

EXECUTIVE SUMMARY



ES.1 PURPOSE

The *Advancing Adams* Transportation Master Plan serves as the guiding document for changes to the mobility network in Adams County through 2040. The Transportation Master Plan represents a nearly two year long effort to assess existing conditions of the transportation network, engage key local, regional, and state officials to understand the future mobility needs of Adams County, and to understand how community members seek to connect with key destinations around Adams County and the Front Range.

The Transportation Master Plan identifies a long-term vision for transportation looking into the future, including a roadmap of short-term investments to accomplish this goal. These investments include infrastructure, policies and programs that will ensure an efficient and connected transportation network, that accommodates the population and employment growth. This plan makes recommendations that will improve the experience for people walking, biking, taking transit, and driving in the near term and as Adams County grows.

ES.2 VALUE LENSES

Advancing Adams is framed by the three lenses of Equity, Sustainability, and Livability. Each of these lenses was integrated into every step of the planning process. Throughout

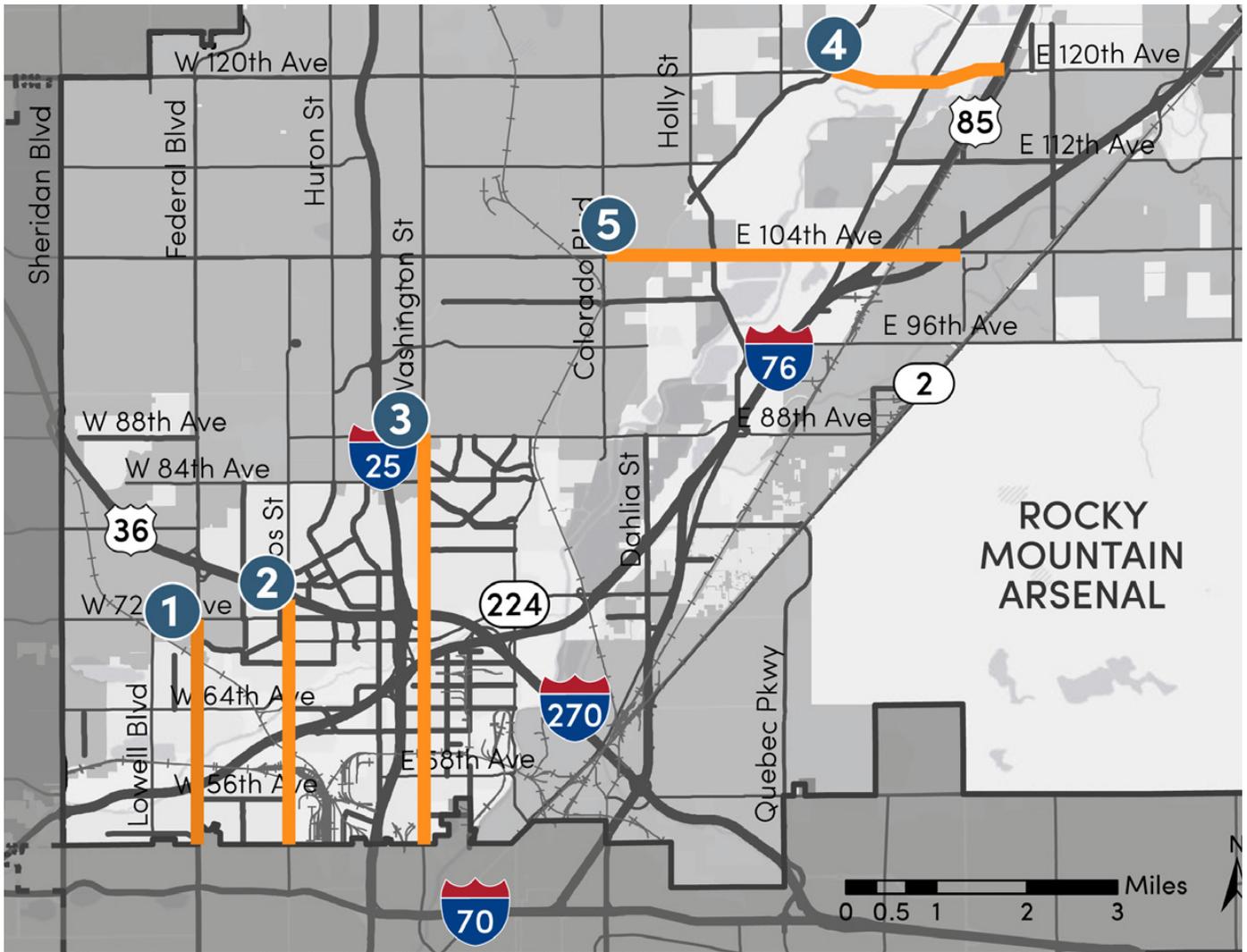
the analysis of existing conditions, development of future scenarios, and creation of goals and policies for the community to implement, the lenses served as the backbone of the plan.

ES.2.1 DESCRIPTIONS OF EACH LENS

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.

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

Livability: Adams County has numerous multimodal and walkable districts that support a human-scaled, 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



- Five Strategic Corridors
- 1** Federal Boulevard
- 2** Pecos Street
- 3** Washington Street
- 4** 120th Avenue
- 5** 104th Avenue

the culture of Adams County and further contribute to livability.

ES.3 BIG IDEAS

The Transportation Master Plan seeks to address the mobility needs

of Adams County today as well as the transportation demand that will be generated in the future with the population growth and economic development patterns that are forecasted for the County. Additionally, the Transportation Master Plan explores the role Adams County plays in fostering greater regional connectivity and highlights opportunities for strengthening connections not just within the County but with neighboring jurisdictions as well. The following section summarizes the big ideas that were identified by transportation mode for achieving the

Advancing Adams goals and meeting the mobility needs of today and tomorrow.

ES.3.1 FIVE CORRIDORS

To highlight specific opportunities for focused improvements in key areas, *Advancing Adams* selected five strategic corridors that were analyzed in greater detail as a part of the planning process—Federal Boulevard, Washington Street, Pecos Street, 104th Avenue, and 120th Avenue (**Map ES.1**). The *Advancing Adams Existing Conditions and Opportunities Report* in **Appendix A** profiles the current state of the corridors and provides opportunities for modifying the corridors to promote multimodal travel. The Transportation Master Plan 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 considered a range of transportation opportunities for each corridor including road diets (the reallocation of vehicle travel lanes to other uses such as enhanced bicycle or pedestrian facilities), enhancing facilities for those walking or rolling, and leveraging new technologies for forming new connections or operating existing facilities with

greater efficiency. **Chapter 2** describes opportunities for each corridor in depth, from enhanced transit services on Federal Boulevard to a road diet for Washington Avenue where the County can take advantage of relatively low traffic volumes on certain stretches to reallocate how right of way is currently distributed and reshape the corridor to offer residents and visitors more travel choice.

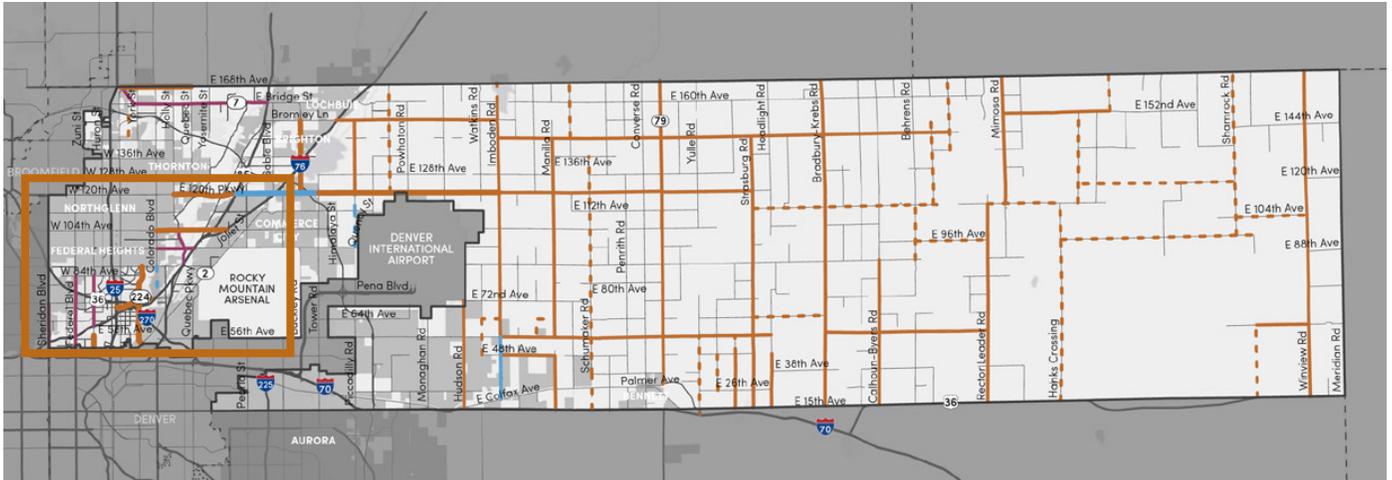
ES.3.2 FUTURE OPPORTUNITIES BY TRANSPORTATION MODE

The Transportation Master Plan envisions a multimodal future for Adams County. The Plan organizes that future vision by focusing on each part individually through a roadway plan, identification of transit network opportunities, bicycle plan, and pedestrian enhancement program.

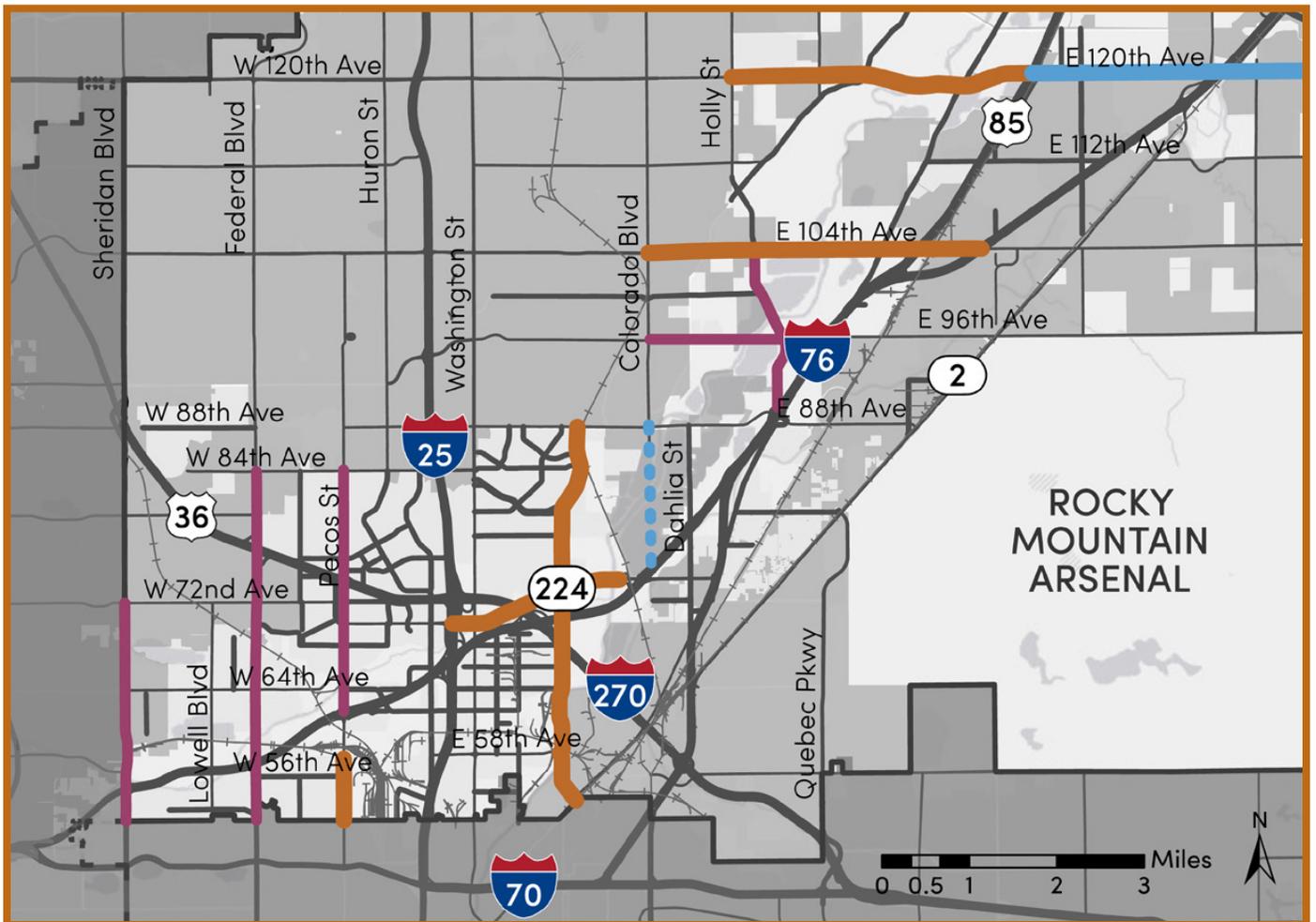
ES.3.2.1 ROADWAY PLAN

As Adams County grows, there will be a need to reevaluate existing roadway standards and to begin aligning roadway cross sections with new travel patterns. In the interim, Adams County can accommodate growth by upgrading arterials in the eastern portion of the County, as noted in this plan. In areas that are already urbanized or are poised for growth in the short-term, the County should pursue road diets that will open opportunities for residents and visitors to travel by their preferred mode.

MAP ES.2: PROPOSED ROADWAY PLAN



- Adams County Boundary
- Incorporated Places Adams County
- New 2 Lane Roadway
- New 4 Lane Roadway
- Paved 2 Lane Roadway
- Paved 4 Lane Roadway
- Widen by 2 Travel Lanes
- Widen by 4 Travel Lanes
- Study Improvements



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The Roadway Plan in **Chapter 3** highlights needs and opportunities for ensuring Adams County manages its roadway network in a way that supports growth but also enhances opportunities for connectivity by all modes. The Roadway Plan details how Adams County will:

- Ensure the roadway network keeps pace with population and employment growth in Adams County,
- Explore opportunities for making strategic changes to roadway corridors through road diets that will result in more multimodal travel,
- Establish partnerships with the various entities that have jurisdiction over the state highways that serve Adams County, and
- Make decisions about how to prioritize the management and paving of gravel roads.

Chapter 3 also provides the existing Adams County functional roadway classification, a methodology for revisiting functional classifications in the future, and roadway cross sections by classification.

The full set of recommended roadway improvements is listed in **Chapter 3** and the future roadway network is shown in **Map 3.1**.

ES.3.2.2 PEDESTRIAN NETWORK

Chapter 4 discusses the key opportunities for improving connectivity for pedestrians on the network of sidewalks, shared use paths and trails, and roadway crossings in the County. Some of the key issues that emerged during the Transportation Master Plan process include sidewalk gaps on key corridors and lack of comfortable pedestrian infrastructure serving certain transit stops. *Advancing Adams* outlines a strategy for completing the County's pedestrian network by completing gaps in key areas, rehabilitating sidewalks that are damaged or substandard, rebuilding curb ramps, implementing enhanced crossings, and considering connectivity between the sidewalk and trail network for all users.

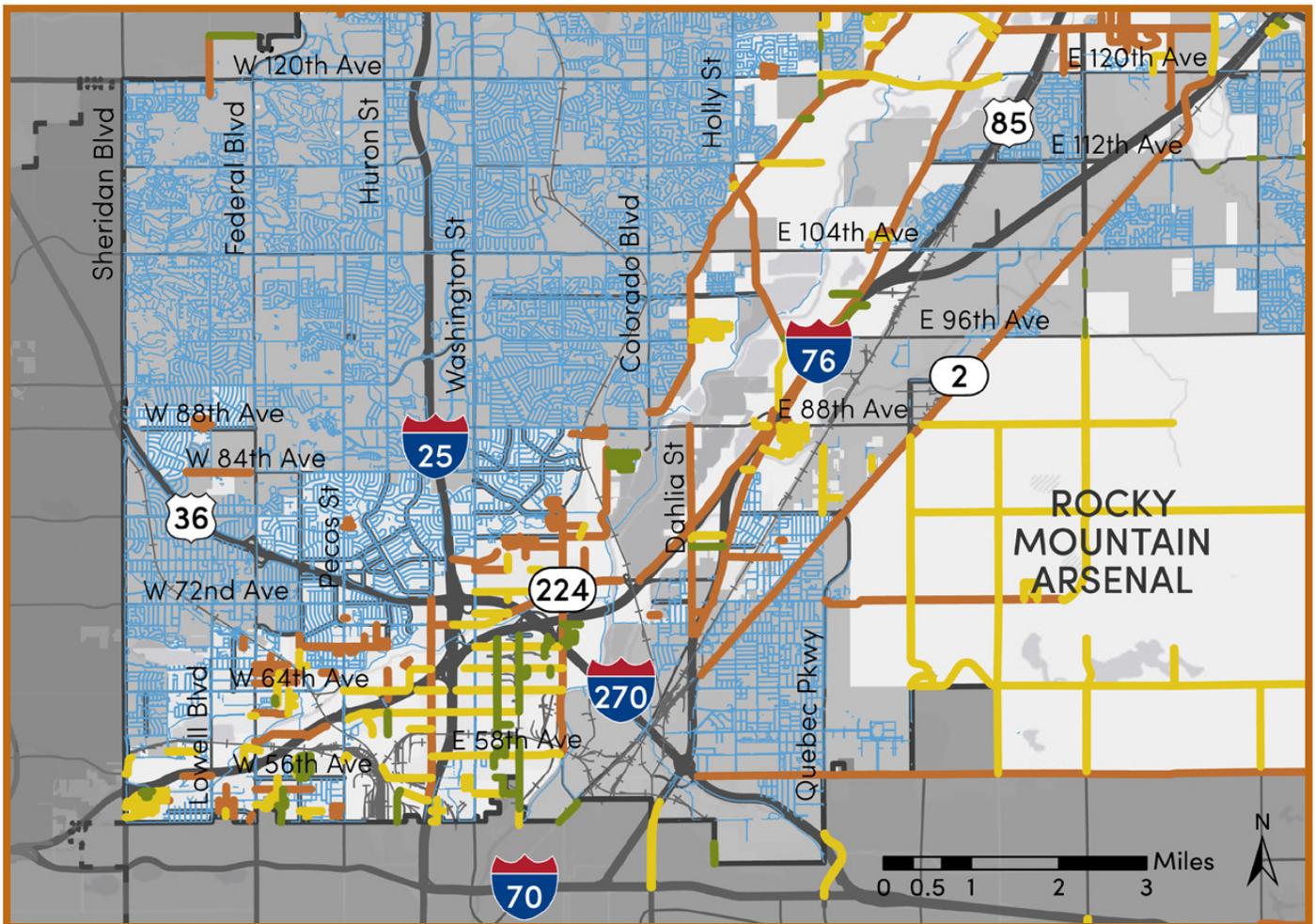
To accomplish this, the Transportation Master Plan provides a sidewalk upgrade prioritization that identifies high, medium, and low priority corridors based on a variety of factors including transit access, proximity of parks and open space, and frequency of crashes involving bicyclists and pedestrians. The map of pedestrian priority areas is shown in **Map 4.1**.

Chapter 4 also details opportunities to provide more safe and comfortable pedestrian crossings in Adams County. Specifically, this chapter highlights opportunities for the two types of crossings—controlled crossings and uncontrolled crossings. A controlled

MAP ES.3: PRIORITIZATION OF MISSING SIDEWALK GAPS



- Adams County Boundary
- Incorporated Places Adams County
- Existing Sidewalks
- Tier 1 (High Priority Missing Sidewalks)
- Tier 2 (Medium Priority Missing Sidewalks)
- Tier 3 (Low Priority Missing Sidewalks)
- Sidewalks Not Required





crossing is a crosswalk across a roadway that is controlled by a stop sign or traffic signal. Controlled crossings are typically installed on roadways with higher vehicle volumes and vehicle speeds such as arterials or collectors.

An uncontrolled crossing is a crosswalk where vehicle traffic is not controlled by a stop sign or traffic signal. Uncontrolled crossings are typically located on local roadways where vehicle volumes and speeds are relatively low. Creating safe and appropriately spaced roadway crossings is an important component of a complete pedestrian network. **Chapter 4** discusses the proactive and reactive approaches to forming a comprehensive pedestrian crosswalk safety strategy for all users, including equestrian users.

ES.3.2.3 BICYCLE NETWORK

While there are already 31 miles of bike lanes as well as shared use paths for recreation and transportation, given the size of Adams County, there are still many opportunities to expand the network and address barriers to bicycling. **Chapter 5** of the Transportation Master Plan outlines a future bicycle network that addresses the challenges for bicyclists identified during community outreach. The bicycle facilities recommended in the Transportation Master Plan are based on national best practices including standards and guidelines set by the American Association of State Highway and Transportation

Officials (AASHTO) and the National Association of City Transportation Officials (NACTO).

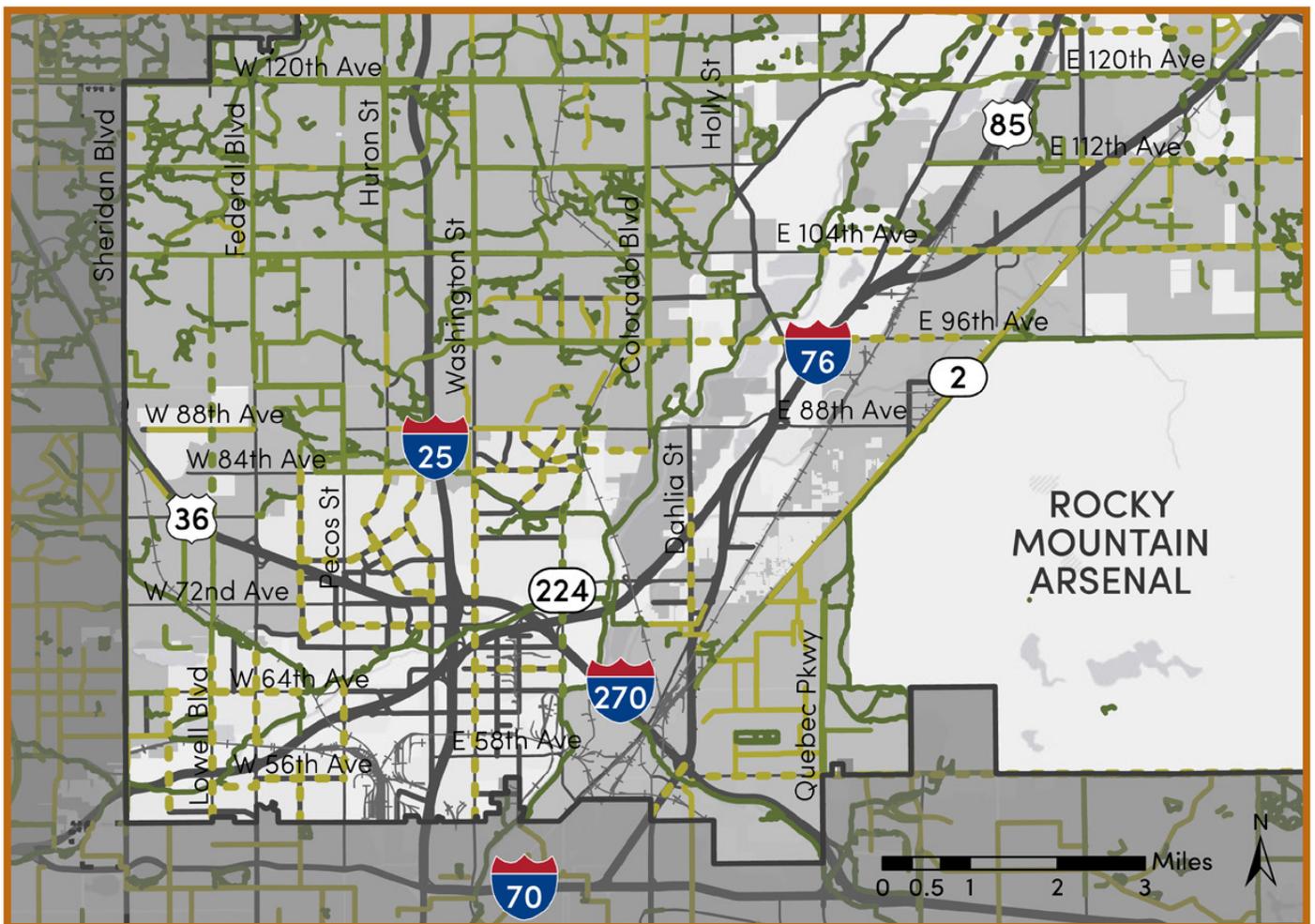
The proposed bicycle facilities in *Advancing Adams* will increase connectivity of the network and support biking for transportation as well as recreation. In order to create a more connected, gridded network and support access to additional destinations, an emphasis was placed on identifying low stress connections to existing and proposed trails. **Chapter 5** also includes a focus on continuing existing and planned bicycle facilities from neighboring and incorporated jurisdictions into Adams County in order to create a seamless experience for the user. Development of the proposed bicycle network was also coordinated closely with the Preferred Land Use Plan, in order to create comfortable connections for people biking to existing and planned key destinations.

The future bicycle network is shown in **Map 5.1**. The development of this network builds off the Adams County 2012 Transportation Master Plan, DRCOG priority bicycle corridors, the existing and proposed bicycle facilities in neighboring jurisdictions, gaps in the existing bicycle network, access to key destinations, and public input. The network categorizes all proposed facilities as on- or off-street. There are a spectrum of different types of on-street bicycle facilities and spectrum of off-street facility types. This plan does not recommend a specific facility type, understanding that additional

MAP ES.4: EXISTING AND PROPOSED BICYCLE NETWORK



- | | | |
|----------------------------------|-----------------------------|-----------------------------|
| Adams County Boundary | Existing On-Street Facility | Proposed On-Street Facility |
| Incorporated Places Adams County | Existing Sidepath | Proposed Sidepath |
| Existing Trail | Proposed Trail | |



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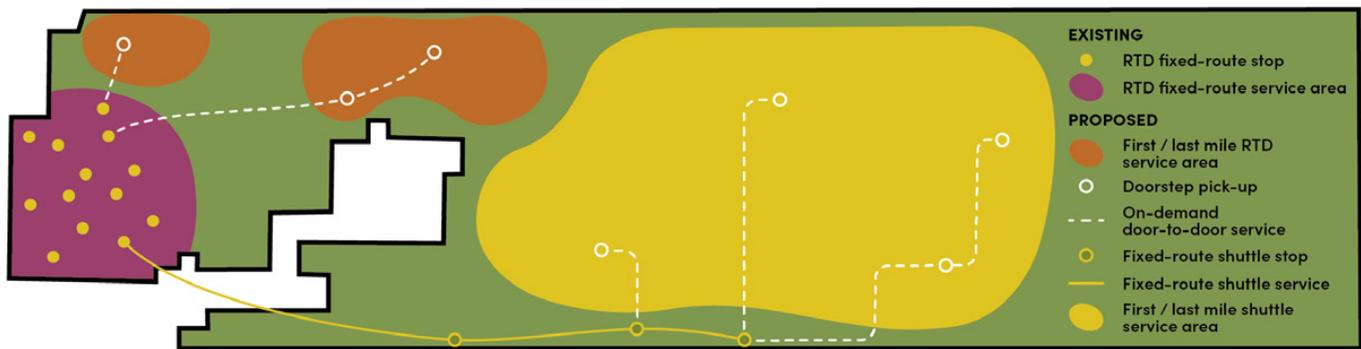


Figure ES.1: Proposed Transit Supplements to RTD

analysis of curb-to-curb width, right-of-way, and costs will need to be considered to identify a specific facility type. **Chapter 5** includes a glossary of bicycle facility types the County may consider as it implements the Transportation Master Plan recommendations.

ES.3.2.4 TRANSIT NETWORK

Chapter 6 of the Transportation Master Plan summarizes future investments Adams County can make to improve the comfort, reliability, and convenience of taking transit within the County. The set of recommendations in **Chapter 6** provides opportunities for Adams County to complement and supplement existing Regional Transportation District (RTD) service to improve the feasibility of taking transit for residents, employees, and visitors.

There are three primary challenges associated with transit service in Adams County today:

1. First and last mile gap – or barriers to accessing transit service

2. No transit service in the eastern portion of the County
3. Insufficient transit service in other portions of the County

To address these challenges, the County can pursue infrastructure improvements that enhance the pedestrian and bicyclist experience at transit stops, explore more opportunities for Transit Oriented Development and Mobility Hubs that provide walkable environments, and implement countywide Transportation Demand Management strategies that encourage replacing driving trips with taking transit.

Additionally, **Chapter 6** outlines an opportunity for the County to provide supplemental transit service by offering a shuttle system that connects portions of the County with limited or no existing transit service into the RTD network. The service concept for the potential supplemental shuttle system is shown in **Figure ES.1**.



ES.3.3 FUTURE MOBILITY

Advancing Adams was developed at a time when technology is rapidly changing how people connect to transportation services. **Chapter 7** of the Transportation Master Plan describes the emerging technologies that are reshaping transportation. These include Mobility as a Service (the shift away from privately owned automobiles and toward transportation that is offered as a family of services that can be accessed through a single platform), Transportation Demand Management solutions that increase the ease of locating and riding transit, promoting shared mobility options that allow users to rent cars, bicycles, and scooters, policy tools that proactively plan for autonomous vehicles, opportunities for expanding electric vehicle chargers, and mobility hubs that allow for easy connections between transit and other mobility services.

implementation tools and the key partnerships the County should explore for any initiatives requiring interagency collaboration.

To track implementation of the Transportation Master Plan, **Chapter 8** also includes a set of performance measures and associated metrics the County can use throughout the life of the plan to understand whether the Adams County transportation network is achieving the *Advancing Adams* goals (Table 1).

The Transportation Master Plan concludes with a funding guide that describes the key sources of federal, state, regional, and local funding options the County can pursue in order to implement the plan recommendations. As Adams County grows and transportation demand shifts, the County should routinely revisit the plan to ensure it remains relevant and answers community mobility needs.

ES.4 IMPLEMENTING THE TRANSPORTATION MASTER PLAN

Chapter 8 details the method used for prioritizing project in the Transportation Master Plan to ensure the County implements infrastructure treatments in a manner that answers the needs and helps achieve the goals established for *Advancing Adams*. In addition to the prioritized list of projects, **Chapter 8** discusses



TABLE ES.1: TRANSPORTATION MASTER PLAN PERFORMANCE MEASURES

TOPIC	PERFORMANCE MEASURE	METRIC
Safety	Reduce the number of fatal and severe injury collisions	Number of crashes year over year
	Reduce the number of bicycle/pedestrian-related collisions	Number of crashes year over year
	Reduce the annual crash rate (number of crashes/volume or vehicle miles traveled) on key corridors or County-wide	Crashes per 1,000 vehicles year over year (use the same corridors each year)
Transportation options for all ages and abilities	Implement low stress, connected bicycle facilities	Miles of bicycle facilities implemented, per Chapter 5 bicycle network
	Complete sidewalk gaps and ensure pedestrian facilities are ADA compliant	Miles of sidewalk gaps filled, per Chapter 4 sidewalk prioritization
	Employee and resident participation in Transportation Demand Management programs/strategies	Reporting through program participants
	Increase awareness of the availability and benefits of alternative transportation options (walking, biking, transit)	Mode split (through American Community Survey, local survey data, or DRCOG Focus Model)
	Prioritize first and last mile connections to commuter rail stations	Miles of bicycle and pedestrian facilities implemented within a 1-mile buffer of stations
	Provide transportation options where the older population can age in place, when driving is no longer an option	New transit or human service provider options implemented
Access to trails for recreation and transportation	Implement bicycle and pedestrian facilities that connect to trails and trailheads	Miles of bicycle and pedestrian facilities implemented within a 1/2-mile buffer of trail access point
Miles of priority rural roadways paved (as classified by prioritization system)	Implement the prioritization system for paving rural roadways that reflects a balance of access and maintenance costs	Number of times rural road prioritization process applied



TOPIC	PERFORMANCE MEASURE	METRIC
Sustainability	Reduce vehicle miles traveled (VMT) per capita	VMT per capita of unincorporated population per DRCOG Focus Model outputs
	Reduce single occupancy vehicle mode split	Mode split (through American Community Survey, local survey data, or DRCOG Focus Model)
Align transportation and land use	Increase density and mix-uses along transit corridors	Per success of Comprehensive Plan implementation
	Implement planned Transit Oriented Developments	Per success of Comprehensive Plan implementation
	Continue to identify policy, regulations and locations that support the transit center concept and TODs	Per success of Comprehensive Plan implementation
Regional connectivity	Leverage partnerships with local jurisdictions and neighboring communities to implement projects that cross boundaries and create a consistent experience for users	Number of collaborative cross-boundary efforts
Freight	Plan for an intermodal freight hub	Tracking of establishment data-- employment data collected by NAICS code
Travel reliability	Travel time along major corridors in both the peak and non-peak hours remains consistent each year	Using BlueToad, Streetlight or Inrix data, compare minutes/mile along the same key corridors each year
Equity	Ensure investments are made in areas of the County with more vulnerable populations	Number of investments in CDC High Vulnerability census tracts (.75-1) (See Comprehensive Plan Existing Conditions and Opportunities Report (Phase 1) Map 6)
Innovation	Implement partnership, technology or policy that leverages innovation to improve mobility	Number of new partnerships, technologies or policies
	Conduct temporary pilot projects that test out new technologies and providers	Number of pilot projects
	Identify innovative opportunities through this Plan (e.g., signage, ITS, counts, signalization, Big Data)	Number of new innovative opportunities having seen progress