



FIVE STRATEGIC CORRIDORS



This section of the plan is in DRAFT form. The transportation opportunities being set forth in this section need to be further coordinated with the land use recommendations being developed in Phase II in the *Comprehensive Plan* as well as feedback from the public. Further review will need to take place before opportunities can be presented to the public as draft recommendations. Additional visuals will also be prepared as a part of Phase II.

OVERVIEW

To highlight specific opportunities for focused improvements in key areas, *Advancing Adams* has selected five strategic corridors that will be analyzed in greater detail as a part of this planning process—Federal Boulevard, Washington Street, Pecos Street, 104th Avenue, and 120th Avenue. The following section describes the transportation infrastructure (transit, bicycle, pedestrian, and vehicular) that exists on each corridor and shares opportunities for transportation improvements that would both enhance mobility and complement concepts put forward in the *Comprehensive* and *Parks, Open Space* and *Trails Plans*.

The *Advancing Adams* team is considering a range of transportation

opportunities for each corridor including road diets, enhancing facilities for those walking or rolling, and leveraging new technologies for forming new connections or operating existing facilities with greater efficiency. A road diet is the reallocation of vehicle travel lanes to other uses such as enhanced bicycle or pedestrian facilities.

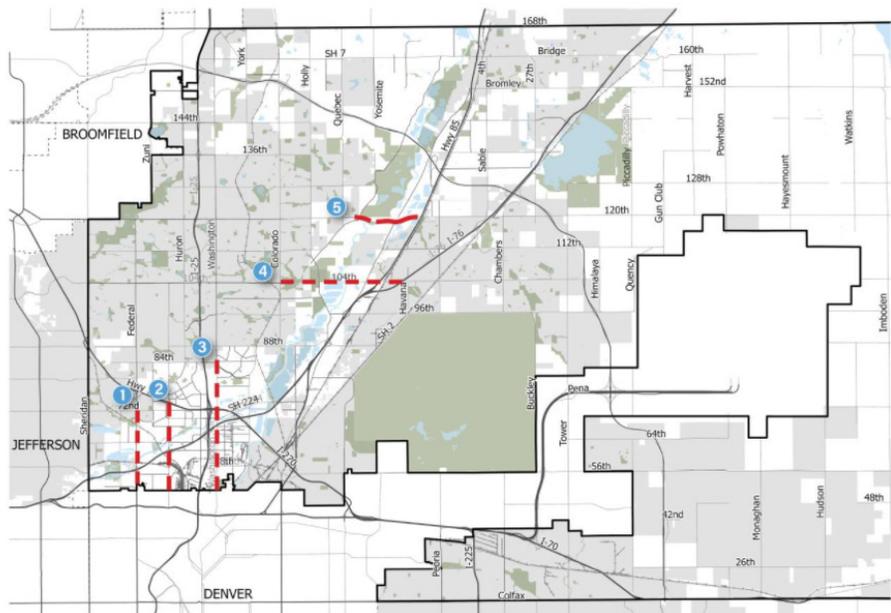
OPPORTUNITIES ANALYSIS

Stakeholder interviews and focus group sessions were convened for the strategic corridor. These sessions provided an opportunity for agencies such as CDOT, RTD, City and County of Denver, and departments within Adams County to provide initial feedback on preliminary ideas. These conversations aided the project team in streamlining a list of initial ideas and focusing on opportunities that

Five Corridors Context Map

LEGEND

- ① Federal Boulevard
- ② Pecos Street
- ③ Washington Street
- ④ 104th Avenue
- ⑤ 120th Avenue
- Corridor Locations
- Municipal Area
- Parks and Open Space
- Lakes and Streams



would address community needs as identified by stakeholders and be deemed feasible by agencies that will act as implementation partners.

In addition to conversations with stakeholders, a data-driven process was used to assess how each of the five corridors currently serves each transportation mode. In addition to the County-wide analysis described previously in this report, the corridor-specific analysis also included a

preliminary assessment of peak hour roadway operations to determine whether ideas like reducing the number of travel lanes might be feasible. Operations were assessed by determining vehicle to capacity ratios (V/C) for portions of each corridor. V/C ratios were determined using the roadway segment capacities listed in the DRCOG Focus Regional Travel Demand Model and the historic traffic volume data provided by Adams County. The traffic volume data

Levels of Service

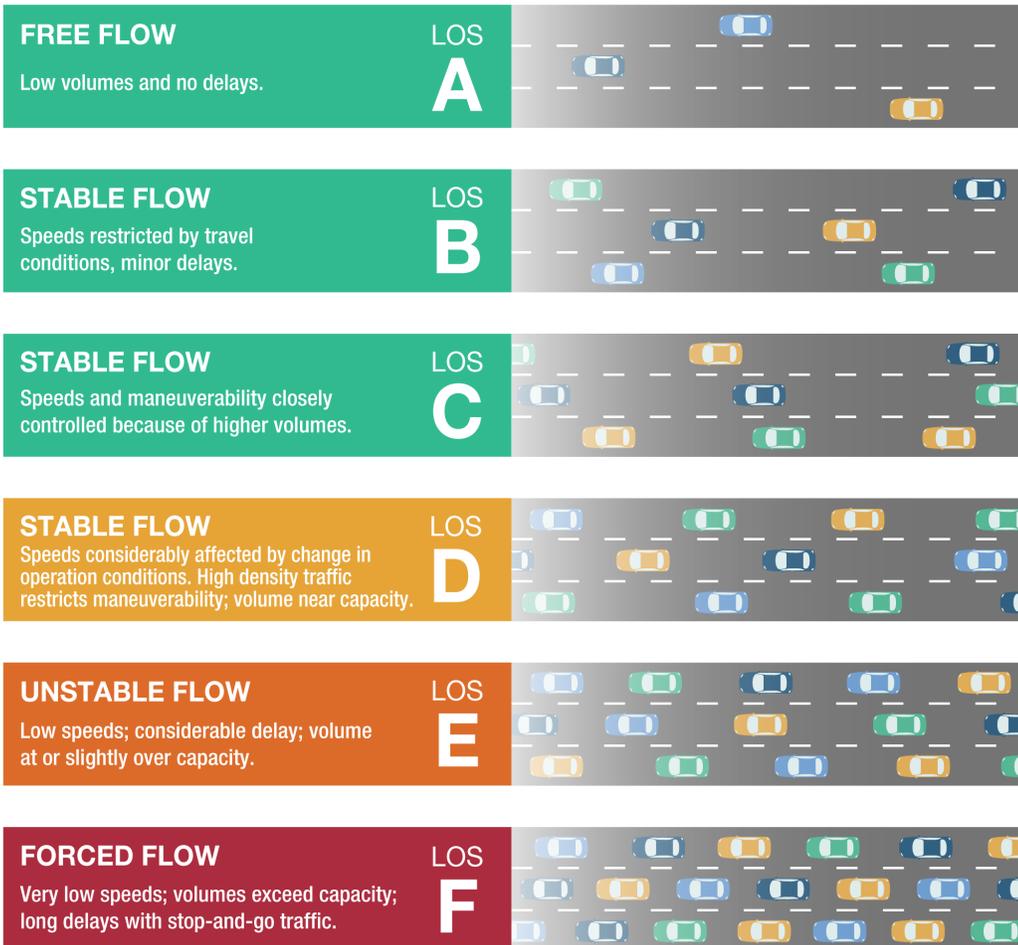


Figure 31: Level of Service Ratings (Source: UDOT)

provided by the County represented Average Annual Daily Traffic; peak hour volumes were derived using the assumption that the peak hour of travel represents 10% of daily traffic.

The V/C ratio conveys the quantity of vehicles utilizing a roadway at a given time as a share of the overall traffic-carrying capacity of that roadway. For the purposes of the five corridors analysis, it was assumed that a V/C ratio of less than 0.7 signifies the roadway segment has additional peak hour capacity and that some of the right of way currently dedicated to vehicle travel may be reallocated to other modes. A V/C ratio of between 0.7 and 0.9 signifies that the roadway is congested during the peak hour and drivers may experience some delays. It was assumed that some right of way reallocation might still be feasible under these conditions. A V/C ratio of over 0.9 signifies a location where existing peak hour congestion is an issue. A V/C ratio of 0.9 corresponds with a Level of Service E or F as illustrated in **Figure 31**.

It should be noted that this operational analysis was conducted using limited data and was intended to serve a high-level screening for potential

feasibility of treatments like road diets. A more rigorous analysis would be needed to conclusively assess feasibility of the opportunities offered in this report.

FEDERAL BOULEVARD

EXISTING CONDITIONS

Federal Boulevard is a north-south arterial that provides local and regional connections for Adams County travelers (**Figure 32**). Federal Boulevard is owned and operated by CDOT; issues relating to street surfacing, sidewalk maintenance, snow removal, and other operational concerns are the responsibility of CDOT. Adams County can provide input on the corridor, but do not have decision making authority on changes to the corridor. The corridor connects to the City and County of Denver to the south and to Broomfield to the north. The arterial carries a little over 30,000 vehicles per day. The corridor is primarily zoned for commercial uses, with industrial uses around the rail lines. Given the number of key commercial destinations, the corridor has a high demand for people walking and biking. The existing cross section does

Table 5: Peak Hour Volume to Capacity Ratio on Federal Boulevard (existing conditions)

CROSS STREET	72ND AVENUE	NORTH OF I-76
Number of Travel Lanes	4	6
Volume (average daily traffic)	36,128	39,000
Roadway Capacity	3,400	5,100
Peak Hour Volume	3,613	3,900
Existing Peak Hour V/C Ratio	1.06	0.76

not contain any designated bicycle facilities. The pedestrian network is inconsistent, with many locations with sidewalk gaps or sidewalk segments of insufficient width (**Figure 33** and **Figure 34**). Where ADA-compliant sidewalks are present, they are uncomfortable due to their narrow width, frequency of curb cuts and conflicts with driveway access points, and lack of buffer, putting pedestrians adjacent to high vehicle speeds and volumes. There is also a lack of comfortable pedestrian crossings on Federal Boulevard. For example, there is a bus stop at 65th Place but no marked crosswalk nearby (**Figure 35**). *Advancing Adams* can explore opportunities for adding pedestrian crossing treatments along the corridor to help pedestrians make east-west connections across Federal Boulevard. The design of the commercial areas with large surface parking lots fronting the roadway also makes for an unpleasant pedestrian experience.

The existing traffic volume to roadway capacity, or V/C ratio, on Federal Boulevard shows that traffic congestion exists during the peak hours, particularly on the section adjacent to 72nd Avenue (**Table 5**). Based on this analysis, it was determined that removing travel lanes through a road diet is likely not a feasible treatment for Federal Boulevard.

RTD's 31 route runs along Federal Boulevard to connect to the Clear

MAP OF FEDERAL BOULEVARD

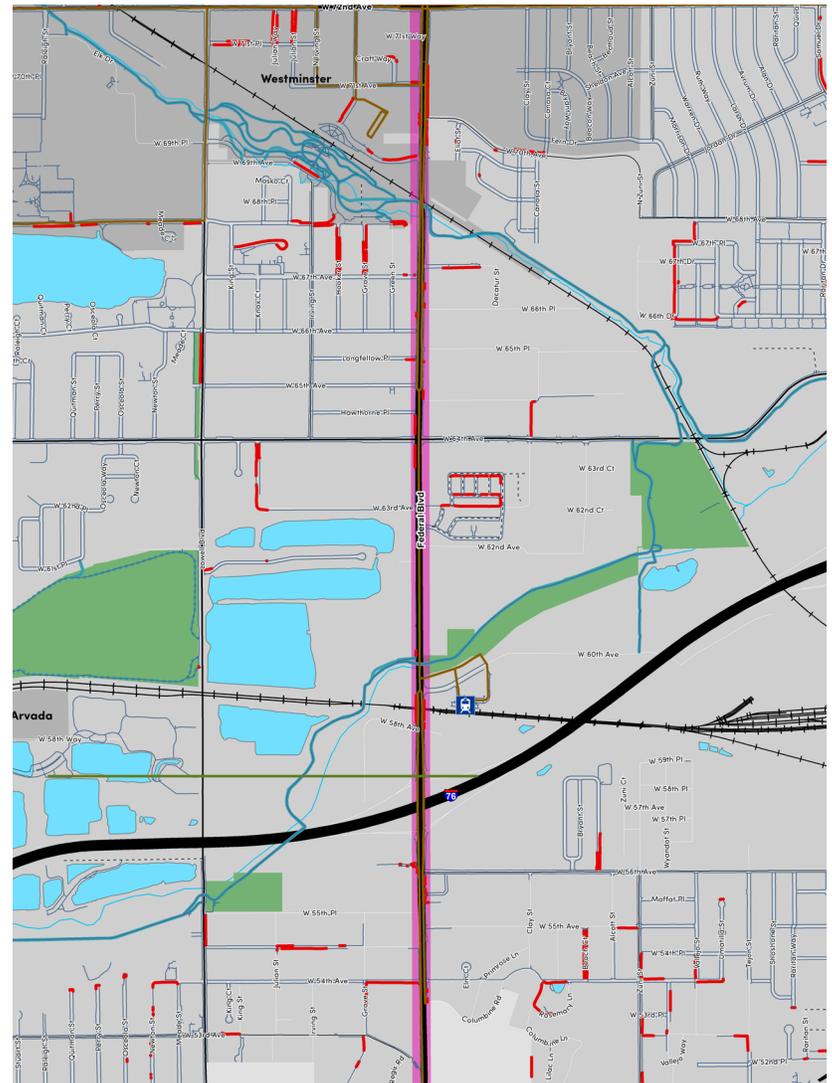


Figure 32: Federal Boulevard Existing Transportation Infrastructure

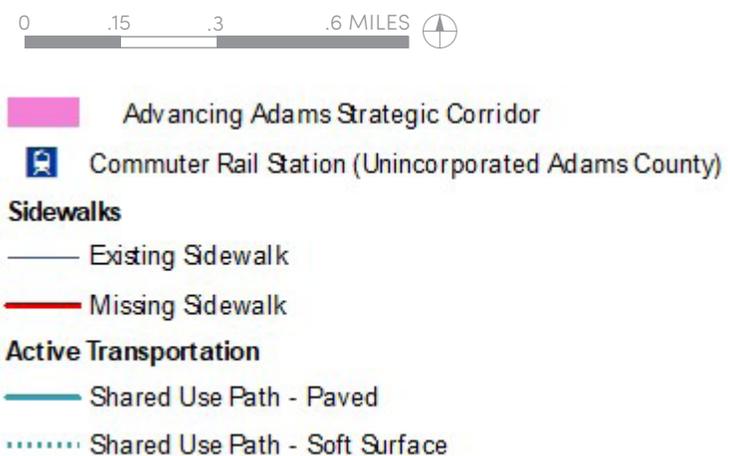




Figure 33: Sidewalk Gaps on Federal Boulevard



Figure 34: Examples of Uncomfortable Pedestrian Facilities on Federal Boulevard



Figure 35: Example of an Opportunity for Adding Pedestrian Crossing Treatments on Federal Boulevard

Creek - Federal commuter rail station. The route frequency is 15-minute intervals during the peak times with high ridership, even throughout the COVID-19 pandemic. **Figure 18** shows high ridership along this route, especially at stops near commercial core areas and transferring to other high frequency transit routes.

Adams County is currently collaborating with the City of Federal Heights and the City of Westminster on the *Federal Boulevard Multimodal Transportation Study*. The study area is eight miles of the Federal Boulevard corridor within the three jurisdictions from 52nd Avenue to 120th Avenue. This study will take a more in-depth look at addressing the challenges of safety for all users, the volume and speed of vehicular traffic, inconsistent pedestrian and bicycle facilities, limited connectivity to trails

and first and final mile destinations and need for improved transit service and amenities. *Advancing Adams* is coordinating with this concurrent study to develop a set of recommendations that is consistent between these two efforts.

OPPORTUNITIES FOR IMPROVEMENTS

With a number of previous and current planning efforts that are studying Federal Boulevard including *The Federal Boulevard Framework Plan* and *Making Connections*, the opportunities highlighted build off of these findings and recommendations.

The *Making Connections* Plan identifies that “the future design of Federal Boulevard should allow for a strong pedestrian environment, bicycle movement, buildings closer to the street, outdoor eating areas,



Figure 36: Example of a Dedicated Bus Lane in Downtown Denver (Source: The Denver Channel)



Figure 37: High Comfort Transit Station

and parking that does not dominate the streetscape.” This Plan also identifies a bundle of projects for the corridor including a BRT Feasibility Study, missing sidewalk installation, intersection improvements and a bridge over Little Dry Creek. The *Federal Boulevard Framework Plan* identifies the need for improved access to the Little Dry Creek Trail, improved ADA compliance, better connectivity along business frontages,

and more comfortable bicycle connectivity.

With existing underutilized and vacant parcels around the Clear Creek RTD station area, the Federal Boulevard corridor area has the opportunity to become a TOD hub for Adams County, incorporating mixed-use and different types of housing. This area could accommodate new missing middle housing as well as affordable housing. The multi-unit housing types would increase density and accommodate more of the growing population, allowing for more residents to attain fee simple housing and also to live within walking distance of the RTD station. Federal Boulevard also lacks a cohesive character that can integrate streetscape elements like trees, planting, pedestrian crossing treatment, public art and other placemaking features.

The southernmost portion of this corridor would mostly remain commercial, although a less autocentric commercial area would better align to the development pattern in the transit-oriented development mixed-use areas.

Modifications to the road and right of way configuration should be explored to offer a more pedestrian friendly and walkable environment where pedestrian and bicycle access to the Clear Creek Trail should be provided from multiple areas.

Adams County shall coordinate with CDOT on any potential improvements.

The combination of CDOT's jurisdictional oversight of the corridor along with the existing high volume of traffic within a constrained right of way impacts the County's ability to fully reshape the corridor. Long-term needs on the corridor include completing the sidewalk network and upgrading existing pedestrian crossings while also adding additional crossing opportunities. In the near-term, the County can reimagine Federal Boulevard as an enhanced transit corridor with dedicated bus lanes that operate either in both directions or south in the morning and north in the early evening to match peak hour traffic flows. The bus lanes can be paired with enhanced bus stops that provide a comfortable shelter for riders, arrival times, and clear signage to support riders with trip planning. The County can also consider transit signal priority that improves reliability by ensuring buses can travel through an intersection on green signals and maintain scheduled arrival times at stops (**Figure 36** and **Figure 37**). The enhanced transit corridor would support the land use vision of Transit Oriented Development along Federal Boulevard.

While completion of the pedestrian network on Federal Boulevard is a longer term improvement that will require coordination with multiple jurisdictions, there are near term enhancements that would complete pedestrian connections to the Clear Creek – Federal commuter rail station.



Figure 38: Example of an Enhanced Crossing Treatment with Dedicated Bicycle Striping and Signals

Specifically, adding a connection to the Clear Creek Trail from Federal Boulevard would provide pedestrian access between that key regional recreational corridor, the commuter rail station, and Federal Boulevard. In addition, the Federal Boulevard bridge over the Clear Creek should be upgraded to provide a wider right of way for pedestrians.

In addition to near-term opportunities adjacent to the commuter rail station, pedestrian connections all along the corridor could be improved through implementation of enhanced crossings. This can be accomplished through installation of treatments like High-Intensity Activated crossWALK (HAWK) signals, which serve as a stop control for traffic while pedestrians cross. These can be paired with green-backed crosswalk striping to also provide crossing opportunities for bicyclists like the example shown in **Figure 38**. As a part of the *Federal Boulevard Multimodal Transportation*

Study, CDOT and the County are upgrading crossings in order to ensure ADA compliance in the short-term.

Dedicated on-street bicycle facilities are likely not feasible on Federal Boulevard due to the high traffic demand and limited right of way. Lowell Boulevard is a parallel corridor where the County has recently implemented a multiuse trail. There is an opportunity to establish more connectivity between Federal Boulevard and Lowell Boulevard through implementation of bicycle boulevards on east-west streets and wayfinding signage that communicates opportunities for connecting to key destinations. In addition to potential recommendations put forward in *Advancing Adams*, the *Federal Boulevard Multimodal Transportation Study* is also evaluating Lowell Boulevard as a bicycle facility for the corridor.

PECOS STREET

Pecos Street is a Minor Arterial that connects Adams County and the City and County of Denver, terminating to the north at 104th Avenue (**Figure 40**). Pecos Street has a range of bicycle and pedestrian facilities. Around the rail station, there are limited facilities for active transportation, making it uncomfortable if not impossible for pedestrians to navigate the high amount of truck traffic to access the commuter rail station. Pecos Street has a clear and defined industrial character as well as some autocentric commercial on the southern portion of the corridor. As part of the Capital Improvements Program, Adams County is implementing improvements on Pecos Street between 52nd Avenue and Cargill Drive. Improvements include widening Pecos Street to four lanes, installing a raised median, building a new sidewalk along with drainage and landscaping, and installing new traffic signals. Sidewalks will be rebuilt on both sides of the street and one of the sidewalks will be a ten-foot-wide multiuse trail. This project will help improve connectivity south of the rail station. The County is also in the process of upgrading

Table 6: Peak Hour Volume to Capacity Ratio on Pecos Street

PECOS STREET	
CROSS STRET	64TH AVENUE
Lanes	4
Volume	28,203
Capacity	3,000
Peak Hour Volume	2,820
Existing Peak Hour V/C Ratio	0.94



Figure 39: Existing Cross Section of Pecos Street North of 64th Avenue

62nd Parkway and 62nd Avenue between Pecos Street and Washington Street. The Project consists of widening/reconstructing the roadway; improving intersections; installing curbs, gutters, sidewalks, ADA ramps, drainage system with water quality features; and implementing landscaping to improve safety, environment, and increase mobility capacity to serve increased growth and economic development.

Preliminary operations analysis shows that Pecos Street through the study area carries a high volume of traffic during the peak hour (**Table 6**). This is due, in part, to the industrial land uses on the corridor as well as the direct connections the corridor provides to US-36 and I-76. Since Pecos Street sees a high level of traffic demand, adding facilities for multimodal travel may require expanding the existing cross section rather than reallocating vehicle travel lanes to other modes.

The existing cross section of Pecos Street (**Figure 39**) through the portion of the study area that is north of the Pecos Junction commuter rail station has an attached sidewalk on the west

MAP OF PECOS STREET

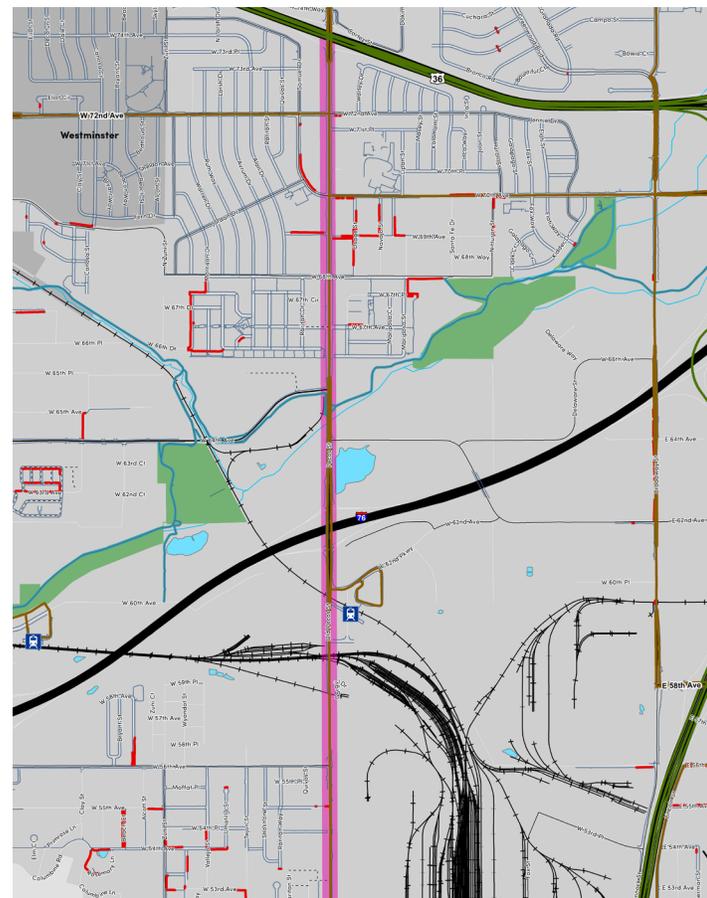
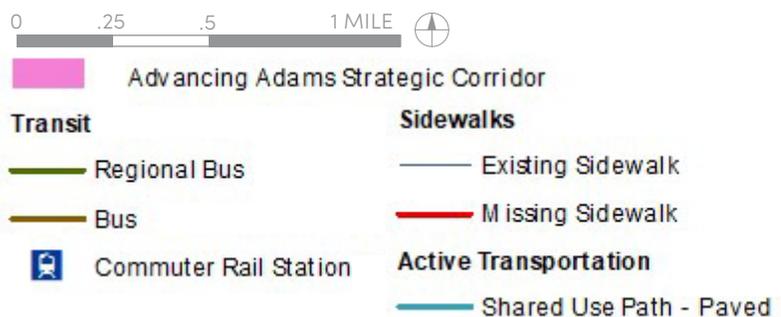


Figure 40: Pecos Street Existing Transportation Infrastructure



side of the street with an adjoining planting strip that is approximately 15 feet wide. If the planting strip is within the public right of way, then County can pursue an expanded cross section that maintains the existing configuration of travel lanes while adding comfortable facilities for bicyclists and pedestrians. This concept is discussed further in the following section.

Approximately one mile north of the station is a new urbanist development, Midtown, with a wide, buffered multiuse trail along Pecos Street (**Figure 41**). Immediately south of the development, Pecos Street provides access to the Clear Creek Trail, an important regional connection for people biking and walking. The County is pursuing implementation of the wayfinding signage recommendations provided in the 2017 *Clear Creek Corridor Master Plan* in order to foster an enhanced sense of connectivity to the trail. In



Figure 41: Multiuse Trail Adjacent to the Midtown Neighborhood

general, pedestrian connectivity is challenging on the corridor due to the high number of barriers including the rail lines and I-76.

RTD's route 19 travels along Pecos Street, with some of the highest ridership stops in the County, at 72nd and 76th Avenues. This route also connects to the Pecos Junction commuter rail station, serving the B and G Lines. Most bus stops along Pecos Street currently lack stop amenities like shelters and benches. Enhancing the bus stops could help improve the transit user experience along the corridor.

OPPORTUNITIES FOR IMPROVEMENTS

Pecos Street has the opportunity to become a connected and attractive employment center for Adams County. With a strong industrial presence and great connectivity, this area can become a great location for logistic services for the larger region. At the same time, the corridor serves a number of neighborhood and denser housing that demand enhanced transportation options.

In order to better accommodate people walking and bicycling on the corridor, the County can assess whether the under-utilized space adjacent to the sidewalk on the west side of Pecos Street can be modified to accommodate a six-foot wide bicycle lane and an eight-foot wide sidewalk (**Figure 42**). This would allow for enhanced pedestrian and bicycle



Figure 42: Potential Cross Section on Pecos Street North of 64th Avenue

access while maintaining the existing number of vehicle travel lanes. On the east side of Pecos Street, the existing planting strip that serves as a buffer between the sidewalk and roadway could be reconfigured to provide a bicycle facility. Implementation of the proposed cross section north of Cargill Drive would bring a consistent cross section through the length of the corridor and provide connections to the Pecos Junction Station and the Clear Creek Trail. This proposed

cross section modification would foster better connectivity between the Midtown development and destinations to the south. In addition, the modification would be one step towards transforming Pecos Street into a multimodal corridor from the Denver border at 52nd Avenue to the north. A critical remaining gap is the Pecos Street bridge between Cargill Drive and 62nd Parkway. Advancing Adams will investigate opportunities for upgrading the experience for people walking and biking on the



Figure 43: Washington Street Looking North from I-270

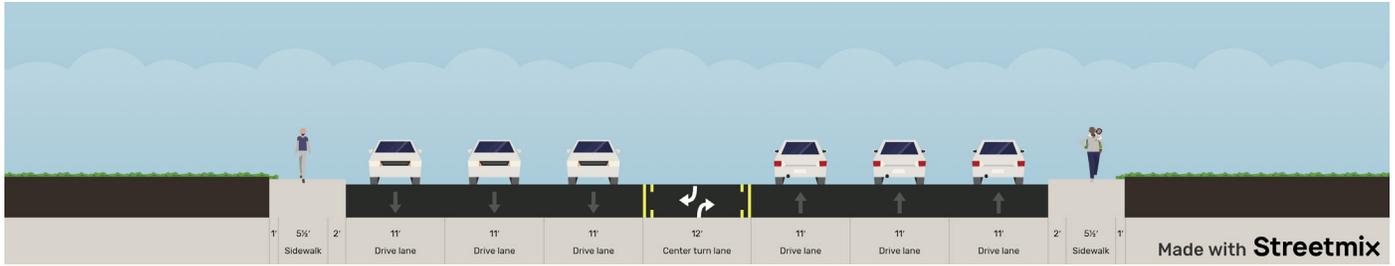


Figure 44: Existing Cross Section of Washington Street Between 73rd Avenue and 78th Avenue

WASHINGTON STREET

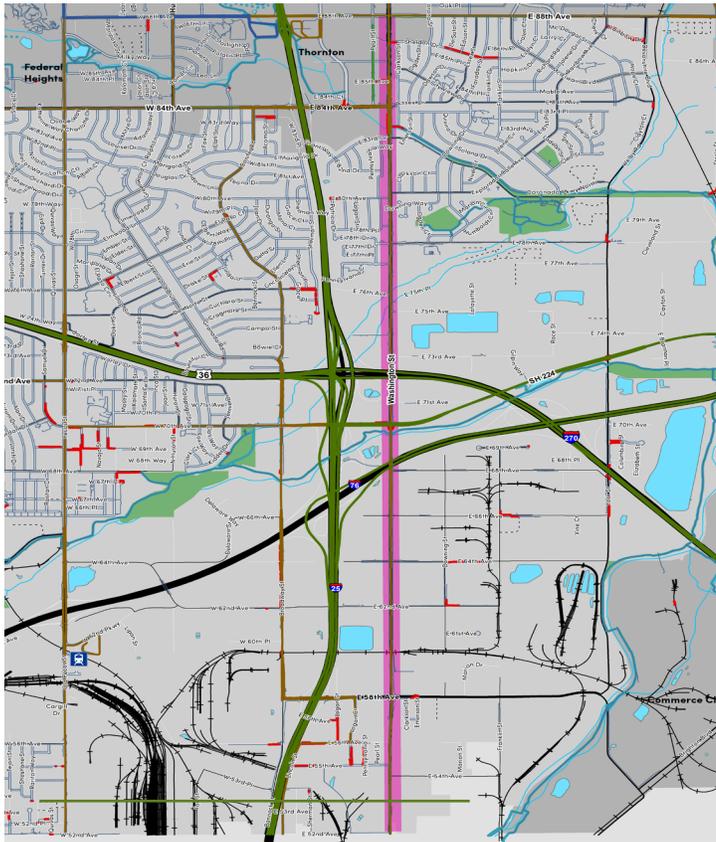


Figure 45: Washington Street Existing Transportation Infrastructure



bridge, though a detailed feasibility assessment should also be pursued due to the engineering and cost constraints involved in upgrading major bridges.

WASHINGTON STREET

Washington Street is a North-south Principal Arterial with three distinct characters across its extent—1. the northern segment is primarily autocentric commercial; 2. the section next to Welby has a unique character with a mix of uses; and 3. south of I-270 is primarily industrial. Overall, it has a unique mix of agricultural heritage and industrial uses. Bicycle and pedestrian facilities are inconsistent, and do not provide comfortable opportunities for those walking and biking, given the high vehicle speeds and volumes on the corridor (**Figure 45**). Sidewalks are generally present, but not ADA-compliant and are narrow in width, have utility poles interrupting the sidewalk, driveways that are not properly graded, and debris present. The corridor is not comfortable for pedestrians due to high vehicle volumes and speeds, associated noise, lack of trees and vegetation, and excessive curb cuts

Table 7: Peak Hour Vehicle to Capacity Ratios on Washington Street

WASHINGTON STREET		
CROSS STRET	73RD AVENUE	78TH AVENUE
Lanes	6	6
Volume	23,508	20,539
Capacity	5,100	5,100
Peak Hour Volume	2,351	2,054
Existing Peak Hour V/C Ratio	0.46	0.40

(**Figure 43**). The cross section of Washington Street varies between four lanes and six lanes, with a two-way left turn lane and attached sidewalks. **Figure 44** shows the existing six lane cross section between 73rd and 78th Avenues.

Preliminary analysis of roadway operations on Washington Street suggests the corridor does not experience significant congestion during the peak hour (**Table 7**). This suggests there is an opportunity to consider pursuing a road diet that would provide enhanced accommodations for people walking, bicycling, and riding transit. This concept will be explored further in the following section.

The nearby Welby neighborhood is an older residential community that has traditionally generated demand for more walking and bicycling access to commercial destinations. In addition to the numerous commercial destinations like restaurants along Washington Street in Adams County, there are also a number of destinations along Washington Street immediately to the south of Adams County, including the National Western

Stock Show. There is a potential for improving multimodal access to these amenities in neighboring jurisdictions.

RTD’s route 12 serves Washington Street at 30-minute frequency seven days per week. The existing bus stops on Washington Street do not provide riders with a comfortable place to wait for the bus. The attached sidewalks leading to the bus stops means that transit riders must wait for the bus adjacent to traffic (**Figure 46**).

OPPORTUNITIES FOR IMPROVEMENTS

With a unique mix of light industrial, residential, and agricultural character,

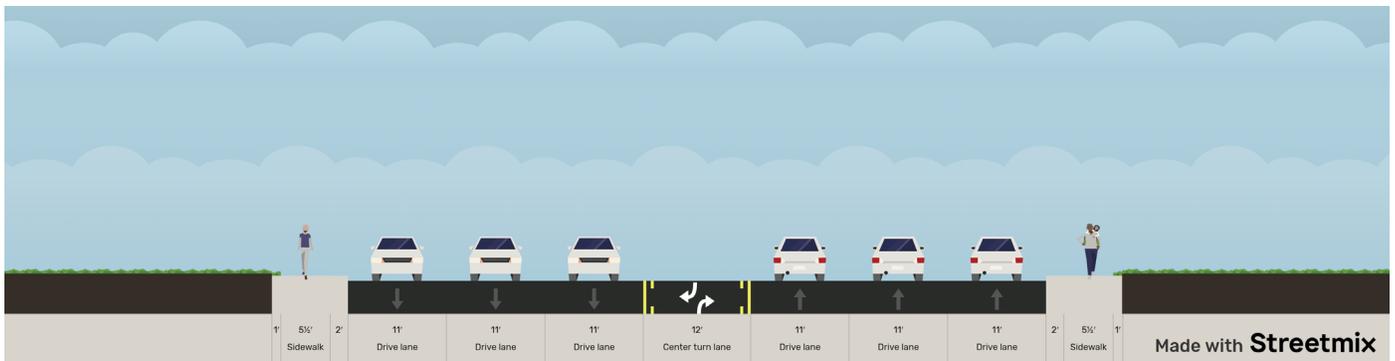


Figure 46: Sidewalk and RTD Bus Stop on Washington Street

Washington Street has the potential to strengthen its identity and become the Creative Center of Adams County. The Welby area located east of Washington Street is a mix of small-scale agriculture and light industrial land uses that offer a very unique type of development. The industrial areas south of I-76 are prime for an evolution to shift to be more

oriented towards art and maker-culture. This part of Washington Street has the potential to be a Colorado Creative District in the future if the infrastructure, capital improvements, and developer partners can be secured. The types of possible development could be mixed-use warehouses and artist colonies. If a destination district is pursued for the

Existing Cross Section



Proposed Cross Sections (option 1)



Proposed Cross Sections (option 2)



Figure 47: Existing and Proposed Cross Sections for Washington Street

southern portion of Washington Street, then transportation infrastructure needs to support those uses.

Given the operational analysis finding that Washington Street may have capacity for vehicle traffic that exceeds existing demand, there is an opportunity to pursue a road diet between 73rd Avenue and 78th Avenue that would reduce Washington Street from six to four travel lanes through this portion of the corridor. Sufficient right of way exists for either 1. a narrow buffer on one side of the street that leaves room on the other side of the street for enhanced bus stops or trees in the buffer when a bus stop is not present, or 2. A wider buffer with space for street trees on both sides of the street (**Figure 47**). Further study would be required to select a cross section. It is assumed that the County has additional right of way on the west side of Washington Street to accommodate a wider sidewalk and planting zone; a refined cross section would require more precise information on existing right of way and information on the County's ability to acquire right of way if needed.

This would make Washington Street a more uniform corridor for vehicles while also introducing opportunities for multimodal travel. According to preliminary analysis, this could be accomplished without generating a prohibitive amount of peak hour traffic



Figure 48: Opportunity Locations for Enhanced Pedestrian and Bicycle Crossings on Washington Street (Source: Google Maps)

congestion (**Table 8**). A reduction in the number of travel lanes would enable reallocation of right of way towards ten-foot wide sidewalks that adhere to the County standards for pedestrian facilities on Major Arterials. A buffer separating the sidewalk from the roadway could be included in the design to both observe County standards and provide a more comfortable pedestrian environment. This proposed cross section leaves opportunities for a dedicated bicycle facility and enhanced bus stops.

The proposed cross section could include a center median with periodic breaks for left turn lanes

or pedestrian refuge islands and enhanced crossings. Potential locations for crossing enhancements are shown in **Figure 48**. At the time of this report, there are infrequent crossing opportunities on Washington Street between 73rd Avenue and 88th Avenue. Better connections would be made possible through crossing treatments like High-Intensity Activated crossWalk (HAWK) signals and green-backed crosswalk striping that provides a path of travel for people biking across a high volume roadway like Washington Street.

Table 8: Operational Performance Before and After Road Diet

WASHINGTON STREET				
CROSS STREET	73RD AVENUE		78TH AVENUE	
Cross Section	Existing	Post-travel lane reduction	Existing	Post-travel lane reduction
V/C Ratio	0.46	.69	.40	.60

104TH AVENUE

104th Avenue is a state-owned roadway that carries between 15,000 and 21,000 vehicles per day (**Figure 49**). This Principal Arterial has two to three travel lanes between Riverdale Road and I-76, and five travel lanes between Colorado Boulevard and Riverdale Road (**Figure 50**). The corridor is a critical connection to Denver International Airport, serving both travelers and airport employees. There are limited bicycle and pedestrian amenities along this corridor, as it takes a more rural feel. A new trail connection is being implemented near Brighton Road and 104th Avenue that will connect to the Front Range Trail and South Platte Trail. Advancing Adams presents an opportunity to build upon that upcoming connection.

The intersection of 104th Avenue and US-85 intersection presents challenges for pedestrian connectivity due to long crossings, lack of sidewalk infrastructure and high vehicle speeds (the speed limit on 104th Avenue goes from 65 mph to 30 mph very quickly approaching this intersection). A grade separated crossing is being pursued at this intersection jointly by Adams County, Commerce City, and CDOT. The interchange has been designed and funding for right of way acquisition has been secured but construction funding is yet to be identified. In addition, CDOT and the City of Thornton are exploring the possibility of widening 104th Avenue

MAP OF 104TH AVENUE

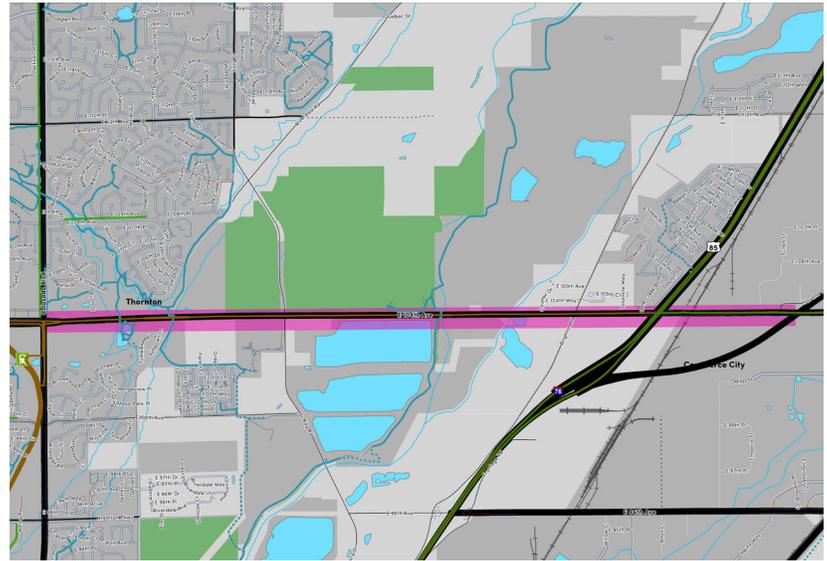


Figure 49: 104th Avenue Existing Transportation Infrastructure

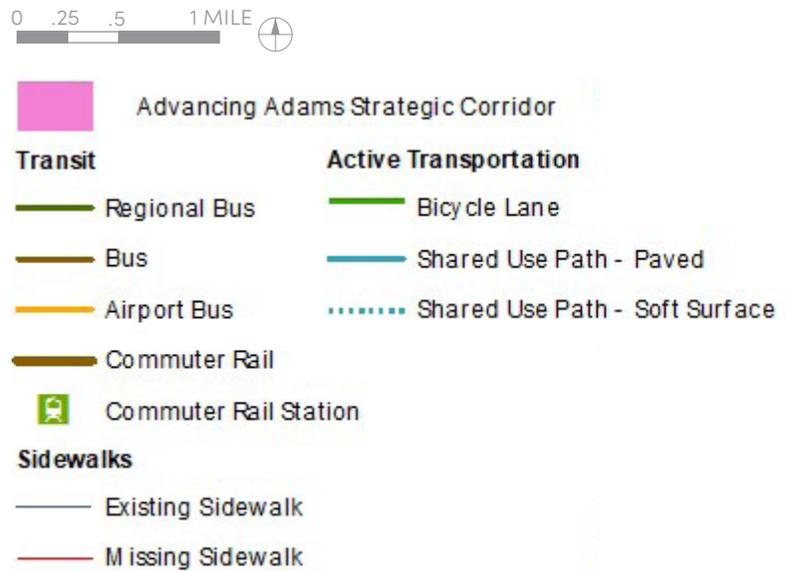




Figure 50: Varying Number of Travel Lanes on 104th Avenue



Figure 51: Existing Bus Stop at 104th Avenue and Brighton Road



between Colorado Boulevard and the Platte River.

Transit service on the corridor is provided by RTD's 104 route, which has relatively low ridership. Transit access on the corridor is limited due to both the existing low density land uses but also a lack of sidewalks and comfortable places to wait for the bus (**Figure 51**).

OPPORTUNITIES FOR IMPROVEMENTS

Given the current road configuration and existing character that is present between US 36 and Federal Boulevard, 104th Avenue could become an east-west Parkway with planted medians and other elements that would support a smaller scale feel and more rural appeal. This vision matches the 104th Avenue widening project being undertaken by the City of Thornton, which is intended to address future congestion concerns on the corridor. A land use vision for this corridor will require inter-jurisdictional partnerships and coordination, given most of the development is driven by municipal entities. The opportunity also exists to establish new connections to the east side of US-85 and connect those neighborhoods with the existing trail system and parks.

While the upcoming trail connection between Brighton Road and the Colorado Front Range Trail will be valuable, there is an opportunity to expand bicycle and pedestrian

facilities further east and west as shown in **Figure 52**. A potential cross section for 104th Avenue is shown in **Figure 53**. This concept reflects the City of Thornton's proposal for the 104th Avenue widening project, which is planned for the segment of 104th Avenue between Colorado Boulevard and US-85. The proposed cross section could be accomplished by replacing the existing two-way left turn lane with a planted median, which would help foster a parkway character and increased compliance with the posted speed limit through the corridor. The median could have breaks for left turn lanes as needed. There is an opportunity to extend the pavement edges and install detached multiuse trails on both sides of 104th Avenue, as proposed by the City of Thornton, as well as enhanced bus stops. Where bus stops are not present, a wide buffer is suggested between the travel lane and multiuse trail to provide a more comfortable experience for people walking and biking along 104th Avenue. The cross section shown in **Figure 53** includes bicycle lanes per the City of Thornton project scope. This potential treatment would maintain 104th Avenue as a corridor that emphasizes vehicular travel while also providing space for people walking or bicycling and increase comfort for those accessing and waiting for the bus.



Figure 52: Colorado Front Range Trail Opportunity to Improve Connectivity

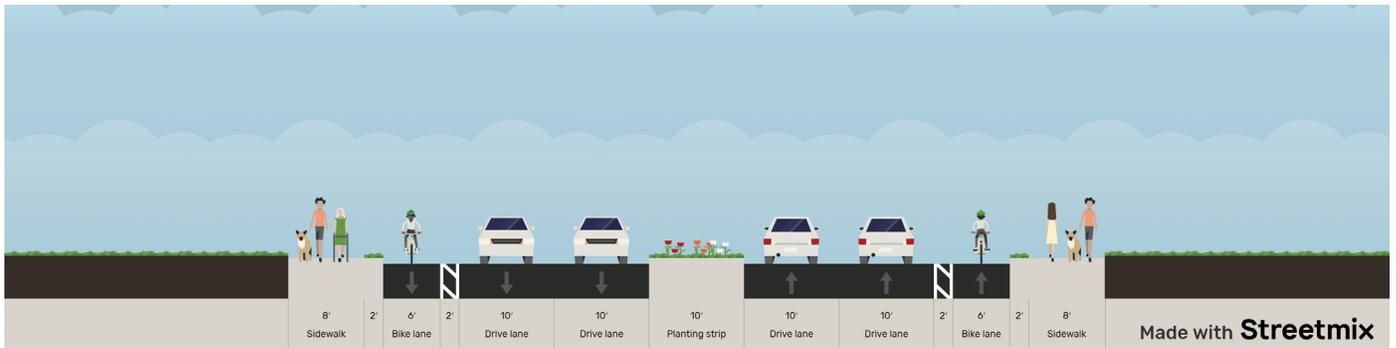


Figure 53: Proposed Cross Section for 104th Avenue

120TH AVENUE

120th Avenue is two-lane Principal Arterial that serves as a major east-west corridor across Adams County (Figure 54). The roadway transitions between four, five, and six travel lanes as it travels across the County. The corridor provides access primarily to residential areas as well to regional interstates. The corridor has a rural feel due to the surrounding open space, with potential to serve as a scenic byway (Figure 55). The section of roadway which will be a focus of *Advancing Adams*, shown in Figure 54, has a multiuse trail that provides comfortable opportunities for those walking and biking. These paths provide some access to the recreational and programmed opportunities at Riverdale Regional Park. However, the County has identified 120th Avenue as one of the strategic corridors due to gaps in multimodal access to the park, which serves as a critical recreational amenity for County residents and visitors.

While the existing multiuse trail provides a dedicated facility for pedestrians and bicyclists, there are still some barriers to these users. Most notably, the railroad crossing presents a potential impediment to multimodal travel as shown in Figure 56.

RTD operates route 120 along 120th Avenue, at one-hour frequency seven days a week. As shown in Figure 18, this route has relatively low ridership; this is likely due to the low frequency and low density land uses surrounding bus stops.

MAP OF 120TH AVENUE



Figure 54: 120th Avenue Existing Transportation Infrastructure

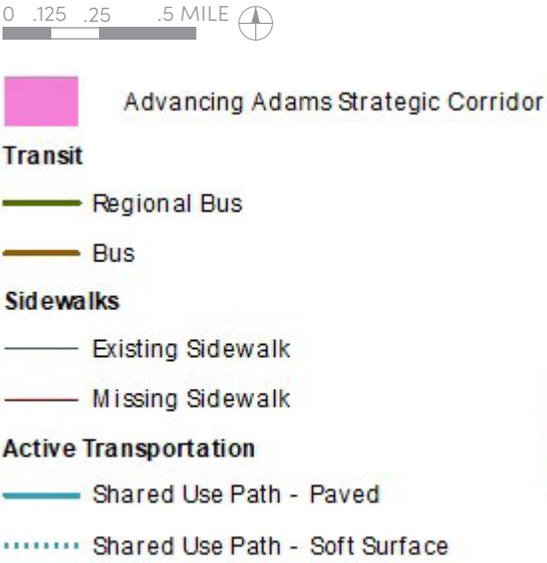




Figure 55: Aerial View of 120th Avenue



Figure 56: Existing At-Grade Multiuse Trail Crossing on 120th Avenue

OPPORTUNITIES FOR IMPROVEMENTS

The major opportunity for this corridor is to create partnerships with adjacent municipalities to determine a common vision for the roadway and facilitate coordinated implementation including multimodal access. 120th Avenue could become part of a larger scenic trail loop that connects a variety of destinations of natural and cultural heritage and creating a memorable experience for residents and visitors. This regional trail loop could connect the Denver International Airport, Rocky Mountain

Arsenal, National Western Center, South Platte Trail, Clear Creek Trail and the Colorado Front Range Trail.

The regional partnership for 120th Avenue would help maintain 120th Avenue as a critical east-west corridor for vehicle travel while also promoting more consistent multimodal connections. In addition, challenges like the at-grade rail crossings could be addressed through adoption of crossing gates, signage, and tactile ground surface indicators as shown in **Figure 57**. These treatments would help make at-grade multiuse trail crossings more comfortable.

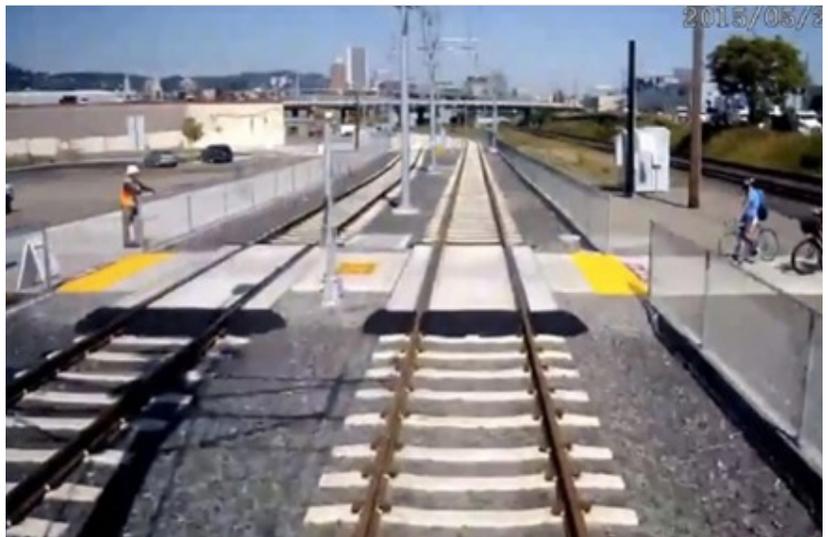
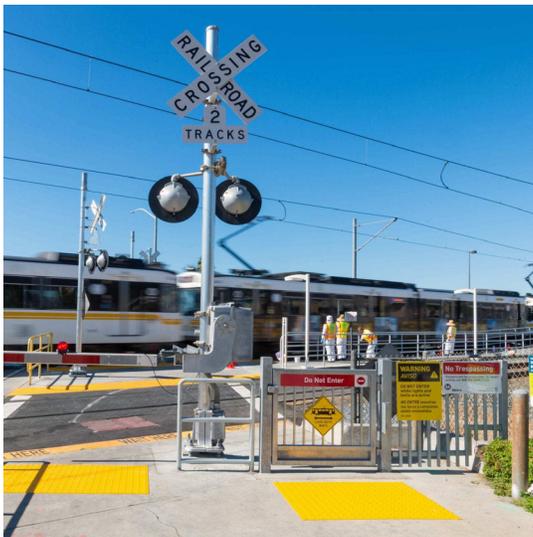


Figure 57: Sample At-Grade Rail Crossing Treatments (Source: Trimet)