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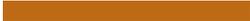
EXECUTIVE SUMMARY



Advancing Adams: Planning for a Shared Future is a planning effort that includes the update of three plans simultaneously:

- Comprehensive Plan
- Transportation Master Plan (TMP)
- Parks, Open Space & Trails Master Plan (POST)

This trio of updates will create a coordinated vision and comprehensive set of policy goals, recommendations, and strategies that work together to encourage sensitive development, robust economic development, a connected and efficient multimodal transportation network, and parks, open spaces and trails that are used by all residents year-round.



This plan, the TMP, will set the foundation to drive County short and long-term multimodal transportation. Through the planning process, projects, programs, and policies will be identified that help create a successful multimodal transportation network for people of all ages and abilities. It will be a network that is connected, efficient, comfortable, easy to navigate, and convenient. Creating an attractive transportation system will ensure Adams County remains one of the top places to live, work, and play in the Denver metro region.

Advancing Adams Transportation Master Plan is a comprehensive process that will provide a roadmap for the Plan's vision:

The Transportation Master Plan (TMP) sets a foundation that drives County transportation investments in the short and long-term. The TMP will ensure the County remains at the top of places to live, work, and play in the Denver metropolitan region by identifying projects, programs, and policies that create a multimodal transportation network for all ages and abilities that is safe, comfortable, connected, efficient, convenient, and fiscally responsible.

This report is *Phase I: Grounding (Existing Conditions & Analysis of Opportunities)*. This report will be followed by Phase II: Plan for the Future. Phase I sets the foundation for Phase II by assessing the current

challenges and opportunities for multimodal travel within Adams County.

This report consists of five components:

- Background and context for the Transportation Master Plan
- Preliminary plan metrics that identify the drivers of success
- An assessment of the multimodal transportation network in Adams County
- An analysis of future trends in transportation locally and nationally
- An assessment of existing conditions on the five strategic corridors identified for Advancing Adams

BACKGROUND

Adams County, Colorado (1,182 square miles) is located in the northeast quadrant of the state with the Denver metropolitan areas defining the western portion of the County and agricultural rural areas in the east. Adams County abuts seven counties and has 17 member jurisdictions (incorporated and unincorporated). With a population of 530,000 and expected to grow to over 580,000 in the next five years, there is an increasing demand for transportation facilities and services to travel within and through the County. The County has an extensive transportation network that includes roadways for freight and passenger vehicles (paved and unpaved), on and off-street bicycle facilities, sidewalks and



crossings, and bus and commuter rail transit service.

PLAN METRICS

Preliminary plan metrics will be used to guide the development of the TMP by clearly identifying the drivers of success. In understanding the metrics and indicators that are important to Adams County, this Plan can recommend and prioritize infrastructure projects, programs, and policies that will lead to the achievement of those defined thresholds. The metrics include indicators on safety, access to trails, sustainability, freight, regional connectivity, and innovation.

MULTIMODAL ANALYSIS

A set of challenge and opportunity areas were identified to show specific geographies, corridors and small areas where there are opportunities to advance specific topic areas. Factors used to identify these specific areas include congestion, connectivity, safety, and barriers to multimodal travel. These opportunity areas include: SH 7, 120th Avenue, 104th Avenue, Southwest Adams County (east and west of I-25), Central Adams County, and the western edge of Commerce City.

In addition, this report assesses the existing conditions for:

- **Driving-** The Adams County roadway network is comprised of Adams County-owned roadways

and CDOT-owned roadways, as well as paved and unpaved roadways. The roadway network provides a connected and efficient means of moving vehicles, including freight, to and through Adams County.

- **Walking-** The pedestrian network in Adams County consists of sidewalks and crossing. There are 407 miles of sidewalks in the unincorporated parts of County and 13 miles of missing sidewalks.
- **Bicycling-** The bicycle network in Adams County consists of on and off-street bicycle facilities. These facilities are primarily in the western portion of the County. There are 31 miles of bike lanes as well as shared use paths for recreation and transportation
- **Transit-** Transit in Adams County consists of local and regional buses, commuter rail, FlexRide (which is RTDs first and last mile service), and human service providers. Transit investment in Adams County has been high in recent years with the addition of the B and G rail lines as well as the recent opening of the N Line. These rail lines connect various parts of Adams County to downtown Denver, greatly improving access to jobs and other amenities. However, there is no fixed route service in the eastern portion of the County.
- **Safety-** The majority of crashes take place in the southwest portion of the County. The number of

crashes resulting in severe injuries stayed close to the six-year average of 60 severe injuries per year, while the number of crashes resulting in deaths has steadily been increasing since 2013, with the exception of a decline in 2018

- **Parking-** Adams County has nearly 13 square miles of off-street surface parking, 97% of which consists of impervious surfacing. Recent studies of on and off-street parking revealed that the County generally has an excess of parking and opportunities to better match parking demand with supply.
- **Freight-** Adams County has a high level of freight activity due to its proximity to Denver, presence of distribution and logistics centers, access to multiple interstate highways, and presence of freight railroad lines. I-70 is the main freight corridor, with trucks constituting 19% of vehicle traffic on average.

INNOVATION

Adams County's vision is to be the most innovative and inclusive county in America. Transportation is a powerful and effective way to exemplify this innovation.

Transportation is changing quickly; and Plans like this one help identify potential policies and infrastructure to leverage these emerging technologies so that they support the Advancing Adams goals. Some examples of

transportation innovations that are expected to increase include:

- Shared mobility like bike share or Transportation Network Companies (TNCs)
- Electric vehicles that support Adams County sustainability goals
- Autonomous vehicles
- Mobility hubs around transit stations that make it easier to connect to commuter rail
- Dynamic, connected transportation systems, called Intelligent Transportation Systems (ITS)

FIVE STRATEGIC CORRIDORS

To highlight specific opportunities for focused improvements in key areas, Advancing Adams has selected five strategic corridors that are analyzed in greater detail as a part of this planning process—Federal Boulevard, Washington Street, Pecos Street, 104th Avenue, and 120th Avenue. Each of these corridors has varying land uses, gaps in the transportation network, and goals for moving people and goods. A summary of the transportation gaps and opportunities for each corridor is outlined in the following table:

CORRIDOR	CHALLENGES	OPPORTUNITIES
Federal Boulevard	<ul style="list-style-type: none"> • Autocentric, with high speeds • High freight volume • CDOT-owned • Sidewalk gaps or inadequate sidewalks • Infrequent pedestrian crossings • Crosses multiple jurisdictions • Multiple character areas 	<ul style="list-style-type: none"> • Connects to the Clear Creek Regional Trail • Commercial land uses with high bicycle/ pedestrian demand • Add pedestrian crossings • Expand pedestrian realm • Consider parallel corridor for bicycle facilities • High frequency transit (route 31); consider bus-only lanes and transit enhancements at intersections • Provides access to Clear Creek - Federal commuter rail station, and create transit-oriented development
Washington Street	<ul style="list-style-type: none"> • Autocentric, with high speeds • High freight volume • Sidewalk gaps or inadequate sidewalks • Infrequent pedestrian crossings • Crosses multiple jurisdictions • Multiple character areas 	<ul style="list-style-type: none"> • Opportunity to become a creative district • Welby neighborhood generates demand for walking and biking • Opportunity for road diet to enhance the pedestrian realm, bicycle facilities, or transit amenities • Transit (route 12) • Add pedestrian crossings
Pecos Street	<ul style="list-style-type: none"> • High freight volume • Crosses multiple jurisdictions • Segments with limited bicycle and pedestrian facilities 	<ul style="list-style-type: none"> • Connecting to the Clear Creek Regional Trail • High frequency transit (route 19); consider transit enhancements at intersections • Provides access to Pecos Junction commuter rail station; create transit-oriented development • Dense, mixed use development such as Midtown
104th Avenue	<ul style="list-style-type: none"> • CDOT-owned roadway • Limited bicycle and pedestrian amenities • Wide crossings, uncomfortable for pedestrians • -Infrequent transit service (route 104); low ridership due to land use and first/last mile gaps 	<ul style="list-style-type: none"> • Critical connection to Denver International Airport • Possible trail connection to the Front Range Trail and South Platte Trail • Could become an east-west Parkway with planted medians and rural feel • Opportunity to extend the pavement edges and install detached multiuse trails and enhanced transit amenities
120th Avenue	<ul style="list-style-type: none"> • Gaps in multimodal access to Riverdale Park • Railroad crossing • Infrequent transit service (route 120) 	<ul style="list-style-type: none"> • Leverage rural feel, and natural and cultural heritage • Existing adjacent multiuse trail • Become part of larger scenic trail loop • Add more multimodal connections • Critical east-west connection • Create at-grade rail crossings