

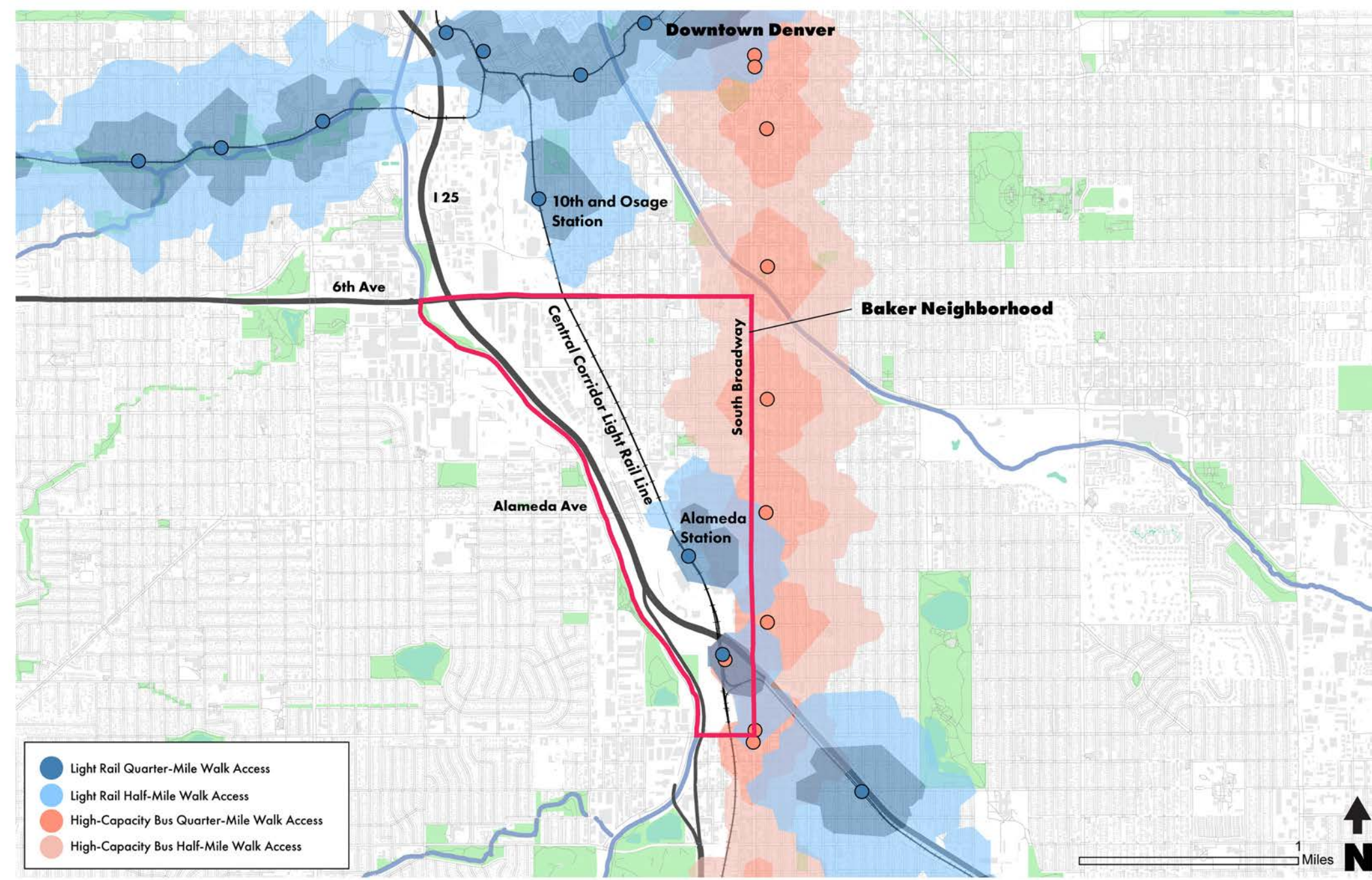
Baker Station Feasibility Study

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Walking Distance to Transit near Baker



The Problem

The northern portion of the Baker Neighborhood, located just south of Downtown Denver, is not well-served by light rail despite being along the city's first light rail line.

If this gap could be patched, this area — a walkable, mixed use, and dense neighborhood — could become among the first neighborhoods outside of downtown where most of the daily needs of residents could be accomplished without using a car.

Baker residents have long recognized this gap in transit and placed a new station on a "wish list" in their official neighborhood plan in 2003.

The Opportunity

The Colorado Department of Transportation (CDOT) is currently planning for the future of railroad infrastructure in this area as a part of planning for improvements to I-25. CDOT would like to relocate heavy rail facilities in the area and add two new light rail tracks alongside the two existing tracks.

Because this segment of light rail is elevated above street level, CDOT's plans represent a once-in-a-generation opportunity to deliver on a new station for Baker.



Study Objectives

- 01 Encourage solutions that work toward the city's stated modal goals
- 02 Increase Access to Transit
- 03 Identify alternatives that are technically and financially feasible

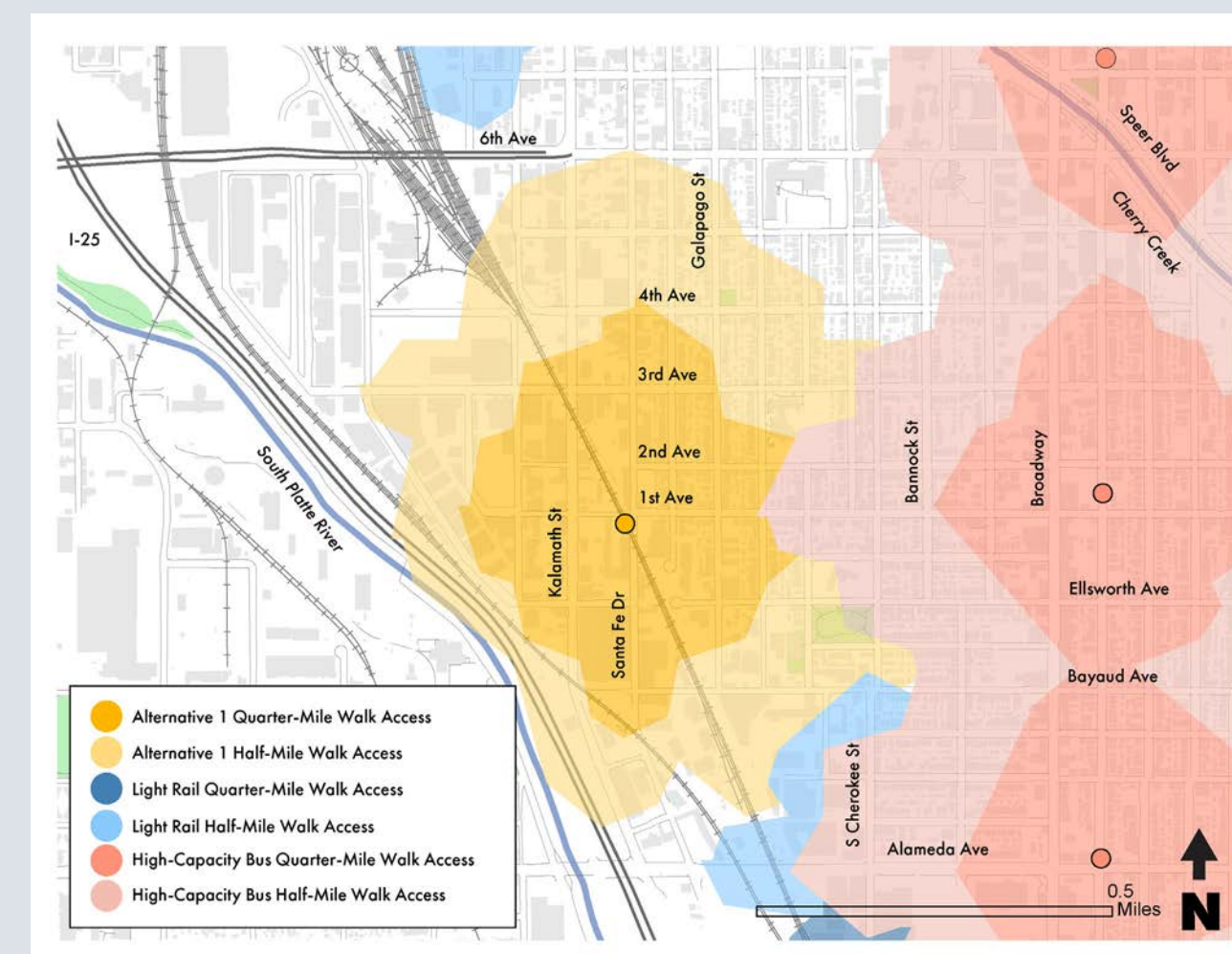
Key Findings

- Baker is a strong location to expand transit options. A station here could attract approximately 1,000 new weekday riders, more than at about half of all RTD stations.
- The cost per new rider could make this a very worthwhile project, but it will be important to refine cost estimates and look for savings.
- **It is feasible** to install a station platform at any of the three station sites. This means that station platforms can fit physically in these locations while meeting all of the required technical specifications and can provide adequate access to pedestrians, bicycles, and bus and rideshare transfers.
- A station at any of the three locations could fill nearly the entire gap in access to high-capacity transit in this part of Denver and serve up to 4,000 Denver residents upon opening.
- Improving First and Last Mile Connections to Existing Transit holds the potential to increase the use of transit, but cannot fix the geographic access gap at the core of the problem.
- Expanding mass transit in a neighborhood like Baker as a component of CDOT's Central I-25 project could qualify that project for additional federal grand funding.

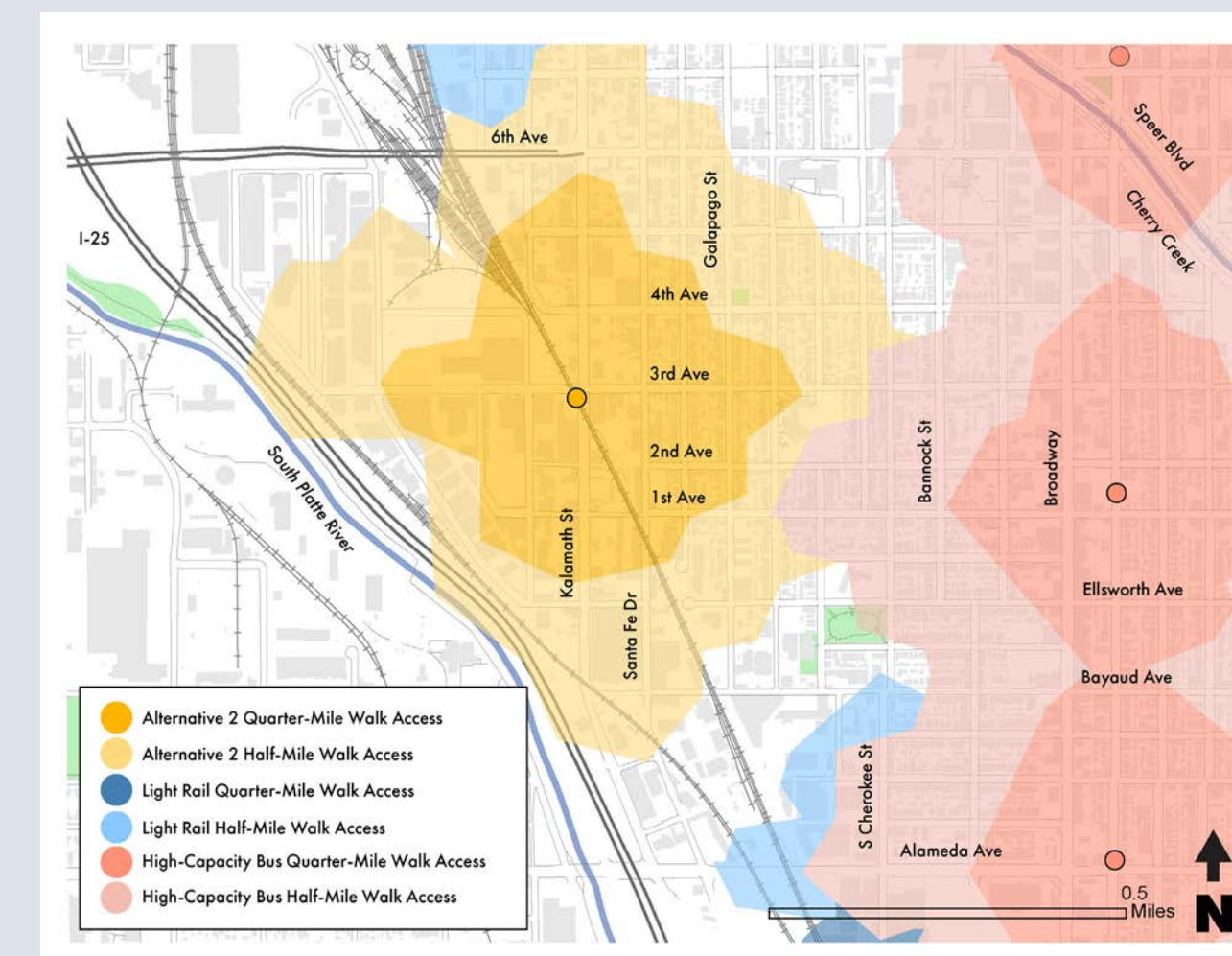
Recommendations

- 01 The City and County of Denver should advocate for the advancement of a station for further evaluation
 - Encourage CDOT to integrate a station into a future alternative for Central I-25 and establish more detailed cost estimates and engineering details
- 02 Integrate first and last mile solutions into all other transportation planning
 - Continue to find resources for new sidewalks and bicycle facilities
 - Investigate new ways to fund transit pass programs for both residents and employees
- 03 Begin planning for social equity early in the planning process
 - Conduct a series of meetings with the local community to understand their desires and concerns

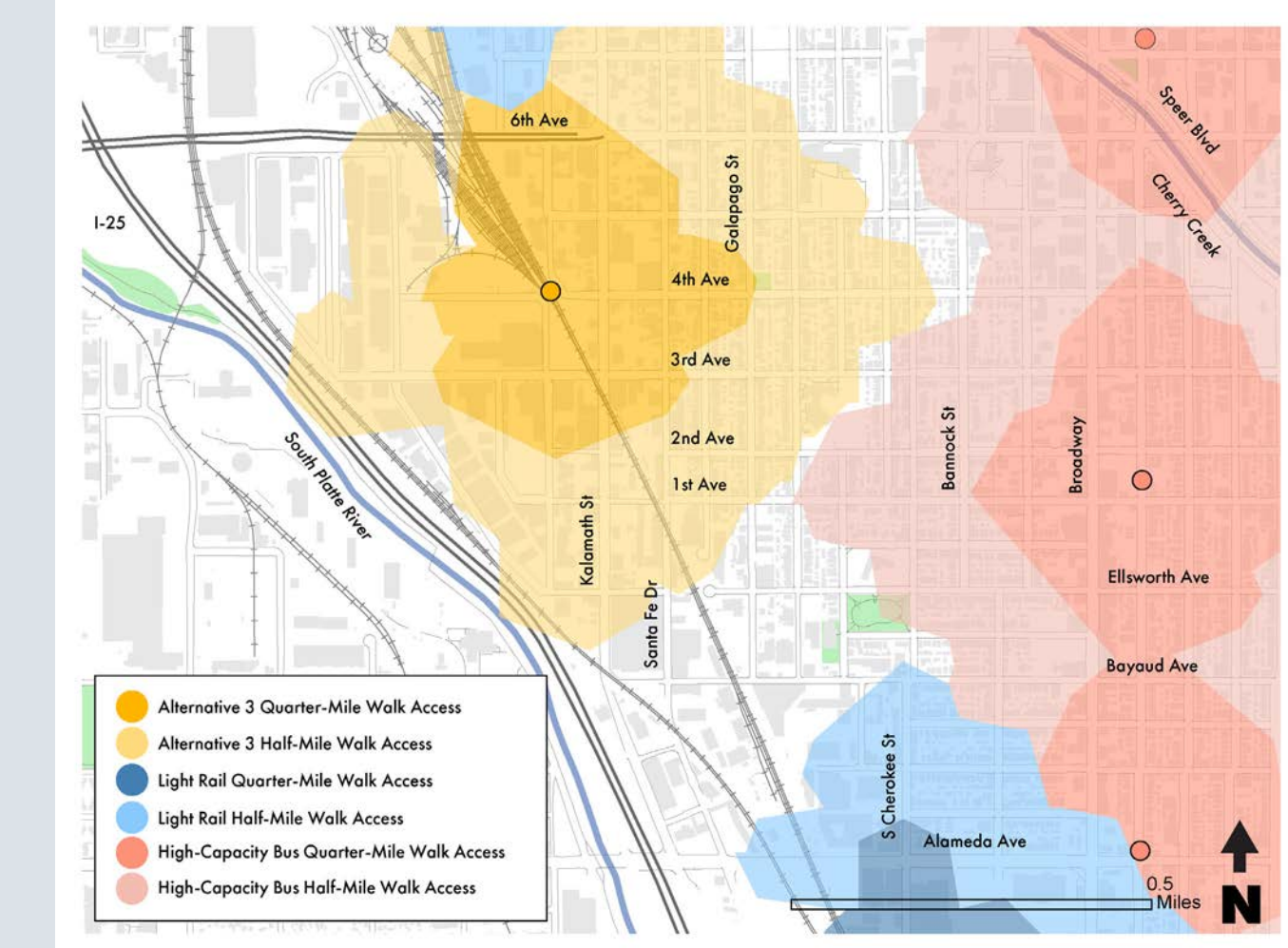
1st and Santa Fe - Walk Access Area



3rd and Kalamath - Walk Access Area



4th and Lipan - Walk Access Area



1st and Santa Fe - Bird's Eye View



3rd and Kalamath - Bird's Eye View



4th and Lipan - Bird's Eye View

