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INTRODUCTION



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*

This introductory section provides an overview of this planning process—referred to as *Advancing Adams*. It provides a high-level review of the planning process, goals of the plan, and context under which this report was developed.

Preliminary plan metrics will be used to guide the development of Phase II of the *Transportation Master Plan* 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 existing conditions assessment analyzes infrastructure, programs, and standards for driving, biking, walking, and transit in the County. In addition to the current network for all modes, this section describes traffic safety in the County, parking inventory and utilization, and current freight patterns.

The future trends component of the report describes the TrendLab+ workshop held as a part of *Advancing Adams*. This workshop used national research to explore how the COVID-19 pandemic, its impacts on the economy, and other travel-related trends may affect short- and long-term travel behavior, traffic levels, and transit use in Adams County. The results of this workshop informed the follow-up narrative of how future innovations in transportation and mobility (such as autonomous vehicles, electric scooters, and on-demand transportation) can improve transportation options and efficiency in Adams County and across the region.

Advancing Adams has selected five strategic corridors that will be analyzed in greater detail as a part of this planning process—Federal Boulevard, Pecos Street, Washington Street, 104th Avenue, and 120th



Example of a multilane arterial



Avenue. This report describes the transportation infrastructure (bicycle, pedestrian, transit, and vehicular) that exists on each corridor. The *Comprehensive Plan* and *Parks, Open Space and Trails Plan* will evaluate the land use and open space opportunities along these corridors.

PLAN VISION AND THEMES

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.

The Plan identifies a number of key themes that serve as important pillars for the planning process and outcomes. These themes are:

- Prioritizing recommendations for all modes including walking, biking, transit, and automobiles
- Strategically upgrading rural roads to improve accessibility to services and amenities throughout the County and region
- Integrating innovation and emerging mobility such as personal scooters and self-driving vehicles
- Managing growth
- Improving safety
- Considering strategic, fiscally minded investments
- Evaluating strategic corridors

PLAN VALUES

As part of the initial work on Advancing Adams, three initial core value lenses have emerged. These will ultimately guide the final Comprehensive Plan, Transportation Master Plan, and Parks, Open Space and Trails Plan, but are included in the Existing Conditions Report as they can guide how the data is viewed. Each analysis step, recommendation, and policy will be evaluated for alignment with these values.

1. Equity: The vibrance and strength of a community emerges from diversity and equity. Equity can be measured through distribution of resources, affordability and access to services and experiences, as well as balancing land uses with environmental justice. Adams County will celebrate and leverage a diverse community through

equitable land planning as the region continues to grow in population and various ethnicities and identities.

2. Sustainability: By committing to build smarter and retrofitting existing development to include new technologies and efficiency, while embracing a holistic and metrics based approach, sustainability will be part of Adams County's identity.

3. Livability: Adams County has numerous multi-modal and walkable districts that support a human-scale, comfortable and memorable experience. This plan will help to further enhance livability through the thoughtful integration of artful placemaking strategies and urban design best practices that celebrate the culture of Adams County and further contribute to livability.

EQUITY



Just and fair inclusion into a society in which all can participate, prosper, and reach their full potential.

SUSTAINABILITY



The practice of creating and maintaining conditions to meet the needs of the present without compromising the ability to meet the same needs elsewhere or in the future.

LIVABILITY



The sum of the factors that add up to a community's quality of life—including the built and natural environments, economic prosperity, social stability and equity, educational opportunity, and cultural, entertainment and recreation possibilities.

ROLE OF PHASE I AND THE PLANNING PROCESS

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, comprehensive set of policy goals, recommendations and strategies that work together to encourage sensitive development, robust economic development, a connected and efficient multi-modal transportation network, and parks, open spaces and trails that are used by all residents all the time. Planned thoughtfully, these updates will help to ensure Adams County will remain “the most innovative and inclusive county in America.” Advancing Adams will lead to a safer, resilient, more equitable and more prosperous county. We will integrate equity, sustainability and livability into each plan to ensure residents of today and future generations will benefit from a shared vision to Advance Adams.

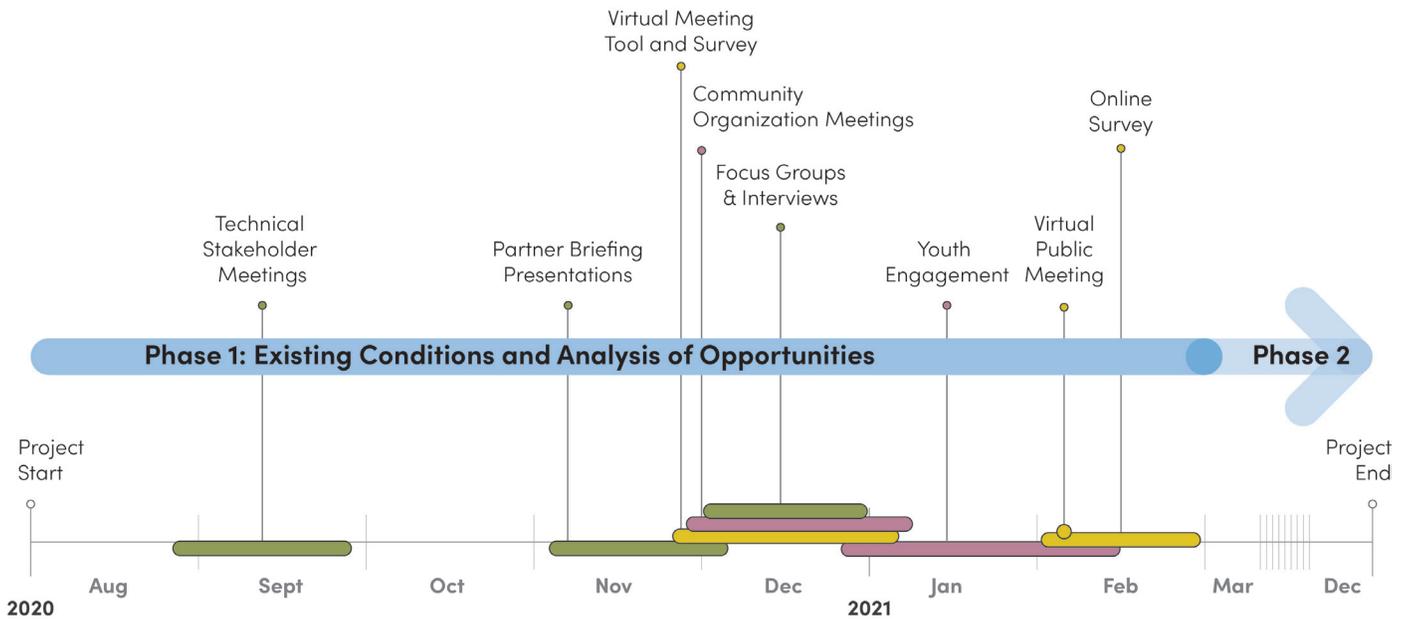
COMPREHENSIVE PLAN OVERVIEW

The Comprehensive Plan will serve as an overarching policy and operations tool to guide our county toward the vision of being “the most innovative and inclusive county in America for

all families and businesses.” It will set the tone for improving all aspects of quality of life. The plan will be an overarching and implementable document that addresses future development and land use needs, engaging the entire community, addressing economic development, equity and sustainability.

This is the “big picture” plan that lays the groundwork and provides direction for the TMP and POST updates. At the same time, work on these two plans will also help inform goals and recommendations for the Comprehensive Plan. The integration of the TMP and Comprehensive Plan acknowledges the connection between land use and transportation. The Comprehensive Plan sets a vision for an equitable, vital, and sustainable County through future development and code needs. These policies, standards, and zoning will shape, and are shaped, by existing and future transportation infrastructure, programs, and policies. Specifically, along five strategic corridors, these plans are closely integrated in order to create a comfortable and functional character and user experience that is developed holistically.

This is the plan that will help us “holistically improve quality of life.”



Grounding (Existing Conditions & Analysis of Opportunities)

TRANSPORTATION MASTER PLAN OVERVIEW

The Transportation Master Plan (TMP) will set the foundation to drive county short and long-term transportation and transit investments. Through the planning process, projects, programs and policies will be identified that help create a successful multi-modal 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.

This is the plan that will “get us moving”.

PARKS, OPEN SPACE & TRAILS MASTER PLAN OVERVIEW

Adams County’s parks, open spaces and trails are fantastic amenities for residents and wildlife alike. The Great Outdoors of Colorado are one of the main reasons people come here to live. The Parks, Open Space & Trails Master Plan (POST) will provide recommendations to ensure equitable access for all residents to parks, open spaces and trails. It will point to strategies that help preserve and enhance important wildlife habitat and corridors, natural and scenic resources and agricultural lands, lay the framework for expanding trail connections and providing a richer variety of recreation opportunities for everyone.



The *Transportation Master Plan* is working closely with the *POST Plan* in both the process and Plan product. Specifically, these plans are collaborating on the trail network. The TMP is focused on providing access to key destinations and trails through on-street facilities and filling in gaps in the trail network where they primarily serve as transportation. The POST Plan is focused on trails where they primarily serve as recreation.

This is the plan that will help us all “enjoy the outdoors”.

PUBLIC ENGAGEMENT OVERVIEW

Advancing Adams is inspired and informed by residents, stakeholders and County and City staff. Moving forward together, these groups shared their concerns, visions and goals for the County as a whole, for its transportation system and its parks, open spaces and trails throughout the planning process. Engagement is divided into two distinct phases – Phase 1: Grounding and Phase 2 – Plan for the Future. During Phase 1, the project team prepared a public education campaign to inform residents about the plan updates, listened to community members to get a strong understanding of existing conditions and facilitated activities that allowed residents and stakeholders to analyze and discuss opportunities for the future. Input from these activities informed and helped guide the plan direction.

Taking place in 2020, engagement was directly impacted by the COVID-19 pandemic. Virtual engagement was used throughout the process and in-person meetings were only held when, and if, appropriate.

PHASE 1: GROUNDING (EXISTING CONDITIONS & ANALYSIS OF OPPORTUNITIES)

REACHING OUT

During the entire phase, several outreach methods were used to get the word out to the community and “meet people where they are.” A dedicated project website with an introductory video was launched at the end of November 2020, press releases were provided to local media, flyers were posted in strategic locations in English, Spanish and Burmese, local morning radio programs interviewed key project partners, social media posts were posted periodically, and email messages were sent to project partners, who in turn shared the information with their networks.

ENSURING INCLUSIVITY

During the Winter of 2020, community group meetings were held to inform those who have not been as involved in these types of planning processes historically about Advancing Adams. These meetings were held in Spanish and English with stakeholders representing community development, housing, economic development organizations, faith-based groups, aging adult advocates,



youth representatives, among others. The team also facilitated briefing presentations with various Boards and organizations representing a variety of interests. Key partners included the Community Resource Network, Tri-County Health, Adelante Community Development, local faith organizations, RISE Colorado, Cultivando, Village Exchange Center, and CREA Results. These conversations reached over 2000 underrepresented individuals in Adams County – educating about Advancing Adams and inviting them to get engaged in the process.

Youth engagement was an important component of this process. For Phase 1, the project team shared an interactive youth activity workbook with school districts and youth program partners so that young residents can share their ideas to provide a vision for the future that younger generations will support and champion.

DEEP LISTENING

In December 2020, the project team conducted technical focus groups with staff, regional partners, representational business owners and other stakeholders throughout the County. With over 150 attendees total, these sessions covered topics including Agriculture, Economic Development, Outdoor Recreation and Programming, Housing, Open Space Funding, the Pecos Street corridor, and the Federal Boulevard corridor. Fifteen deep dive individual stakeholder interviews were also conducted to understand the specific concerns of

those involved with economic growth, recent development, multi-modal transportation, concurrent planning efforts, sustainability, and recreation.

ENGAGING ALL

In November 2020, the first community-wide bilingual public survey was posted online utilizing an interactive dashboard which let the public explore the process and existing conditions in depth. Over 1000 people have engaged with the dashboard to date, and this interactive dashboard will remain live to continue educating residents about the existing conditions of the County.

In February 2021, a virtual public meeting was held in English and Spanish to give the public an update on the planning process and provide an opportunity for residents to share their thoughts on plan topic areas with County staff and the project team. Nearly fifty members of the public gave their input via live polling during the meeting and engaged with the project team during the Q&A portion of the meeting. These recordings were then posted online with the second community-wide bilingual public survey.

KEY ENGAGEMENT FINDINGS

Through the variety of outreach and engagement methods mentioned above, the project team was able to receive valuable input to integrate into the existing conditions reports for each of the three plans. While some feedback was specific to each



individual plan, other comments were applicable to Advancing Adams as a whole. Below are some key engagement findings sorted by theme that were heard by multiple stakeholder groups over the last four months.

- Adams County Today and Tomorrow

- » When asked what one word best describes Adams County today, popular responses were: growing, diverse, and progressing. These words capture the spirit of *Advancing Adams: Planning for a Shared Future* as this planning process aims to plan for the growing and diversifying population of the County with innovative recommendations. As the population of Adams County continues to grow, residents and stakeholders feel that the top considerations that should be used in future decision-making include inclusivity, affordability, equity, and resiliency. These are not only reflected in the three value lenses of the plans (Equity, Livability, and Sustainability) but also key ideas addressed in each individual plan.

- Recreation and Trails

- » Providing equitable access to recreation and parks is a priority for many. Some suggestions heard multiple

times on how this could be achieved include expanding program options, working with partners, and addressing the quantity and quality of facilities in all areas.

- » Trails should better serve transportation and recreation purposes, and therefore also better connect to community locations like schools, libraries, residential areas, etc.
- » Riparian areas and other critical habitats are a notable County asset. The opportunity to combine preservation with recreation should be considered.

- Agriculture

- » Zoning and development considerations will be important in order to incentivize sustainable agricultural practices.
- » Partnerships in the County could expand opportunities for urban food access and agritourism.

- Arts and Culture

- » Diversity in Adams County deserves to be celebrated with more cultural festivals, a better focus on local art and music, and recognition of the rich history of the County.

- Housing

- » Housing needs to be better developed concurrently with

transportation so residents can utilize transit to commute.

- » Diversity of housing type is paramount when discussing affordable housing options.

Key Transportation Engagement Findings

During the public outreach process for the initial phase of Advancing Adams, some common themes relating to transportation emerged from the public survey, listening sessions, focus group meetings, and stakeholder interviews. In general, outreach participants shared that the County does not currently offer a fully connected, multimodal transportation network.

Community members experience travel challenges due to traffic congestion, which some community members perceive is caused by population growth in the County, and feel there are not adequate alternatives to driving. Walking trips can be difficult due to an incomplete sidewalk network, traveling by bicycle is not always feasible due to a lack of available bicycle lanes and trails, and the existing transit system does not provide efficient connectivity for many trip purposes. In addition, improving travel safety emerged as a top theme in the public survey. In response to this community input, the Existing Conditions and Opportunities report focuses on identifying the key locations where more multimodal connectivity could provide additional travel options so that community

members feel less reliant on driving. The analysis conducted for this report includes identification of sidewalk gaps, an overview of transit service and ridership in the County, and a review of traffic safety issues based on recent crashes.

In addition to receiving input on the Countywide transportation network, focus group sessions were conducted to learn more targeted insights on the five strategic corridors. Focus group participants shared that enhancing walkability near the newly built RTD commuter rail stations is key to providing more walkable, connected communities. Specific suggestions included wider sidewalks along Pecos Street and Federal Boulevard, more marked crossing opportunities so pedestrians can limit out of direction travel, traffic calming measures to make walking trips more pleasant, and addition of bicycle facilities that make traveling by bicycle within neighborhoods and for regional trips more feasible. Participants would also like to see bus transit become a more reliable option on the corridors.

The initial opportunities highlighted in this Existing Conditions and Opportunities report are informed by the community input received to date. Preliminary opportunities like adding multimodal accommodations to the strategic corridors through reallocating vehicle travel lanes or adding dedicated transit facilities like bus lanes were partially envisioned in response to community feedback. The final TMP will provide a full set of

recommendations for enhancing the travel experience in Adams County for all users that addresses community concerns and ideas as expressed during the outreach process.

PLAN PURPOSE

This Plan serves as an update to the *Imagine Adams County Transportation Master Plan* adopted in December 2012. That plan provided an update to the multimodal transportation plan of 1996, intended to continue guiding the implementation of transportation expansions and upgrades through the year 2035. The goals of the 2012 Plan were to:

- Coordinate with local and adjacent municipalities on local and regional transportation efforts
- Develop a prioritization process to guide implementation of transportation projects
- Pursue methods to finance transportation improvements by working with private developers and local municipalities to obtain regional, statewide, and national funding
- Coordinate locally, regionally, and with Regional Transportation District (RTD) to improve public transportation in Adams County
- Coordinate human services transportation so it is more efficient and affordable and provides Countywide coverage for people with mobility challenges
- Coordinate County, city, and regional commuter and recreational bicycle and pedestrian travel through dedicated on and off-street facilities
- Establish and implement County design standards including “complete streets”
- Preserve the unique character of selected scenic roadways
- Coordinate land use and transportation

As the transportation industry and the travel demands and patterns within Adams County have changed dramatically over the last eight years, the *Advancing Adams* TMP update will be important for setting a revised vision and priorities for the County in both the short-term and looking forward to 2040. The most significant updates will include:

- Integration with the current and future land use for the County, by understanding the type and magnitude of travel demand
- Incorporation of evolving preferences of the community, including a desire for increased transportation options that include bicycling, walking, and riding transit
- Leveraging of new assets within the County such a commuter rail and regional trails
- Adoption of policies and programs that leverage and plan for new technologies, so they can be

implemented in a way that is in-line with the County's goal

- Developing a project prioritization methodology that reflects the community's goals
- Successfully positioning the County for new and evolved funding sources

ADAMS COUNTY CONTEXT

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. Denver International Airport is not located within the County boundary, but the County surrounds the airport almost entirely on the western portion of the County, northeast of Denver. Adams County abuts seven counties and has 17 member jurisdictions (incorporated and unincorporated).

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. This network moves users within and through Adams County. The County contains a comprehensive network of roadways from local roads to arterials to interstates. There are also 700 miles of unpaved roadways, primarily in the central and eastern portions of the County. The existing bicycle lane network Countywide is approximately 31 miles; bicycle lanes are predominantly found on roadways in Adams County's local incorporated cities. The multiuse trail network consists of over 385 miles of infrastructure, most of which is hard-surface, concrete paths. The system's backbones are comprised of four regional trails—Little Dry Creek Trail, Clear Creek Trail, South Platte Trail, and Niver Canal Trail. There are approximately 57 miles of sidewalk gaps in the County, about 13 miles of which are located along roadways

DID YOU KNOW?

COMMUTING PATTERNS

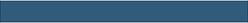


138,000 PEOPLE COMMUTE INTO THE COUNTY

156,000 ADAMS COUNTY RESIDENTS COMMUTE TO JOBS OUTSIDE THE COUNTY

65,000 RESIDENTS WORK IN ADAMS COUNTY

(APPROXIMATE DAILY VALUES)



within unincorporated County land. The Regional Transportation District (RTD) is the regional agency operating public transit services in Adams County and the surrounding Denver-Aurora-Boulder Combined Statistical Area in Colorado. The agency operates 30 local buses and three commuter rail lines within western and central Adams County.

PREVIOUS PLAN REVIEW

This section summarizes the previously completed transportation planning documents in Adams County. This information is important to understanding the current framework in place related to planning in the County. *Advancing Adams* will build off of the analyses and recommendations in these planning efforts.

CURRENT FEDERAL BOULEVARD MULTIMODAL TRANSPORTATION STUDY

Adams County, the City of Federal Heights and the City of Westminster are currently collaborating on the Federal Boulevard Multimodal Transportation Study. The goal of the project is to develop recommendations for safety, mobility and accessibility in order to create a community-serving boulevard.

This project is a partnership of local governments to address the challenges of safety for all users, the volume and speed of vehicular traffic, inconsistent pedestrian and bike

facilities, limited connectivity to trails and first and final mile destinations, and need for improved transit service and amenities.

The process is engaging community members and stakeholders to develop recommendations to improve safety, functionality, and options to travel along and to Federal Boulevard. The study will identify opportunities that may include lighting, crosswalks, intersection and vehicle lane modifications, higher frequency bus service, transit amenities to provide protected waiting areas, and enhanced connections or wayfinding to trails and on-street bike lanes.

Advancing Adams is working closely with this process to ensure these efforts are coordinated in their recommendations and priorities.

2019 DRCOG 2050 METRO VISION REGIONAL TRANSPORTATION PLAN OVERVIEW

The Denver Regional Council of Governments (DRCOG) is set to update its regional transportation plan to the 2050 horizon year through the 2050 Metro Vision Regional Transportation Plan. This 2019 overview was provided as part of the July 2019 Adams County Transportation Forum to provide a summary of the upcoming planning effort and a guide for how the plan will impact Adams County.

Regional Transportation Plans are federally required documents that



provide a regional transportation vision at the Metropolitan Planning Organization level, determine a list of transportation projects that will promote regional connectivity, and compile a fiscally constrained plan that can be implemented using anticipated revenues. The overview provides both a profile of Adams County and a snapshot of how the region is tracking on meeting performance targets.

Adams County plays a significant role in advancing regional transportation goals. As an area of the DRCOG region that has many undeveloped pockets and room for growth, local transportation planning is especially important in helping the region become a safer and more connected place.

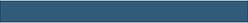
2018 TOWN HALL: NEIGHBORHOOD SNAPSHOT REPORT; SOUTHWEST CORRIDOR NEIGHBORHOODS: SHERIDAN BOULEVARD TO PECOS STREET AND 76 AVENUE TO 52 AVENUE

The Southwest Corridor neighborhood is in unincorporated Adams County and bordered by Sheridan Boulevard to the west, 76th Avenue to the north, Pecos Street to the east, and 52nd Avenue to the south. At the time this plan was written there was a high rate of new development due to three new RTD rail stations having been added to the neighborhood as part of the FasTracks program. The

report profiles the neighborhood demographics, profiles recent and significant projects like an office/warehouse development along I-25, and also looks at development trends in the neighborhood. Since the area is zoned primarily for high-intensity commercial and small lot single-family residential, the existing land uses are mostly auto sales and repair, retail, and single-family homes.

In addition to recent trends, the report summarizes neighborhood, subarea, and corridor plans nearby, discusses code enforcement, building permit activity, and provides an oil and gas well inventory. The parks and open space portion of the report details trail enhancements in the area, including replacement of a portion of the Clear Creek Trail, and enhanced neighborhood connections to the trail. The report also discusses improvements like new sidewalks and ADA ramps, as well as a streets paving program that would impact the study area.

The Southwest Corridor has potential to become a thriving residential and commercial core within unincorporated Adams County. Its position just north of Denver and its access to high quality transit and trail connections make it a desirable and promising area.



2017 CLEAR CREEK CORRIDOR MASTER PLAN

The 2017 Adams County Clear Creek Corridor Master Plan is an amendment and update to the 2012 Adams County Open Space, Parks, and Trails Master Plan, which provided recommendations on: land acquisition to fill missing trail segments; identified connections to the trail from roadways like Lowell Boulevard and Tennyson Street that could connect residents with the trail; and also identified infill park opportunities to provide more recreation space adjacent to the trail. By 2017, the County had received numerous reports of safety concerns relating to existing recreational spaces along the trail, which had not been thoroughly addressed in the 2012 plan. In addition, new commuter rail stations at Sheridan Boulevard, Federal Boulevard, and Pecos Street could alter development patterns along the creek corridor. Adams County undertook the Clear Creek Corridor Master Plan in response to these safety and development concerns.

The Clear Creek Corridor Master Plan divided recommendations into four categories: 1. basic needs, 2. recreation planning, 3. circulation and access, and 4. development guidelines. Basic needs recommendations covered safety, access, and stewardship issues while development guidelines recommendations covered experience enhancements, habitat expansions, and integration of

resilient infrastructure. The other two categories provided geographically focused recommendations based on three zones: Sheridan Boulevard to Zuni Street (Zone 1), Zuni Street to Washington Street (Zone 2), and Washington Street to the South Platte River Confluence (Zone 3).

This plan summary focuses on the plan recommendations that pertain to trail access and circulation. To meet basic needs expressed by public engagement participants, the plan recommended an integrated signage program to improve wayfinding, additional parking at trailheads, bike racks/bike share stations, and bicycle repair stations. High priority circulation and access recommendations included a Pedestrian-Hybrid Beacon installation for the trail crossing at Tennyson Street, an on-street trail connection to Clear Creek Valley Park and Jim Baker Reservoir at Lowell Boulevard, a pedestrian bridge east of Federal Boulevard connecting to the rail station, and a dedicated multi use path from Pecos Station to the Clear Creek Trail.

The Clear Creek Trail is one of the most significant multimodal corridors in Adams County. It provides strong opportunities for building out a regional trail network.



MAKING CONNECTIONS: SOUTHWEST ADAMS COUNTY PLANNING AND IMPLEMENTATION PLAN

This Plan focuses on formulating a sound and rational basis for guiding development, redevelopment and supporting infrastructure for unincorporated Southwest Adams County. The Plan includes projects ideal for multi-jurisdictional and public-private partnership and investment. It includes 10 implementation-focused “Projects” that poise Southwest Adams County for the future. These include: a Complete Streets policy/standard, a sidewalk program to complete critical links, completing connections to the G Line Sheridan Station, enhancements on Federal Boulevard, and multimodal enhancements along Clear Creek and in the Welby neighborhood.

2016 ADAMS COUNTY / BRIGHTON DISTRICT PLAN

“Adams County and the City of Brighton partnered to draft the District Plan to study the feasibility of preserving farmland in southern Brighton that remains valuable for food production, while allowing for a range of development opportunities that consider the most efficient and sustainable use of the land. This plan helps decision-makers guide investment in the area for compatible residential, commercial, and industrial development, as well as farmland conservation, and local food and agritourism promotion.”

(page 11) The District Plan highlights recommendations from previous plans for road alignments and improvements in Southern Brighton that would enhance connectivity and safety while accommodating new development and more economic activity.

The District Plan is chiefly centered on preserving a unique section of Brighton, it does include a focus on ensuring future transportation demand can be met through multimodal enhancements.

2014 THE FEDERAL BOULEVARD FRAMEWORK PLAN

In anticipation of the two new rail transit stations planned for Federal Boulevard, Federal Station on the Gold Line and Westminster Station, the Federal Boulevard Framework Plan was developed in order to manage growth on the corridor that will occur as a result of the transit improvements. The study area is a 2.25 mile segment of Federal Boulevard between 52nd Avenue and 72nd Avenue. Plan recommendations included: using a variety of zoning mechanisms to facilitate different types of development; improving the balance between different transportation modes so that vehicular access is maintained while pedestrian and bicycle connectivity is enhanced; and aligning east-west streets that cross Federal Boulevard to create more direct paths of travel.



This plan was created to thoughtfully manage the growth and redevelopment that is anticipated from the infrastructure developments in southwest Adams County. The plan focuses on urban design and streetscape environments, bicycle and pedestrian safety, the context of market feasibility, and engagement of the many communities along the corridor. The findings helped set 20 recommendations to be considered in future developments.

2014 WELBY: WHERE DEEP ROOTS GROW. A COMMUNITY PLAN FOR FUTURE DEVELOPMENT

“Welby: Where Deep Roots Grow, a Community Plan for Future Development (Welby Plan) focuses on the urban, historic, and important southwest Adams County community of Welby, located just east of I-25 and north of I-76. Welby’s beginnings were very much tied to its rich lands supporting many years of robust agricultural production and later truck farms. With time, however, this production was not as viable and with the construction of the Valley Highway (I-25) in 1958 and later I-76, industrial uses began emerging in the area. The transition from agriculture to industrial was the beginning of major changes to the community, especially to its infrastructure and lack of amenities (e.g. grocery store, recreation center, etc.) for residents. The Welby Plan represents the product of hard work and innovative ideas on how to build

on and transform existing assets, reinvest, and maintain a vibrant community that attracts investments from both inside and outside of Welby.”
(Page 1 of Plan)

The Welby Plan builds upon the study area’s existing connections while also identifying opportunities for improving internal circulation and external connectivity. Plan recommendations should be inventoried to determine implementation status.

2012 IMAGINE ADAMS COUNTY TRANSPORTATION PLAN

The 2012 Transportation Plan, a part of the Imagine Adams County 2012 Comprehensive Plan, served as an update to the 1996 multimodal transportation plan. This plan coordinated the transportation plans from participating communities and developed a regional implementation strategy. The 2012 Transportation Plan identified multimodal improvements to be implemented by three planning horizons: 2018 (short-range), 2025 (mid-range), and 2035 (long-range). Plan recommendations reflected a set of 11 policies pertaining to integration of local and Adams County planning efforts including: development of a prioritization process for cross-jurisdictional projects; pursuing cooperative funding agreements; coordinating transportation services to achieve greater efficiency; and preserving the functional integrity of the County roadway system through right of way coordination.



The 2012 Transportation Plan also established five sets of strategic corridors, each with a modal focus. The corridors included the freeways that serve the County, the passenger rail corridors being implemented as part of the Denver Regional Transportation District (RTD) FasTracks system, regional arterial roadways, road corridors that serve local commercial needs but provide fewer regional connections, and trail corridors.

Recommendations were divided into five plan elements: roadway, bicycle, transit, pedestrian, and Travel Demand Management (TDM). The first four elements highlight infrastructure enhancements and new facilities that would accommodate users of each travel mode. The TDM element highlighted opportunities to increase transportation system efficiency by modifying land use policies to allow for more developments that are conducive to travel without driving, preserving right of way for future transit projects, and promoting alternative commuting options in the region. In addition to project recommendations and implementation phasing, the Transportation Plan provides a list of potential funding sources.

Adams County has a mix of both urbanized and rural areas, which poses interesting transportation planning challenges. The update to the 2012 plan is an opportunity to build upon those efforts to bring more multimodal transportation options

to the County and to emphasize the need for mode choice as a tool for meeting both local and regional goals.

2009 CLEAR CREEK VALLEY TOD PLAN

The Clear Creek Valley TOD Plan was published to plan for new transit stations in southwest Adams County: Federal Station on the Gold Line and Pecos Junction Station. TOD, or Transit Oriented Development, is based on the concept of focusing development that is walkable and combines a variety of uses within ½ mile of a transit station in order to help provide meaningful alternatives to driving. The Clear Creek Valley TOD Plan sought to maintain and enhance the existing commercial corridors around the two stations while promoting new sustainable and mixed-use developments, improving connections to surrounding areas, improving open space, and enhancing the area's role as a gateway to southwest Adams County.

The plan offered two options for shaping the future of the two station areas: Option 1 was the Clear Creek Parkway, a set of two east-west roadways that would connect the two station areas, and Option 2 was the Clear Creek Open Space, which would provide a collector road between Federal and Pecos Stations while setting aside land for additional recreational spaces along Clear Creek.

The Clear Creek Valley provides a significant opportunity to add dense residential and commercial



development on a corridor with rail transit that recently went into service. This plan envisions a transformation from a currently industrial corridor.

2008 WELD/ADAMS COUNTY LINE CROSSROADS ALIGNMENT STUDY

East 168th Avenue/Weld County Road 2 is a boundary line between Adams and Weld Counties, respectively. The Weld/Adams County Line Crossroads Alignment Study was undertaken as a joint venture by Adams County, Weld County, the City of North Northglenn, and the City of Thornton to correct for five off-set intersections along East 168th Avenue/Weld County Road 2. The study analyzed existing conditions at the five intersections and provided three alternative designs for each. Alternatives were evaluated and scored based on community input, community impacts, geometrics, safety, environments impacts, and construction costs. A preferred alternative was identified for each plan and provided to each jurisdiction to preserve the rights-of-way for future implementation of the new alignment.

2006 ADAMS COUNTY: TRANSIT ORIENTED DEVELOPMENT AND RAIL STATION AREA PLANNING GUIDELINES

The guidelines document outlines Adams County's strategy for Transit Oriented Development (TOD), which

includes designating rail station areas and corridors, creating policies to guide TOD, and establishing a standardized process and format for Station Area Plans. These are land use decisions that were not included in the Adams County Comprehensive Plan at the time of publication. While specific station area plans are still needed, these guidelines establish basic guidance including: that a Station Area would be defined as the half-mile radius around a station; the Station Area Core would be considered the quarter-mile radius around a station; and that transit corridor designation would apply to unincorporated County land within 1,500 feet of transit lines.

The guidelines seek to ensure that any development resulting from the new transit facilities is compatible with established County character and that community benefits are provided through increased services, more housing, and enhanced walkability. The guidelines encourage a mix of land uses, higher density development in station areas, an integrated transportation system that includes bicycle and pedestrian-scale design, and provision of parks and open space.

At the time the guidelines were completed, Adams County was looking to transit investments through FasTracks to help urbanize certain pockets of the County and leverage transit investments with first and final mile connections.

2005 RIVERDALE ROAD CORRIDOR PLAN

The Riverdale Corridor Plan documents efforts to preserve the South Platte River Valley by creating development agreements, coordinating development along the corridor, guiding investment in infrastructure, and creating trail connections between existing and future parks and neighborhoods.

This plan proposes a multitude of strategies to prevent the urban growth and development in the area surrounding Riverdale Road from causing harm to its natural and scenic beauty. The plan includes a vision and an implementation policy framework to better guide development and conservation efforts in the corridor.

2005 SOUTHWEST ADAMS COUNTY FRAMEWORK FOR FUTURE PLANNING

“Southwest Adams County contains part of the “first ring” suburbs developed around Denver during the post-WWII era. This diverse area is showing its age and the fact that more investment dollars have been spent elsewhere in past decades. Various land use types can be found in southwest Adams County, including most varieties of residential housing, commercial districts, and industrial areas. Many neighborhoods have evolved to contain a mix of land uses. Each area has its own unique set of circumstances, issues and needs, and stakeholders. This calls for many

different approaches to the planning process. The Southwest Adams County Framework Plan was created to guide and organize the multiple planning efforts needed in this area.” (page 3 of plan)

This area of the County contains the confluence of the interstate highways that serve the County and also contains five of the rail stations funded through FasTracks. As a result, much of the population and economic growth that will occur in unincorporated Adams County is likely to occur in the Southwest portion.

The 2005 Southwest Adams County Framework Plan provided an outline for future planning and redevelopment efforts in southwest Adams County. It is intended to serve as a guiding document throughout the many years it would take to complete the neighborhood plans, corridor plans, and other redevelopment efforts needed to improve southwestern Adams County. It sets the stage for the planning efforts needed for ensuring transportation demand resulting from growth in this section of the County is accommodated through a multimodal network.

RTD N LINE PROGRESS

The N Line is a commuter rail line that operates between Denver and North Thornton, in Adams County. The N Line, which is also known as the North Metro Rail Line, is part of the 2004 FasTracks plan. The N Line was

expected to be completed in 2018 but has incurred delays. Service started on the first 13 of 18.5 planned miles on September 21, 2020.

The N Line provides a direct and rapid transit connection between various municipalities in northern Adams County and Denver. This will create opportunities for shifting development patterns, more dense development along the corridor, and additional economic development opportunities in Commerce City, Northglenn, and Thornton.

