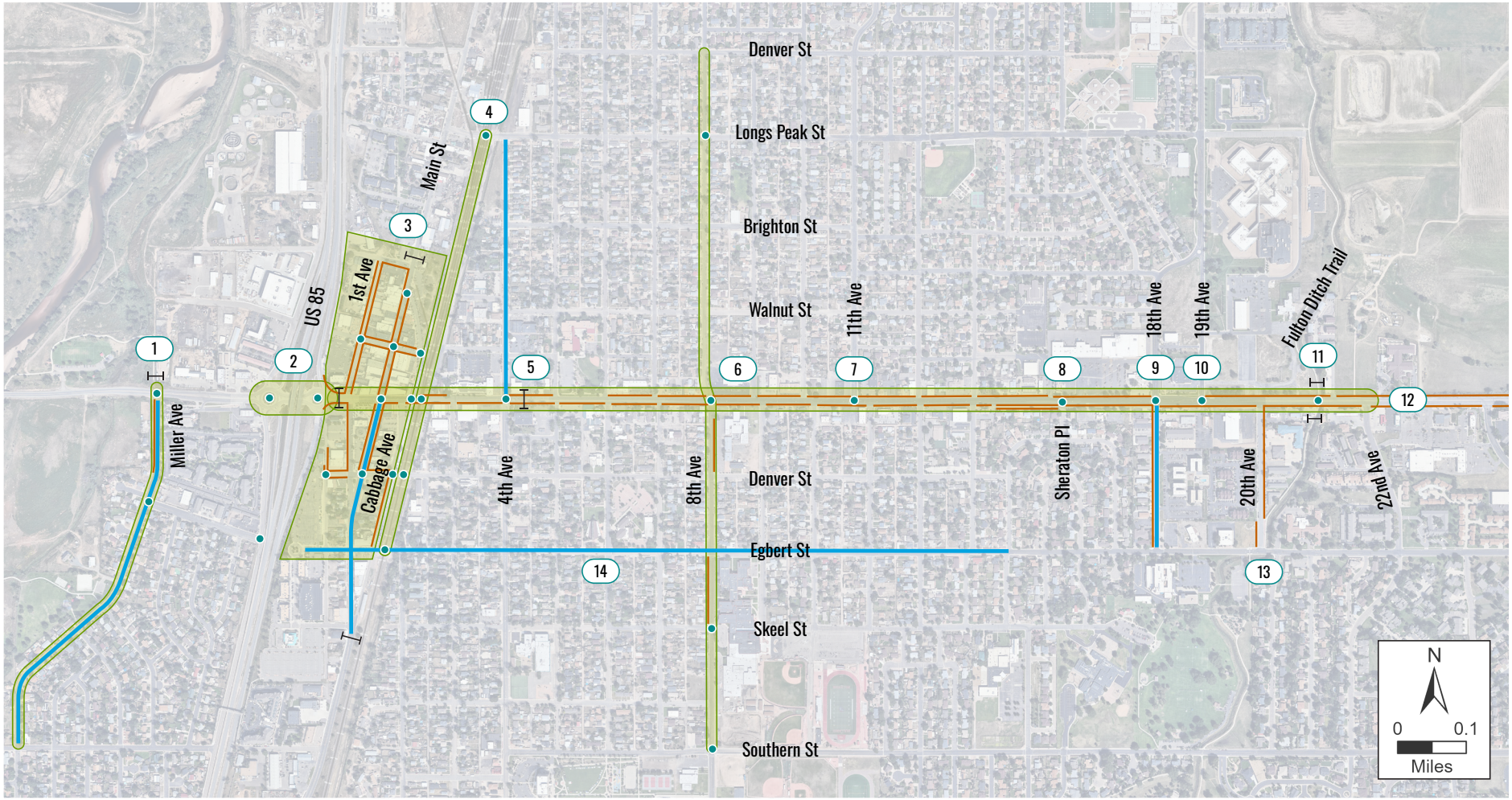
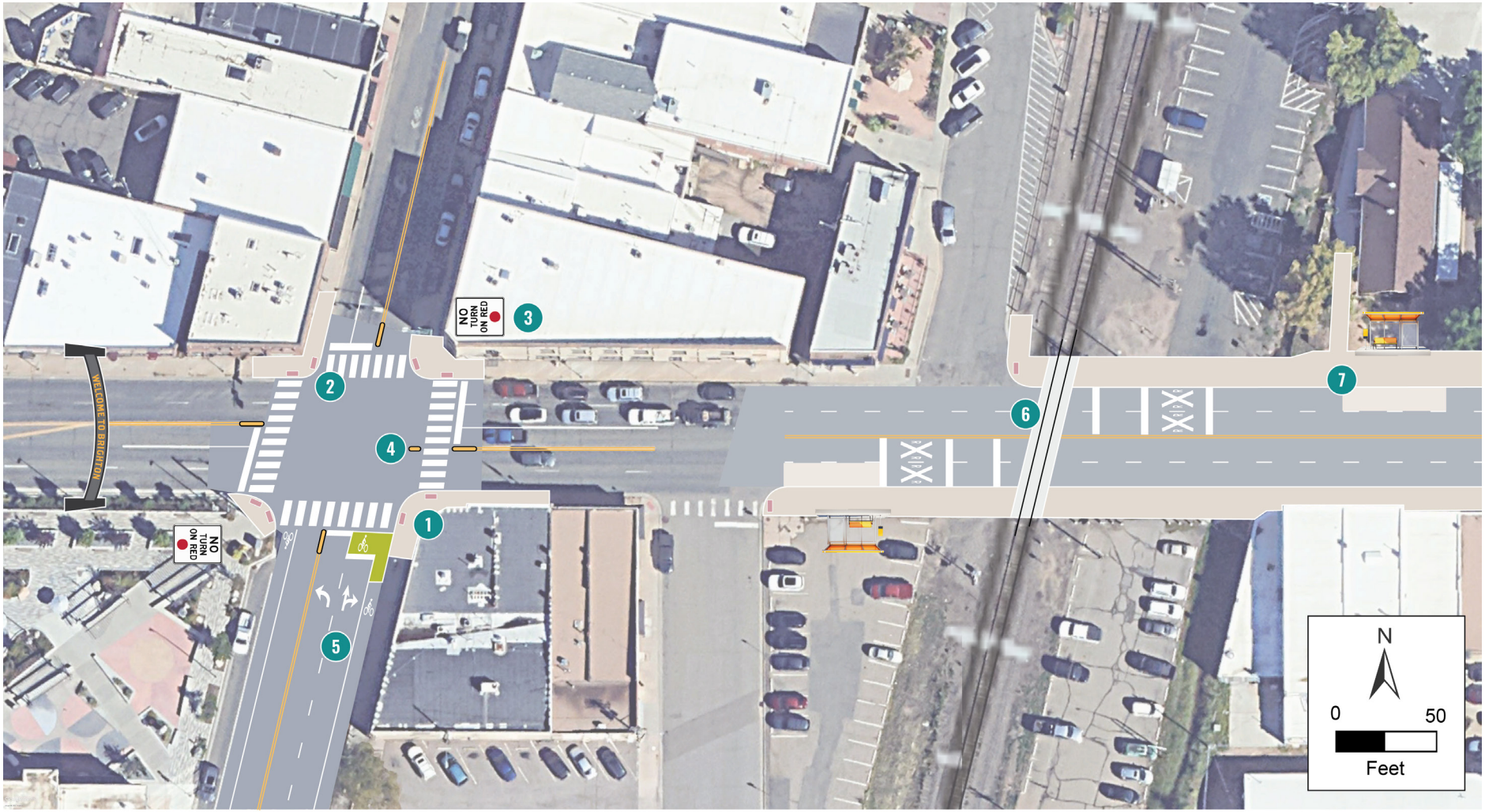
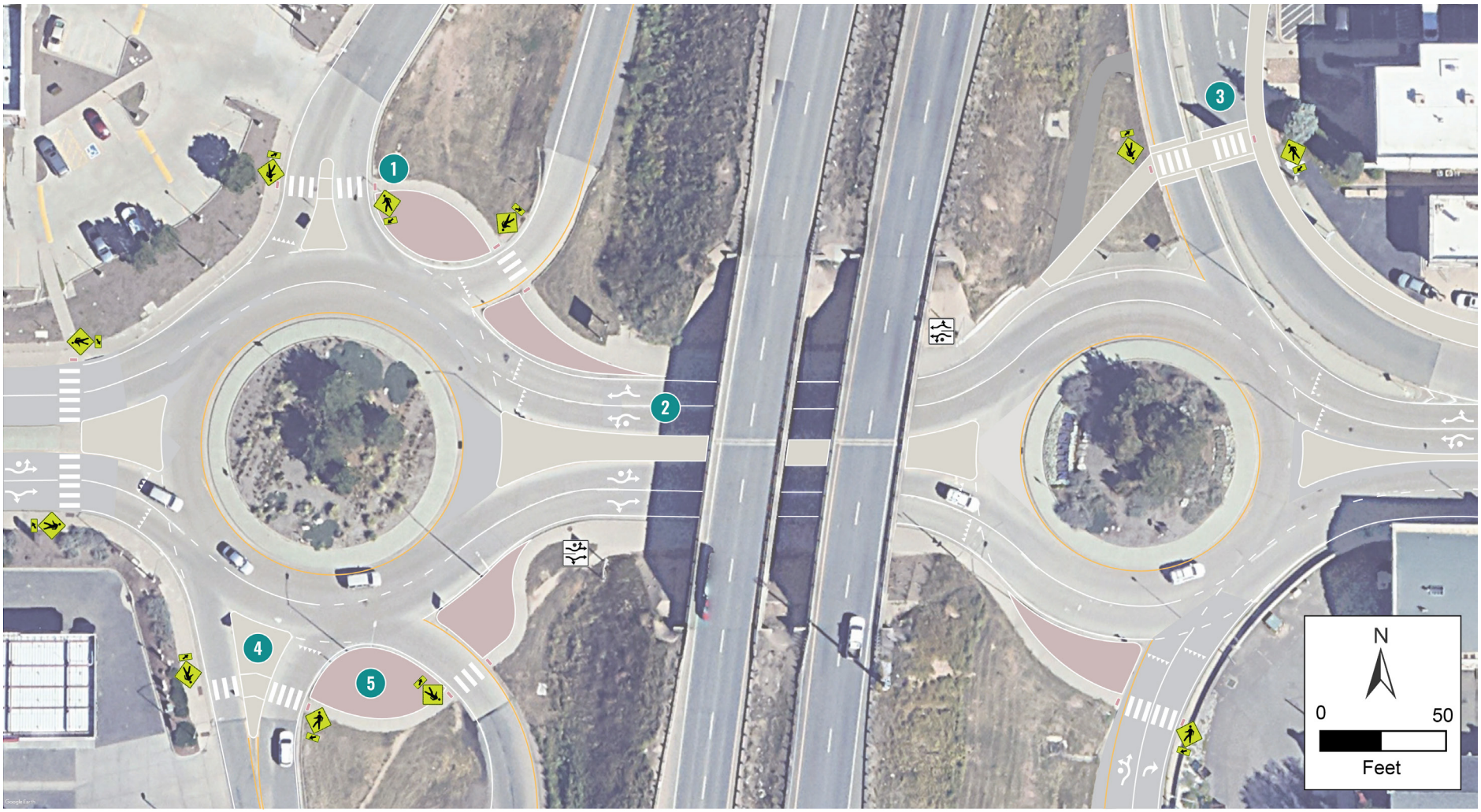



**Figure 8. Project recommendations map**



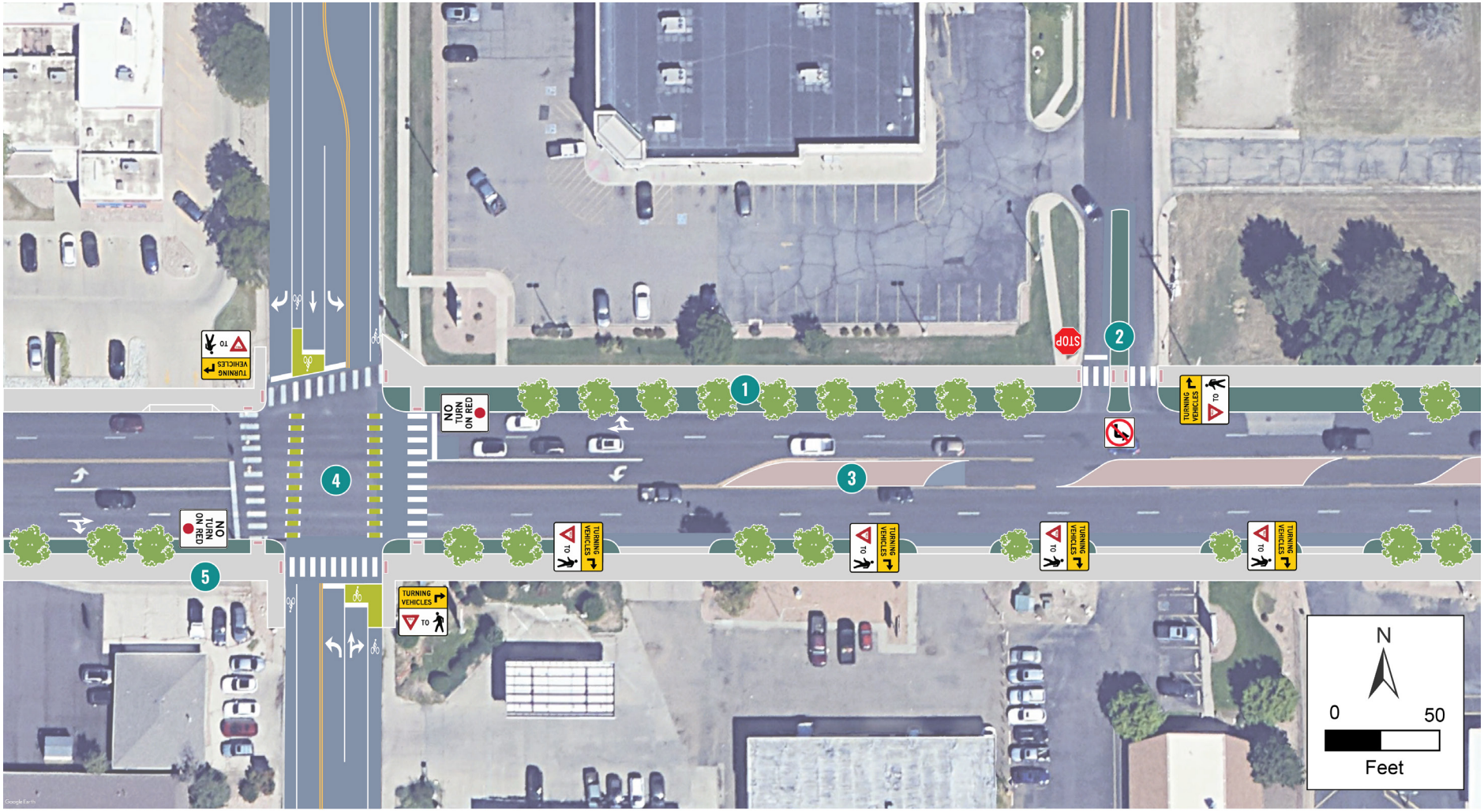

1. Tightened corners to be able to accommodate directional curb ramps with detectable warning surfaces
2. Realigned crosswalks & stop bars
3. Right turn on red prohibited
4. Hardened centerlines at intersection
5. Combines current northbound through lane & right turn lane into a through-right to be able to carry the striped bike lane all the way to the intersection
6. Level sidepath on both sides of Bridge Street & updated railroad striping & stop bars
7. New bus stops for Brighton to Boulder bus service

## Figure 9. Concept sketch for Main Street and railroad crossing (short- to medium-term)




1. High-visibility crosswalks & pedestrian crossing signage at all legs
2. Updated striping & markings to be more descriptive, with clear lane markings & solid lines to indicate drivers shouldn't change lanes
3. Relocated pedestrian crossing of Great Western Road further south & pilot of raised crossing
4. Expanded islands in the roundabout to enforce lane movements, slow drivers & create pedestrian refuge islands at crossings
5. Delineated pathways through roundabouts for people with vision impairments using different pavement along edges

## Figure 10. Concept sketch for roundabouts (short- to medium-term)




1. Widened sidewalks on both sides of the street where possible & wider landscaped buffers with trees for shade
2. Left turn prohibition with pedestrian refuge island
3. Median in place of the two-way left turn lane
4. Redesigned intersection to accommodate cyclists
5. Signage prohibiting right turn on red & reminding drivers to yield to pedestrians

## Figure 11. Concept sketch for 18th Avenue and 19th Avenue (short- to long-term)


1. Sidewalk widened to 6 feet
2. Concrete barricade replaced with linear park-like feature with a sidepath bordered by landscaped buffer with shade trees
3. Installation of directional curb ramps
4. Sidepath connected to south & east side of the intersection with crosswalks

**Figure 12. Concept sketch for Frontage Road and Sheraton Place (medium- to long-term)**