A stylized, abstract graphic of a city skyline on the left side of the slide. It consists of various 3D-like blocks and rectangles in a variety of colors including red, orange, yellow, teal, light blue, and white, arranged to look like a diverse urban landscape.

# WEST COLFAX CONCOURSE MALLS PRESENTATION OF ROUTE

VIEW [ANIMATION](#)



## FROM CDOT STATION TO COLFAX MALLS

From their CDOT Headquarters a master control station at this site can control the entire 210-mile Corridor for all smart infrastructures

Colfax B.I.D.  
Vision of  
Federal  
Intersection  
(optional)



# 8-mile West Colfax to I-70



Cross Streets are Federal, Sheridan, Wadsworth, Kipling, Simms, I-70  
Traffic remains on Colfax and over time Mall Concourses are built over Colfax

# Colfax Federal to Sheridan





# Colfax Concourse Mall



Colfax traffic, below concourse level



## Colfax Station Stops

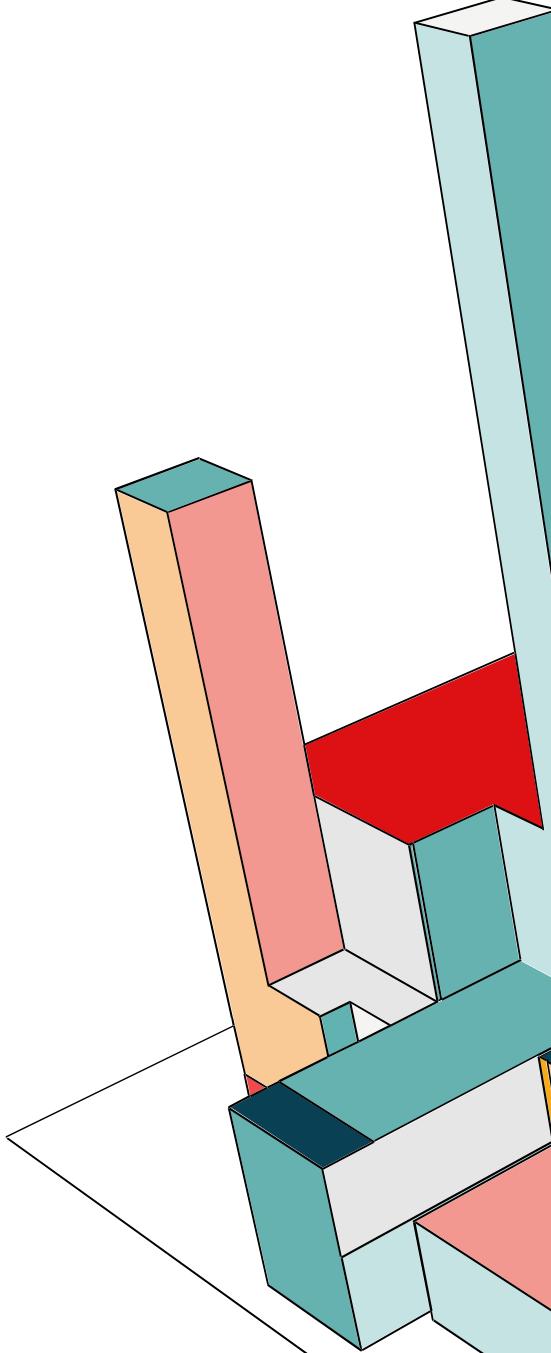
Over time real estate on both sides will evolve into more density like shopping malls with a mix of offices, hotels and residential above.

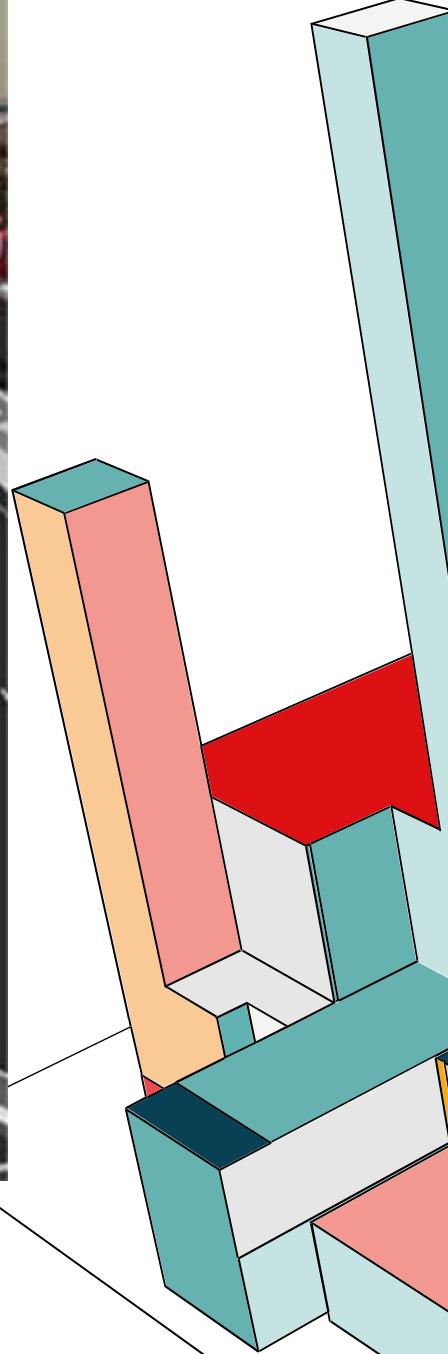
## Transport Stimulates a ripple effect of Development Possibilities

A two city block radius can support two million sf of mixed use urban density with all the necessary supporting services and other office, hotel, retail uses. Stations can be built into the buildings

This can be built using prefabricated modular panels as shown here for faster construction and even more affordable communities. Car parking can be kept to the outside edge for a pedestrian village.

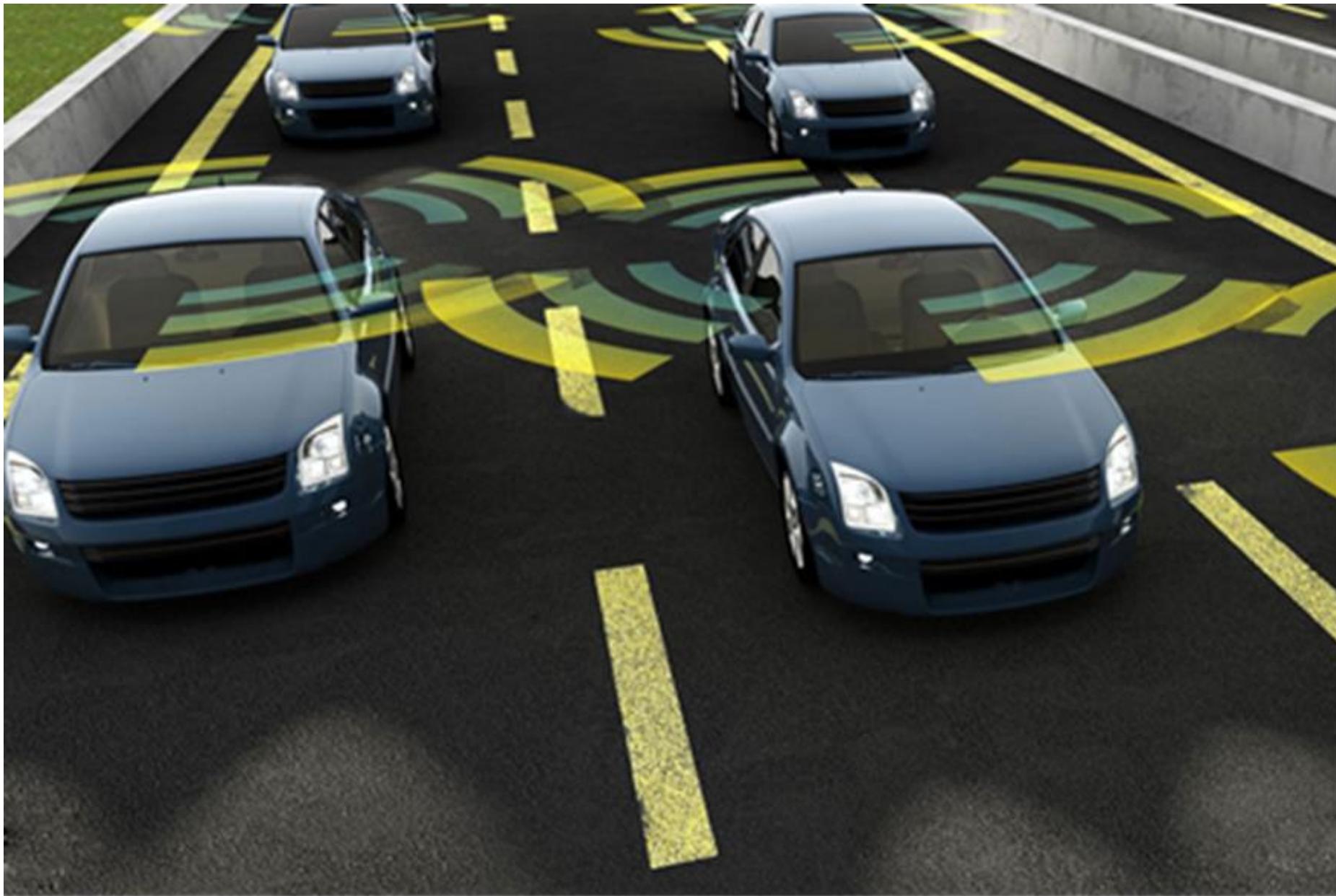
Illustration courtesy Green Builders Institute





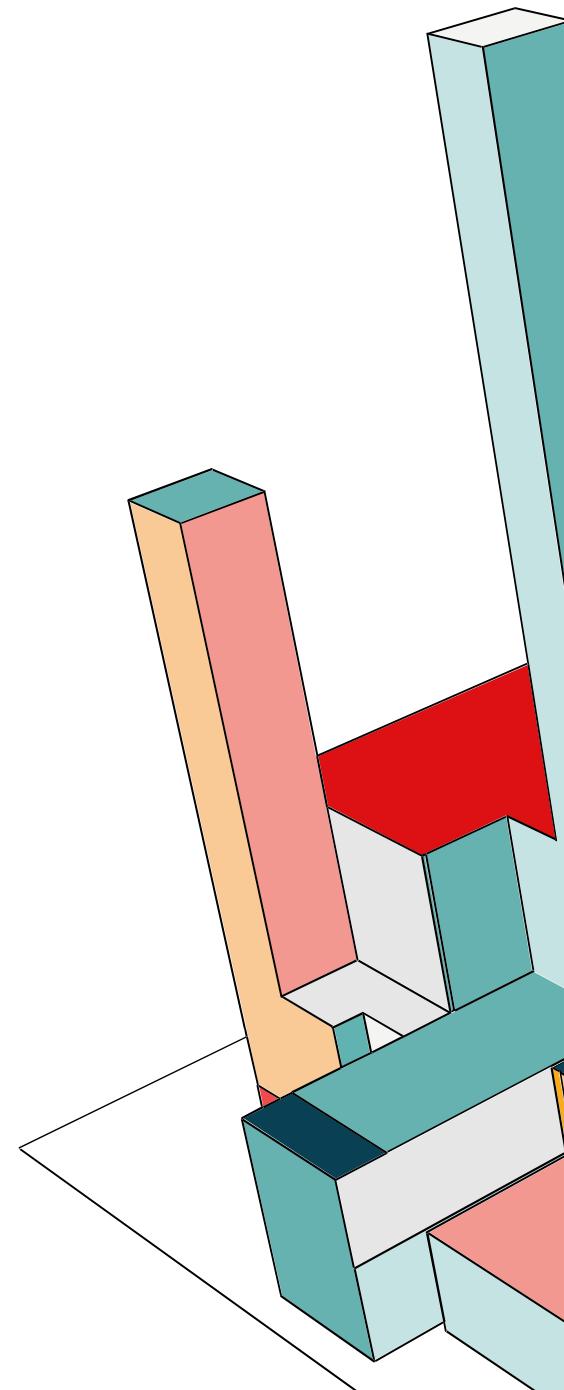
9

Goal is \$1 billion “Proof of Concept Corridor” Downtown to Golden showing built-in Stations with a lane for driverless car circulators



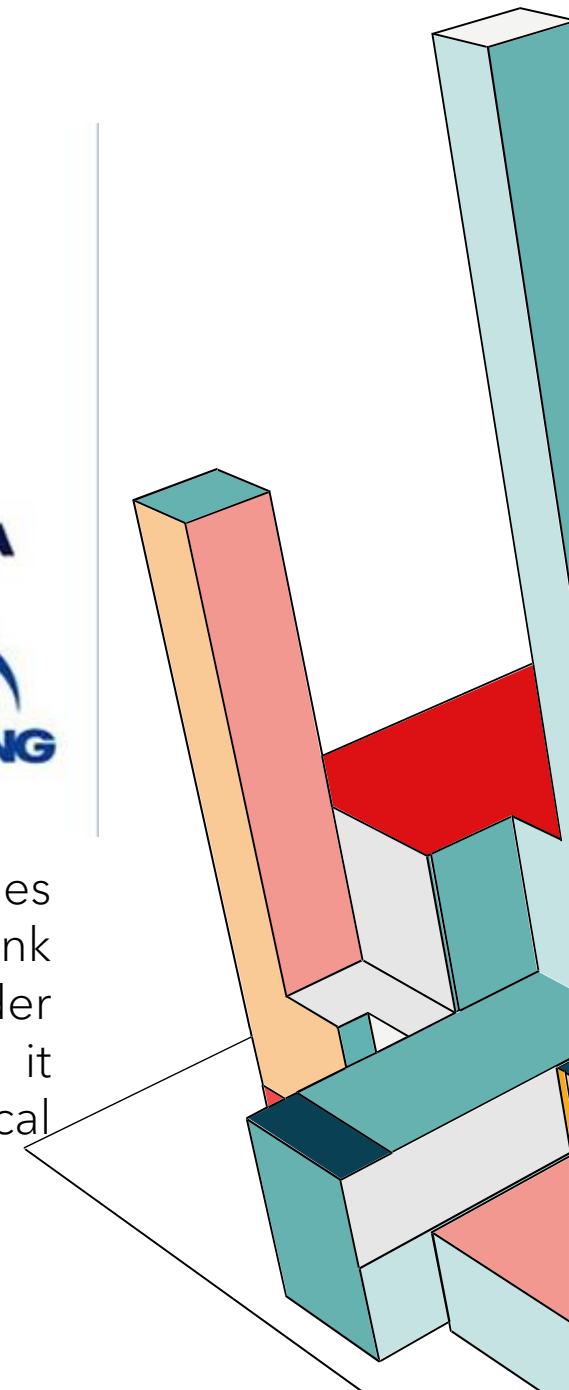
10

Driverless car circulators from Stations through local neighborhoods providing the last mile services.



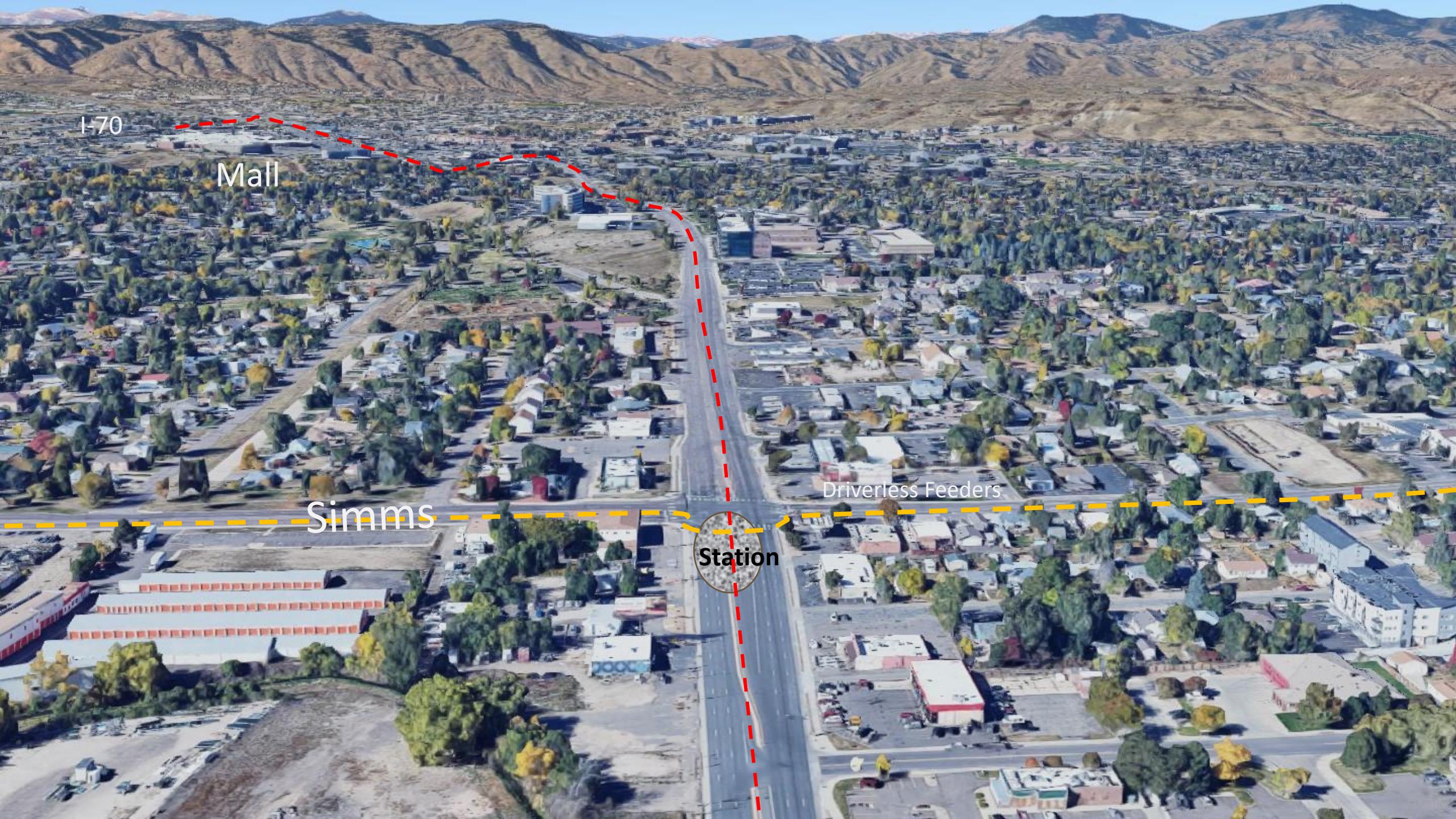


Each of these companies announced a driverless car research program and some cities created urban obstacle courses for the manufacturers to test their products. We think each station should be set up as a Business Improvement Districts to manage feeder operations. This District can pay for free ridership from property tax revenues, if it chooses. Towns will be responsible for their stations and negotiating the driverless local circulators on dedicated paths



# Metro Crossroads at Wadsworth





# Colfax to I-70 at Colorado Mills Mall



The gold line is an example of a feeder/distributor route linking the station to the neighborhood with driverless cars or vans on city streets

