Strategic Goals

Improve Safety

- Improve the safety of Colorado’s transportation network by reducing crashes and improving conditions for those traveling via all transportation modes.

Modal Options

- Significantly expand multimodal options, statewide, to provide a more sustainable, efficient, and equitable transportation network, reducing per capita VMT by 1% annually and reduce greenhouse gas emissions across the transportation sector in conjunction with Governor’s Electrification Executive Order.

Planning & Execution

- Establish a new data-driven needs assessment based on social, economic, environmental and other factors as a means of identifying and prioritizing construction projects.
Resetting the Planning Process

Grassroots and amplify rural input.

Bring all modes and varying needs into a single statewide conversation.

Put small projects on the same footing as mega-projects.

Identify what Coloradans want from their transportation system and what projects best deliver that vision.

The GOAL

- A 10-year strategic pipeline of projects, inclusive of all modes, informed both by a data-driven needs assessment and public and stakeholder input.
CDOT’s Core Functions & Budget Categories

- Construction
- Maintenance & Operations
- Multi-Modal Services
- Suballocated (Pass-Through) Programs

Asset Management
Safety
Mobility
Launched 17th May

**Elected Officials and Stakeholder Groups**
- **64** county meetings
- **Over 50** TPR and MPO meetings
- Stakeholder discussions with key groups (e.g. veterans)

**Public Outreach**
- Online survey tool
- **25** public pop-up and booth events statewide (e.g., County fairs, state fairs, farmers markets, etc.)
- **6** telephone town halls (two in Denver metro, four throughout the state) in July/August

- **DMV Partnership**
  - Electronic billboards (Spanish and English) in 35 DMV’s throughout the state (over 100,000 visitors per month) direct Coloradans to fill in the survey.

- **Media outreach** (Facebook, Print, TV, Radio, etc)
Progress to Date

- Over 7 million media impressions
- 4,245 responses to online survey
- 40 county meetings
- 6 TPR meetings
- 5 festivals/community events
Approach
COUNTY OVERVIEW
Demographics

- Adams County’s population is expected to increase by 52% from 2020 to 2045
  - By 2045 14% of the population is expected to be 65 years of age or over.
- 10.7% of the population in Adams County has a disability
- 12.2% live below the poverty line
- 5.3% of households have no vehicle available to them.

Source: American FactFinder U.S. Census & DOLA 2017
Demographics

- The segment of the population 65 and up is expected to see the largest increase, with the expectation that they will double in size between 2020-2045.
- By 2045 individuals over age 65 years of age will account for 14% of the total population.
- The aging segment of the population creates a growing need for access to transit and other multimodal options.

Source: American FactFinder U.S. Census & DOLA 2017
Adams County Overview

- Working Population: 260,088
- Median Age: 33.4
- Poverty Rate: 12.2%

- Population: 487,850
- County Seat: Brighton
When you think of Adams County’s future, what do you think will be the biggest challenge to our transportation system (e.g. population growth)?

What do you need from your transportation system?
Source: Colorado Department of Transportation, Safety and Traffic Engineering Branch, 2010-2014
100 Year Flood Plains
500 Year Flood Plains

Source: FEMA, 2019
✔ What are your safety concerns?

✔ Where are passing lanes needed? Where are shoulders needed?

✔ What areas present the greatest safety risks?

✔ Where would you like to see safety investments?
RESILIENCE
Criteria for criticality include:

- Roadway Classification
- Traffic Volume
- Freight Volume
- Emergency Vehicle Travel Time
- Population Served (density)
- Redundancy (number of alternative routes)

Source: Risk and Resilience Program, Division of Transportation Development, 2015
What are some of the greatest risks posed by natural disasters in Adams County?
ECONOMY
Primary economic generators in Adams County include:

- Educational and health services
- Construction
- Professional services
- Retail Trade
- Accommodation and food service
- Manufacturing
Economy

Source: USGS, National Land Cover Database, 2016
Economy

Job Locations
- 0 - 5
- 5 - 20
- 20 - 100
- 100 - 500
- 500+
Economy

Job Locations ▲ Housing Locations
- 0 - 5
- 5 - 20
- 20 - 100
- 100 - 500
- 500+
Adams County Worker Inflow/Outflows

Source: U.S. Census Bureau, Center for Economic Studies, Longitudinal Employer-Household Dynamics, 2015
What transportation infrastructure investments will most impact local economies in Adams County?

Is pavement condition a major issue?

Is shoulder widening a priority?

Is there a need for more overnight truck parking?
MOBILITY AND TRANSIT
Local Transit Issues

- Transit dependent population:
  - 10.7% of the population in Adams County has a disability
  - 12.2% live below the poverty line
  - 5.3% of households have no vehicle available to them.
Mobility and Transit

Public Transit Providers
- RTD

Human Service Providers
- A-Lift
Mobility and Transit

Public Transit Providers
- RTD

Human Service Providers
- A-Lift
Mobility and Transit

- Public Transit Providers
  - RTD
  - A-Lift

- Human Service Providers

DTR
Existing and Potential Outrider Routes

**BUSTANG ROUTES**

- **ALL ROUTES | NORTH LINE**
  - FORT COLLINS ↔ DENVER

- **ALL ROUTES | WEST LINE**
  - GRAND JUNCTION ↔ DENVER BUS CENTER

- **ALL ROUTES | SOUTH LINE**
  - COLORADO SPRINGS ↔ DENVER

- **COLORADO SPRINGS - DTC**
  - COLORADO SPRINGS ↔ DENVER TECH CENTER

- **DTC - COLORADO SPRINGS**
  - DENVER TECH CENTER ↔ COLORADO SPRINGS

**OUTRIDER ROUTES**

- **LAMAR - COLORADO SPRINGS**
  - LAMAR ↔ COLORADO SPRINGS

- **ALL ROUTES | ALAMOSA - PUEBLO**
  - ALAMOSA ↔ PUEBLO

- **ALL ROUTES | DURANGO - GRAND JUNCTION**
  - DURANGO ↔ GRAND JUNCTION

- **GUNNISON - DENVER**
  - GUNNISON ↔ DENVER

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- Pink line: Potential Outrider Service
- Gray line: Intersecting Census-Designated "Place"
Current Transit Development Program projects include:

- NW Rail Startup Service
- Thornton-88th Bus transit Center
- East Colfax BRT
- SH 7 Arterial BRT Corridor
- Circulator Route
- Sheridan Blvd Underpass
- 26 BRT Remaining Investments
- 120th Ave. BRT Corridor
- I-25/SH7 Mobility Hub
What are the unmet transit needs in Adams County?

Are the needs of the local population, workers and visitors adequately served?

What are the transit facility, infrastructure or other capital needs?
Great streets:

- Support businesses and economic development
- Shape and support quality development
- Promote safety
- Increase accessibility
- Support a healthy environment
- Improve public health
Multimodal

Bicycle Traffic
- Low
- Medium
- High
- Very High

Source: STRAVA, 2008-2017
Multimodal

Source: STRAVA, 2008-2017
Multimodal

Bicyclist Stress Level
- Low Stress for Bicyclists
- Medium-Low Stress for Bicyclists
- Medium-High Stress for Bicyclists
- High Stress for Bicyclists
- Bicycle Crashes

Source: STRAVA, 2008-2017
Are wider shoulders needed for bicyclists?

Are bicycle facilities a priority for Adams County?

What are some of the Safety issues that face bicyclists in the Adams County?
ASSET MANAGEMENT
What are the major asset management needs in Adams County?

What is the priority for asset investment (e.g. pavement condition, shoulders, maintenance needs?)

Smart Mobility and fiber investment
PROJECTS
2018 4P Discussion Topics

Transit:
- North Metro Rail (including bus service)
- N Line before 2020
- NE Area Transit Study refresh
- 120th to Tower Road BRT, and a connection to Brighton Blvd

I-25:
- Managed Lanes Completed 120th Ave to SH 7
- US 36 to SH 7 PEL Improvements needed by 2025
- 84th Avenue to Thornton Pkwy Widening and Center Loading Median Station for Park-n-Ride

Other:
- Federal Blvd Corridor Study: 52nd Avenue to 72nd Avenue
- SH 7: Canyon Blvd to Bridge St Improvements, NEPA & 30% Design
- I-76 and Bridge St. Interchange
- US 85 and 120th Interchange
- Vasquez PEL Early Action Items
- I-270 Mainline Alternatives Analysis, NEPA & 30% Design
- I-225 and I-70 Express Lane Direct Connect Ramp
- I-225 Mainline restriping at Sand Creek Bridge
- I-70 Piccadilly Interchange
- SH 79 Improvements (Grade Separations and new RR Grade Separation)
- I-70 and SH 79 Interchange Improvements
- Bennett Exit 304 EB Ramp
- Colfax Widening Improvement
- I-76 and CR 2 Capacity and Operational Improvements
- 88th Avenue Added Capacity between SH 2 and I-76
Projects Funded by Adams County Forum in FY20-23 TIP:

• Sheridan Blvd Multimodal Improvements
• I-270 Corridor Environmental Assessment
• Vasquez Blvd Improvements
• Peaks to Plains Trail
• High Line Canal Trail: East Colfax Ave to I-70
• US 85 / 120th Ave Interchange ROW Acquisition Activities
• Flexible Micro Transit Service and Mobility Options
• SH 79 and I-70 Interchange EB Ramp Improvement
• 88th Ave Widening: I-76 to Hwy 2 - Complete Design
• City-Wide Pedestrian Accessibility Enhancements
• I-76 / Baseline Rd Interchange Signalization
• 104th Ave (SH 44) Widening: Colorado Blvd to US 85
• 120th Ave Improvements east of I-25
• Bridge St and I-76 Interchange

Waitlist (unfunded during DRCOG Project Call):

• 120th Ave. Improvements: Washington St to York St
• Fulton St Bicycle Blvd and Pedestrian Enhancements - Phase 2
• Bicycle and Pedestrian Improvements: Havana St. and Iola St.
Projects and Questions

✔ Are there major project priorities for Adams County?

✔ When you think of Adams County’s future, what do you think will be the biggest challenge to our transportation system?

✔ What do you need from your transportation system?