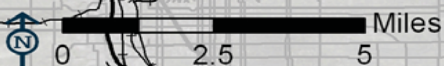
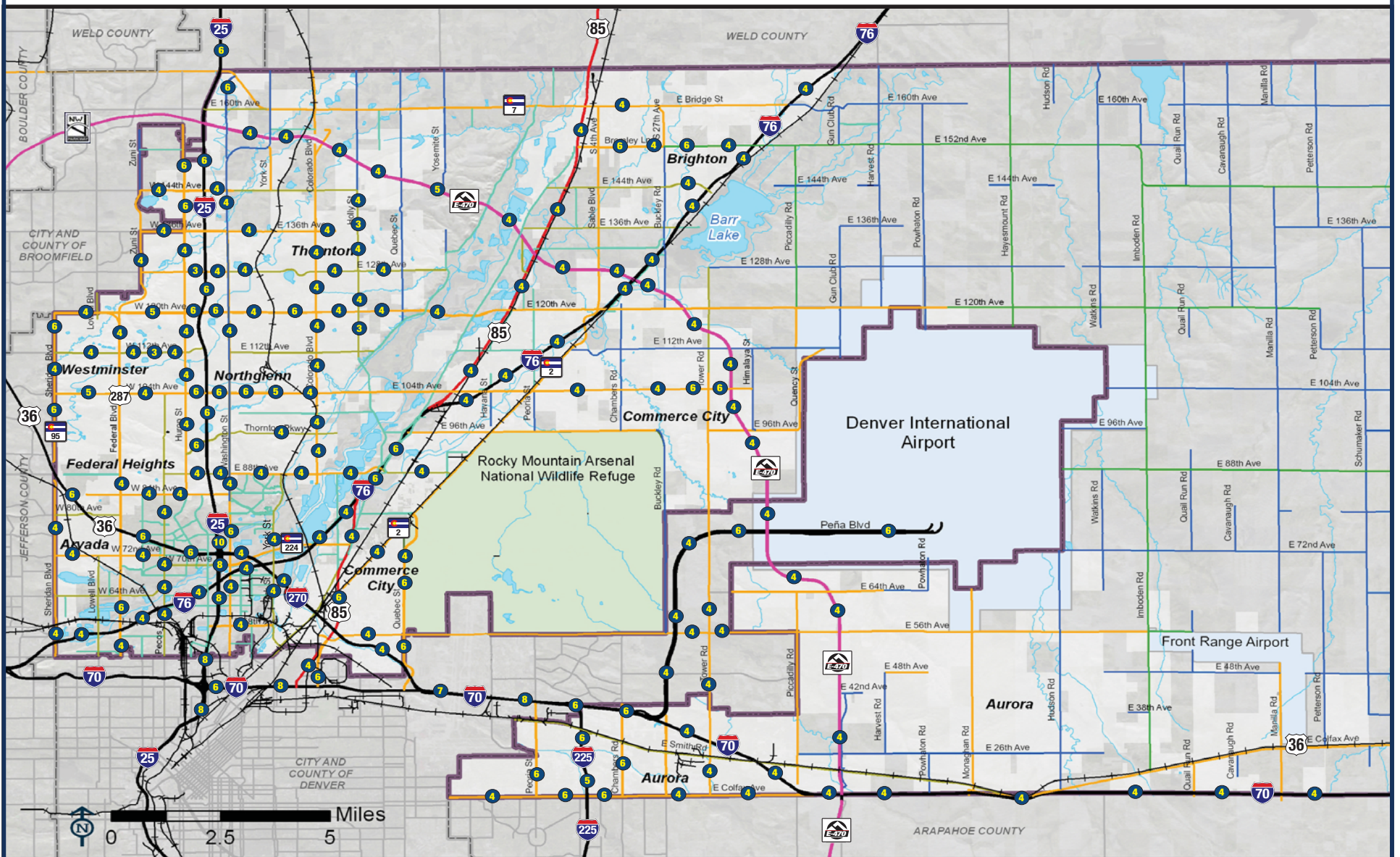


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Figure A-1a. Existing Functional Classification and Lanes (West)



Map Date: Sept 2012
 Map Created By: Feisburg, Holt & Ullevig
 Data Source: Adams County GIS

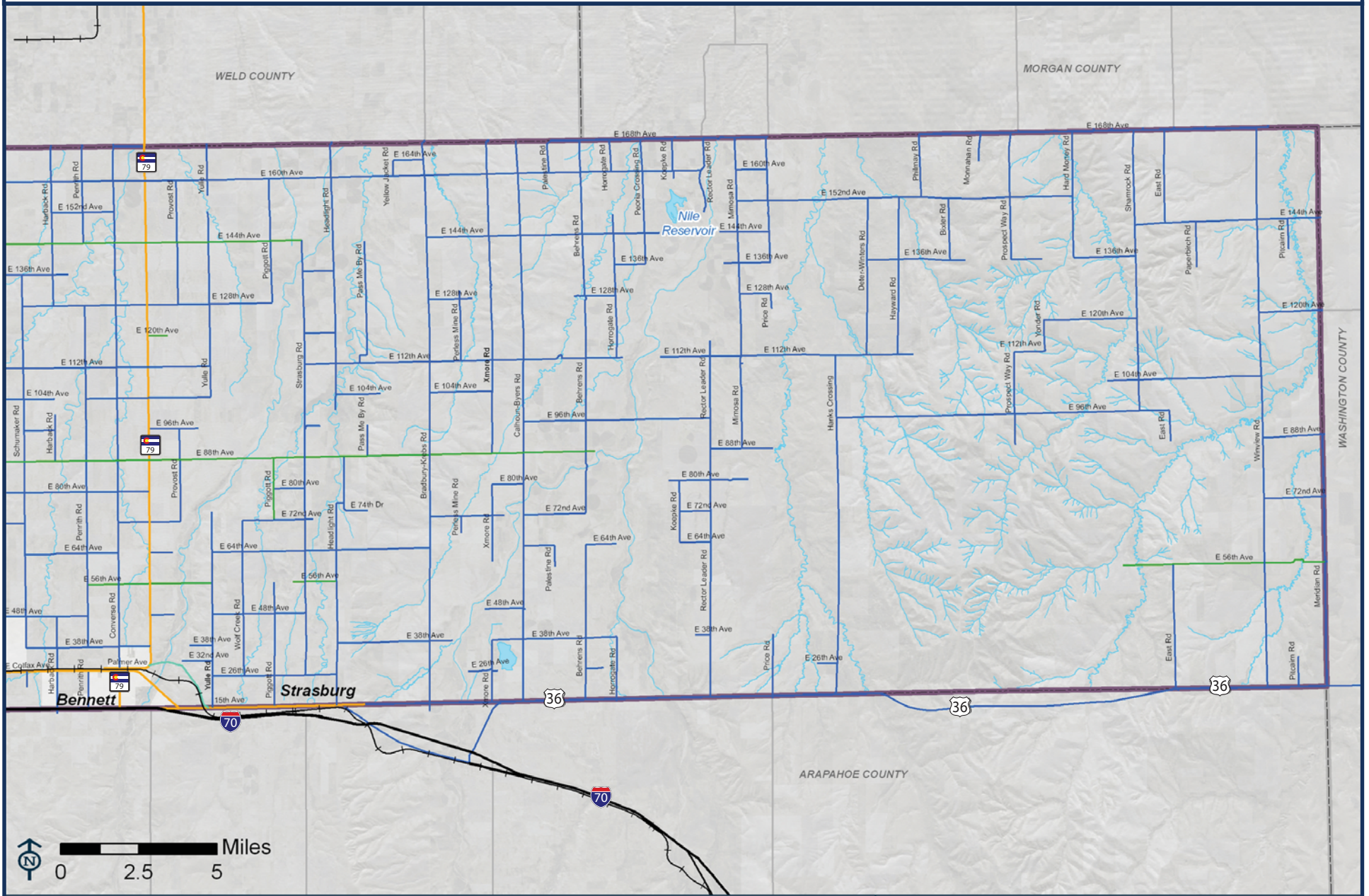
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Legend	
	Adams County Boundary
	Municipal Area
	Number of Lanes Greater than 2
Roads	
	Freeway
	Expressway
	Tollway
	Principal Arterial
	Minor Arterial
	Rural Arterial
	Collector
	Section Line Arterial



Figure A-1b. Functional Classification and Lanes (East)



Map Date: Sept 2012
 Map Created By: Felsburg, Holt & Ullevig
 Data Source: Adams County GIS

Imagine
 ADAMS COUNTY

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Legend

Adams County Boundary	Roads	Minor Arterial
Municipal Area	Freeway	Rural Arterial
Number of Lanes Greater than 2	Expressway	Collector
	Tollway	Section Line Arterial
	Principal Arterial	



Figure A-2a. Existing Roadway Surface (West)

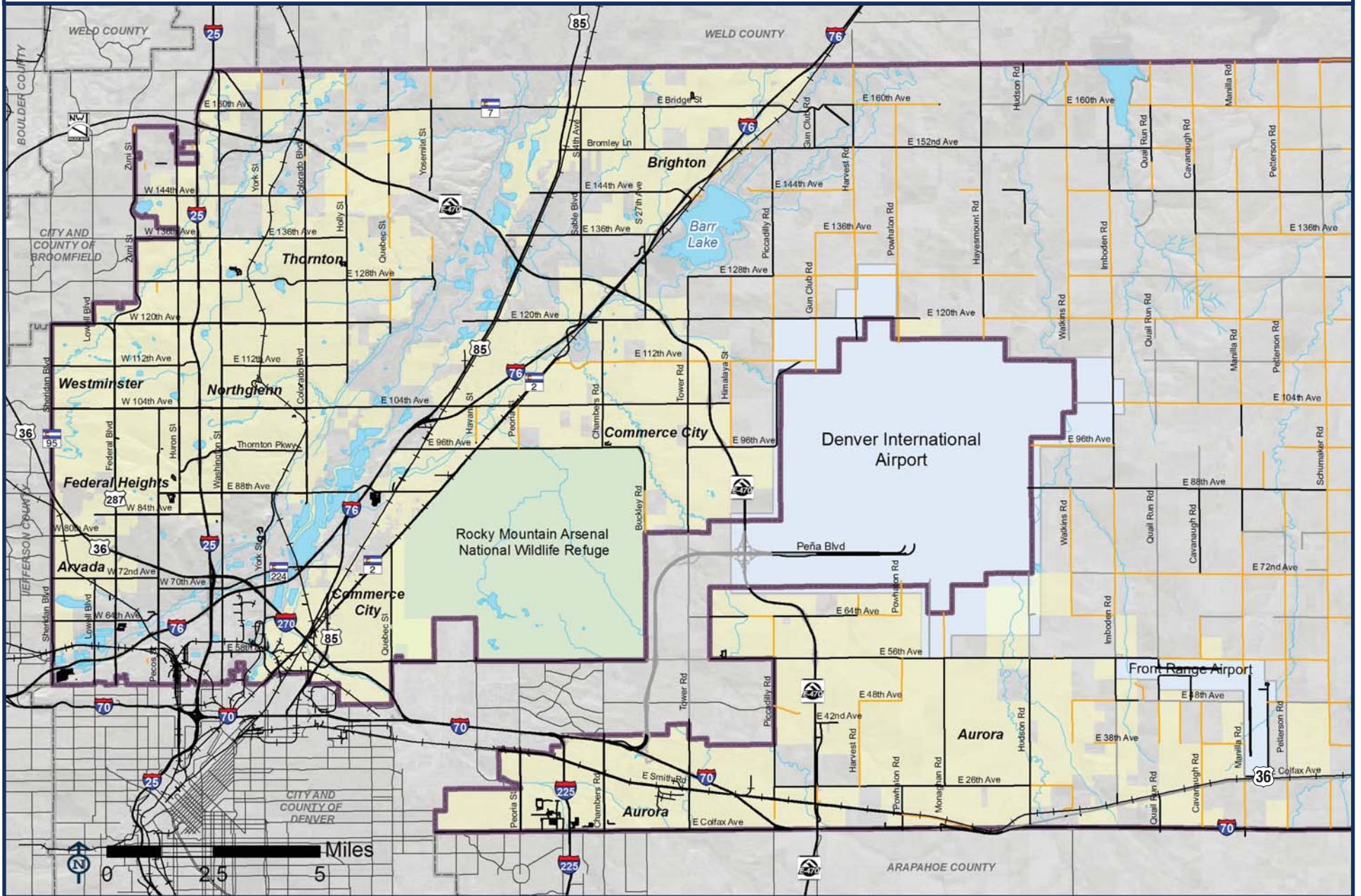
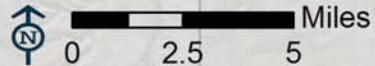
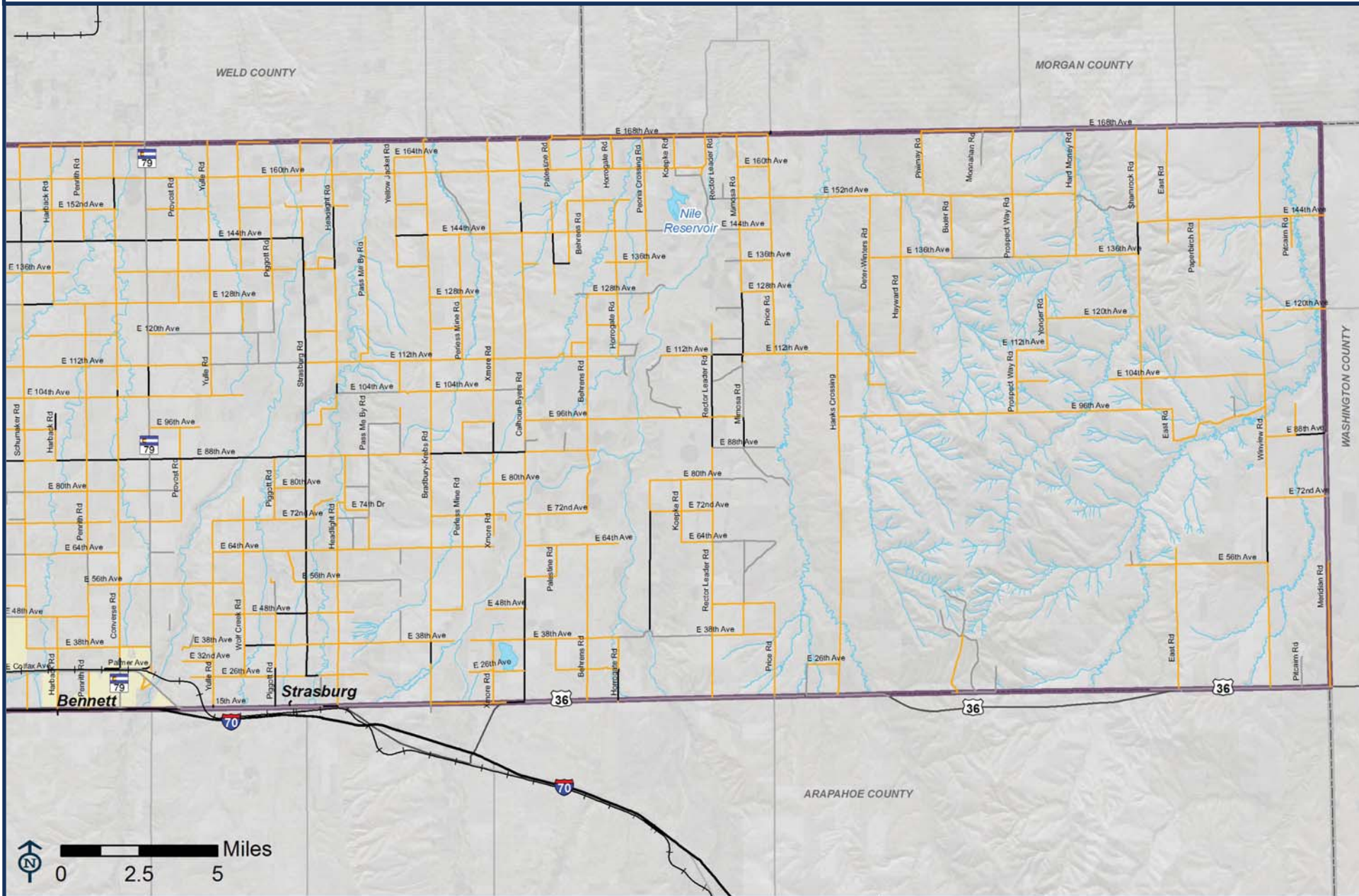


Figure A-2b. Existing Roadway Surface (East)



Map Date: Sep 2012
 Map Created By: Felsburg, Holt & Ullevig
 Data Source: Adams County GIS

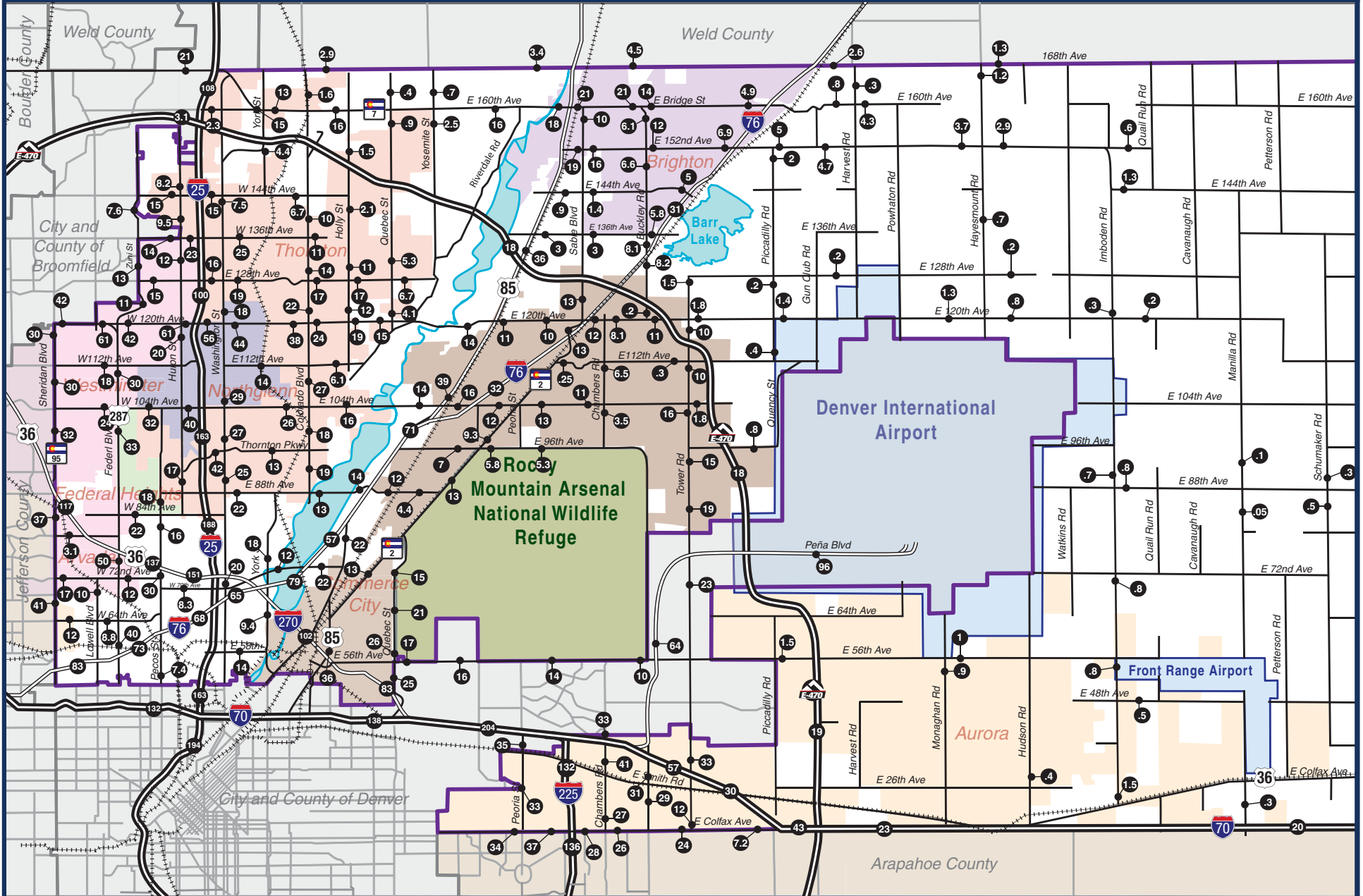
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Legend	
	Adams County Boundary
	Municipal Area
	Paved
	Non-County Maintained
	Unpaved



Figure A-3a. Existing Traffic Volumes (West)



Map Date: Sept 2012
 Map Created By: Felsburg, Holt & Ullevig
 Data Source: Adams County GIS

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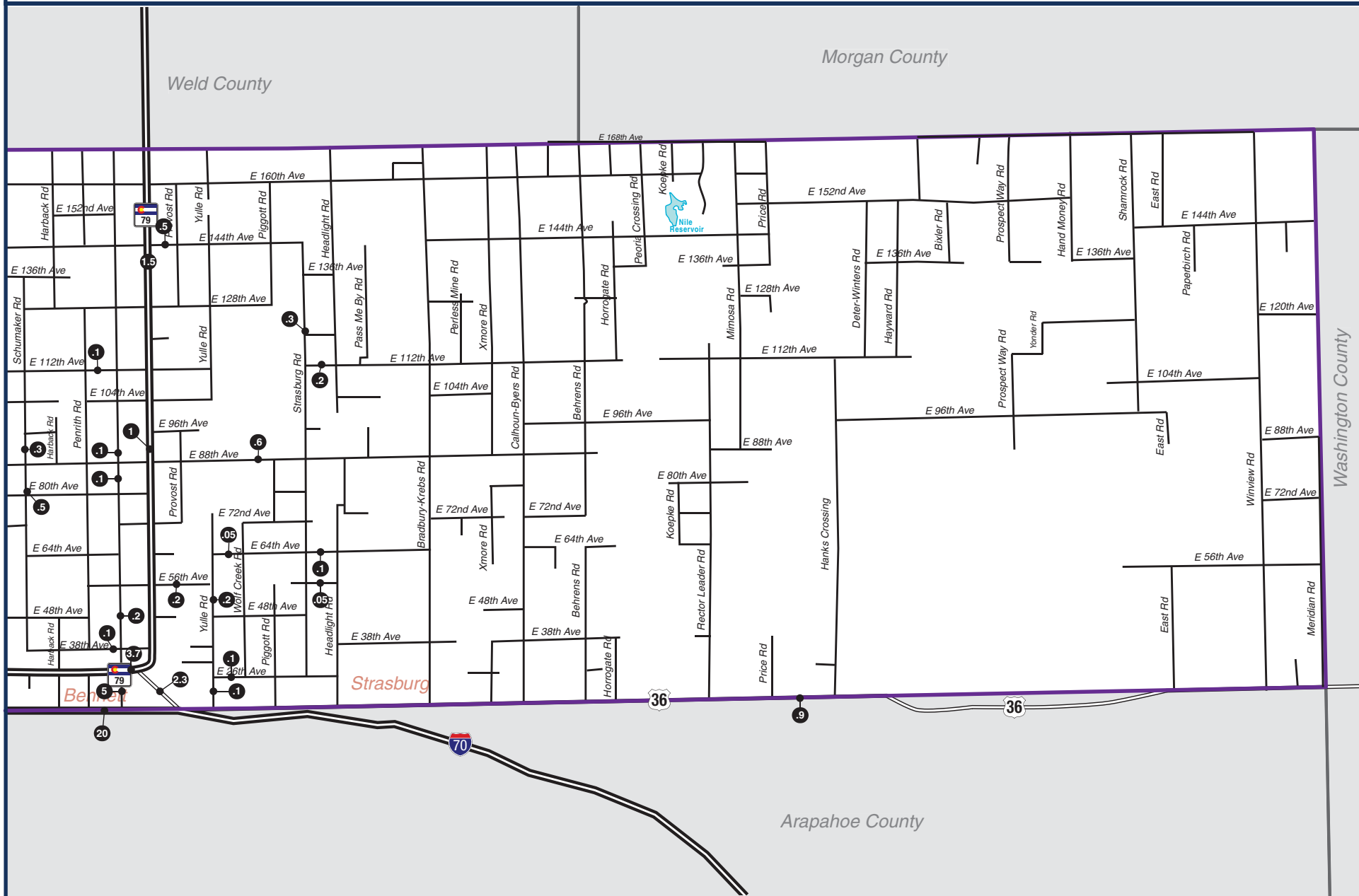
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LEGEND

-  = Adams County Boundary
-  = Traffic Volumes (x1000)



Figure A-3b. Existing Traffic Volumes (East)



Map Date: Sept 2012
 Map Created By: Felsburg, Holt & Ullevig
 Data Source: Adams County GIS
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LEGEND
 = Adams County Boundary
 = Traffic Volumes (x1000)



Figure A-4a. Existing Volume to Capacity Ratios (West)

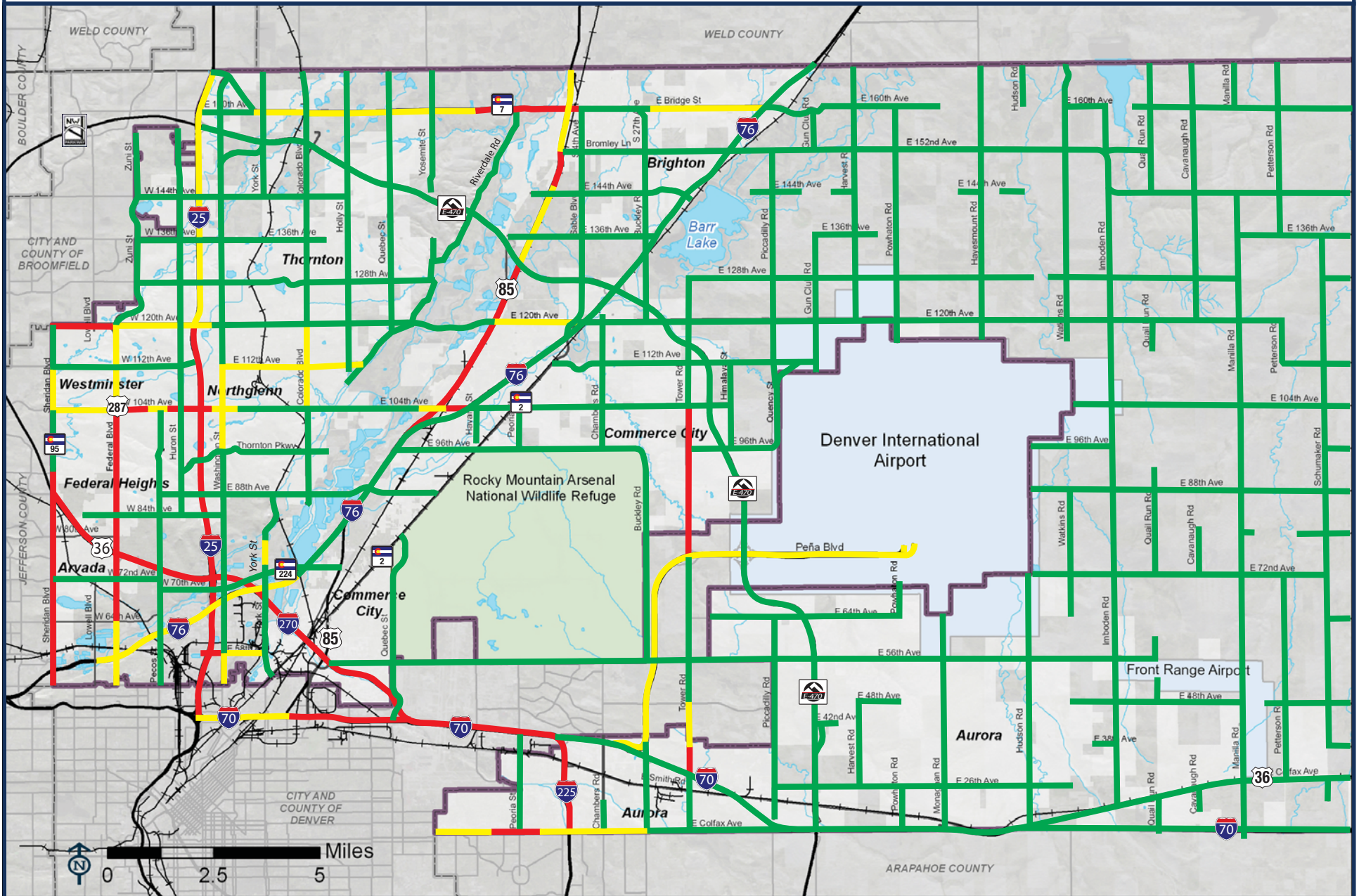
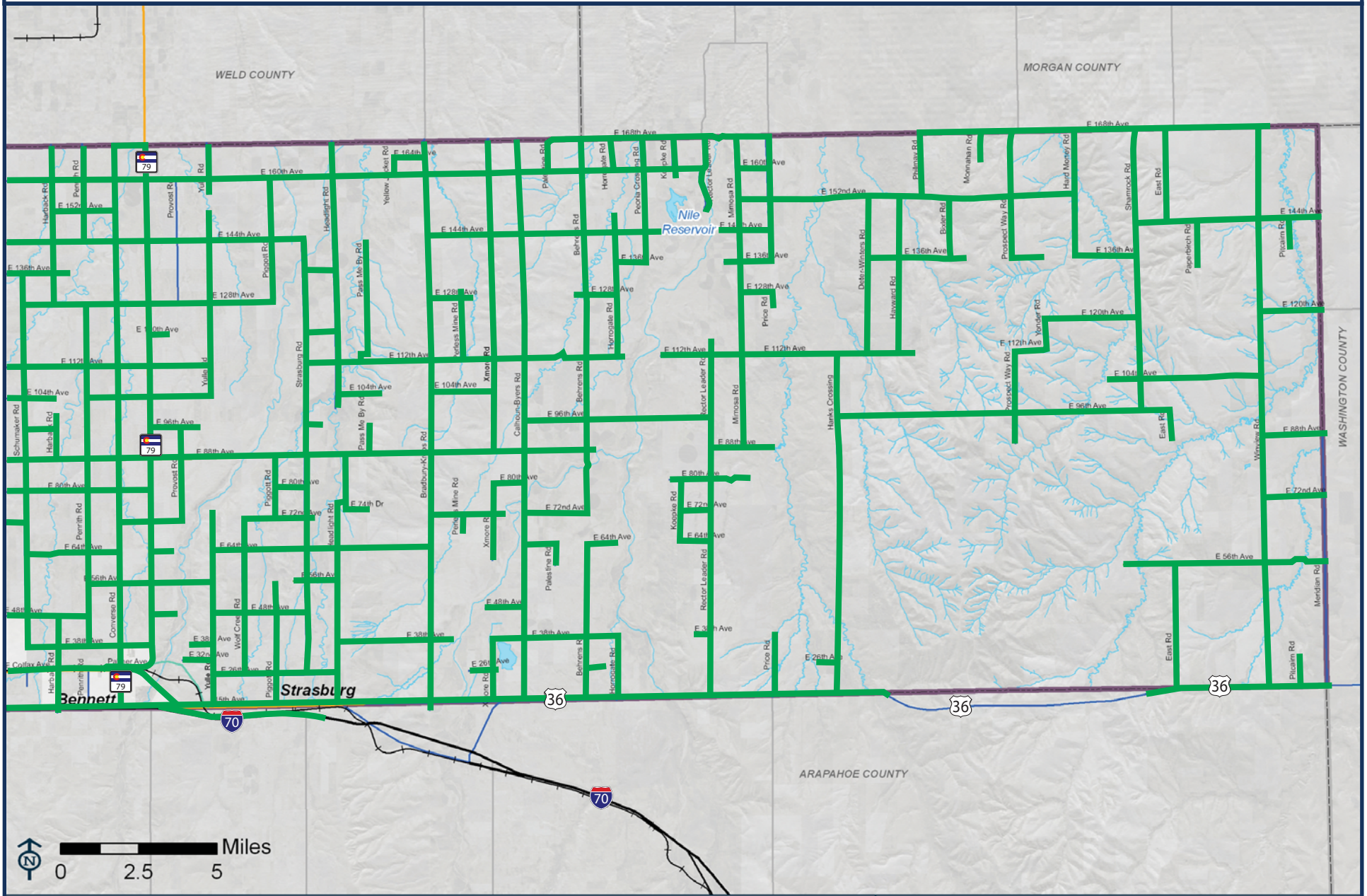


Figure A-4b. Existing Volume to Capacity Ratios (East)



Map Date: Sept 2012
 Map Created By: Felsburg, Holt & Ullevig
 Data Source: Adams County GIS

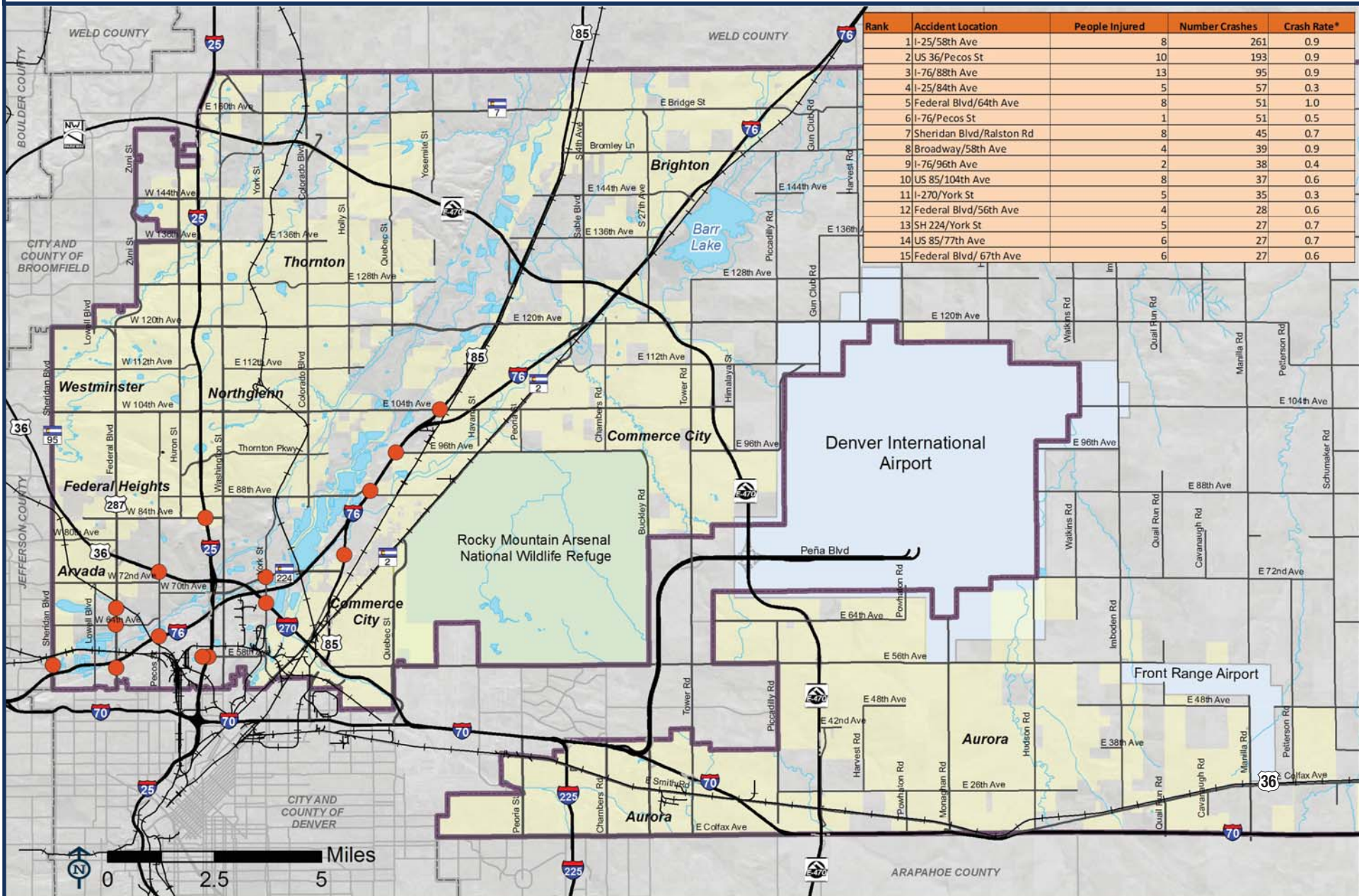
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- Legend**
- █ = <math>< 0.80</math> V/C Ratio
 - █ = $0.81 - 1.0$ V/C Ratio
 - █ = > 1.0 V/C Ratio

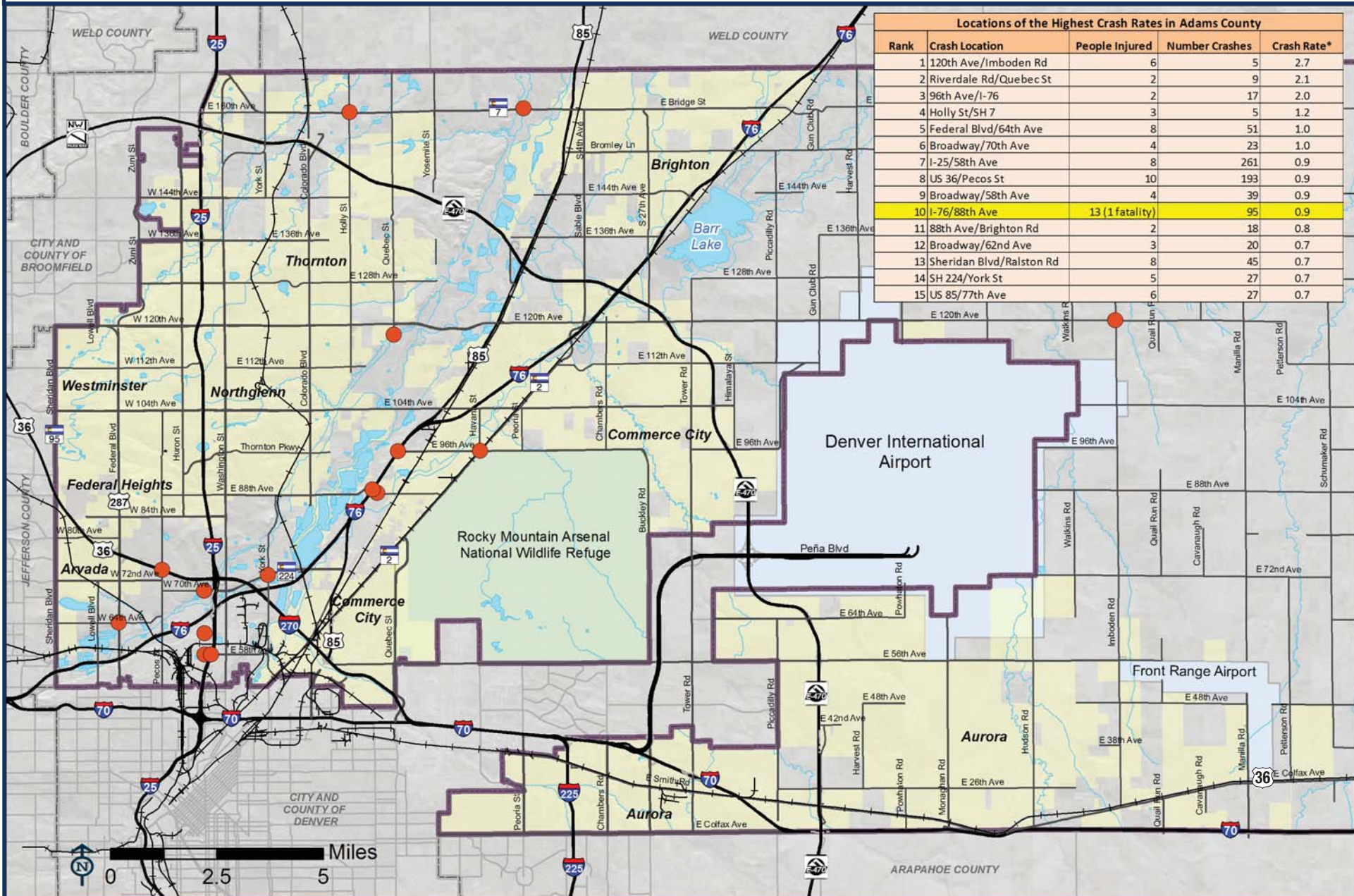


Figure A-5. Crash History (Number of Crashes)



Rank	Accident Location	People Injured	Number Crashes	Crash Rate*
1	I-25/58th Ave	8	261	0.9
2	US 36/Pecos St	10	193	0.9
3	I-76/88th Ave	13	95	0.9
4	I-25/84th Ave	5	57	0.3
5	Federal Blvd/64th Ave	8	51	1.0
6	I-76/Pecos St	1	51	0.5
7	Sheridan Blvd/Ralston Rd	8	45	0.7
8	Broadway/58th Ave	4	39	0.9
9	I-76/96th Ave	2	38	0.4
10	US 85/104th Ave	8	37	0.6
11	I-270/York St	5	35	0.3
12	Federal Blvd/56th Ave	4	28	0.6
13	SH 224/York St	5	27	0.7
14	US 85/77th Ave	6	27	0.7
15	Federal Blvd/ 67th Ave	6	27	0.6

Figure A-6. Crash History (Crash Rates)



Locations of the Highest Crash Rates in Adams County				
Rank	Crash Location	People Injured	Number Crashes	Crash Rate*
1	120th Ave/Imboden Rd	6	5	2.7
2	Riverdale Rd/Quebec St	2	9	2.1
3	96th Ave/I-76	2	17	2.0
4	Holly St/SH 7	3	5	1.2
5	Federal Blvd/64th Ave	8	51	1.0
6	Broadway/70th Ave	4	23	1.0
7	I-25/58th Ave	8	261	0.9
8	US 36/Pecos St	10	193	0.9
9	Broadway/58th Ave	4	39	0.9
10	I-76/88th Ave	13 (1 fatality)	95	0.9
11	88th Ave/Brighton Rd	2	18	0.8
12	Broadway/62nd Ave	3	20	0.7
13	Sheridan Blvd/Ralston Rd	8	45	0.7
14	SH 224/York St	5	27	0.7
15	US 85/77th Ave	6	27	0.7

Map Date: Sep 2012
 Map Created By: Felsburg, Holt & Ullevig
 Data Source: Adams County GIS

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Legend

- Adams County Boundary
- Municipal Area

Crash Rate
 Jan 2009-June 2012

- Crash Location

*Crash Rate= crashes per million vehicles entering



Figure A-7. Hazardous Material Routes

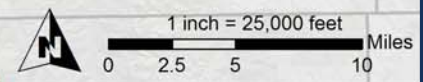
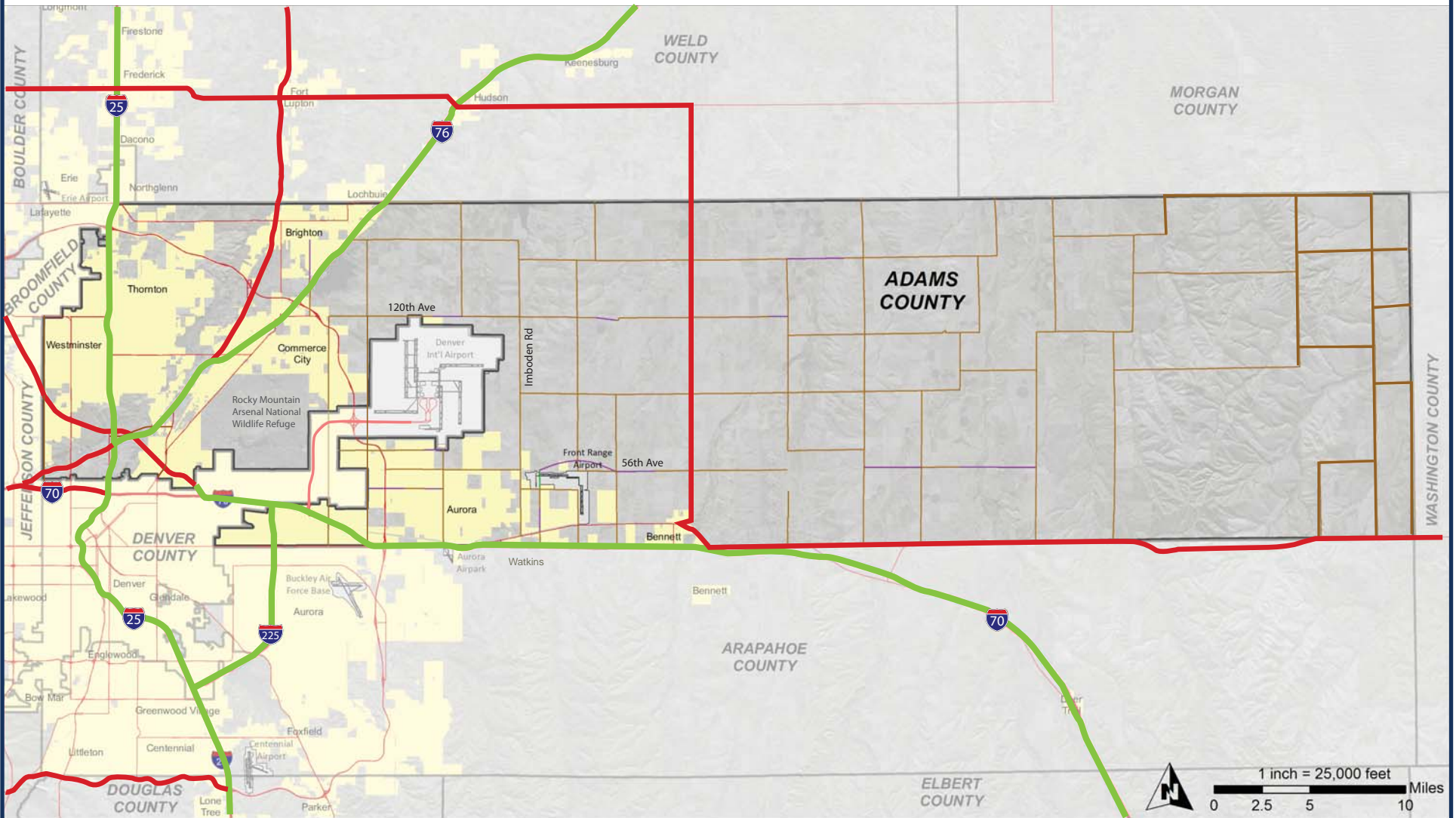
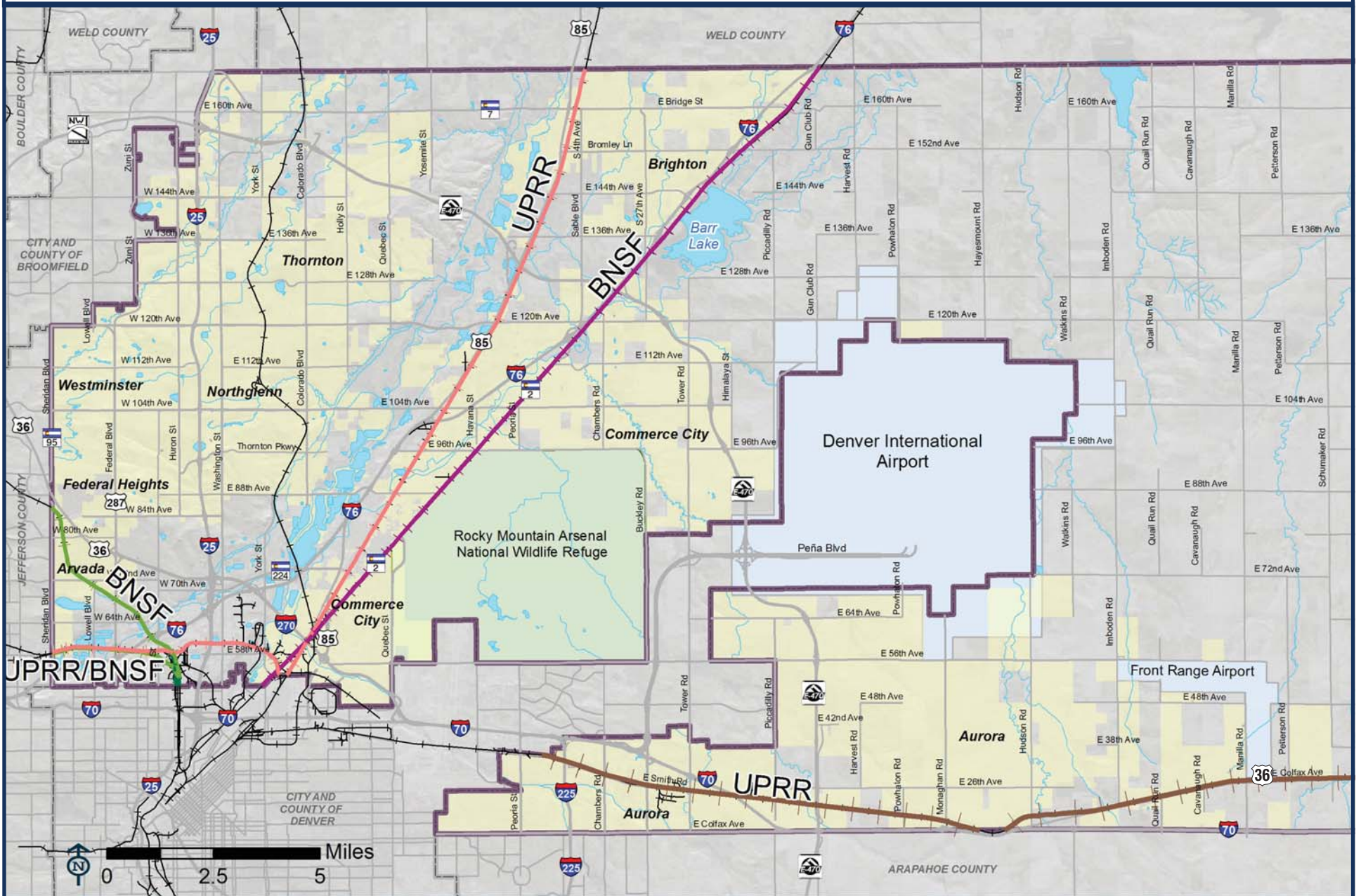


Figure A-8a. Railroads (West)



Map Date: Sep 2012
 Map Created By: Felsburg, Holt & Ullevig
 Data Source: Adams County GIS

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Legend

- Adams County Boundary
- Municipal Area

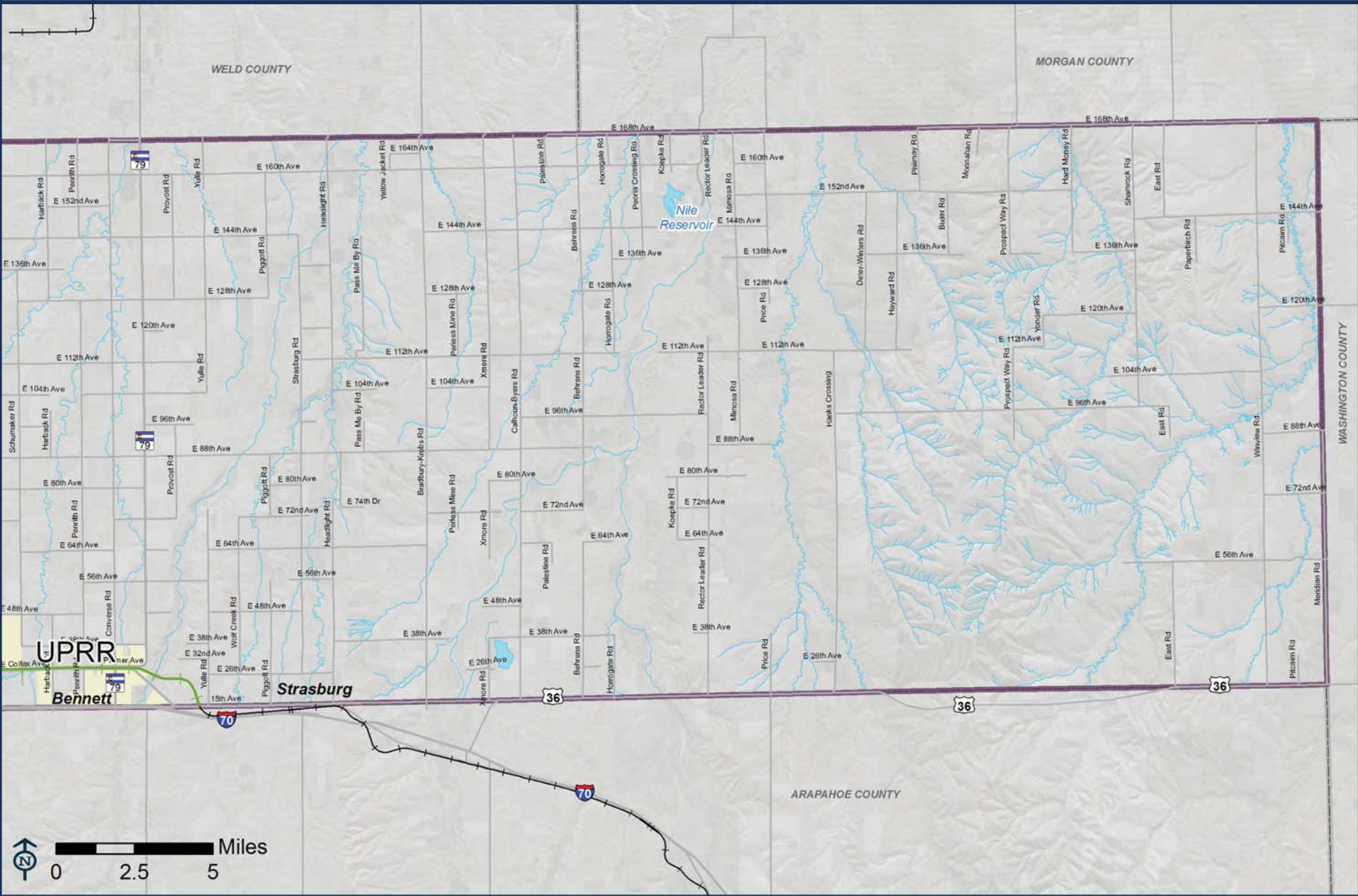
Railroads


Average Trains Per Day

- 1-3
- 4-6
- 6-8
- 11-15
- 28-30

— Inactive or Abandoned Lines/
 Lines outside of Adams County

Figure A-8b. Railroads (East)





Map Date: Sep 2012
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 Data Source: Adams County GIS

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Legend

- Adams County Boundary
- Municipal Area

Railroads

Average Trains Per Day

- 1-3
- 11-15
- 4-6
- 28-30
- Inactive or Abandoned Lines/
Lines outside of Adams County


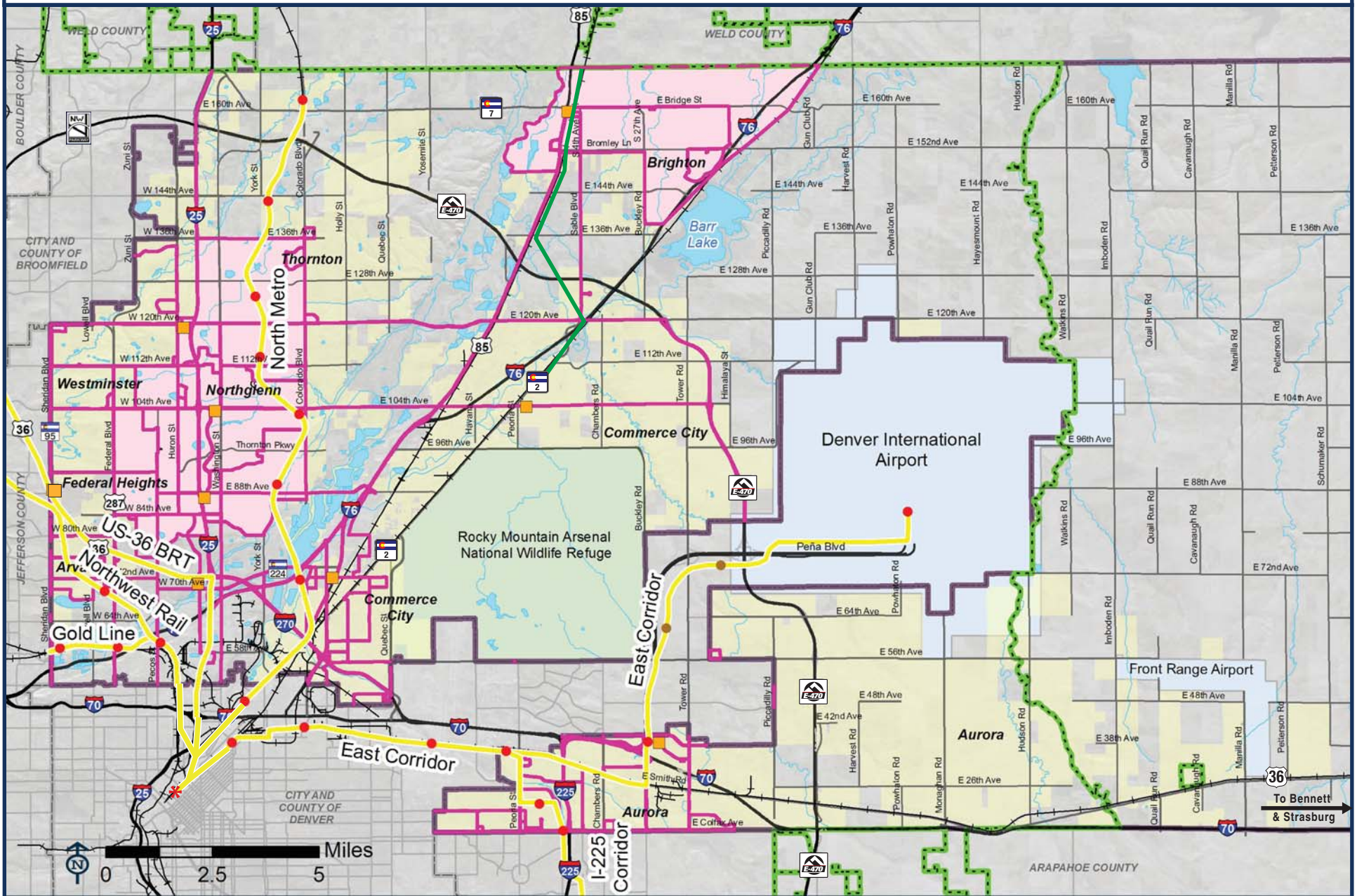


Figure A-9. Existing Transit Service & Planned FasTracks (West)



Map Date: Sep 2012
 Map Created By: Felsburg, Holt & Ullevig
 Data Source: Adams County GIS

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- LEGEND**
- = Adams County Boundary
 - = Municipal Area
 - = RTD Boundary
 - = Call-n-Ride Area (existing)
 - = Park-n-Ride (existing)
 - = RTD Bus Routes (existing)
 - = FasTracks Rail (Planned)
 - = Planned FasTracks Station
 - = Proposed FasTracks Station



Figure A-10a. Existing Bicycle Facilities (West)

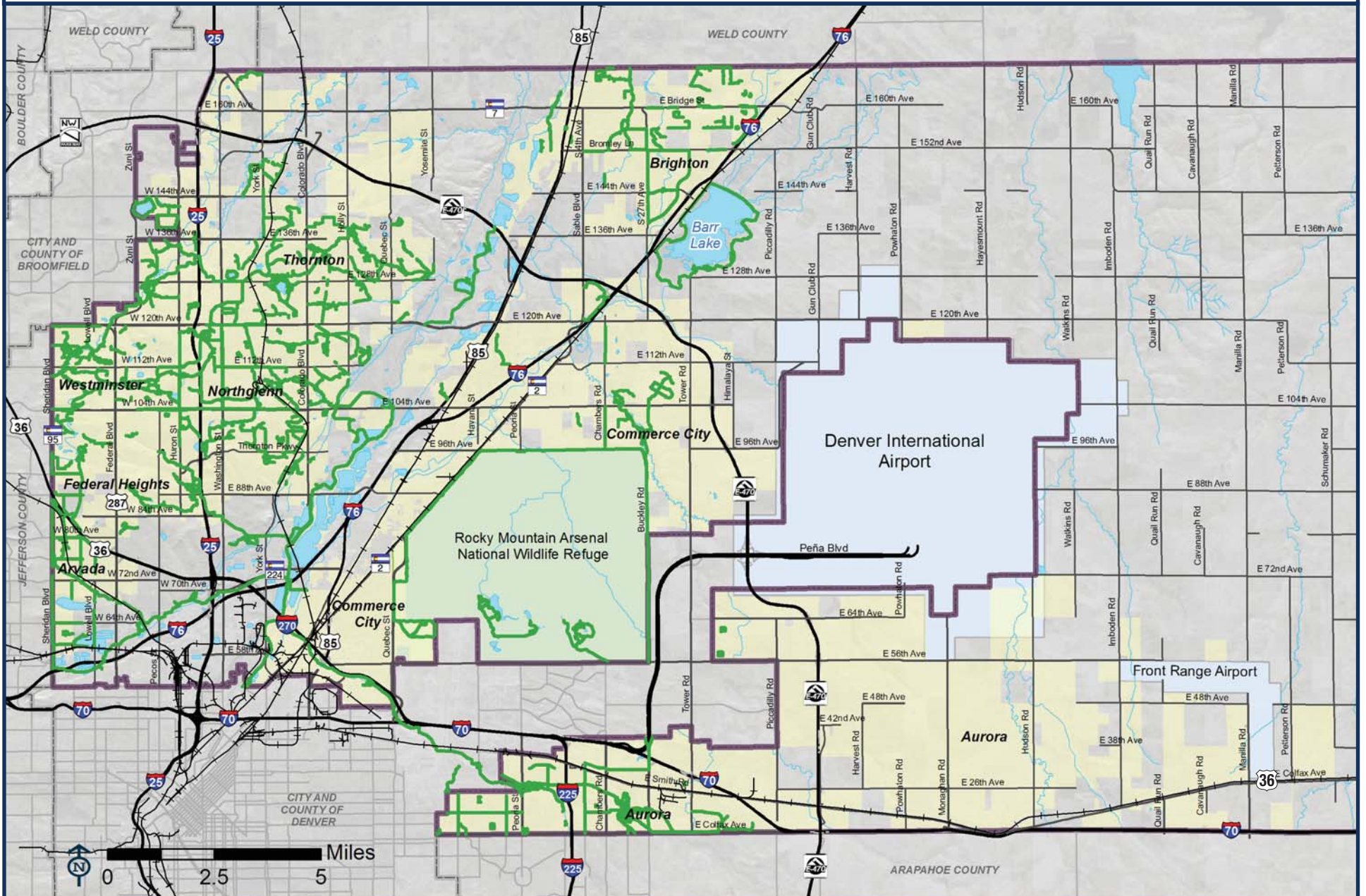
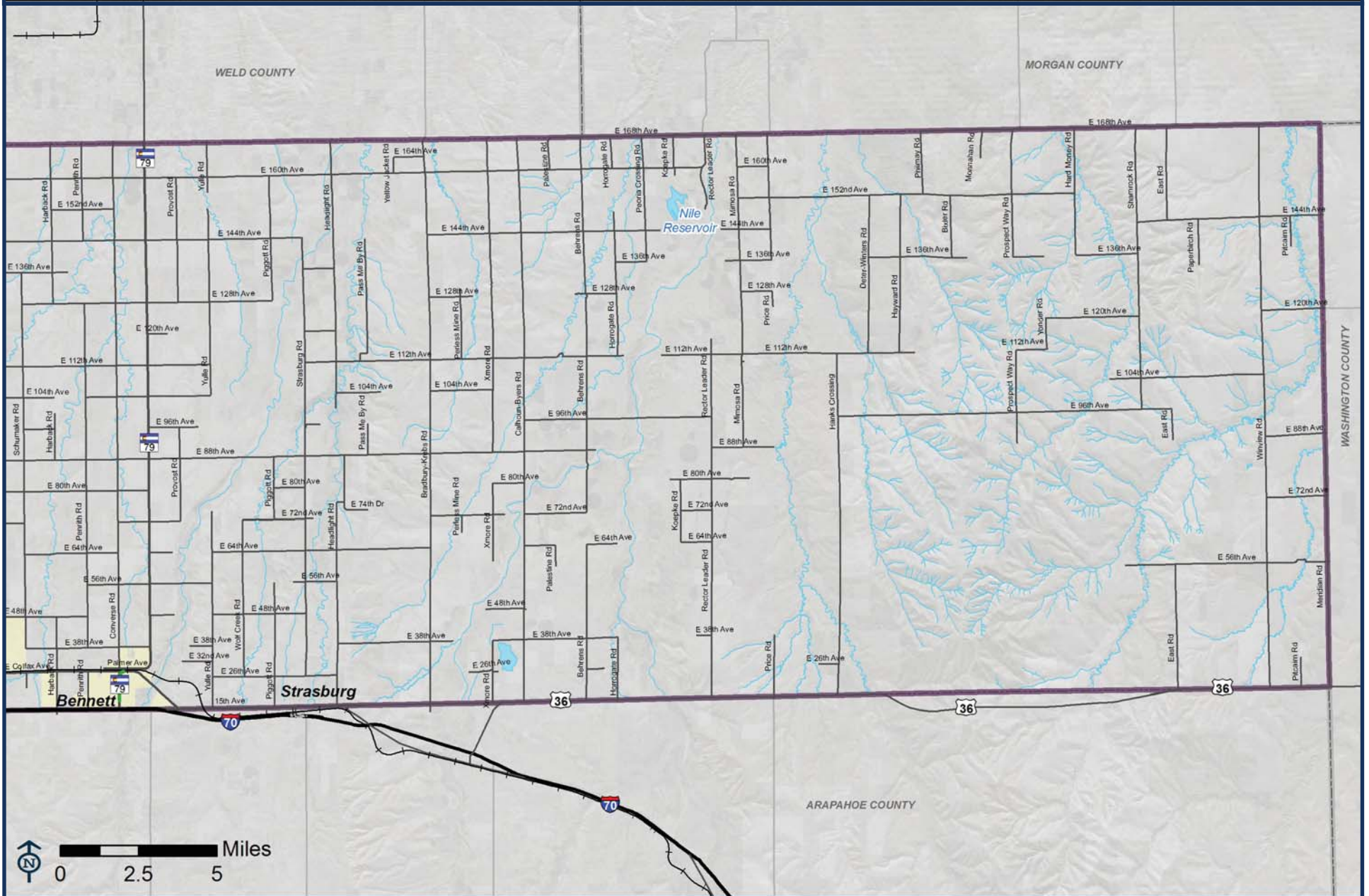



Figure A-10b. Existing Bicycle Facilities (East)





Map Date: Sep 2012
 Map Created By: Felsburg, Holt & Ullevig
 Data Source: Adams County GIS

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Legend

- Adams County Boundary
- Municipal Area
- Existing Bicycle Trail


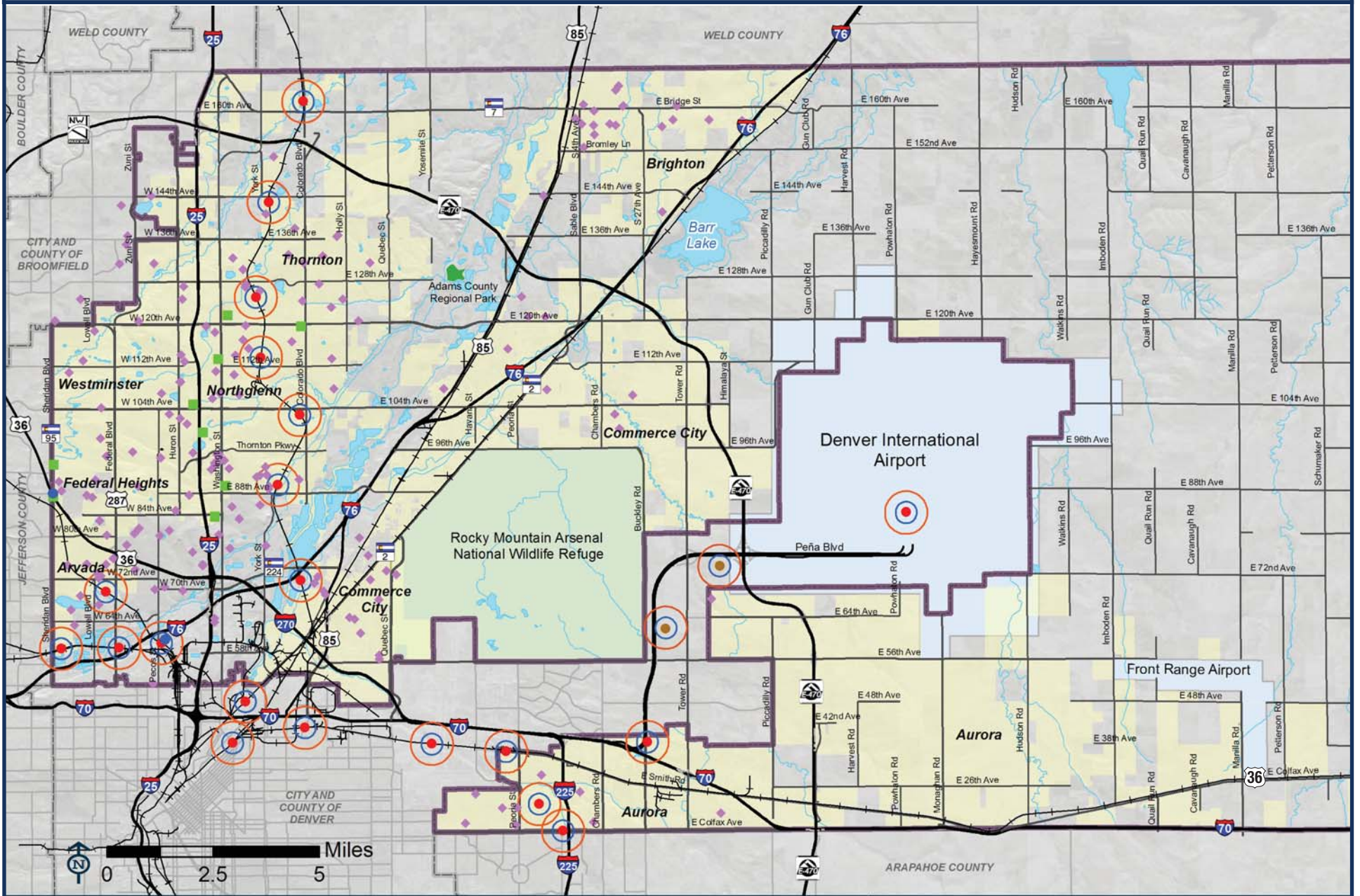


Figure A-11a. Pedestrian Activity Centers (West)

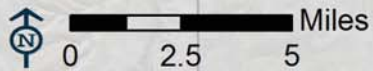
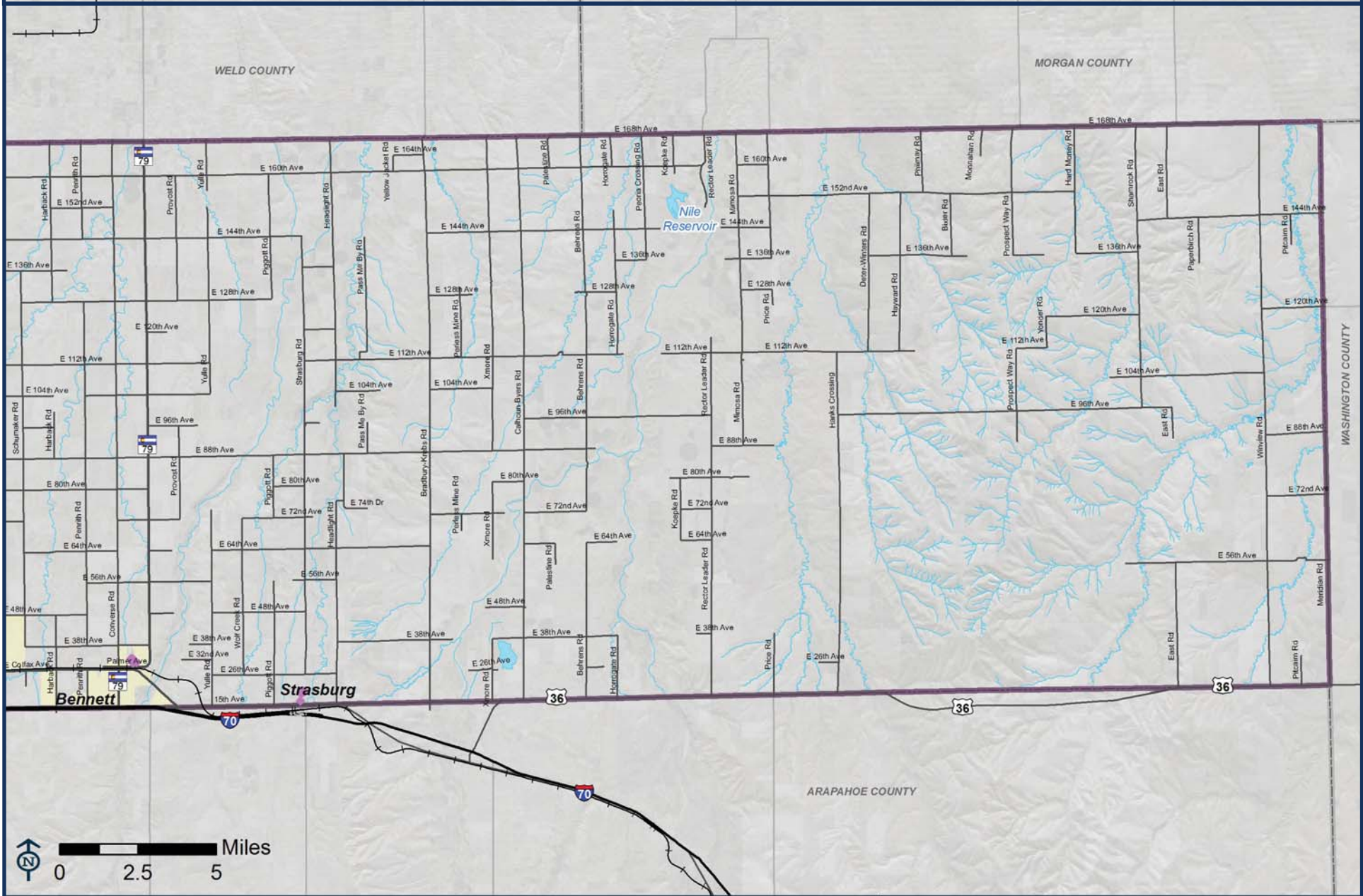


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Legend	
	Adams County Boundary
	Municipal Area
	Schools
	Retail Centers
	Planned FasTracks Station
	Future Transit Station
	Multi-modal Activity Center
Station Area	
	1/2 Mile
	1/4 Mile



Figure A-11b. Pedestrian Activity Centers (East)



Map Date: Sep 2012
 Map Created By: Felsburg, Holt & Ullevig
 Data Source: Adams County GIS
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Legend

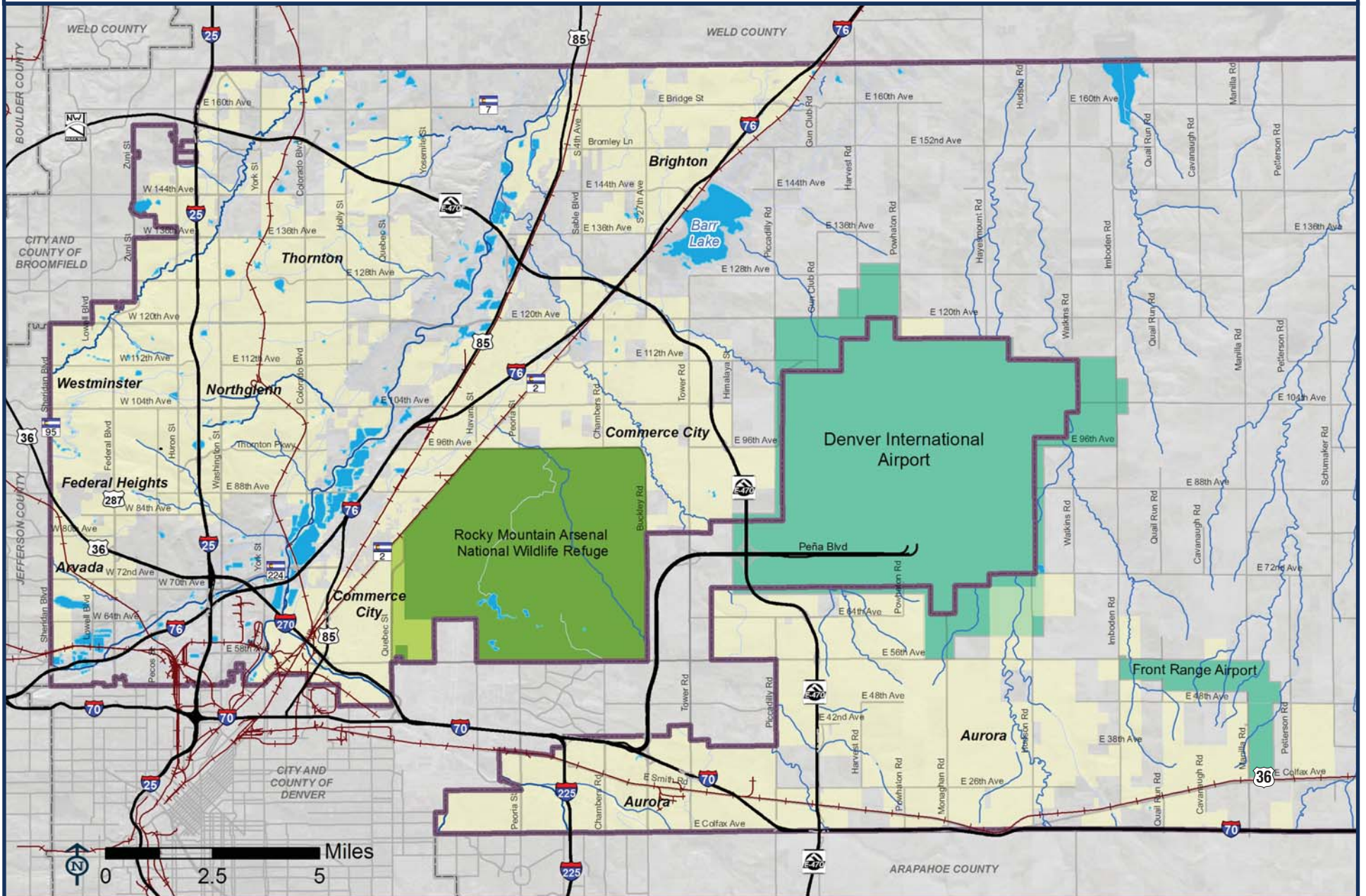
- Adams County Boundary
- Municipal Area
- Schools
- Retail Centers
- Planned FasTracks Station
- Future Transit Station
- Multi-modal Activity Center

Station Area

- 1/2 Mile
- 1/4 Mile



Figure A-12a. Constraints and Barriers (West)



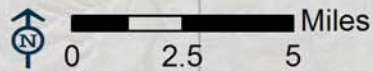
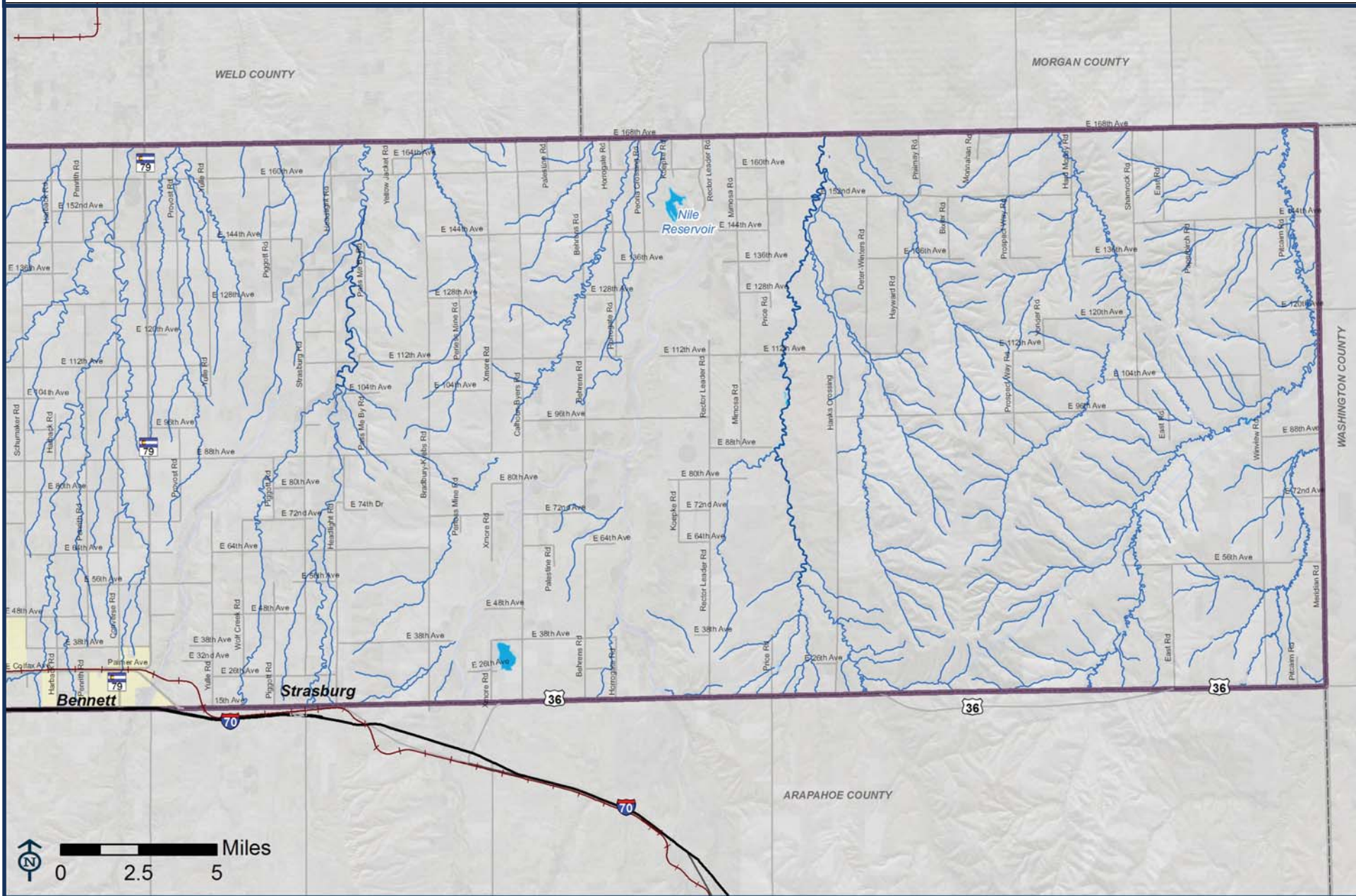
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Legend

Adams County Boundary	Barriers	River	Stream/River Type
Municipal Area	Airport	Lake	Canal/Ditch/Artificial
Highway/Interstate	Wildlife Refuge	Intermittent	Perennial
County/Local Road			



Figure A-12b. Constraints and Barriers (East)



Map Date: Sep 2012
 Map Created By: Felsburg, Holt & Ullevig
 Data Source: Adams County GIS

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Legend

- Adams County Boundary
- Municipal Area
- Highway/Interstate
- County/Local Road
- Barriers - Rail
- Lake
- Stream/River Type - Canal/Ditch/Artificial
- Intermittent
- Perennial



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- B-1b. Transportation Analysis Zones (Northwest)
- B-1c. Transportation Analysis Zones (South-Central)
- B-1d. Transportation Analysis Zones (North-Central)
- B-1e. Transportation Analysis Zones (East)

Figure B-1a. Transportation Analysis Zones (Southwest)

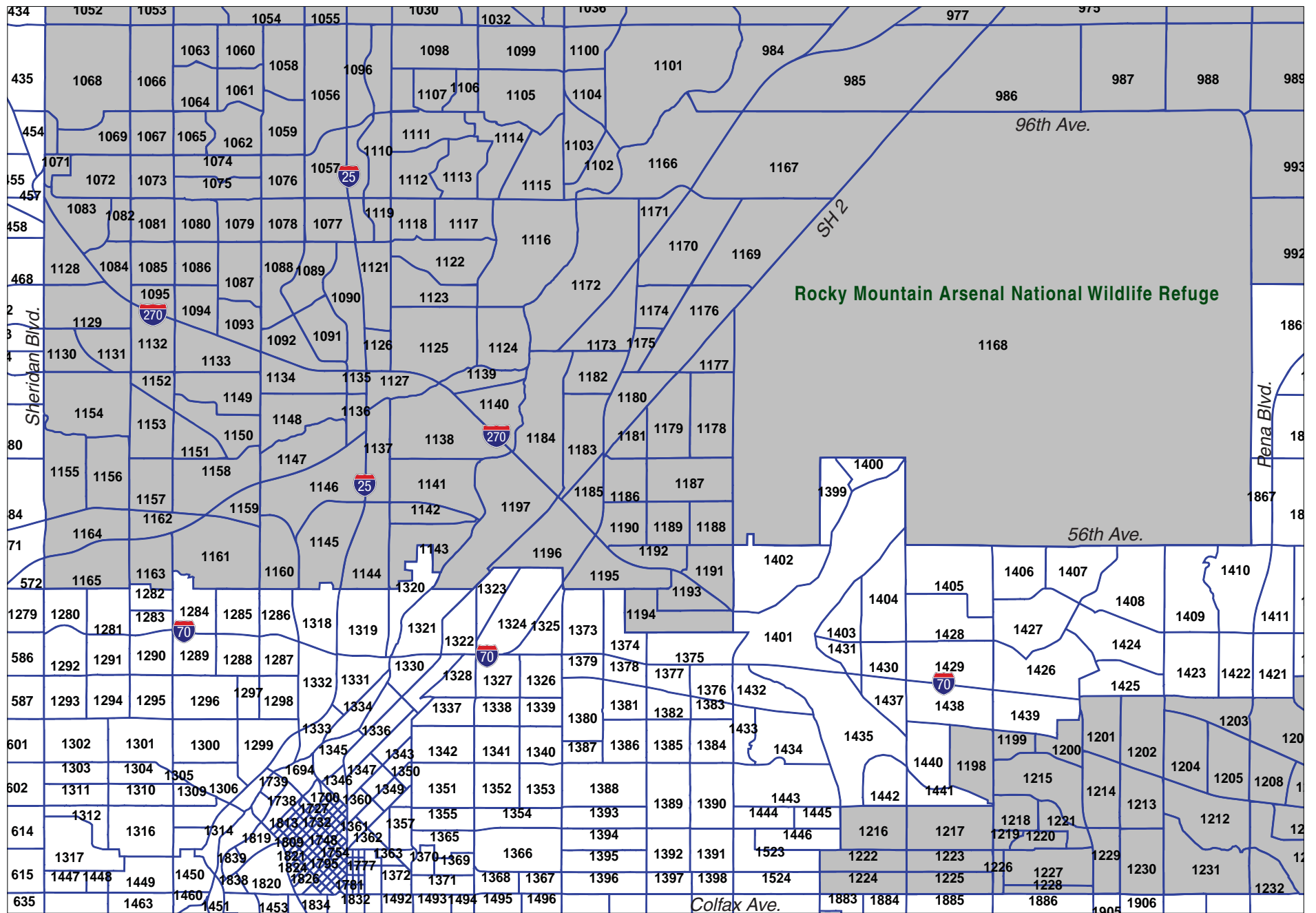


Figure B-1b. Transportation Analysis Zones (Northwest)

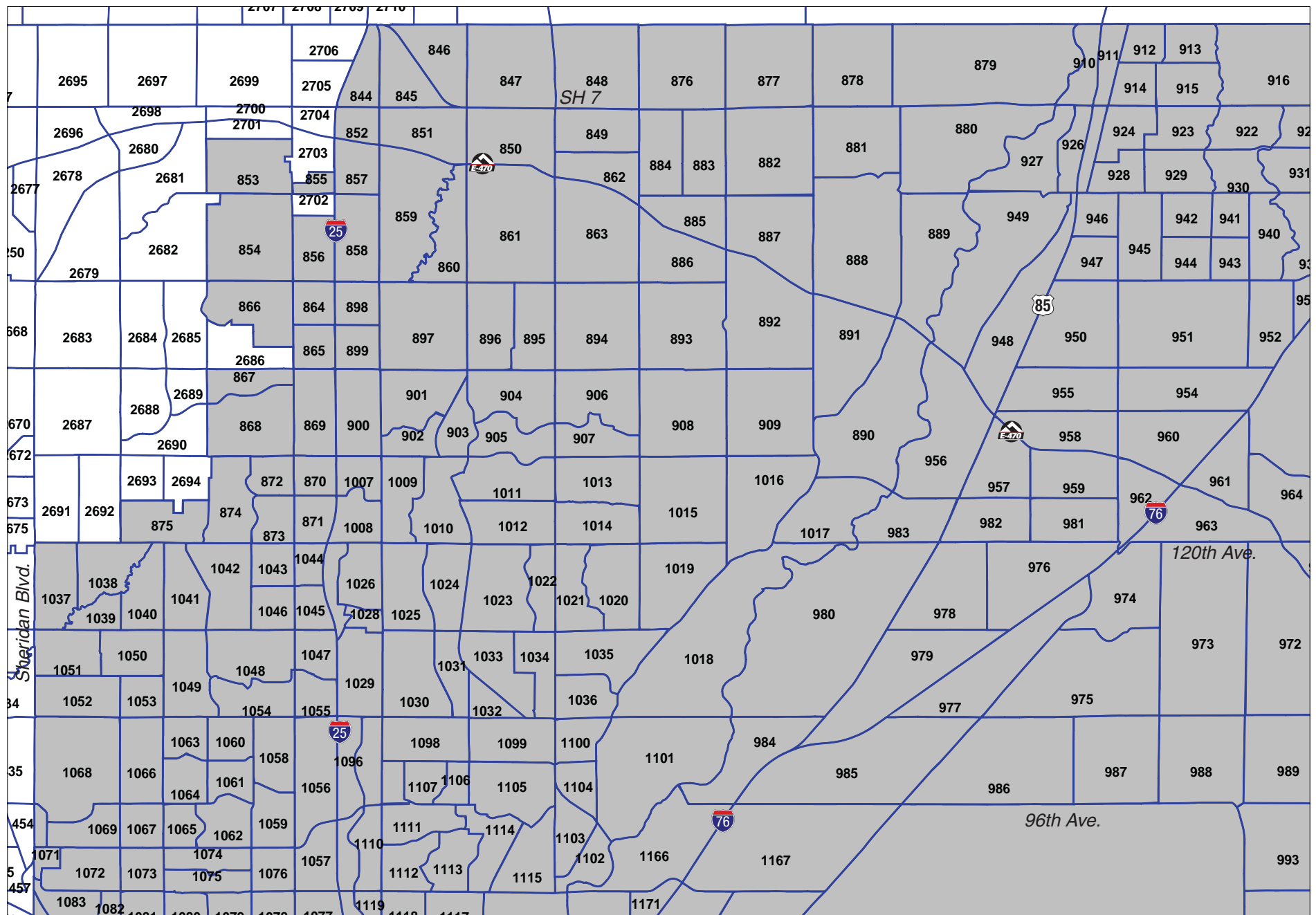


Figure B-1c. Transportation Analysis Zones (South-Central)

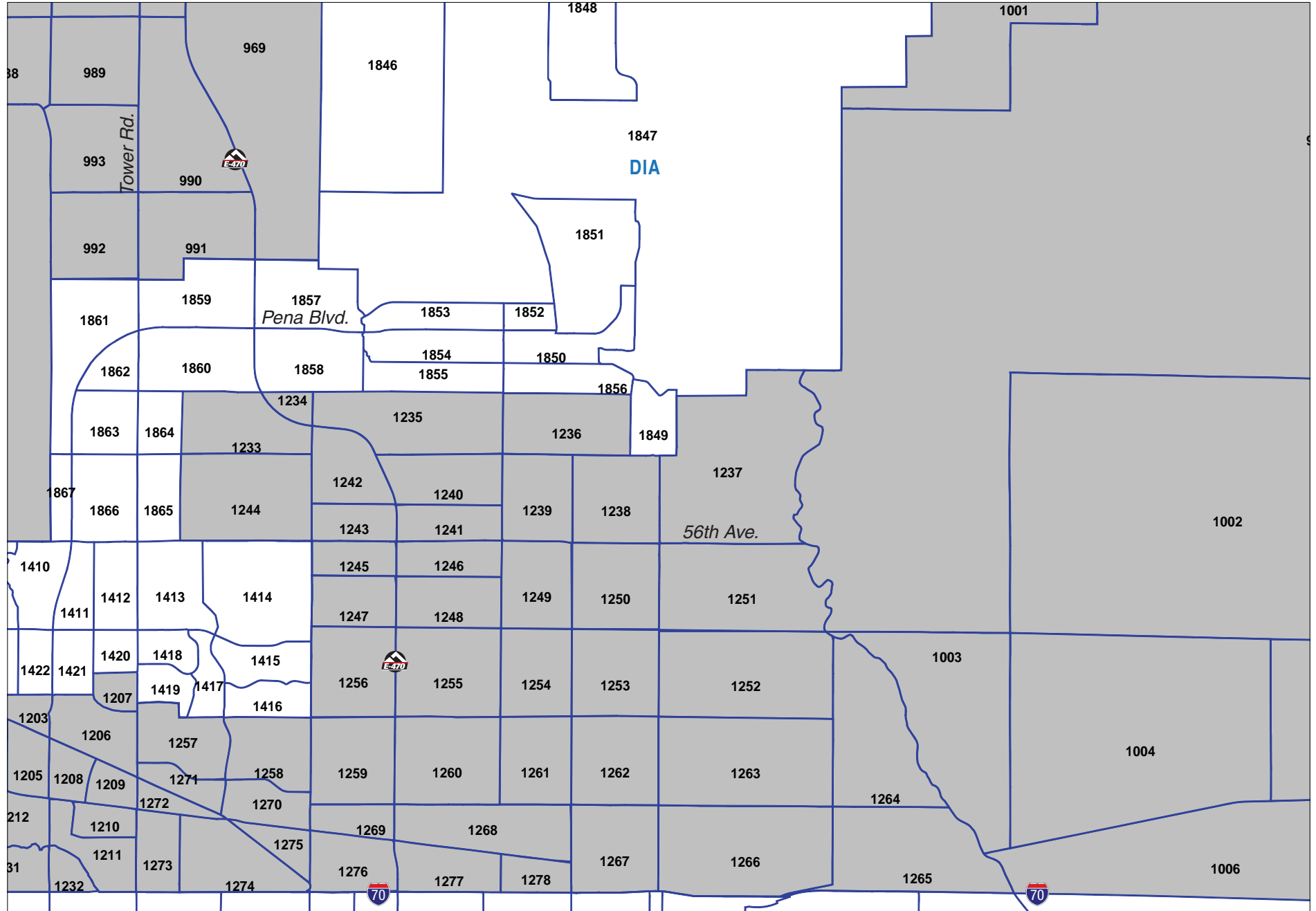


Figure B-1d. Transportation Analysis Zones (North-Central)

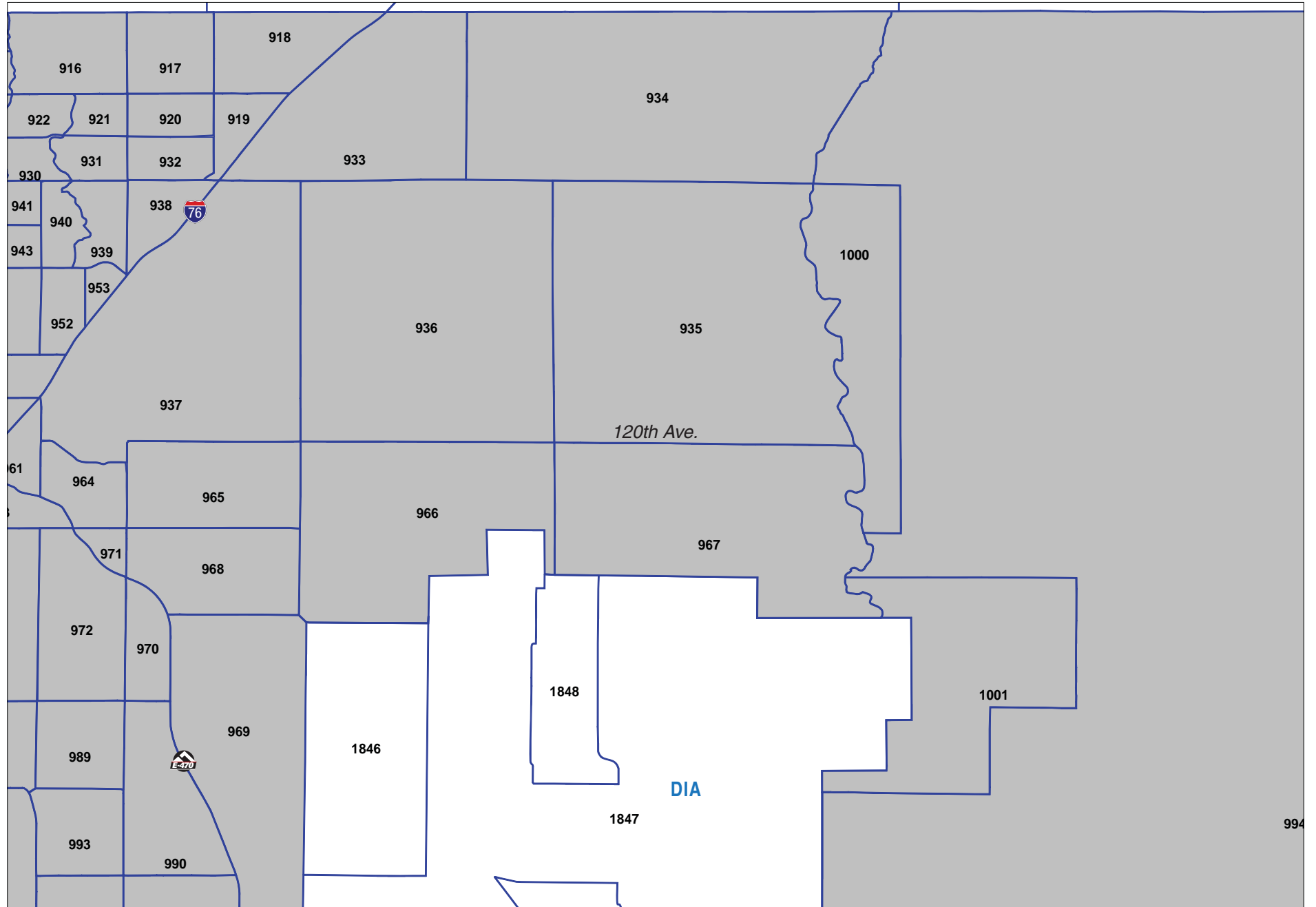
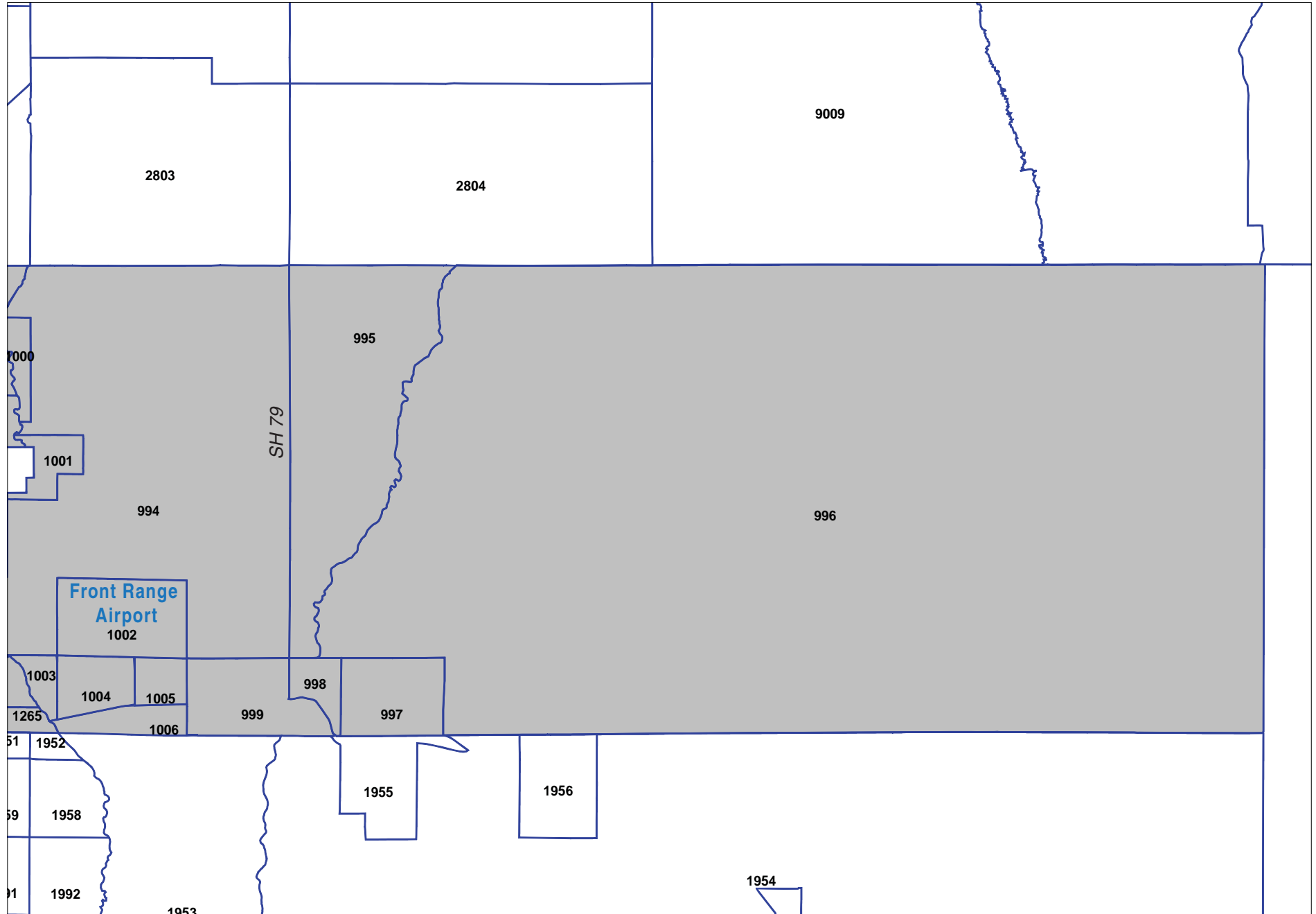


Figure B-1e. Transportation Analysis Zones (East)



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- Figure ES.2: Roadway System Recommendations
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- Smart Commute Metro Transportation Management Organization Map

1. INTRODUCTION

The objective to this technical memorandum was to review and summarize the Adams County municipalities' comprehensive and transportation plans to identify key maps and critical information for the Adams County 2012 Comprehensive Plan. In addition, the Adams County 1996 Transportation Plan and other area plans have been summarized.

The additional area plans that are summarized include:

- Strasburg Community Plan (2002)
- Blueprint Denver (2002)
- Adams County Transit Oriented Development and Rail Station Planning Guidelines (2007)
- Clear Creek Valley Transit Oriented Development (TOD) Plan (2008)
- Weld/Adams County Line Crossroads Alignment Study (2008)
- Denver Strategic Transportation Plan (2008)
- RTD's FasTracks East Corridor Transit Operations Plan (2009)
- RTD's FastConnects Service Development (2010)
- Project Management Plan (PMP) for High Speed Rail Feasibility Study – Rocky Mountain Rail Authority (2010)
- RTD's FasTracks North Metro Corridor Transit Operations Plan FEIS (2011)
- Metro Vision 2035 Plan (2011)
- Denver Moves – Making Bicycle and Multi-Use Connections (2011)
- Smart Commute Metro Transportation Management Organization (TMO)
- SH 7 Planning Environmental Linkage (PEL) Study (Ongoing)
- North I-25 Planning Environmental Linkage (PEL) Study (Ongoing)
- North I-25 Planning Environmental Linkage (PEL) Study (Ongoing)

The Plans for the following municipalities have been reviewed:

- Arvada
- Aurora
- Bennett
- Brighton
- Commerce City
- Federal Heights
- Northglenn Plans
- Thornton
- Westminster

Following is a list of all the plans that have been summarized, listed by municipality:

City of Arvada

- Arvada Parks, Trails and Open Space Master Plan (2001)
- City of Arvada Comprehensive Plan – Transportation Plan Chapter 6 (2005)
- Pedestrian and Bicycle Access Plan for the Sheridan Boulevard, Olde Town Arvada, and Arvada Ridge Transit Oriented Development Sites (2009)
- Bike System Master Plan exhibit (2011)
- Arvada Comprehensive Plan (to be updated 2013)
- Arvada Transportation Plan (to be updated 2013)

City of Aurora

- Havana District – Design Concepts Plan (2004)
- Northwest Aurora Bicycle & Pedestrian Master Plan (2005) – not summarized/outdated
- East Colfax, East of I-225 Corridor Plan, Amendment to the Aurora Comprehensive Plan (2005)
- Aurora Northeast Area Transportation Study (2007)
- Aurora Southeast Area Transportation Study (2007)
- Fitzsimons Area Wide Multi-Modal Transportation Study (2009)
- City of Aurora’s Comprehensive Plan – H. Creating Aurora’s Future Transportation System (2009)
- Aurora Bicycle and Pedestrian Master Plan (2012)

Town of Bennett

- Final Railroad Grade Separation Preliminary Feasibility Study (2008)
- Bennett Parks, Trails and Open Space Master Plan (2009) – not summarized/not found
- The Town of Bennett Downtown Planning Study (2010)
- Bennett Regional Trail Plan (2011)
- Town of Bennett Comprehensive Plan (2012)
- SH 79 Planning and Environmental Linkage (PEL) Study (to be started)

City of Brighton

- Transportation Master Plan (2000) – not summarized/outdated
- South Sub-Area Plan (2005)
- The City of Brighton 2020 Comprehensive Plan (2009)

City of Commerce City

- Transportation Plan (2010)

City of Federal Heights

- Does not have a Comprehensive or Transportation Plan
- Community Profile (2008)

City of Northglenn

- The Northglenn Comprehensive Plan – Transportation and Corridor Plans (2009)

City of Thornton

- City of Thornton Comprehensive Plan – Transportation and Utilities (2007)
- City of Thornton Transportation Plan (2009)
- Thornton Parks and Open Space Master Plan (2009)
- Arterial Access Management Plan (not found)
- Thornton Comprehensive Plan (2012) – update underway

City of Westminster

- Westminster Comprehensive Lane Use Plan (2004)
- Westminster Comprehensive Roadway Plan Update (2008)
- Westminster 2030 Westminster Bicycle Master Plan (2011)

2. ADAMS COUNTY

Title: Adams County Transportation Plan

Date: 1996

Location: Adams, Colorado

Purpose:

1. Transportation-related goals and policies which will be used as the philosophical basis for future transportation planning.
2. An Ultimate Transportation Vision Plan which identifies key roadway and transit corridors to serve county mobility needs consistent with the potential build out of Adams County and its component cities.
3. A 2020 Transportation Plan which identifies those roadway and transit improvements needed to serve the travel demand projections in the 20 to 25 year planning horizon.
4. A Fiscally Constrained Transportation Plan Component which balances currently anticipated revenues over the 20 to 25 year planning horizon with the priority improvements of the 2020 Transportation Plan.
5. An implementation and management strategy to assist Adams County and the participating cities in coordination regional funding requests for transportation improvements and implementing various system management programs.

Goals and Policies:

1. Maintain a spirit of cooperation through a dynamic plan that coordinates the update and amendment process for the County plan with the cities.
2. Coordinate the capital improvement programs (CIP) of the cities and the County to support the county-wide system.
3. The County and the cities will work cooperatively to pursue methods of financing for transportation improvements to the system identified through the joint CIP process.
4. Ensure that private development pays its fair share of improvements to the transportation network.
5. Coordinate regional Transportation Improvement Program (TIP) submittals on the county-wide basis.
6. Improve public transportation in Adams County and make it a higher priority.
7. Develop a comprehensive bicycle and pedestrian trail plan for Adams County to coordinate County and city trail systems.
8. Preserve the unique character of selected scenic roadways that have special aesthetic, environmental, or historic qualities through intergovernmental agreements between the County and affected cities.

9. Reduce travel demand in Adams County and the Denver region.
10. Preserve the functional integrity of the County roadway system through coordinated right-of-way, access and cross-section guidelines.

Proposed improvements by 2015 include:

- Construction of E-470 from I-70 to 120th Avenue with interchanges at 56th Avenue, 64th Avenue, Peña Boulevard, 96th Avenue and 104th Avenue.
- Widening of I-270 to 6 lanes between I-76 and I-70.
- Construction of a new freeway segment between I-76 and I-25 with reconstruction of the existing interchanges at I-76/I-270 and US 36/I-25.
- Reconstructed interchanges at I-25 and 120th, US 36 and Sheridan, and I-76/SH 2/SH 51.
- The construction of new interchanges at I-25 and 120th, US 36 and Sheridan, and I-76/SH 2/SH 51.
- Sheridan Boulevard between US 36 and 120th Avenue.
- Federal Boulevard between I-76 and 84th Avenue.
- Colorado Boulevard between 144th Avenue and 136th Avenue and between 88th Avenue and 104th Avenue.
- Quebec Street between 56th Avenue and SH 2.
- 56th Avenue between Yosemite Street and Havana Street and between Chambers Boulevard and Monaghan Road.
- 88th Avenue between Colorado Boulevard and I-76, 104th Avenue between Tower Road and E-470.
- 120th Avenue between Colorado Boulevard and E-470.
- 144th Avenue between Lowell Boulevard and Colorado Boulevard.

Long-Range Transit Recommendations:

- Exclusive bus/HOV lanes recommended along I-25 from the Denver downtown area north to 120th Avenue and along US 36 west to the county boundary with connections to the Wagon Road Park-n-Ride as well as the extension of a similar facility along US 36 west from I-25 to Wadsworth Boulevard.
- I-70 corridor from the Denver core area to Denver International Airport is identified as a major investment study corridor which future transit improvements may include one or a combination of transit technologies such as commuter rail, light rail, or bus/HOV lanes.
- See **Figure 11** of the Adams County Transportation Plan to view transit preservation corridors.
- See Metro Vision 2020: a Framework for the Denver Metropolitan Region (1995).
- See East Corridor Majority Investment Study (MIS).

Long-Range Roadway plans:

- See **Figure 12** of the Adams County Transportation Plan to view the roadway element of the long-range concept plan.
- Implementation of one major new freeway facility. E-470 to extend from I-70 northwesterly to I-25 and the west county boundary.
- New interchanges are proposed at:
 - I-25 at 144th Avenue, and at 136th Avenue, 128th Avenue
 - US 85 at Bromley Lane and 14th Avenue
 - I-76 at Bridge Street
 - I-7 at Quail Run (Imboden)
- North-south and east-west arterial improvements include:
 - Realignment and extension of the Sheridan Boulevard and Federal Boulevard corridors between 120th Avenue and the north county boundary.
 - The development of three north-south corridors east of I-25 along Colorado Boulevard, Holly Street and Quebec Street.
 - The development of an extended Buckley/Tower Road corridor as well as improvements to the Piccadilly corridor to supplement E-470 in the restricted area between the Rocky Mountain Arsenal and Denver International Airport.
 - Improvements to important east-west corridors along 120th, 104th and 96th Avenue consisting of key widening and extensions that provides additional capacity in the restricted area between Barr Lake State Park to the north and the Rocky Mountain Arsenal and Denver International Airport to the south.
 - The development of an upgraded 56th Avenue corridor to provide additional east-west capacity paralleling the I-70/I-270 corridor.
 - The development of a grid arterial network south of Denver International Airport in the northern portions of the City of Aurora.

3. CITY OF ARVADA

- Arvada Parks, Trails and Open Space Master Plan (2001)
- City of Arvada Comprehensive Plan – Transportation Plan Chapter 6 (2005)
- Pedestrian and Bicycle Access Plan for the Sheridan Boulevard, Olde Town Arvada, and Arvada Ridge Transit Oriented Development Sites (2009)
- Bike System Master Plan exhibit (2011)
- Arvada Comprehensive Plan (to be updated 2013)
- Arvada Transportation Plan (to be updated 2013)

Title: Arvada Parks, Trails and Open Space Master Plan

Date: 2001

Location: Arvada, Colorado

Summary of Recommendations:

- Create/implement a classification system and standards for open space, trails and parks.
- See Master Plan exhibit for details of the Master Plan.
- See Trails Master Plan exhibit for details of Trails Master Plan.

Title: City of Arvada Comprehensive Plan – Transportation Plan Chapter 6

Date: 2005

Location: Arvada, Colorado

Key Transportation Goals are:

1. Develop a balanced, multi-modal transportation system to provide a variety of opportunities for residents and visitor;
2. Strengthen the linkage between land use and transportation;
3. Identify and implement traffic solutions to reduce and manage traffic congestion on arterial streets;
4. Develop the transportation system to maintain quality of life for residents and visitors; and
5. Make transportation decisions with regard to environmental quality and stewardship.

Roadway System Plan improvements include:

- Ward Road Extension/ Alkire Street Connection
- 72nd (Indiana Street to Kipling Street)
- 66th Parkway/64th Avenue (SH93 to Kendrick/McIntyre)
- 80th Avenue (Alkire Street to Kipling Street)

- Indiana Street (Hwy. 128 to 64th Avenue)
- Northwest Parkway/Jefferson Parkway/C-470 Connection
- Kendrick Extension
- See **Figure 4** in the Arvada Comprehensive Plan to view the roadways and transit systems transportation plan map.

Transit System Plan includes:

- Existing (2005), 16 local bus routes, 7 express routes, and 2 regional routes,
- Existing (2005) Park-n-Ride lots include Ward Road at I-70, Olde Town Arvada, the Coal Creek lot at State Highway 93, and 92nd/Sheridan
- Future transit includes the FasTracks rail transit Gold Line to run along the existing Burlington Northern Santa Fe Railroad providing stations at Ward Road, Arvada Ridge, Old Town, and Sheridan. Additional stops planned for Federal and Pecos.

Bicycle and Trails Corridor Plan and Pedestrian System include:

- View **Figure 5** in the Arvada Comprehensive Plan for a map of major bicycle and trails corridor plans.
- View *Parks and Open Space Master Plan 2001*
- View *Pedestrian and Bicycle Access Plan 2009*

Title: Pedestrian and Bicycle Access Plan for the Sheridan Boulevard, Olde Town Arvada, and Arvada Ridge Transit Oriented Development Sites

Date: 2009

Location: Arvada, Colorado

Focus of this study was to assess non-motorized access needs within a half-mile planning radius from each of the three Gold Line station:

- Arvada Ridge Station Access Plan
- Olde Town Station Access Plan
- Sheridan Ridge Station Access Plan

Map of Primary Bicycle Corridor and Missing Links is provided in the report on **page 26**.

Implementation Priorities:

1. Sheridan Boulevard – New bridge build over the railroad tracks by CDOT. Pedestrian and bicycle accommodations is desired to be included.
2. Wadsworth Bypass – Coordination with CDOT to provide a signalized intersection and multimodal access across the Wadsworth Bypass at W. 56th Avenue.
3. Projects that require coordination with City of Wheat Ridge:
 - Ridge Road, to the Ward Road FasTracks Station;
 - Miller Street, to the Arvada Ridge Station TOD entrance;
 - Kipling Parkway, in conjunction with City of Wheat Ridge bicycle planning; and
 - Garrison, Carr, and Marshall Streets, to identify linkages to the Clear Creek Trail.
4. Carr Street – Create a continuous north/south corridor, work with the school district to secure a trail connection at missing gap between Ralston Road and W. 57th Avenue. Add bike route signing throughout entire corridor.
5. Pierce Street – Restripe to extend existing bike lanes south from W. 64th Avenue to W. 62nd Avenue.
6. Independence Street – Restripe roadway with on-street bicycle lanes from W. 57th Avenue to the trail network in Jack B. Tomlinson Park.
7. W. 52nd Avenue – Designate as a shared roadway bike route from Independence to Garrison Street. Stripe on-street bicycle lanes from Allison to Marshall Street.
8. Garrison Street – Designate as a shared roadway from Oberon Road to Clear Creek Trail.
9. Tennyson Street – Stripe with bicycle lanes north of W. 58th.
10. Van Bibber Creek Trail – Extend trail and add underpass connection at Kipling Parkway.

Title: Bike System Master Plan Exhibit

Date: 2011

Location: Arvada, Colorado

Overview:

Map of the Bike System Master Plan for the City of Arvada dated October 18, 2011.

4. CITY OF AURORA

- Havana District – Design Concepts Plan (2004)
- Northwest Aurora Bicycle & Pedestrian Master Plan (2005) – not summarized/outdated
- East Colfax, East of I-225 Corridor Plan, Amendment to the Aurora Comprehensive Plan (2005)
- Aurora Northeast Area Transportation Study (2007)
- Aurora Southeast Area Transportation Study (2007)
- Fitzsimons Area Wide Multi-Modal Transportation Study (2009)
- City of Aurora’s Comprehensive Plan – H. Creating Aurora’s Future Transportation System (2009)
- Aurora Bicycle and Pedestrian Master Plan (2012)

Title: Havana District – Design Concepts Plan

Date: 2004

Location: Aurora, Colorado

Overview:

Havana Street has been identified as a key corridor in Aurora in relation to commercial activity and residential neighborhoods. The report summarizes the development of design concepts that will:

- Begin to develop a unified image for Havana Street;
- Add visual identity and attractiveness with public signage, lighting, banners and other artistic elements;
- Create a framework for the development of the corridor’s primary activity centers;
- Provide venues for community-gathering, e.g., pocket parks, trails, plazas, and places to enjoy outdoor art;
- Distinguish the corridor’s boundaries with enhanced intersections and gateway features;
- Suggest ways to improve pedestrian safety; and
- Identify needed improvements to the corridor’s circulation system – vehicles, pedestrian, and bicycle.

Title: East Colfax, East of I-225 Corridor Plan, Amendment to the Aurora Comprehensive Plan

Date: 2005

Location: Aurora, Colorado

Overview:

The purpose of the East Colfax, East of I-225 Corridor Plan is to provide a blueprint to create a vibrant commercial and mixed-use corridor integrated with surrounding residential neighborhoods.

Goals:

- Promote a balance of compatible interconnected land uses.
- Create a community where the corridor and surrounding neighborhoods are integrated.
- Provide varied housing opportunities and neighborhood-serving retail within the corridor through mixed-use developments.
- Create a distinct identity for the East Colfax Corridor through the built environment.
- Create a higher quality of development within the corridor through enhanced site design standards.
- Create a community street environment, rather than a high-speed highway environment, along East Colfax west of the Highline Canal.
- Provide multimodal alternatives to single occupancy vehicles so all residents enjoy the benefits of mobility.
- Create a desirable pedestrian environment along the length of East Colfax.
- Enhance the attractiveness of public transportation for travel along East Colfax.
- Expand the accessibility of parks and open space to users without the need for access by automobile.
- Preserve and enhance the quality of the natural environment.
- Promote a diverse economic base.
- Facilitate the redevelopment of underutilized areas along the corridor to strengthen the corridor's economic health.

The city staff and the community identified two distinct subareas within the corridor and recommended different development directions within each.

Urban Subarea Recommendations:

- The build environment will evolve from a typical suburban commercial strip to a more mixed-use street.
- The urban subarea will undergo a transformation into a neighborhood-oriented district, including a number of small-scale retail establishments.
- The urban subarea will be anchored by several mixed-use activity center developments.
- The proximity to jobs at Fitzsimons, Horizon City Center and along E-470 will support residential development and businesses along East Colfax.
- Other sites that were formerly vacant or under-utilized will be developed with a more urban character.
- The need for automobile access within new developments will not be ignored, but rather balanced with the needs of pedestrians, transit patrons, and bicyclists.
- Developments within this subarea will establish a strong, visually unified design theme giving pedestrians and rivers the sense they are in a unique district.

Suburban Subarea Recommendations:

- The portion of the subarea along the north side of East Colfax is intended to contain mixed uses, with a variety of retail, employment and residential uses mixed horizontally or vertically.
- Mixed-use activity center developments will be encouraged at key locations, adding housing diversity and neighborhood-serving businesses for the residents and employees of the surrounding area.
- Office and light industrial projects will be developed with a campus feel, exhibiting large landscaped common areas between buildings and fronting East Colfax. The open areas will be well landscaped with pedestrian walkways between the buildings.
- Design will be of high quality. Significant attention to building, site and landscaping design elements will be evident.
- While the automobile will remain the dominate travel mode, transit and bicycle travel will be emphasized in site planning.
- A business park area at the east end of the corridor will be encouraged to develop with high tech, and research and development uses in the master planned campus-style setting surrounded by abundant landscaped areas with walking paths and art. The business park zone will take advantage of the proximity of the I-70 /Picadilly Road interchange and E-470.

Title: City of Aurora Northeast Area Transportation Study (NEATS)

Date: 2007

Location: Aurora, Colorado

Overview:

The objective of the NEATS project is intended to support the Aurora’s Comprehensive Plan relative to transportation planning and provide more insight to the planning and construction of future facilities.

Cross-sections for the arterial roads should comply with the latest version of City roadway design standards.

2030 Transportation System Plan recommendations for roadways, transit service and trails include:

- **Figure 4** of the NEATS report provides the NEATS Roadway Network Plan.
- The NEATS Roadway Network Plan include:
 - New interchanges along I-70 at Picadilly Road, Harvest Road, Monaghan Road (would replace the existing interchange near the Aurora Airpark area), and Quail Run Road (with a tie to Imboden Road to the north).
 - New interchange along E-470 at 48th Avenue as part of the E-470 Public Highway Authority future plans.
 - 11 grade-separated crossings of the railroad lines.

Transit and trail elements are shown in **Figure 6** of the NEATS report. Figure 6 displays:

- Defined areas where new transit service should be considered as well as the potential for major transit corridors.
- Basic bus service provided by RTD is recommended to be expanded east as development occurs and conditions warrant.
- Trail facilities are planned along E-470 and along major drainage ways.

Title: City of Aurora Southeast Transportation Study (SEATS)

Date: 2007

Location: Aurora, Colorado

Overview:

The objective of the SEATS project is to support the Aurora’s Comprehensive Plan relative to transportation planning and provide more insight to the planning and construction of future facilities.

Cross-sections for the arterial roads should comply with the latest version of City roadway design standards.

2030 Transportation System Plan recommendations for roadways, transit service and trails include:

- **Figure 4** of the SEATS report provides the Roadway Network Plan.
- Transit and trail elements are shown in **Figure 5** of the SEATS report. Figure 5 displays:
 - Defined areas where new transit service should be considered as well as the potential for major transit corridors.
 - Basic bus service provided by RTD should be expanded east as development occurs and conditions warrant.
 - Park-n-Ride facilities are shown on the plan at cross-street locations including:
 - E-470/Smoky Hill Road
 - E-470/Quincy Avenue
 - E-470/Jewell
 - Jewell/Monaghan
 - Rapid transit facilities identified include E-470 and Jewell Avenue.
- Trail facilities are planned along E-470 and along major drainage ways.

Title: Fitzsimons Area Wide Multi-Modal Transportation Study

Date: 2009

Location: Aurora, Colorado

Overview:

The purpose of the Fitzsimons Area Wide Multi-Modal Transportation Study to provide a detailed and comprehensive understanding of the multi-modal transportation needs surrounding the Fitzsimons medical campus.

The roadway project recommendations are listed below and summarized in the Fitzsimons Area Wide Multi-Modal Transportation Study **Figure ES.1** and **Figure ES.2**.

- Reconstruction of Peoria Street/Sand Creek Bridge
- Peoria Street Railroad Overpass
- Reconstruct I-225/Colfax Avenue Interchange
- I-225 Colfax Interchange/Tollgate Creek Bridge
- Colfax Avenue widening between Sable Boulevard and Chambers Road
- Add additional turning capacities to Fitzsimons Parkway
- Peoria Street/Colfax Avenue Intersection improvement
- Chambers Road/Colfax Avenue Intersection improvement
- 13th Avenue extension
- Dillon Way extension

The following Intelligent Transportation Systems (ITS) projects are recommended for the Fitzsimons study area to provide travel information to the transportation system users. The preliminary locations for these recommended projects are shown in **Figure ES.2** of the Fitzsimons Area Wide Multi-Modal Transportation Study.

- Add variable message signs (VMS) on key roadways
- Provide VMS on parking information at campus entrances
- Provide signage and kiosks for train and bus arrivals
- Implement transportation demand management strategies

The following transit improvements are recommended:

- Expand and enhance shuttle
- Improve bus stop amenities and security

The following pedestrian improvement recommendations are depicted in the Fitzsimons Area Wide Multi-Modal Transportation Study **Figure ES.3**.

- Leading pedestrian phases at Colfax Avenue Pedestrian Bridge over Colfax
- Enhanced pedestrian crossings along Colfax
- Median refuge islands along Colfax Avenue
- Sidewalk and trail connections enhancement north of Montview Boulevard
- Sidewalk improvements
- 6th Avenue sidewalk between Potomac Street and Del Mar Circle
- Peoria Street/ 13th Avenue intersection improvements

The following bicycle improvements are recommended and shown in **Figure ES.3** of the Fitzsimons Area Wide Multi-Modal Transportation Study.

- Provide covered bicycle parking & improve bicycle way-finding
- Provide bicycle stations at key locations
- Implement a Bicycle Share Program
- Enhance 13th Avenue bicycle connection
- Extend Toll Gate Creek Trail
- Montview Boulevard bicycle lanes
- Enhance bicycle connections to the Fitzsimons Campus

Title: City of Aurora’s Comprehensive Plan – Section H. Creating Aurora’s Future Transportation System

Date: 2009

Location: Aurora, Colorado

Overview:

Plans and programs reviewed as part of this Comprehensive Plan include:

- Aurora Southeast Area Transportation Study (SEATS)
- Aurora Northeast Area Transportation Study (NEATS)
- Travel Framework
- Aurora Strategic Parking Plan and Program Study
- Fitzsimons Area Wide Multi-Modal Transportation Study
- FasTracks
- I-225 Corridor Light Rail Transit and Roadway Improvements
- RTD Bus Services
- Parker Road Corridor Study
- Major Intersection Improvement Program
- Bicycle and Pedestrian Planning
- Traffic Calming

Travel Framework exhibit of the H. Creating Aurora’s Future Transportation System report defines the roadway network and proposed transit within the Aurora city limits.

Aurora Bicycle Facilities exhibit of the H. Creating Aurora’s Future Transportation System report defines proposed and existing trails, space path, programmed sharrow, and bike routes.

Title: Aurora Bicycle and Pedestrian Master Plan

Date: 2012

Location: Aurora, Colorado

Overview:

Master Plan Goals:

- Identify and prioritize key bicycle and pedestrian improvements.
- Develop an implementation strategy.
- Improve safety for bicyclists and pedestrians through careful design and implementation of facilities.
- Promote active lifestyles and good health by encouraging bicycling and walking in the City.

Figure 3-1 of the Aurora Bicycle and Pedestrian Master Plan outlines the early action and short-term project recommendations.

Early action and short-term projects include:

- East 12th/13th Avenue
- Moline Street
- Potomac Bypass
- East Mexico Avenue
- South Kalispell Way/ East Kentucky Avenue
- East Louisiana Avenue
- South Dunkirk Street
- East Exposition Avenue Extension
- South Gartrell Road
- South Abilene Street
- East 2nd Avenue/ High Line Canal Crossing

5. TOWN OF BENNETT

- Final Railroad Grade Separation Preliminary Feasibility Study (2008)
- Bennett Parks, Trails and Open Space Master Plan (2009) – not summarized/not found
- The Town of Bennett Downtown Planning Study (2010)
- Bennett Regional Trail Plan (2011)
- Town of Bennett Comprehensive Plan (2012)
- SH 79 Planning and Environmental Linkage (PEL) Study (to be started)

Title: Final Railroad Grade Separation Preliminary Feasibility Study

Date: 2008

Location: Bennett, Colorado

Overview:

The purpose of this study was to evaluate the benefits, impacts and general feasibility of alternative connections for a railroad grade separated crossing in the vicinity of Bennett. The study considers design, traffic, and environmental criteria evaluation at a conceptual level only to identify alignment fatal flaws and reasonable alternatives to recommend for further study.

The assessment evaluated four alignments (Western, West Central, East Central, and Eastern) for potential location for a railroad-highway grade separation.

Recommendations and conclusions include:

- The highway-railroad grade separation should be pursued.
- Constructing a highway-railroad grade separation in Bennett would also provide substantial time savings and safety benefits for local and regional traffic on SH 79.
- The roadway should initially be built as a two-lane arterial, although the right-of-way should be preserved for the ultimate four-lane cross section.
- Three alignments are recommended for a more detailed analysis:
 - Western Alignment,
 - West Central Alignment, and
 - Eastern Alignment.

Title: The Town of Bennett Downtown Planning Study

Date: 2010

Location: Bennett, Colorado

Overview:

The Town of Bennett initiated the Downtown Planning Study in order to analyze and explore future possibilities for the historic center of Bennett. Several planning efforts converged to facilitate this study which includes:

- SH 79 realignment through Town;
- Downtown land use study, civic center development, and overlay district;
- A regional trail plan; and
- Community parking facility.

Roadway and intersection improvements for 2035 included signalization at SH 79 with:

- I-70 westbound ramp;
- Market Avenue;
- Converse Road; and
- Adams Street.

Regional trail network proposed include nine (9) trail routes and three (3) trailheads. Listed below are the routes and trailheads.

- Neighborhood-School Bike Route
- East Town Loop Trail
- Bennett-Strasburg Trail
- Kiowa-Bennett Bike Route
- Watkins-Strasburg Bike Route
- Kiowa-Bennett Road / SH 79 Trail
- Alameda Trail
- Downtown Trailhead/ Parking Facility
- Arapahoe County Trailhead
- Adams County Trailhead

Title: Bennett Regional Trail Plan

Date: 2011

Location: Bennett, Colorado

Overview:

The Regional Trail Plan is the result of grants awarded to the Town of Bennett through the Arapahoe and Adams Counties' Open Space Grant Programs; and recommendations from the 2009 Bennett Parks, Trails and Open Space Master Plan which states the following goal and objectives:

- Meet Bennett's growing community needs for facility improvements and developments.
- Develop new facilities which are complementary to the Town's existing parks, trails and open space systems.
- Improve access to facilities through the development of pedestrian and bicycle pathways and trails.

Figure 3.2 of the Bennett Regional Trail Plan displays the proposed regional trail network.

Title: Town of Bennett Comprehensive Plan

Date: 2012

Location: Bennett, Colorado

Overview:

The Comprehensive Plan is broken down into eight plan themes: neighborhoods, employment, open lands, transportation, service and infrastructure, community health, annexation, and intergovernmental relations.

Key transportation recommendations are reflected in the Town of Bennett Comprehensive Plan pages 8-9, including:

- Constructing three new interchanges on I-70 at Quail Run Road, Schumaker Road, and Yulle Road, and improving the existing Kiowa-Bennett Road interchange;
- Extending the existing and planned east/west roadways from Aurora into the Area of Planning Interest, including East 56th Avenue, East 6th Avenue/Mitchell Road, and East Jewell Avenue;
- The development of north/south arterial roads spaced every two miles south from I-70 to East Jewell Avenue;
- The realignment of SH 79 east of Bennett with a grade separated railroad crossing; and
- Development of a dedicated truck route off realigned SH79 south of the UPRR.

Transit improvements identified include:

- Express bus service to the Denver metro area;
- The initiation of a local bus circulator or trolley service;
- Commuter rail service to RTD's planned East Corridor commuter rail line using either the existing Union Pacific rail line or new rail installed in the I-70 median; and
- A high speed rail station located at an I-70 interchange in the Area of Planning Influence, with service from Denver.

Title: SH 79 Planning and Environmental Linkage (PEL) Study

Date: To begin Summer 2012

Location: Bennett, Colorado

Overview:

The Town of Bennett, in cooperation with the Colorado Department of Transportation (CDOT), Adams County, and Arapahoe County, has initiated a Planning and Environmental Linkage (PEL) study for SH 79 and Kiowa-Bennett Road. The study limits extend approximately seven miles, from two miles south of I-70 to East 56th Avenue.

SH 79 and Kiowa-Bennett Road serve both local and regional mobility needs. Locally, the SH 79 alignment through the Town of Bennett and the at-grade crossing of the Union Pacific Railroad (UPRR) result in safety and congestion problems for automobiles, trucks, bicyclists and pedestrians. Regionally, the disjointed nature of SH 79 and Kiowa-Bennett Road adversely impacts mobility for north-south travel and convenient access to I-70. These problems will continue to worsen with expected population and employment growth in the study area.

The goal of the SH 79 Traffic Engineering and PEL Study is to identify a set of transportation improvements that can be implemented over time to address safety, congestion and regional mobility issues within the project corridor, while supporting economic development opportunities and accounting for the long range transportation needs for the Town of Bennett, Adams County, Arapahoe County and CDOT. The study is expected to commence in the summer of 2012, with a one-year time frame.

6. CITY OF BRIGHTON

- Transportation Master Plan (2000) – not summarized/outdated
- South Sub-Area Plan (2005)
- The City of Brighton 2020 Comprehensive Plan (2009)

Title: South Sub-Area Plan

Date: 2005

Location: Brighton, Colorado

Overview:

The South Sub-Area Plan for the City of Brighton is meant to provide additional focus to the 2020 Comprehensive Plan related to the south sub-area of Brighton. The South Sub-Area Plan Study Area is bounded by I-76 and Barr Lake to the east, Commerce City to the south, the Platte River floodplain to the west and Bromley Lane to the north.

Roadway system improvements identified include:

- Connecting 124th Avenue from Sable Boulevard across US 85 to Brighton Road.
- Interchange at 112th Avenue at US 85.
- Widening of 112th Avenue and Peoria Street to four lanes
- Potomac Street (South of 124th Avenue to I-76) realigned to connect with I-76 Interchange south of 120th Avenue, Potomac Street (136th Avenue to 140th Avenue) realigned to connect with Sable Boulevard by 140th Avenue with a new interchange at E-470.
- Sable Boulevard, downgraded to minor arterial, existing connection between 120th Avenue and I-76 would be removed.

Figure 3 of the South Sub-Area Plan displays the Recommend Roadway Plan. Key improvements are listed below.

- 144th Avenue – US 85 to I-76, four lane major arterial
- 136th Avenue – US 85 to I-76, six lane major arterial
- 124th Avenue (SH 22) - Sable Boulevard to Brighton Road, four lane minor arterial
- Peoria Street - 120th Avenue to 112th Avenue, four lane minor arterial
- Potomac Street – I-76 to Sable Boulevard near 140th Avenue, six lane major arterial with a full interchange at E-470
- Sable Boulevard – Potomac Street connection near 140th Avenue to 120th Avenue, four lane minor arterial with no connection to I-76 south of 120th Avenue

Title: The City of Brighton 2020 Comprehensive Plan

Date: 2009

Location: Brighton, Colorado

Overview:

The 2020 Comprehensive Plan describes and illustrates a vision for the physical, social, and economic characteristics of the community in the years ahead and outlines the principles, policies and strategies intended to implement that vision.

Principle 6 is related to the transportation portion of Brighton’s Comprehensive Plan. It states “Transportation – Brighton’s transportation system should minimize environmental and quality of life disturbances and maximize efficiency and multi-modal opportunities.”

- Policy 6.1: Minimize the impacts of traffic congestion on existing neighborhoods
- Policy 6.2: Maximize the efficiency of Brighton’s road system
- Policy 6.3: Create mechanisms to fund the major road construction efforts that will support and encourage growth
- Policy 6.4: Work at the state and regional level to obtain highway funds for critical projects
- Policy 6.5: Seek to decrease the number of automobile trips per person and per job in Brighton as the community grows
- Policy 6.6: Plan for a citywide multi-modal road system
- Policy 6.7: Plan for future transit opportunities
- Policy 6.8: Require that redevelopment of existing local roads or design of new local roads be designed in ways that support distinctive and pleasing neighborhoods
- Policy 6.9: Pursue improved signage at the edges of the city

Figure 6 of the Brighton Comprehensive Plan displays the recommend roadways plan.

7. CITY OF COMMERCE CITY

- Transportation Plan (2010)

Title: City of Commerce City C3 VISION Transportation Plan

Date: 2010

Location: Commerce City, Colorado

Overview:

The Commerce City's Transportation Plan goals are:

1. Improve the balanced, comprehensive transportation system to maximize mobility.
2. Connect origins/destinations, relieve traffic congestion, and improve safety on streets.
3. Improve local bicycle and pedestrian connections and safety.
4. Improve transit service.
5. Expand a connected system of multi-use trails
6. Coordinate transportation regionally.
7. Improve the image of gateways and corridors.

Roadway classifications can be viewed in **Figure 5.3** and **Figure 5.6** (Roadway Classification Plan) in the C3 VISION Transportation Plan. **Figure 5.4** shows the recommended laneage for Commerce City for 2035 and build out of the community.

Transit recommendations and goals are displayed in **Figure 5.9** of the C3 VISION Transportation Plan. Recommendations include:

- FasTracks
 - North Metro Corridor – one station in the vicinity of 68th or 72nd Avenue
 - East Corridor – parallel I-70 and Peña Boulevard with one station near Tower Road and Peña Boulevard
 - Northeast Area Transit Evaluation (NATE) preservation – construction of a commuter rail line between Brighton and Denver
- E-470 right-of-way preservation
- Modifications of existing routes by 2035
- New bus routes and facilities

Bicycle and pedestrian recommendations and goals are displayed in **Figure 5.12** and **Figure 5.13** of the C3 VISION Transportation Plan. Recommendations include:

- Extend S. Platte River regional trail north from 104th Avenue.
- O'Brian Canal – A trail is planned along the canal from Sand Creek (near I-270) north to Barr Lake.

- New underpass beneath the BNRR tracks near SH 2 and Oneida Street would allow new routes to be added along 76th Avenue, Monaco Street, and 80th Avenue.
- Improvements of Highway 85 and SH 2 from 56th to I76 should include a multi-use path.
- Physical improvements along 72nd Avenue between SH 2 and Quebec Street.
- The Northern Range and E-470 Influence Area have a program for bicycle and pedestrian improvements displayed in **Figure 5.14** in the C3 VISION Transportation Plan.

Table 7.1, in the C3 VISION Transportation Plan, displays the summary of roadway project priorities that were identified.

8. CITY OF FEDERAL HEIGHTS

- Does not have a Comprehensive or Transportation Plan
- Community Profile (2008)

Title: Federal Heights Community Profile

Date: 2008

Location: Federal Heights, Colorado

Overview:

References Metro Vision 2030 related to land use elements.

Displays 2030 Transportation Plan maps for roadway improvements and transit and High Occupancy Vehicle (HOV). Specifics include:

- Roadway Improvements
 - 104th Avenue between 285 and Zuni Street is funded
 - 104th Avenue between Zuni Street and Croke Drive is not funded
 - I-25, north of 92nd Avenue is funded
 - I-25, south of 92nd Avenue is not funded
- Transit and HOV Improvements
 - HOV/Bus Rapid Transit identified parallel to I-25 is not funded

9. CITY OF NORTHGLENN

- The Northglenn Comprehensive Plan – Transportation and Corridor Plans (2009)

Title: The Northglenn Comprehensive Plan – Transportation and Corridor Plans

Date: 2009

Location: Northglenn, Colorado

Overview:

Does not have a transportation plan but does outline recommended policies.

Policies include:

- Encourage policies and obtain external funding to promote the maintenance of the existing transportation system and enhancements to citizen's access to the system.
- Reduce travel demand throughout the city.
- Improve public transportation in the city and make it a higher priority.
- Leverage RTD's regional investment in the FasTracks project to provide greater transportation choice to citizens of the city and greater access to other parts of the region.
- Fully participate in the decision making process regarding future upgrades to the I-25 corridor.
- Coordinate city and regional trail system through a comprehensive bicycle and pedestrian trail plan.
- Coordinate city and regional trail system through a comprehensive bicycle and pedestrian trail standards.
- Coordinate critical capital projects at the outer boundaries of the city with adjacent municipalities and Adams County to support a coordinated transportation system.
- Obtain external funding for transportation improvements by cooperating with adjacent cities and Adams County.
- Work cooperatively with Adams County to pursue methods to finance transportation improvements identified in the transportation element of the Comprehensive plan and ensure that private development pays its fair share of improvements to the transportation network.
- Preserve the functional integrity of the city roadway system through coordinated right-of-way, access and cross-section guidelines. Acquire right-of-way and regulate roadway access based on suggestions proved by the draft corridor plan and the transportation strategies of the Comprehensive Plan.

10. CITY OF THORNTON

- City of Thornton Comprehensive Plan – Transportation and Utilities (2007)
- City of Thornton Transportation Plan (2009)
- Thornton Parks and Open Space Master Plan (2009)
- Arterial Access Management Plan (not found)
- Thornton Comprehensive Plan (2012) – update underway

Title: City of Thornton Comprehensive Plan – Transportation and Utilities

Date: 2007

Location: Thornton, Colorado

Overview: The City's Comprehensive Plan provides an overall guiding framework to communicate a vision for the City. Brief recommendations from the Comprehensive Plan regarding transportation and utility systems include:

- The City's multi-modal system should continue to complement and fit with the larger regional system.
- Coordination with the Adams County Transportation Plan, DRCOG Transportation Improvement Program (TIP), the North Front Range Transportation Alternatives Study, and other regional plans and studies will be important to developing the Thornton's transportation system.
- Maintaining adequate levels of service.
- Timing roadway capacity with new demands.
- Remedying existing deficiencies.
- Coordinating transportation system improvements with other entities.
- Developing effective alternatives to single occupancy vehicles.
- Ensuring access for all residents.

Title: City of Thornton Transportation Plan

Date: 2009

Location: Thornton, Colorado

Overview:

The City of Thornton Transportation Plan includes implementation of transportation services, facilities, and demand management programs for several different travel modes along with other transportation providers such as CDOT, RTD, adjacent cities and Adams County.

Figure 1 and **Figure 2** of the Transportation Plan show the City of Thornton 2035 Roadway Plan and Buildout Roadway Plan, respectively.

The overall goals of the Transportation Plan are:

- Develop a safe, effective and sustainable multi-modal transportation system for people, goods and services.
- Locate and design transportation systems in harmony with existing neighborhoods and the natural features of the City while promoting connectivity between neighborhoods.
- Educate the public about transportation choices and opportunities.
- Recognize the important relationship between land use and transportation.
- Enhance existing and encourage new relationships between all agencies impacting and being impacted by transportation decisions.

2035 Roadway Plan:

- Appendix B contains roadway plans, level of service (LOS), and traffic volume forecasts for 2030 and Buildout plans.
- **Figure 1** of the City of Thornton Transportation Plan displays the roadway plan for year 2035 including lane and functional class designations.
- **Figure 2** of the City of Thornton Transportation Plan displays the roadway plan for the Buildout condition including lane and functional class designations.
- List of roadway improvements can be found in Appendix E of the City of Thornton Transportation Plan.

Parks, Open Space and Trails information can be found in Appendix C of the Thornton Transportation Plan, a more detailed plan can be reference in the Thornton Parks and Open Space Master Plan (2009)

Multi-modal Transportation:

- North Metro Line, based on draft 2009 FasTracks planning documents, will have five stations within Thornton at 88th, 104th, 124th, 144th and 162nd avenues.
- Additional maps can be located in Appendix D of the City of Thornton Transportation Plan.

Title: Thornton Parks and Open Space Master Plan

Date: 2009

Location: Thornton, Colorado

Overview: The Parks and Open Space Master Plan establishes goals, objectives, recommendations and implementation strategies for the planning and development of new parks, trails, and open space in the City of Thornton.

Refer to Parks and Open Space Master Plan Map **Exhibit 3.1** for the plan's recommendations.

Trail portion of the Master Plan outlines key goals which include:

- Create and connect recreational opportunities.
- Provide long open space corridors.
- Offer connection to other modes of transportation.
- Manage trails along and across arterial street corridors.
- Feature environmental and historical resources.
- Support a variety of uses.
- Create community image.

Proposed Trail System is shown in **Exhibit 5.6** of the Thornton Parks and Open Space Master Plan. Appendix 12 of the Thornton Parks and Open Space Master Plan lists the trails missing links and recommended facilities.

Listed priorities of trails include:

- Additional connections along Grange Hall Creek to the South Platte River Greenway Trail.
- Extension of Big Dry Creek trail to the north.
- Completing missing segments of the Grange Hall Creek Trail.
- Completing additional neighborhood connections to regional trails.
- Creating loops that connect schools, parks, and libraries.

11. CITY OF WESTMINSTER

- Westminster Comprehensive Lane Use Plan (2004)
- Westminster Comprehensive Roadway Plan Update (2008)
- Westminster 2030 Westminster Bicycle Master Plan (2011)

Title: Westminster Comprehensive Lane Use Plan

Date: 2004

Location: Westminster, Colorado

Overview:

While the Comprehensive Land Use Plan does not contain a separate transportation element, the land uses designated will have an impact on traffic demand, and the Roadway Plan will be modified over time to incorporate changes in land use. Other proposed improvements should be integrated into the plan, such as the street network, drainage, utility systems, and landscaping improvements specified in the I-25 Corridor Study (2002).

The US 36 Major Investments Study completed in 2002 by the Regional Transportation District (RTD) specifies a number of recommended improvements for the US 36 corridor, including regional rail, bus rapid transit (BRT), high occupancy vehicle (HOV) lanes, roadway widening, bikeways, intelligent transportation systems (ITS), and transportation demand management (TDM).

The North Metro Major Investment Study that was prepared for the Regional Transportation District in 2001 addressed certain transportation improvements that would affect the eastern portions of the City. Specific to the City of Westminster, the Locally Preferred Alternative identified by this study called for a future extension of the high-occupancy vehicle lanes on I-25 north to State Highway 7, the addition of one general purpose lane in each direction between US 36 and 120th Avenue on I-25 and various bus system enhancements including various transportation management improvements.

The City also supports an additional regional rail stop at 88th Avenue, near the Westminster Mall.

Title: Westminster Comprehensive Roadway Plan Update

Date: 2008

Location: Westminster, CO

Overview: This study assesses existing traffic conditions, identifies short-term and long-range improvements and considers strategies for more effectively managing the transportation system that is already in place.

Short-term improvements include:

- Corridors identified for improvements include:
 - Widen Federal Boulevard to six through lanes from 80th Avenue to 104th Avenue
 - Widen Federal Parkway to four through lanes from 120th Avenue to 128th Avenue
 - Widen Sheridan Boulevard to six through lanes from 72nd Avenue to 104th Avenue
 - Widen Wadsworth Parkway to six through lanes from 92nd Avenue to 108th Avenue
 - Widen 144th Avenue to four through lanes from Zuni Street to Huron Street (in progress)
 - Widen 136th Avenue to four lanes from Zuni Street to Huron Street (in progress)
 - Widen 128th Avenue to four through lanes from Federal Boulevard/Zuni Street to I-25
 - Widen 120th Avenue to six through lanes from Sheridan Boulevard to Pecos Street
 - Widen 112th Avenue to four lanes from Federal Boulevard to Huron Street
- Intersections identified for improvements include:
 - Federal Boulevard and 84th Avenue
 - Federal Avenue and 92nd Avenue
 - Federal Avenue and 104th Avenue
 - Federal Boulevard and 120th Avenue
 - Zuni Street and 128th Avenue
 - Lowell Boulevard and 120th Avenue
 - Church Ranch Boulevard/104th Avenue and the US 36 interchange
 - Simms Street and 100th Avenue
 - Sheridan Boulevard and 88th Avenue
 - Sheridan Boulevard and 88th Avenue and the US 36 interchange
 - Wadsworth Parkway and 100th Avenue

Improvements identified as part of the 2035 Metro Vision Regional Transportation Plan included in these long-term improvements are:

- US 36 at Sheridan Boulevard interchange
- Widening of Wadsworth Parkway between 92nd Avenue to SH 128/120th Avenue
- Widening of 72nd Avenue and Sheridan Boulevard
- Widening of 136th Avenue between Zuni Street to Huron Street
- Widening of Simms Street between 108th Avenue to 112th Avenue

The Westminster Comprehensive Roadway Plan also identifies additional long-range improvements and is shown in the map in **Figure 4-1**. List of the improvements can also be found in the Westminster Comprehensive Roadway Plan **Table 5-1** for intersection improvements and **Table 5-2** for corridor improvements.

Title: Westminster 2030 Bicycle Master Plan

Date: 2011

Location: Westminster, Colorado

Overview:

The Westminster 2030 Bicycle Master Plan is composed of six main components. They include:

1. Background and Existing Conditions Analysis
2. Public Involvement Program
3. On-Street Bikeway Network Plan
4. Bikeway Network Wayfinding and Signing Plan
5. Bicycle Parking Plan
6. Education, Encouragement, Enforcement and Evaluation Plan

The on-street bikeway network plan proposed is located in the Westminster 2030 Bicycle Master Plan on **pages 26 and 27** in the report. Additionally, **pages 28 and 29** provide a map identifying bikeway network connections.

The Westminster 2030 Bicycle Master Plan broke out three general implantation phases – short-, medium-, and long-term priorities, **pages 54 through 59** of the plan display maps of these priorities.

12. OTHER PLANS

- Strasburg Community Plan (2002)
- Blueprint Denver (2002)
- Adams County Transit Oriented Development and Rail Station Planning Guidelines (2007)
- Clear Creek Valley Transit Oriented Development (TOD) Plan (2008)
- Weld/Adams County Line Crossroads Alignment Study (2008)
- Denver Strategic Transportation Plan (2008)
- RTD's FasTracks East Corridor Transit Operations Plan (2009)
- RTD's FastConnects Service Development (2010)
- Project Management Plan (PMP) for High Speed Rail Feasibility Study – Rocky Mountain Rail Authority (2010)
- RTD's FasTracks North Metro Corridor Transit Operations Plan FEIS (2011)
- Metro Vision 2035 Plan (2011)
- Denver Moves – Making Bicycle and Multi-Use Connections (2011)
- Smart Commute Metro Transportation Management Organization (TMO)
- SH 7 Planning Environmental Linkage (PEL) Study (Ongoing)
- North I-25 Planning Environmental Linkage (PEL) Study (Ongoing)

Title: Strasburg Plan – Amendment to the Adams County and Arapahoe County Comprehensive Plans

Date: 2002

Location: Strasburg, Colorado

Overview: The Strasburg Plan is in addition to the general plan policies of the Adams County 1999 Comprehensive Plan and the 2001 Arapahoe County Comprehensive Plan. It includes outlined goals, policies and strategies related to Strasburg.

General Goals:

- Maintain the small town, agricultural character.
- New housing should be high quality, be offered in a variety of price ranges and types, and contribute to the small town, rural character.
- Encourage retail, commercial, office and industrial development that are appropriate to the small town atmosphere, enhances the activity center and existing business areas and provides jobs and services for area residents.
- Given facilities and sewer constraints, ensure that adequate facilities and services, including utilities, schools, parks, public safety, and other necessary facilities and services are available at the time of development.

Open Space Specific Goal:

- Provide a generous amount of public and private open space to support the recreational needs of local residents and business people, wildlife habitat, the small town, rural character and continued agricultural production in the area.

Environment Specific Goal:

- Environmental quality shall be a factor that is taken into account with new development.

Transportation Specific Goal:

- Ensure that the transportation system supports planned land uses and provides options for pedestrian, bicycles, horses and other modes of travel in addition to automobiles.

A **circulation plan map** of the Strasburg Plan provides the ultimate roadway classification and depicts a series of collector streets throughout the planning area.

Title: Blueprint Denver: An Integrated Land Use and Transportation Plan

Date: 2002

Location: City and County of Denver

Overview:

Blueprint Denver: An Integrated Land Use and Transportation Plan, adopted in 2002, as a supplement to the Denver Comprehensive Plan 2000, has three major themes that are briefly described below.

Areas of Change and Areas of Stability

- Direct growth to Areas of Change while preserving the character of Areas of Stability.
- Areas of Stability include the vast majority of Denver and are primarily the fairly stable residential neighborhoods where no significant changes in land use are expected over the next twenty years. The goal is to maintain the character of these areas and accommodate some new development and redevelopment that maintains the vitality of the area.
- The majority of new development will be directed to Areas of Change; areas that will benefit from, and thrive on, an infusion of population, economic activity and investment. These areas include the new growth areas of Lowry, Stapleton, the Gateway area, downtown, around transit stations, and along major street and/or transportation corridors.

Multi-Modal Streets

- Improving the function of streets is vital and must be viewed as a means to move people; not just cars.
- Multi-modal streets are streets that can comfortably accommodate multiple modes of transportation, including:
 - public transportation,
 - pedestrians,
 - bicycles, and
 - private vehicles
- Multi-modal streets accommodate more trips by more people in the same amount of space by improving transit and providing better pedestrian and bicycle facilities. Multi-modal streets consider all types of transportation to be equally important, helping mixed-use development become successful as well as reducing traffic congestion.

Mixed Use Development

- Mixed-Use Development refers to urban places where residential, retail and commercial uses are intertwined, including downtown, corridors such as along main streets, transit-oriented development around rapid transit stations, town centers, and other urban centers.
- Returning to communities where people can walk or take transit for their daily errands, or drive with shorter and less frequent car trips will provide more choices for Denver residents, employers, and visitors.

Title: Adams County Transit Oriented Development and Rail Station Area Planning Guidelines

Date: 2007

Location: Adams County

Overview:

The purpose of the guidelines is to outline a strategy for the development of Transit Oriented Development (TOD) projects near rail stations that will be built through RTD FasTracks. Development of TODs and the associated redevelopment in transit corridors has the potential to provide Adams County with Signature gateway projects serving as prominent entryways to the county along three of its major transportation corridors.

Proposed FasTracks Routes and Stations through Adams County map defines and designates rail station areas and transit corridors in the Adams County Transit Development and Rail Station Area Planning Guidelines.

Title: Clear Creek Valley Transit Oriented Development (TOD) Plan

Date: 2008

Location: Adams County

Overview:

This study was completed to plan for potential new development that may evolve around the two transit stations planned for Southwest Adams County – the Clear creek at Federal station on the Gold Line and the Pecos Junction station that potentially will serve as a transfer station between the Gold and the Northwest commuter rail lines.

Two options resulted from the study pertaining to the transit stations at Federal and Pecos. Option 1 focuses on the creation of two new east-west roads that connect the two station areas from Federal to Pecos. The connections shown on a map titled **Proposed Solutions on Page 31** of the Clear Creek Valley TOD Plan are:

- Clear Creek Parkway – east-west connection from Federal to Pecos on the north side of I-76
- Collector road from Federal to Pecos under I-76 forming a connection between the two stations

Title: Weld/Adams County Line Crossroads Alignment Study

Date: 2008

Location: Weld/Adams County

Overview:

The purpose of the study was to establish preferred north-south alignments that will eliminate the off-set intersections to provide a smooth transition across East 168th Avenue at the following intersections:

- Weld County Road (WCR) 11/ York Street
- WCR 15 / Holly Street
- WCR 17 / Quebec Street
- WCR 19 / Yosemite Street
- WCR 23.5 / Tucson Street

The preferred alignments will improve connectivity between the jurisdictions so future traffic demands can be accommodated with planned improvements. This study was planned to serve as a guide for Weld County, Adams County, the City and County of Broomfield, the City of Northglenn, and the City of Thornton.

References to the preferred alignments can be found in the study's report.

Title: Denver Strategic Transportation Plan

Date: 2008

Location: City and County of Denver

Overview:

The Strategic Transportation Plan (STP) is a multimodal transportation plan initiated by the Denver Department of Public Works, with support from other city agencies and interested stakeholders, to understand and address the current and future transportation needs of the City and County of Denver.

Projects and strategies were developed, categorized and prioritized based on available funding. The Northwest travel shed was identified to be adjacent to Adams County boundary and the recommendations are listed below.

Northwest Travel Shed is loosely bordered by Sheridan Boulevard and Harlan Street to the West, 52nd Avenue to the North, I-25 to the east and Colfax Avenue to the South.

The Northwest Travel Shed recommendations include:

- Maintenance of Infrastructure
 - State highway surface treatment program
 - Mill levy program
- Bicycle and Pedestrian System Gaps
 - Construct missing sidewalk connections (Sheridan Boulevard from 17th to 25th streets)
 - Sidewalk and pedestrian amenity improvements along Federal Boulevard
 - Bicycle commuter marketing campaign
 - Clear Creek bike trail adjacent to 48th Avenue
 - Denver portion of grade separation of 52nd Avenue at Clear Creek
 - Add bike lanes on 16th Street, north of Highlands pedestrian bridge
 - 43rd Avenue bridge across BNSF line
 - Inca Street bike/pedestrian bridge over 38th Avenue underpass: Inca Street alignment
 - Sidewalk and pedestrian amenities on Tennyson Street between 38th and 44th streets
- Transit Support Strategies
 - Provide improved shelters, lighting, benches and amenities at bus stops
 - Transit enhancements on 38th Avenue
 - Transit enhancements on Federal Boulevard
 - Transit enhancements on 32nd Avenue/Speer Boulevard
 - Complete a transit station study for the TRD Gold Line stop Denver
- Operational and Safety Strategies
 - Safety improvements at 38th Avenue and Federal Boulevard
 - Safety improvements at 32nd Avenue and Speer Boulevard
 - Signal upgrades on Sheridan Boulevard at 26th Street

- Signal upgrades on Federal Boulevard at 44th Street
- Add a traffic signal at Lakeside Amusement Park (on Sheridan Boulevard)
- Add ITS along Federal Boulevard from Colfax Avenue to Speer Boulevard
- Add VMS at Invesco Field access points
- Enhance incident management routes for 6th Avenue using ITS
- Transit and Roadway Improvements
 - Widen Pecos Street from I-70 to 52nd Street
 - 38th Avenue and Sheridan Boulevard intersection improvements
 - 38th Avenue underpass enhancements
 - Sheridan Boulevard at Colfax Avenue intersection improvements
- Major Improvements and Studies
 - Complete multimodal reconstruction of Federal Boulevard (STP investment corridor)
 - Northwest Rail FasTracks
 - US 36 Buss Rapid Transit FasTracks
 - Gold Line FasTracks
 - Complete multimodal reconstruction of 38th Avenue (STP investment corridor)

Title: RTD’s FasTracks East Corridor Transit Operations Plan

Date: 2009

Location: Denver Area

Overview:

This document presents bus and rail operations plans for the East Corridor. These plans also are described in the East Corridor Final Environmental Impact Statement (FEIS) that addresses environmental considerations associated with alternative transit improvement strategies between downtown Denver and Denver International Airport (DIA). The FEIS provides detailed information related to benefits, costs and impacts of alternative strategies, and identifies a locally-preferred alternative.

The Preferred Alternative includes commuter rail between the Denver International Airport (DIA) and Denver Union Station (DUS) in downtown Denver. The 23.7 mile route has stations at DIA, Airport/40th, Peoria/Smith, Central Park Boulevard, Colorado Boulevard, 38th/Blake, and DUS. The rail line serves as the primary high-capacity mode to downtown Denver. Parking is provided at all stations except DIA and DUS.

Additionally the preferred bus network is shown in **Figure 4.4** of the RTD’s FasTracks East Corridor Transit Operations Plan.

Title: RTD's FastConnects Service Development

Date: 2010

Location: Denver Area

Overview:

The RTD FastConnects program, a component of the FasTracks initiative, is designed to improve transit service by improving the experience for transferring passengers.

The major objectives for this study are:

- Develop a framework for current and future FastConnects service. Future changes to the RTD system through the FasTracks initiative are of particular interest.
- Identify current and future timed transfer locations in the RTD service area, and develop a priority classification system.
- Review the future RTD route network and address needs required to adhere to the FastConnects timed transfer network.

Proposed Fast Connects locations consist of both current and future transfer centers. **Maps 3.1 and 3.2** of the RTD's FastConnects Service Development report show the corridors and transfer locations. Below is listed the FastConnects locations and services within Adams County to be implemented during 2013-2020.

- North Metro Corridor – will provide commuter rail service between downtown Denver and 162nd Avenue, passing through Denver, Commerce City, Thornton, Northglenn and unincorporated Adams County.
 - Commerce City Station
 - 88th Station
 - 104th Station
 - 106th/Melody Transfer Center
 - 124th Station
- East Corridor – will provide a direct commuter rail connection between the Denver International Airport and Union Station.
 - Peoria/Smith Station
 - Airport/40th Station
- I-225 Corridor – will extend the current branch of the Southeast Corridor from Nine Mile Station to the Peoria/Smith Station on the East Corridor.
 - Peoria/Smith Station
 - Aurora City Center Station

Title: Project Management Plan (PMP) for High Speed Rail Feasibility Study – Rocky Mountain Rail Authority (RMRA)

Date: 2010

Location: Rocky Mountain Rail Authority (RMRA), a multi-jurisdictional government body composed of more than 50 Colorado cities, towns, counties and transit authorities.

Overview:

This study evaluated the I-70 corridor from Denver International Airport (DIA) to Grand Junction and the I-25 corridor from Cheyenne, WY to Trinidad, CO.

The 18-month feasibility study, conducted with significant financial and technical support from the Colorado Department of Transportation (CDOT), focused on determining whether options exist that are capable of meeting Federal Railroad Administration (FRA) technical, financial and economic criteria for high-speed rail feasibility.

The study considered a full range of technology options from conventional Amtrak service (with maximum speeds of 79 mph) through high-speed train and magnetic levitation technologies that have maximum speeds of up to 300 mph. It also evaluated a comprehensive set of possible corridors including highway routes, existing and abandoned rail routes, and completely new Greenfield routes. General station locations were also evaluated based on potential market-demand and existing local planning efforts.

Rail network alignments, as shown in **Exhibit 9-14** from the Rocky Mountain Rail Authority High-Speed Rail Feasibility Study Business Plan, identified within the Adams County boundaries include:

- Rail parallel to I-25 north of E-470;
- Rail parallel to E-470, east of I-25;
- Rail to/from Denver International Airport; and
- Additional rail connecting to downtown Denver from the Northeast Adams County, within the E-470 loop.

Title: RTD's FasTracks North Metro Corridor Transit Operations Plan FEIS

Date: 2011

Location: North Denver Metro Corridor

Overview:

This document presents the bus and rail operations plans for the North Metro Corridor Final Environmental Impact Statement (FEIS). RTD is conducting this FEIS to evaluate transportation and environmental impacts associated with a commuter rail line between Downtown Denver and 162nd Avenue in Thornton, Adams County. The FEIS will provide information on the benefits, costs and impacts of alternative strategies, leading to the selection of a locally preferred strategy.

The North Metro Corridor 2035 Build Alternative includes commuter rail service between 162nd Avenue and Denver Union Station (DUS) in Downtown Denver. Stations along the commuter rail line would include:

- SH 7/162nd Avenue
- 144th Avenue
- 124th Avenue/Eastlake
- 112th Avenue
- 104th Avenue
- 88th Avenue
- 72nd Avenue
- National Western Stock Show
- Denver Union Station

The rail line would serve as the primary high-capacity transit mode from Thornton, Northglenn, Commerce City and Adams County to Downtown Denver. Additional parking for the corridor would be included at all stations along the rail line, except Denver Union Station.

The bus network of the 2035 Build Alternative was developed to coordinate with and complement the future commuter rail service and is shown in **Figure 4-1** of the RTD's FasTracks North Metro Corridor Transit Operations Plan FEIS.

New Routes:

- Route 136: Local route created between US 36 & Broomfield Park-n-Ride and 112th Avenue Station in Thornton with service along 136th Avenue. The route will operate with 30 minute peak frequency and 60 minute off-peak frequency.
- Route 144: Local route created between Lafayette Park-n-Ride and 124th Avenue/Eastlake Station with service along 120th Avenue, 144th Avenue, and Quebec Street. Service includes a stop at the 144th Avenue Station. The route will operate with 30 minute peak frequency and 60 minute off-peak frequency.
- Route 160L: Limited route created between Lafayette Park-n-Ride and a Park-n-Ride at I-76 and Bromley in Brighton with service along SH-7. Service includes stops at the I-25/SH 7 Park-n-Ride, SH 7/62nd Avenue Station, and the US 85 and Bridge Park-n-Ride. The route will operate with 30 minute peak and off-peak service frequency.

Title: Metro Vision 2035 Plan

Date: 2011

Location: Denver Metropolitan Region

Overview:

The Denver Regional Council of Government’s (DRCOG) current long-range regional plan, the *2035 Metro Vision Regional Transportation Plan (MVRTP)* defines the vision for the region and the projects that are included within the Fiscally Constrained Plan (DRCOG, 2007, as amended). The following summary is from the 2035 MVRTP as it pertains to Adams County:

- There are multiple areas within Adams County which are designated by DRCOG as urban centers:
 - Candelas, Arvada
 - Olde Town/New Town, Arvada
 - Ralston Fields, Arvada
 - 1st Avenue Center, Aurora
 - 56th Avenue, Aurora
 - Airport Gateway, Aurora
 - Aurora City Center, Aurora
 - Buckingham Center, Aurora
 - Colfax Avenue, Aurora
 - E-470 / I-70, Aurora
 - Fitzsimons, Aurora
 - Hampden Town Center, Aurora
 - I-255 / Parker Road, Aurora
 - Iliff Avenue Center, Aurora
 - Jewell Avenue, Aurora
 - Smoky Hill, Aurora
 - Adams Crossing Activity Center, Brighton
 - Bromley Park Activity Center, Brighton
 - Downtown Brighton Activity Center, Brighton
 - Prairie Center Activity Center, Brighton
 - Northglenn City Center, Northglenn
 - Eastlake, Thornton
 - I-25 / Highway 7 Activity Center, Thornton
 - North End Station, Thornton
 - Thornton City Center, Thornton
 - North I-25 Activity Center, Westminster
 - South Westminster Activity Center, Westminster
 - West 120th Avenue Activity Center, Westminster
 - Westminster Center Activity Center, Westminster
 - Westminster Promenade Act Center, Westminster

- I-25 widening from US-36 to Thornton Parkway.
- I-270 widening from Vasquez Boulevard to Quebec Street.
- Pena Boulevard widening from I-70 to Denver International Airport.
- Bus/HOV lane along US-36 from Boulder to I-25.
- E-470 widening from I-25 south to I-25 north.
- I-70/Harvest Mile Road.
- I-470 at 48th Avenue, 88th Avenue, 112th Avenue, Potomac Street, and Quebec Street.
- New movements at freeway interchanges include:
 - I-70/ Central Park Boulevard/Havana;
 - I-225/Colfax/17th Avenue; and
 - I-70/Picadilly/Colfax.
- Major improvements of freeway interchanges include:
 - I-25 at SH-7 and 84th Avenue;
 - I-70 at E-470; and
 - US-36 at Sheridan Boulevard.
- Major regional arterial roadway improvement includes 120th Avenue widening from Holly Street to Quebec Street.
- The following fiscally constrained roadway improvements were identified to benefit the movement of freight;
 - Widening of I-270 and I-25 north of US-36; and
 - Widening of SH-7, east of I-25.
- 2035 fixed-route bus network and services include physical and operational improvements at:
 - Colorado Boulevard;
 - Federal Boulevard; and
 - Sheridan Boulevard.

Title: Denver Moves – Making Bicycle and Multi-Use Connections

Date: 2011

Location: City and County of Denver

Overview:

Denver Moves expands the vision for the non-motorized transportation and recreation system in Denver, identifying the next phase of priorities for making bicycle and multi-use connections in the Mile High City. Denver Moves is a physical and action-oriented plan. It presents a toolbox of bicycle and multi-use facility types and their consideration for use in Denver’s non-motorized network.

The Denver Moves **Facility Network** map illustrates where different facility types are recommended for implementation to create a comprehensive multi-use and bicycle system and is in the appendix.

Facility recommendations are specific given existing right-of-way constraints, user levels, accident data, adjacent land use, and traffic volumes. There are currently no specific locations identified for cycle tracks and shared bike-bus lanes because design of these facilities is too complex to be evaluated at this planning level. However, there are several corridors marked for further study where these facility types may be appropriate. The corridors identified as “needed further study” require additional operational analysis to determine the appropriate facility type.

Title: Smart Commute Metro Transportation Management Organization (TMO)

Date: Ongoing

Location: Smart Commute Metro North TMO serves the 12 jurisdiction membership of the North Area Transportation Alliance (NATA). The boundaries are generally located south of SH119, north of I-70, east of SH7 and west of the US85/SH2 corridor. The geographic area may be expanded to include other major transportation connections that are key to carrying out the TMO’s mission. The TMO boundary is shown in the **Smart Commute Metro Transportation Management Organization Map**.

Overview:

Smart Commute Metro North was created in May 2012 as a non-profit partnership organization of public and private entities in the North I-25 Corridor, working to identify, develop and advocate for transportation solutions that will enhance mobility, drive economic development and reduce traffic congestion in the north metro area.

Smart Commute Metro North provides Travel Demand Management (TDM) strategies with information and programs for commuting options like ridesharing and transit; and works with employers interested in providing teleworking and compressed work week programs.

Title: SH 7 Planning Environmental Linkage (PEL) Study

Date: Ongoing

Location: SH 7 from US 287 (in Lafayette) to US 85 (in Brighton)

Overview:

The Colorado Department of Transportation (CDOT) is currently conducting a Planning and Environmental Linkage (PEL) study for State Highway 7 (SH 7) between US Highway 85 (US 85) in the City of Brighton and US Highway 287 (US 287) in the City of Lafayette. The study area extends approximately 16 miles along SH 7; the eastern half of which is in Adams County. The SH 7 PEL is being conducted to identify existing conditions and anticipated problem areas, and to develop/evaluate multimodal improvements to reduce congestion, improve operations, and enhance the safety of the roadway within the study corridor.

Key elements of this study are to:

- Identify the vision for SH 7 of the jurisdictions in the corridor.
- Complete the study in accordance with the FHWA Planning and Environmental Linkage (PEL) process. This will include:
 - Public Outreach;
 - Direct involvement with local governments and special interest groups within the study area;
 - Coordination with State and Federal Resource agencies;
 - Documentation of study process, findings and recommendations to NEPA standards so information developed in this study can be appended or referenced in a final NEPA document; and
 - Completing the PEL documentation for FHWA concurrence.
- Identify existing and future problem areas in the corridor from a congestion, operational and safety perspective.
- Identify issues in the corridor of importance to each respective corridor jurisdiction.
- Establish a priority list for planned improvements to:
 - Optimize corridor operations;
 - Decrease congestion and improve travel time; and
 - Improve safety.
- Estimate costs of improvements.

A Technical Working Group, composed of technical staff from the jurisdictions, agencies, and regional partners such as DRCOG and RTD, provide critical input to CDOT throughout the study and at key milestones in the planning process. Stakeholders for the study include all municipalities and counties that abut the corridor; staff and elected officials from Adams County, the City of Brighton, and the City of Thornton are active participants in the study. The study is expected to be complete in early 2013.

Title: North I-25 Planning Environmental Linkage (PEL) Study

Date: Ongoing

Location: North Metro Denver

Overview:

The Colorado Department of Transportation (CDOT), in conjunction with several other agencies, is currently conducting a Planning and Environmental Linkage (PEL) study for a portion of I-25 between US 36 and State Highway (SH) 7, in North Metro Denver. The North I-25 PEL is being conducted to identify existing conditions and anticipated problem areas, and develop/evaluate a range multimodal improvements to reduce congestions and improve operations and safety of the highway within the study corridor.

While this study follows the North I-25 Environmental Impact Statement (EIS), the PEL is a distinct project, which seeks to build upon the improvements in the Colorado Front Range identified in the EIS. The section of I-25 between US 36 and SH 7 is one of the most congested stretches of interstate in the Denver Metro Area. This north-south interstate currently provides three travel lanes in each direction. According to CDOT data, the average daily traffic along this stretch of I-25 is as high as 174,000 vehicles. The objective of this study is to work with and gain the support of stakeholders to analyze and develop a range of improvements to reduce congestion and improve operational performance and safety.

Two committees; an Executive Committee of elected officials or senior-level staff from the affected jurisdictions and oversight agencies, and a Technical Advisory Committee, composed of technical staff from the jurisdictions, agencies and regional partners such as the Denver Regional Council of Governments (DRCOG) and RTD will provide critical input to CDOT throughout the study and at key milestone recommendations. The communities of Brighton, Broomfield, Erie, Federal Heights, Northglenn, and Thornton as well as Adams County are represented along the corridor. The PEL report and the decision made will assist in expediting the National Environmental Policy Act (NEPA) process and advance the project as funding is identified for this project. The study is expected to be complete in early 2013.

APPENDIX

Adams County

- Figure 11: Transit Element – Long Rang Concept Plan
- Figure 12: Roadway Element – Long Range Concept Plan

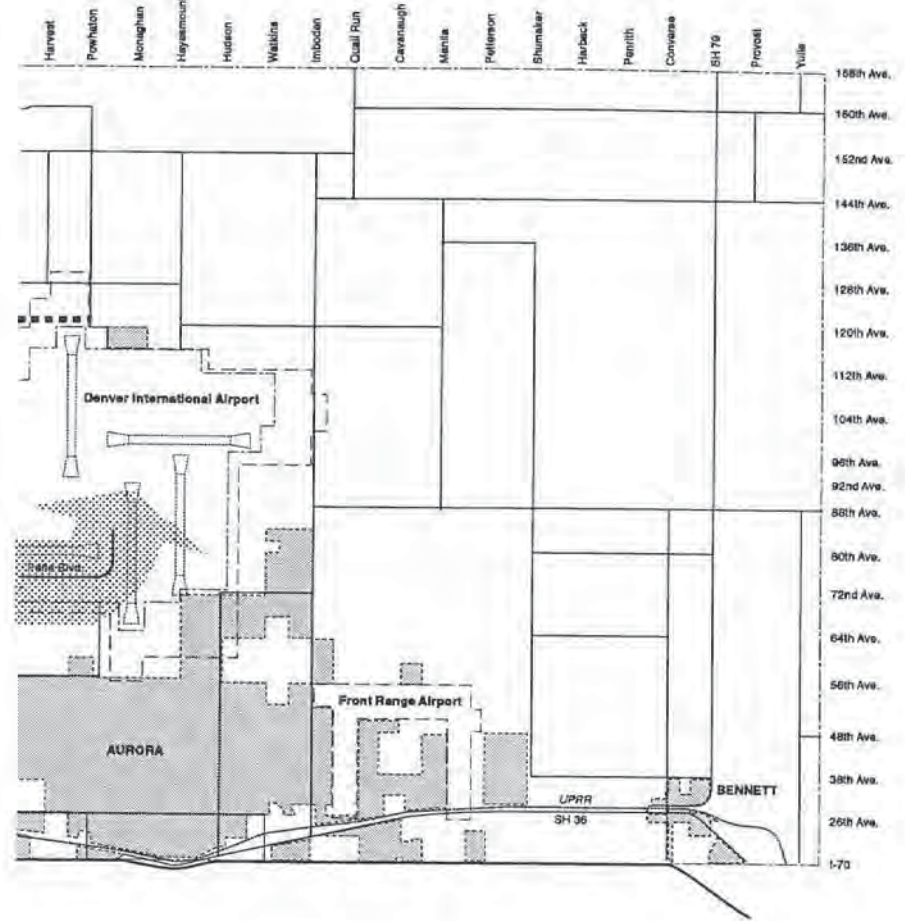
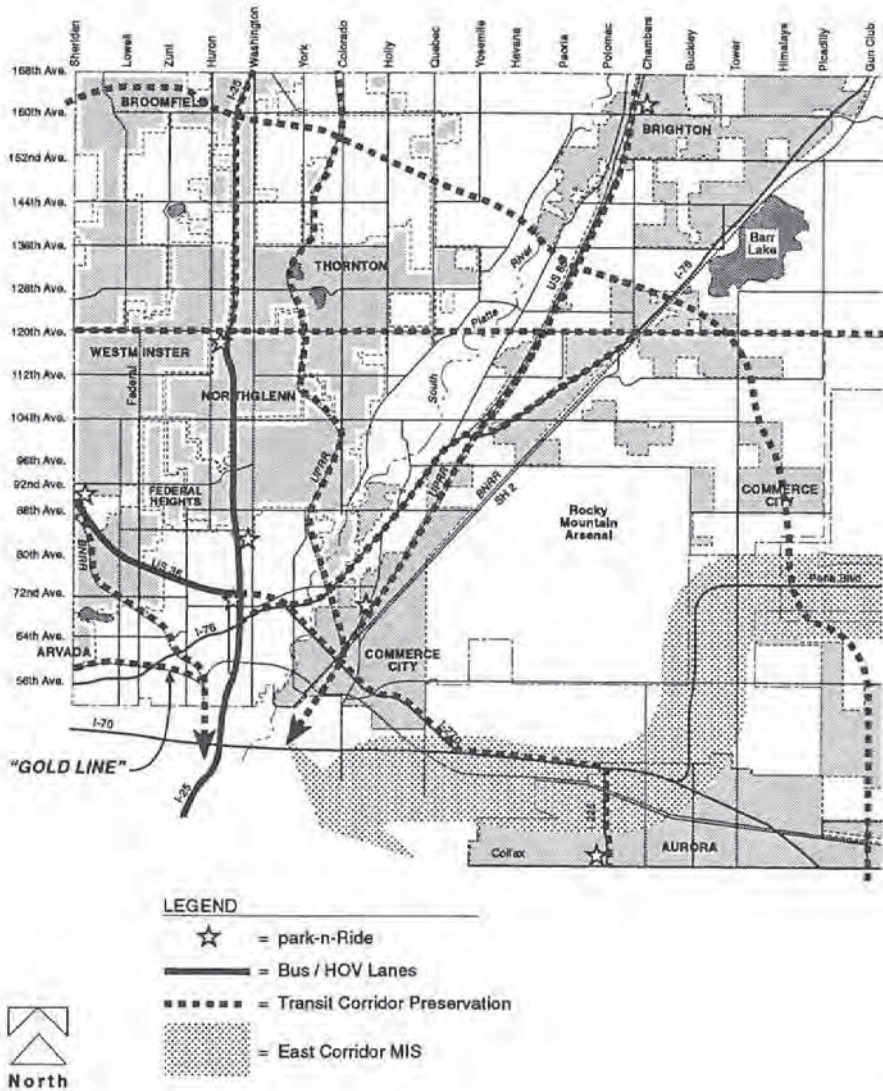


Figure 11
Transit Element - Long Range Concept Plan

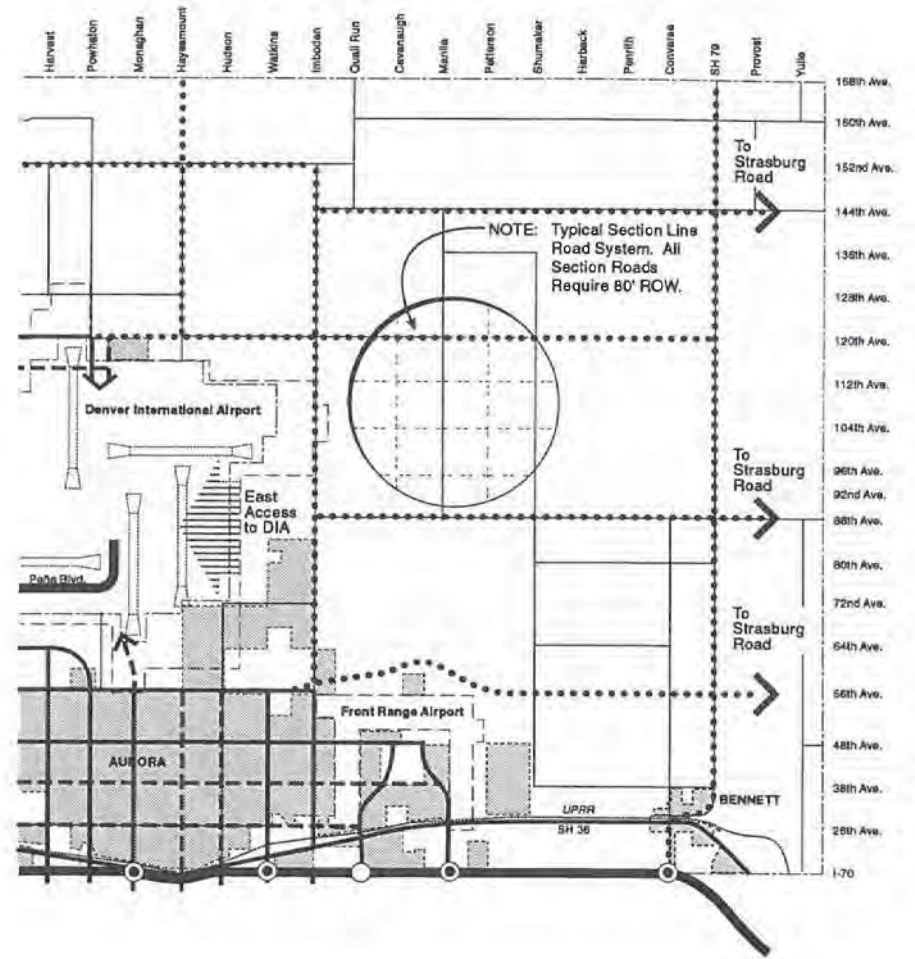


Figure 12
Roadway Element - Long Range Concept Plan

Arvada

- Figure 4: Transportation Plan – Roadways and Transit Systems
- Figure 5: Major Bicycle and Trails Corridor Plan
- Page 26: Primary Bicycle Corridor and Missing Links
- Bike System Master Plan

TRANSPORTATION PLAN

Legend

- Planning Area
- Passenger Rail
 - Funded Light Rail
 - Funded Commuter Rail
 - Potential Future Rail Study
 - Gold Line Station
- Roadway Facility Type
 - Highway
 - Principal Arterial
 - Arterial Parkway
 - Major Collector
 - Collector
 - Minor Collector

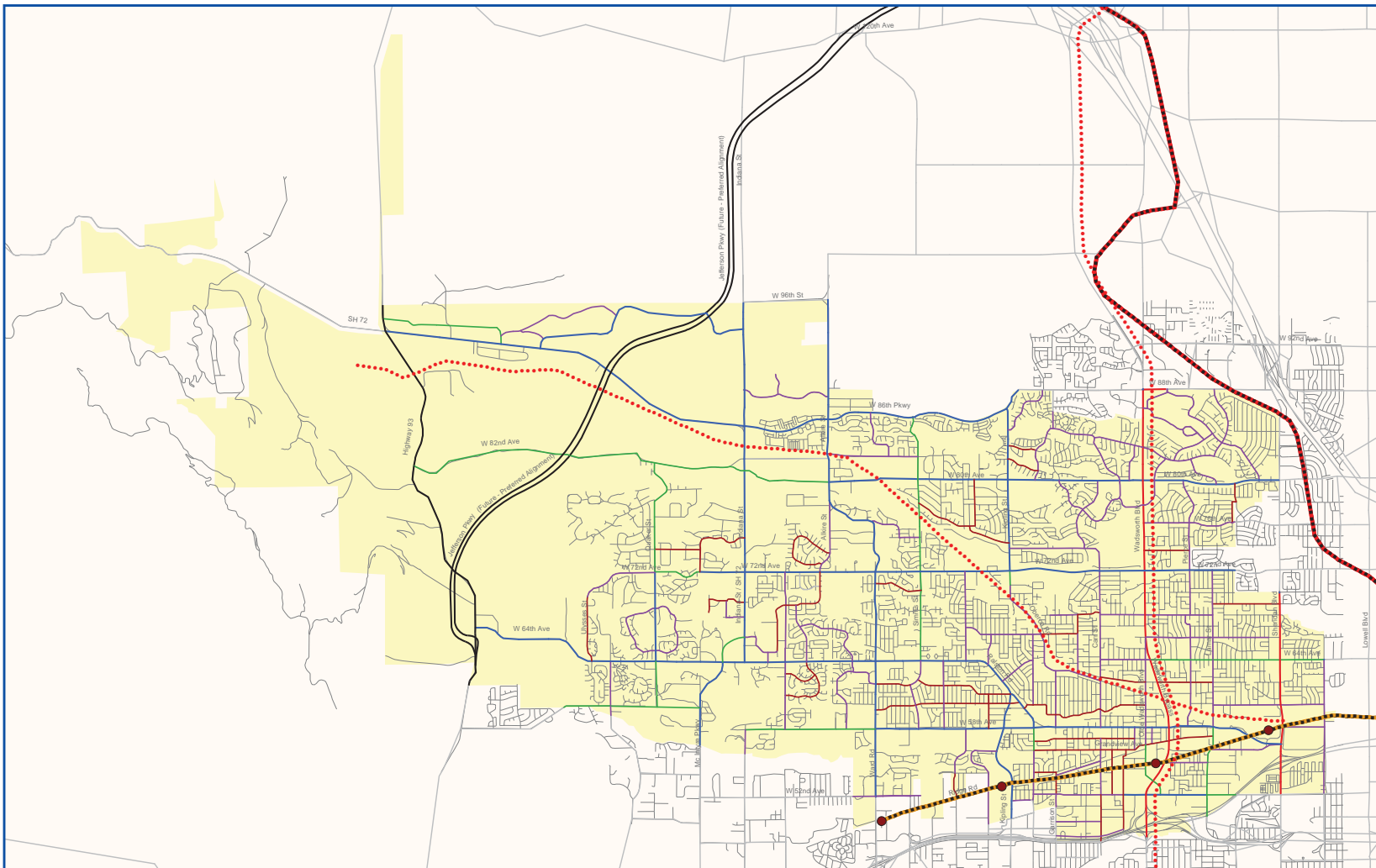
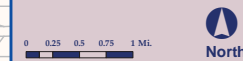
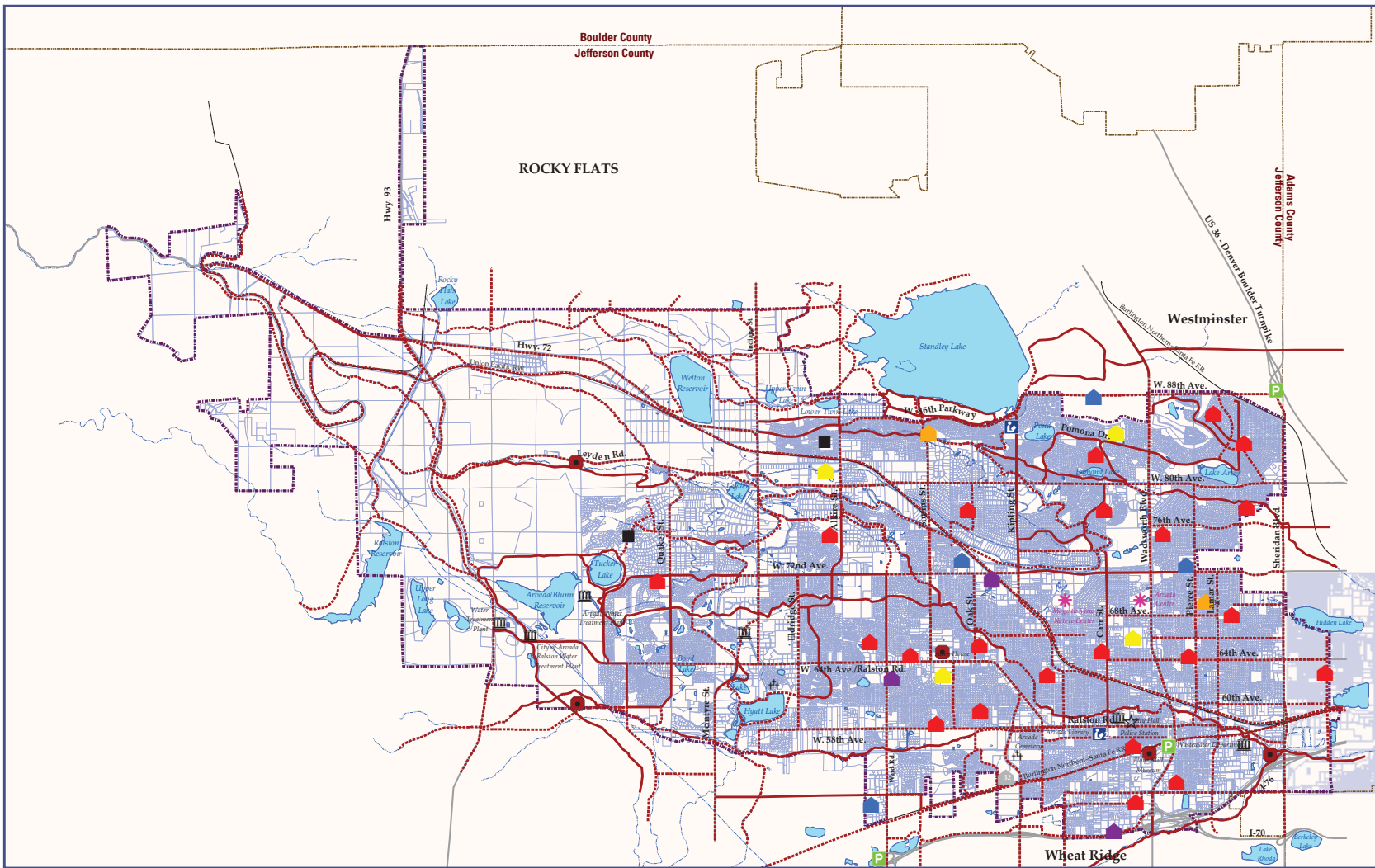


FIGURE 4



Transportation Plan Roadways and Transit Systems

ARVADA COMPREHENSIVE PLAN



CITY OF ARVADA

MAJOR BICYCLE AND TRAILS CORRIDOR PLAN

Legend

- Planning Area Boundary
- County Boundaries
- Railroads
- Waterways
- Lakes and Ponds

Bicycle & Trail Corridors

- Existing
- Proposed

Schools

- Elementary School
- Middle School
- High School
- College
- Charter School
- Parochial School
- School Site/Proposed School

Government Services

- Government Facility
- Police Station
- Public Library

Facilities/Amenities

- Historic
- Cultural Facility
- Cemetery
- Park and Ride

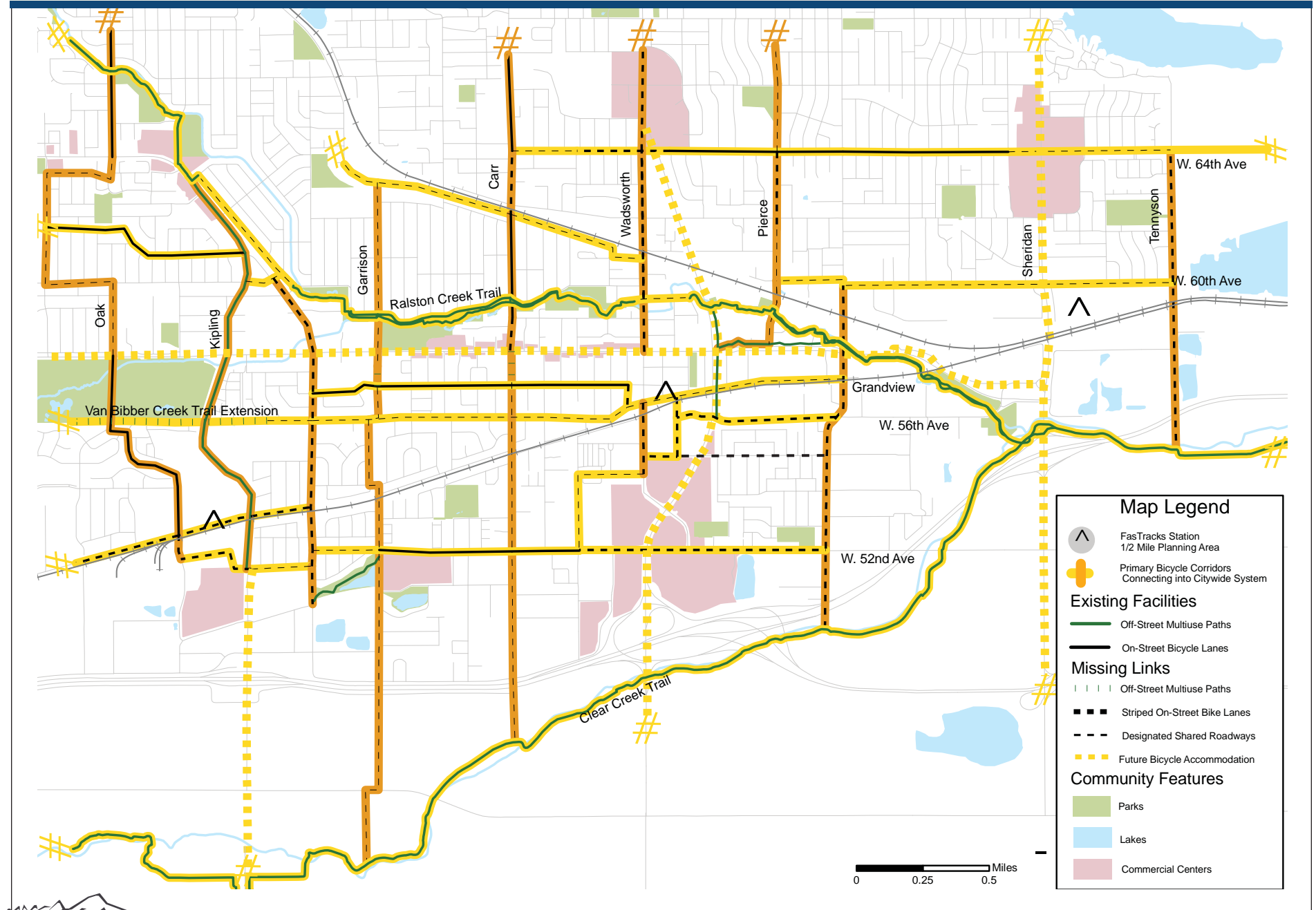
0 0.25 0.5 0.75 1 MI. North

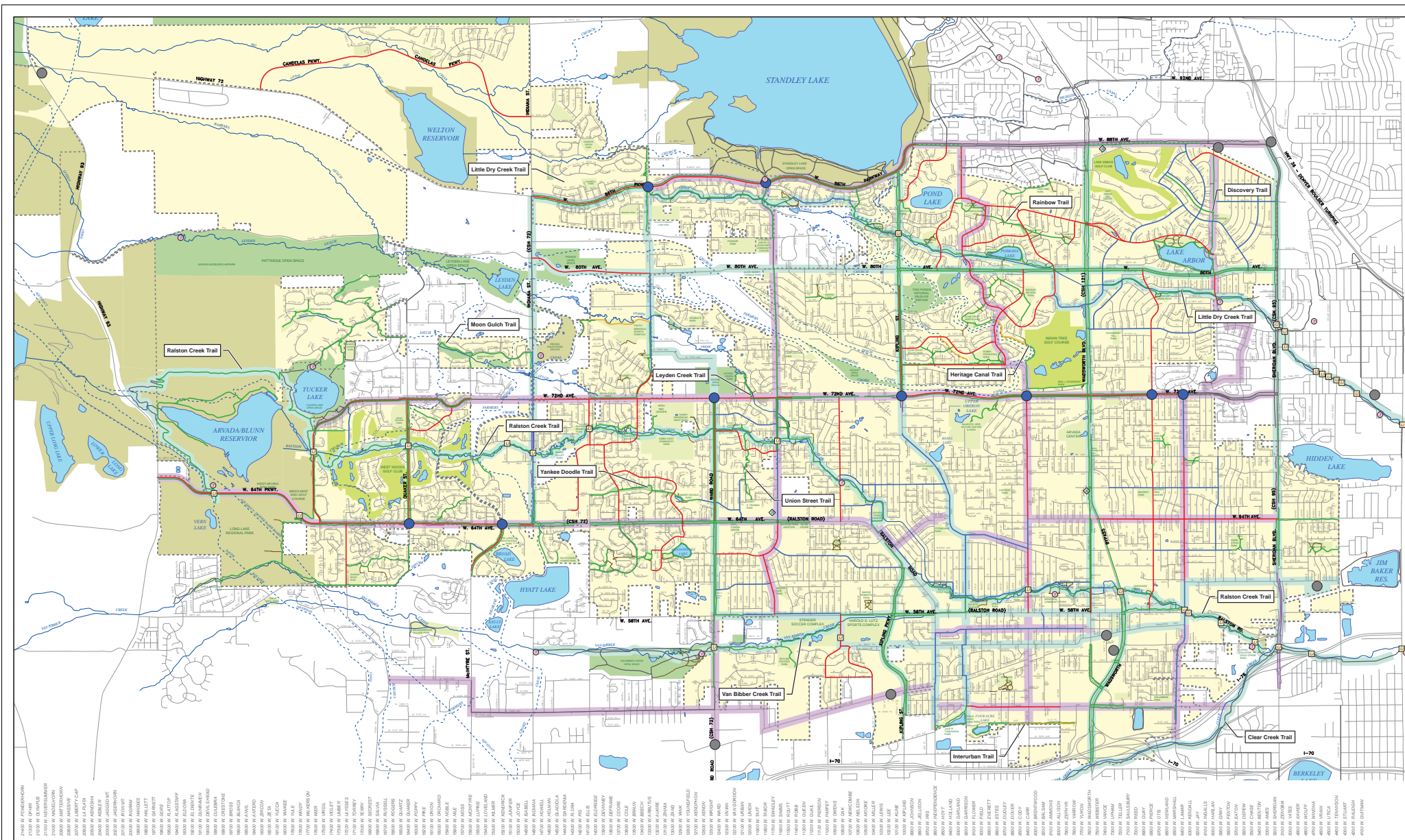


Major Bicycle and Trails Corridor Plan

ARVADA COMPREHENSIVE PLAN

FIGURE 5



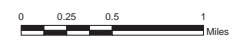


Bike System Master Plan

CITY OF ARVADA

LEGEND

- | | | | | | | |
|---|--|---|---|--|---|---|
| <p>Proposed Bike Routes</p> <ul style="list-style-type: none"> Community Bike Corridor Multi-Use Path Transportation Hub Existing Signal Bicycle Detection | <p>Route Features</p> <ul style="list-style-type: none"> Bike Shop Trailhead Underpass | <p>Additional Trails for Planning Purposes</p> <ul style="list-style-type: none"> On-Street - Bike Lane On-Street - Shared Lane Out of City Local And Connecting Trails | <p>Type of Route</p> <ul style="list-style-type: none"> On-Street - Bike Lane On-Street - Shared Lane Out of City Local And Connecting Trails | <ul style="list-style-type: none"> Parks Open Space and Trail Corridors Golf Course Other Public Lands | <ul style="list-style-type: none"> Creek Canal Streets | <ul style="list-style-type: none"> Lakes City Limits |
|---|--|---|---|--|---|---|



DATE: 10/18/2011

The map provides an graphical representation intended for general informational purposes only and may not reflect the most current information or conditions. THE CITY OF ARVADA MAKES NO WARRANTY OF MERCHANTABILITY OR FITNESS FOR PARTICULAR PURPOSES. EXPRESSED OR IMPLIED, WITH RESPECT TO THESE GRAPHICAL REPRESENTATIONS ON THE UNDERLYING DATA. Any users of these graphics are responsible for the use thereof, and further conveys to hold the City harmless from and against all damage, loss or liability arising from the use of the map product, in consideration of the City's having made this information available.

Aurora

- Figure 4: NEATS Roadway Network
- Figure 6: NEATS Trails & Transit Components
- Figure 4: SEATS Roadway Network
- Figure 5: Future SEATS Trails & Transit Components
- Figure ES.1: Proposed 2035 Intersection and Roadway Laneage
- Figure ES.2: Roadway System Recommendations
- Figure ES.3: Bicycle and Pedestrian System Recommendations
- Page 13: Travel Framework
- Page 14: Aurora Bicycle Facilities
- Figure 3-1: Early Action and Short-term Project Recommendations

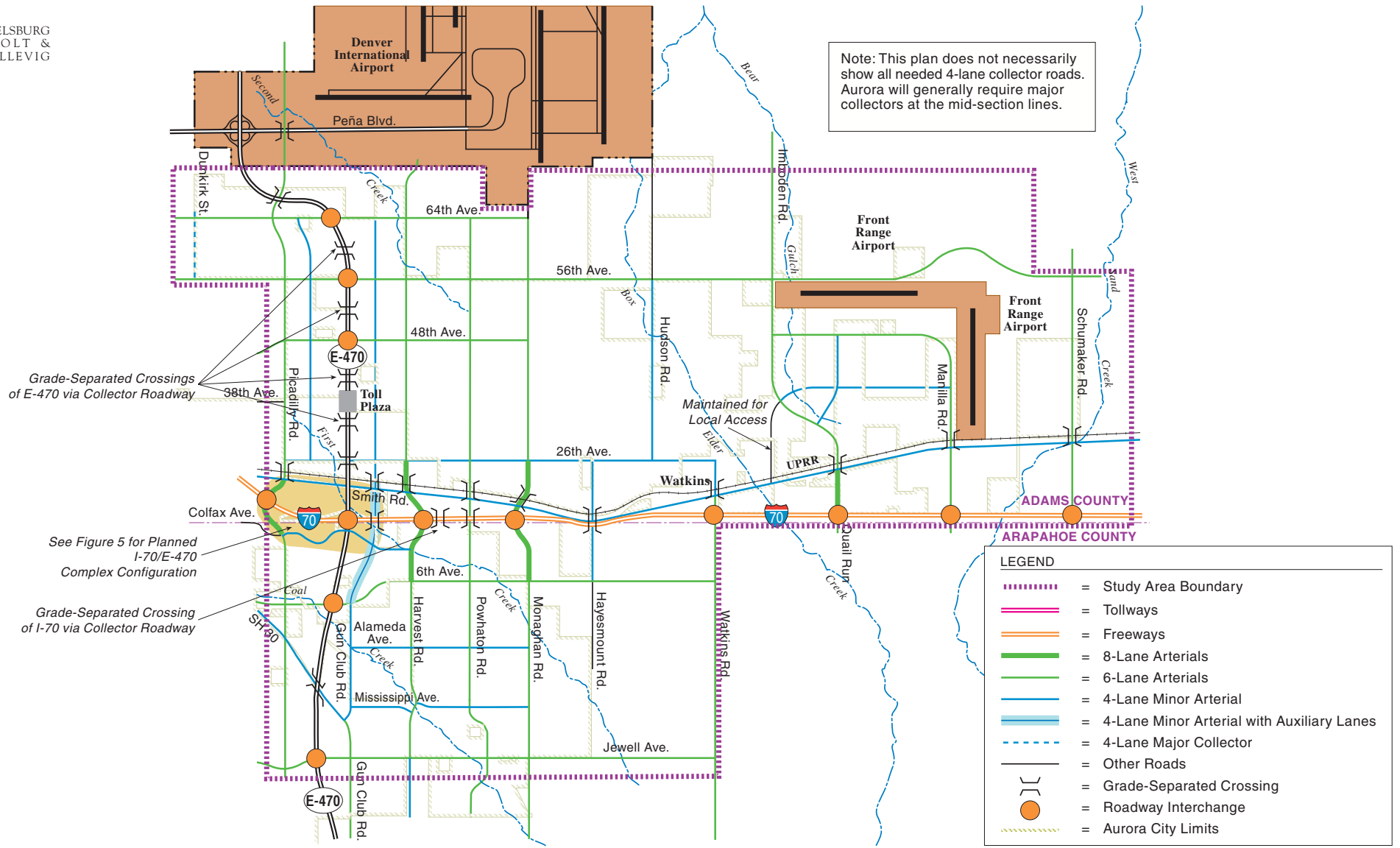
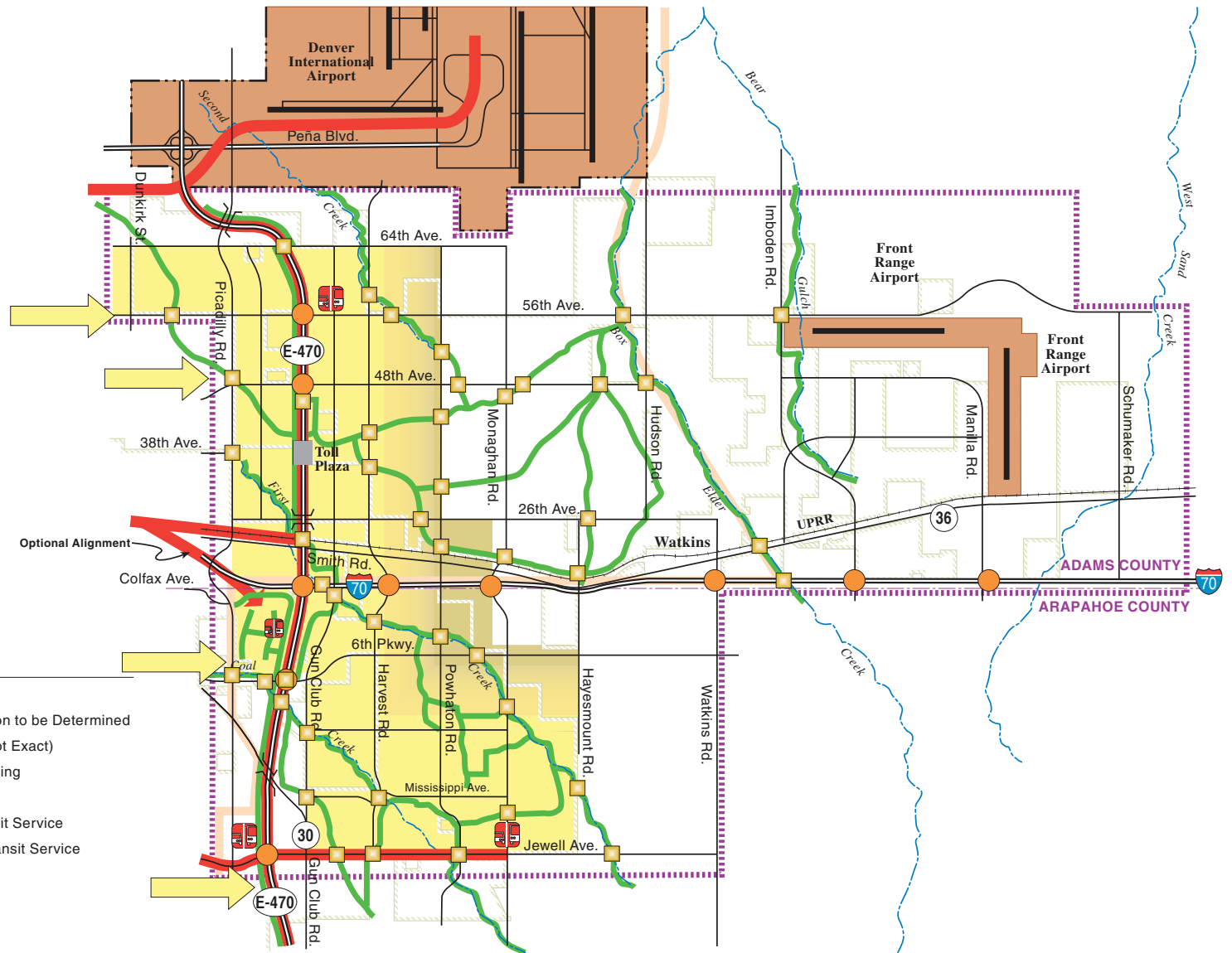












Figure 4
NEATS Roadway Network



LEGEND

-  = Future Rapid Transit
-  = Park-n-Ride; Precise Location to be Determined
-  = Trail Corridor (Alignments not Exact)
-  = Grade Separated Trail Crossing
-  = Current RTD Service Area
-  = Fixed Route Suburban Transit Service
-  = Limited/Non-Fixed Route Transit Service (Call-n-Ride)
-  = Roadway Interchange
-  = Study Area Boundary
-  = Aurora City Limits



North

Figure 6
NEATS Trails & Transit Components

Note: This plan does not necessarily show all needed 4-lane collector roads. Aurora will generally require major collectors at the mid-section lines.

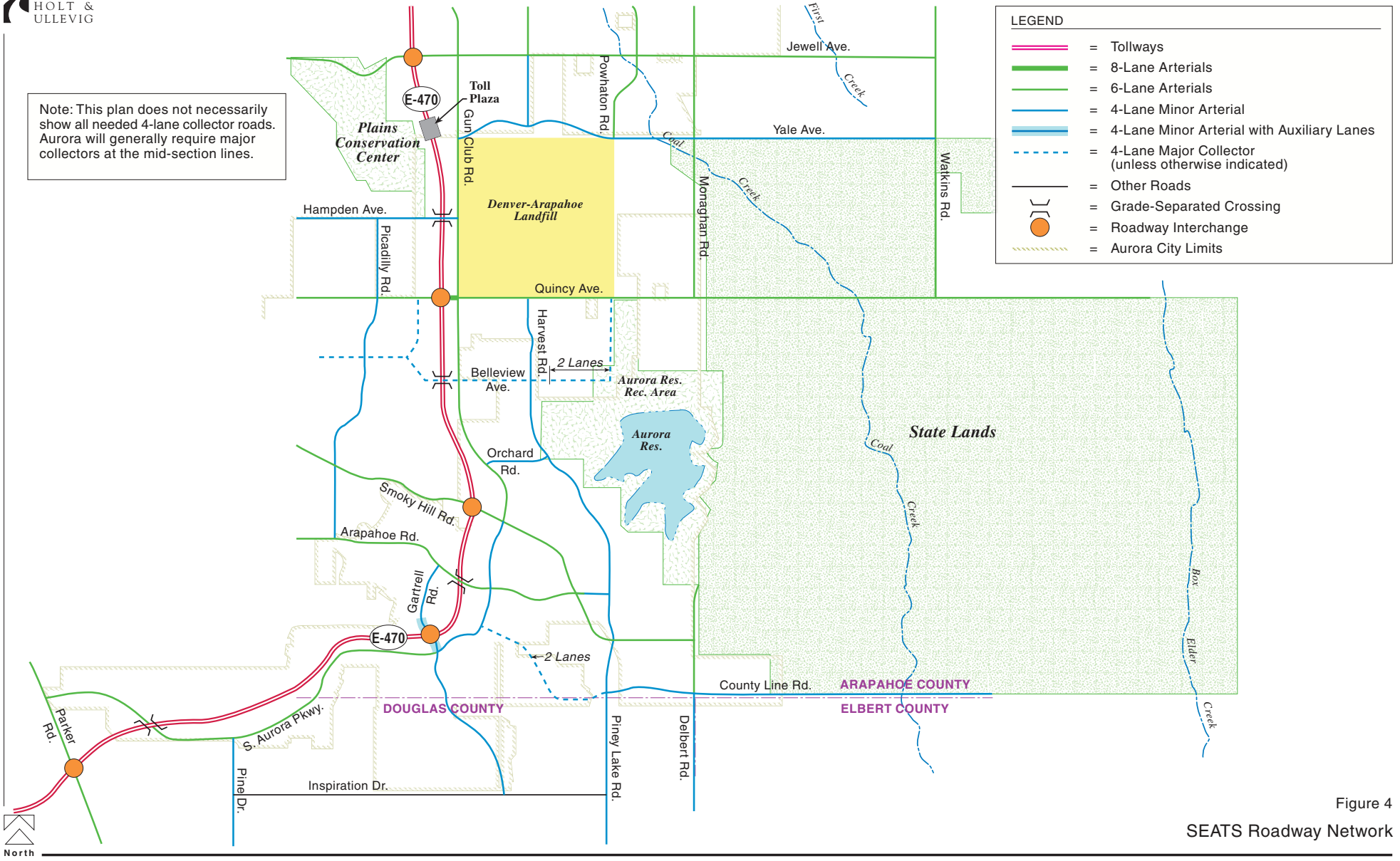


Figure 4
SEATS Roadway Network

LEGEND

- = Future Rapid Transit
- = Park-n-Ride (Precise Location to be Determined)
- = Trail Corridor (Alignments not Exact)
- = Grade Separated Trail Crossing
- = Current RTD Service Area
- = Fixed Route Suburban Transit Service
- = Limited/Non-Fixed Route Transit Service (Call-n-Ride)
- = Roadway Interchange
- = Study Area Boundary
- = Aurora City Limits

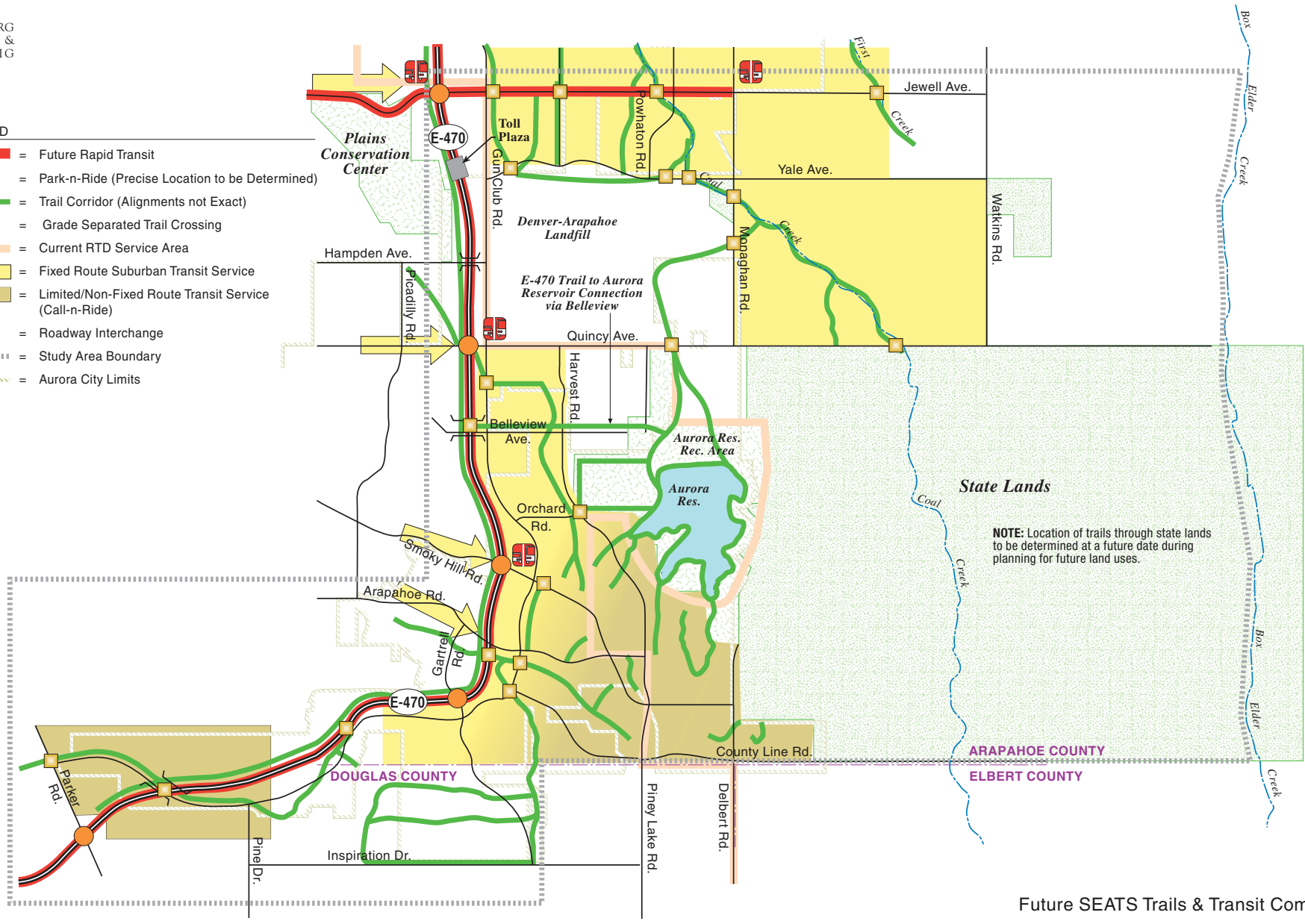


Figure 5
Future SEATS Trails & Transit Components

FIGURE ES.1 PROPOSED 2035 INTERSECTION AND ROADWAY LANEAGE

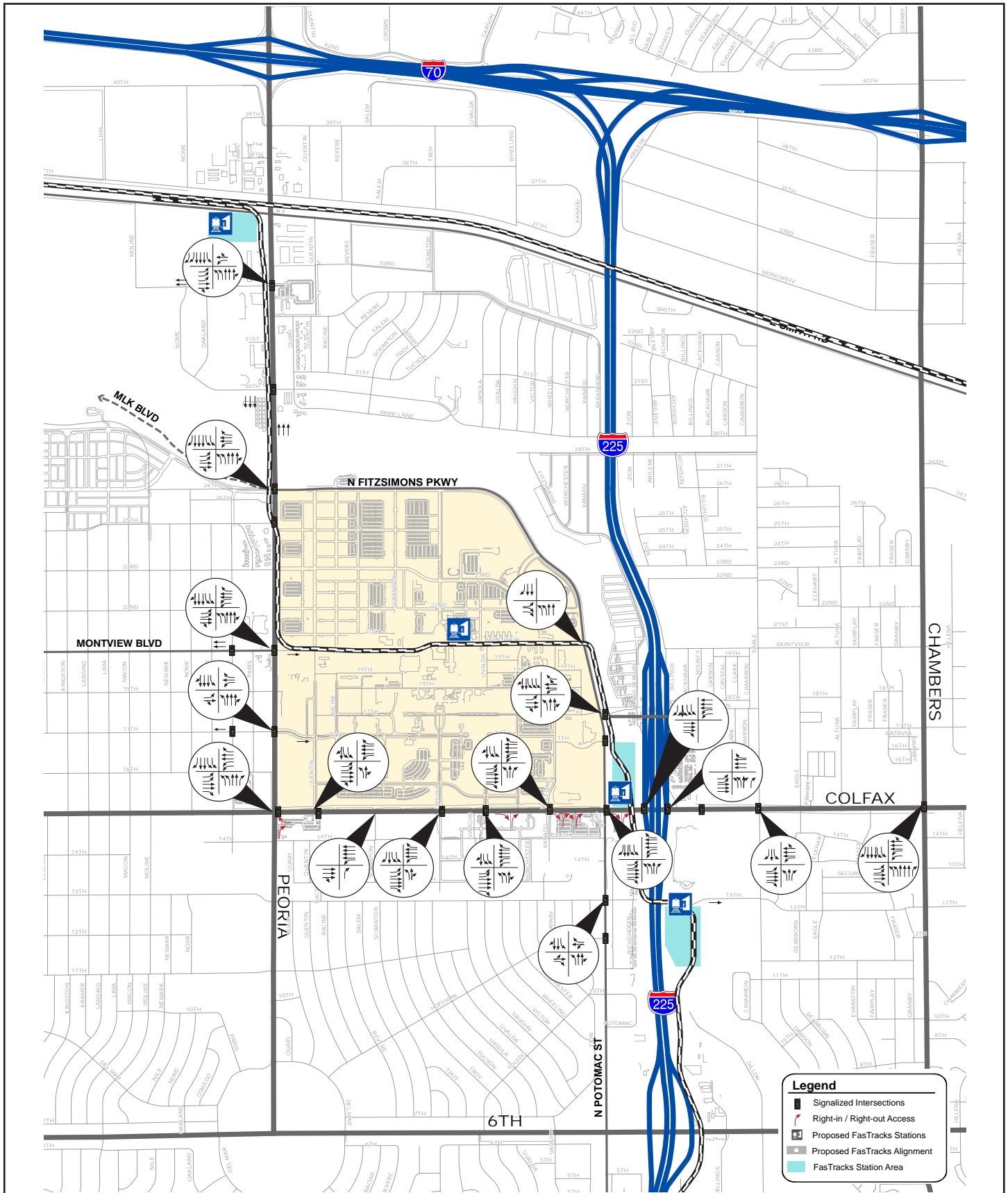


FIGURE ES.2 ROADWAY SYSTEM RECOMMENDATIONS

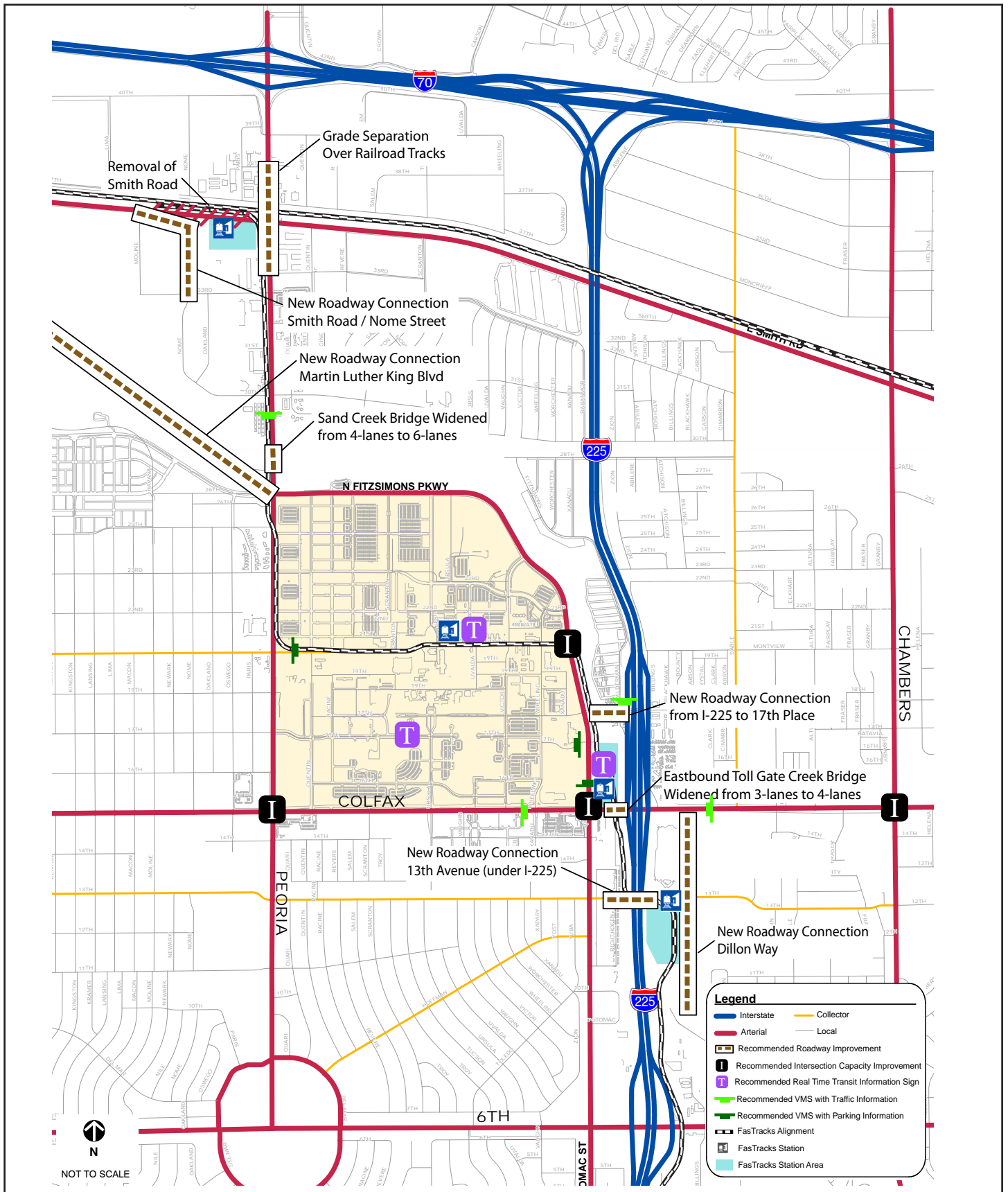
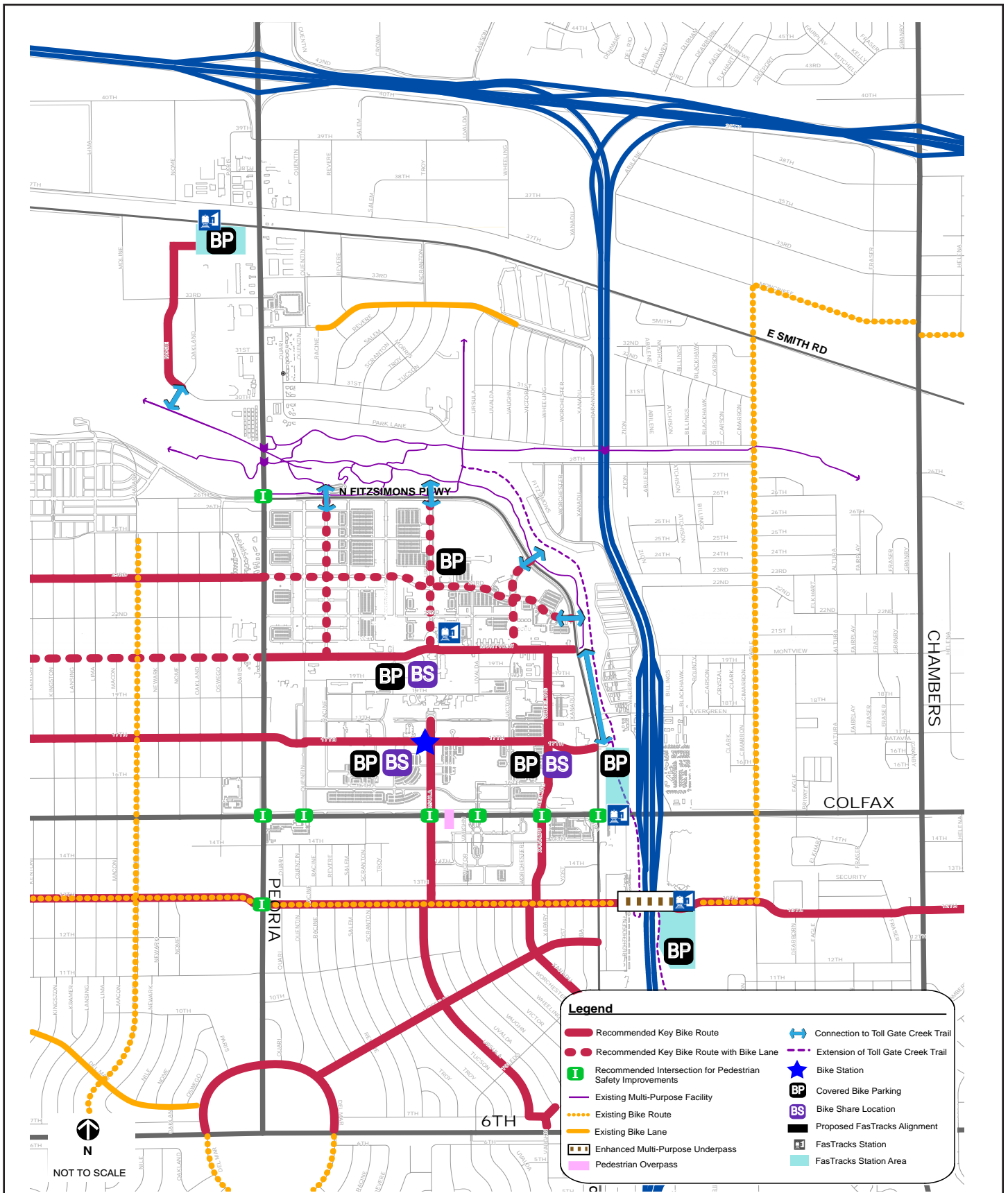
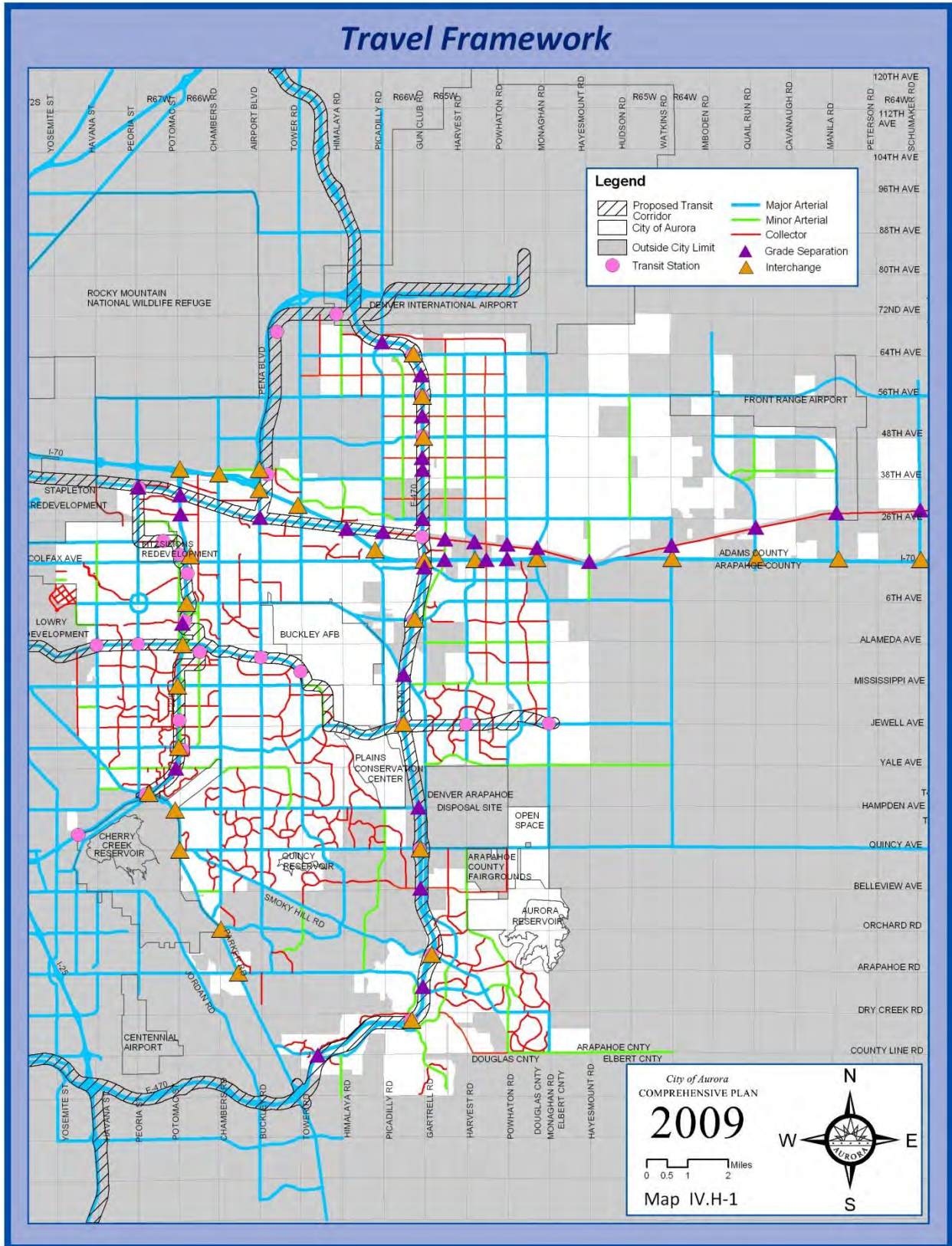


FIGURE ES.3 BICYCLE AND PEDESTRIAN SYSTEM RECOMMENDATIONS





Aurora Bicycle Facilities

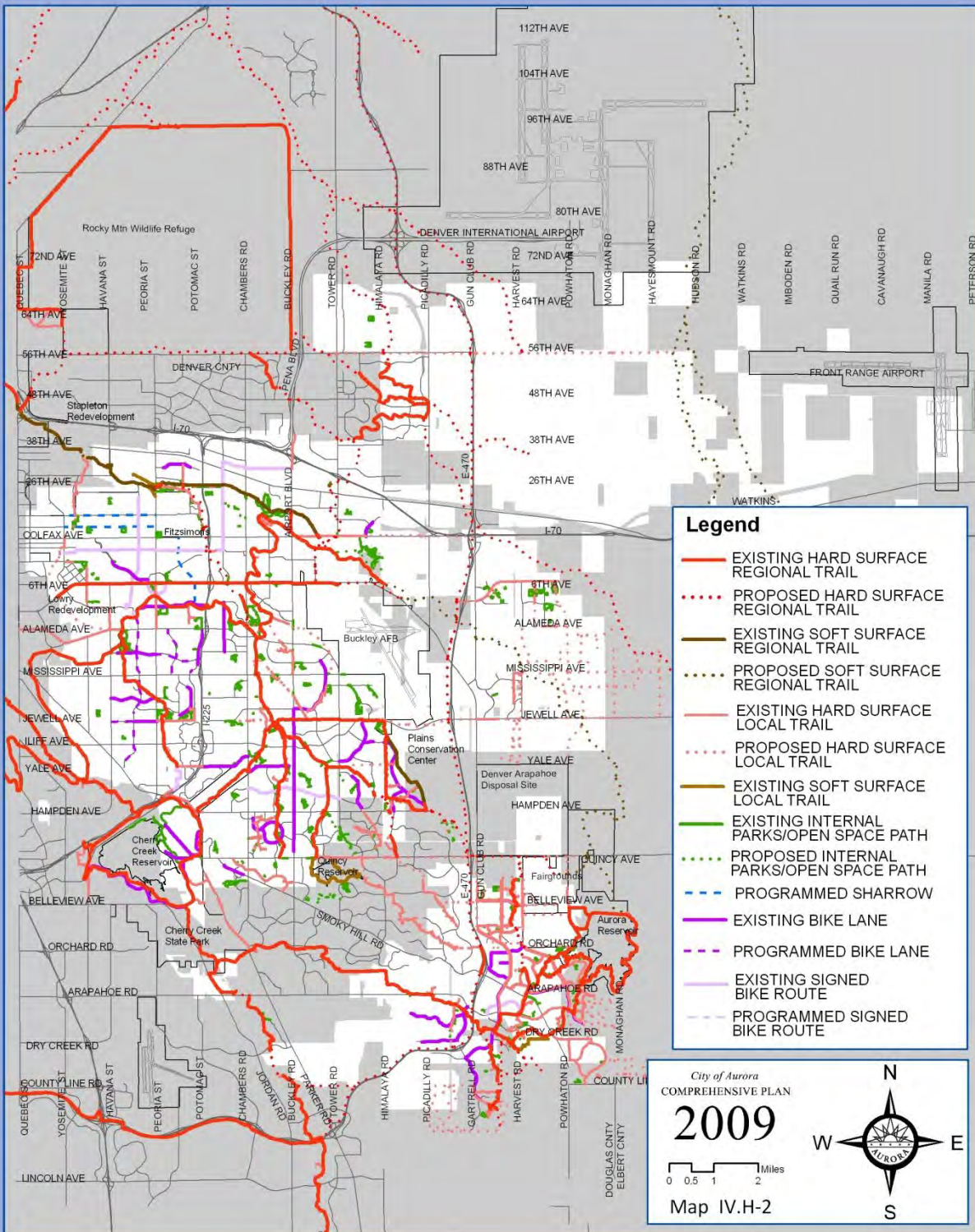
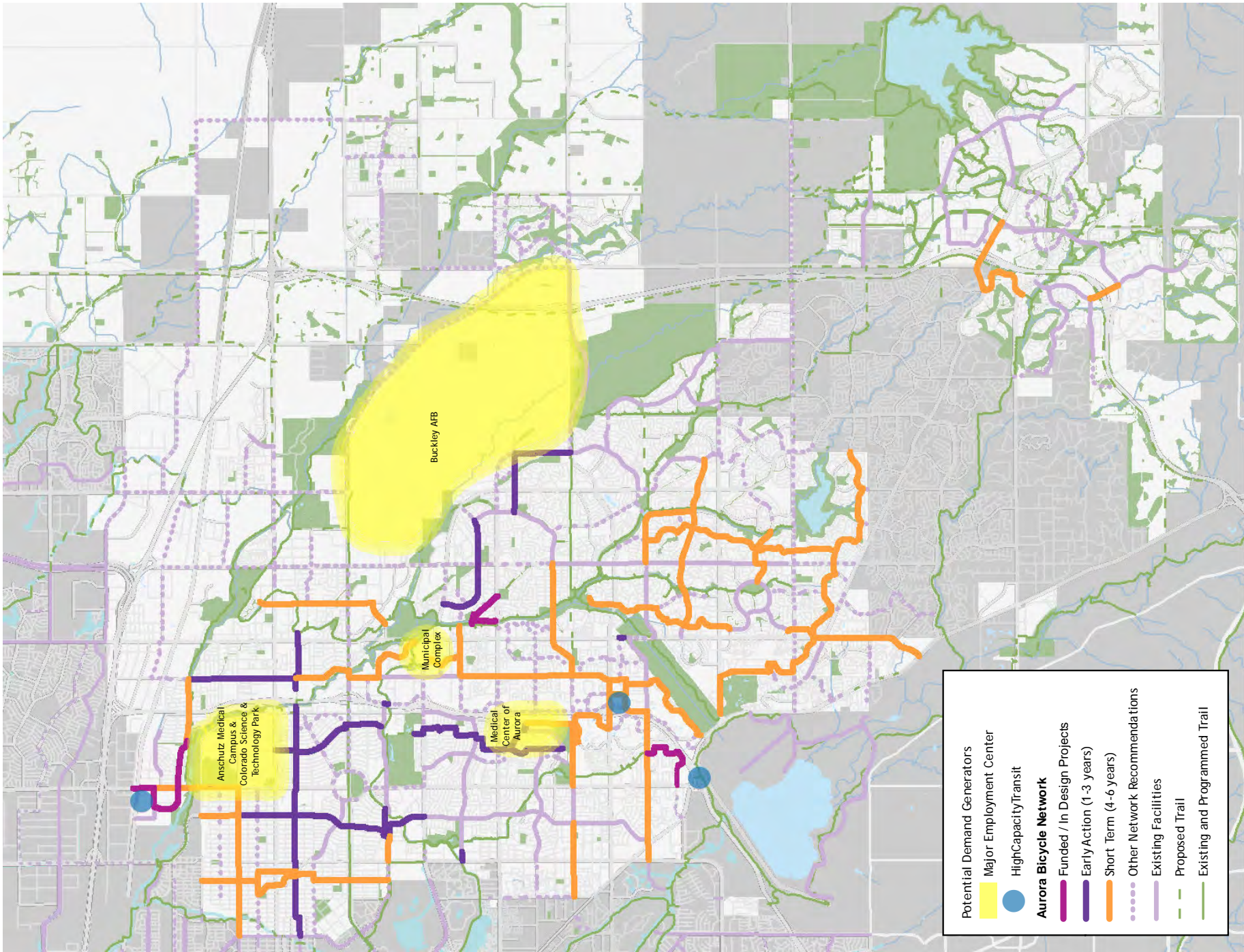


Figure 3-1 Early Action and Short-term Project Recommendations



Bennett

- Figure 3.2: Proposed Regional Trial Network

Proposed Trail Network

The Town of Bennett currently has one existing paved surface trail west of SH79 between Colfax Ave. and the King Soopers/Bennett Marketplace parking lot (see Figure 3.1). This trail segment is frequently used (despite the lack of shade and shelter along the trail) and it served as a building block in the development of the Regional Trail Network. The proposed network consists of nine (9) trail routes and three (3) trailheads that were identified as preferred routes based on input from area residents, Town staff and Downtown Planning Study team members. The proposed trail network is shown in Figure 3.2.

Trail Routes

1. Neighborhood-School Bike Route
2. East Town Loop Trail
3. West Town Loop Trail
4. Bennett-Strasburg Trail
5. Kiowa Creek Trail
6. Kiowa-Bennett Bike Route
7. Watkins-Strasburg Bike Route
8. Kiowa-Bennett Road/ SH79 Trail
9. Alameda Trail

Trailheads

- A. Downtown Trailhead/Parking Facility
- B. Arapahoe County Trailhead
- C. Adams County Trailhead

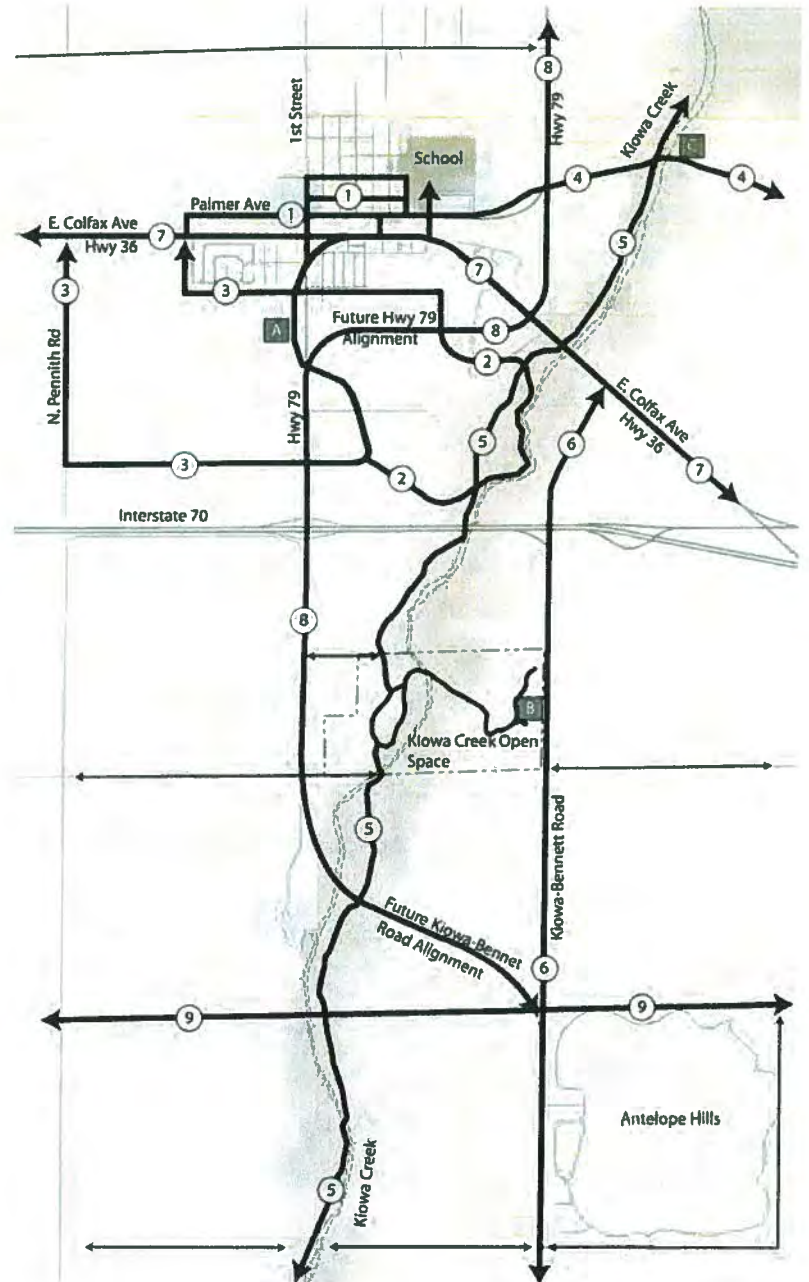
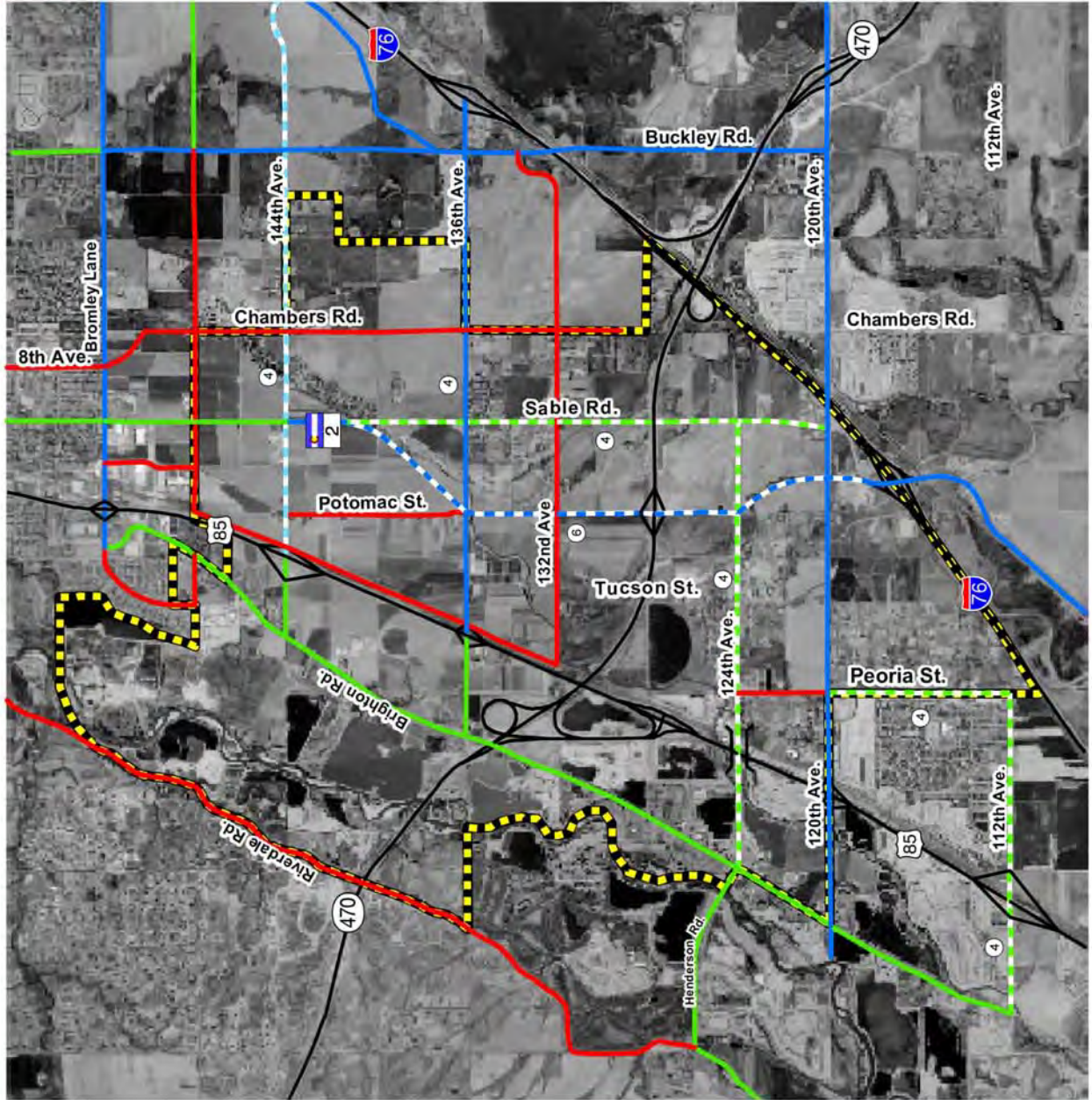
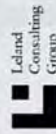


Figure 3.2 Proposed Regional Trail Network

Brighton

- Figure 3: Recommended Roadway Plan
- Figure 6: Recommended Roadways Plan

Figure 3: Recommended Roadway Plan

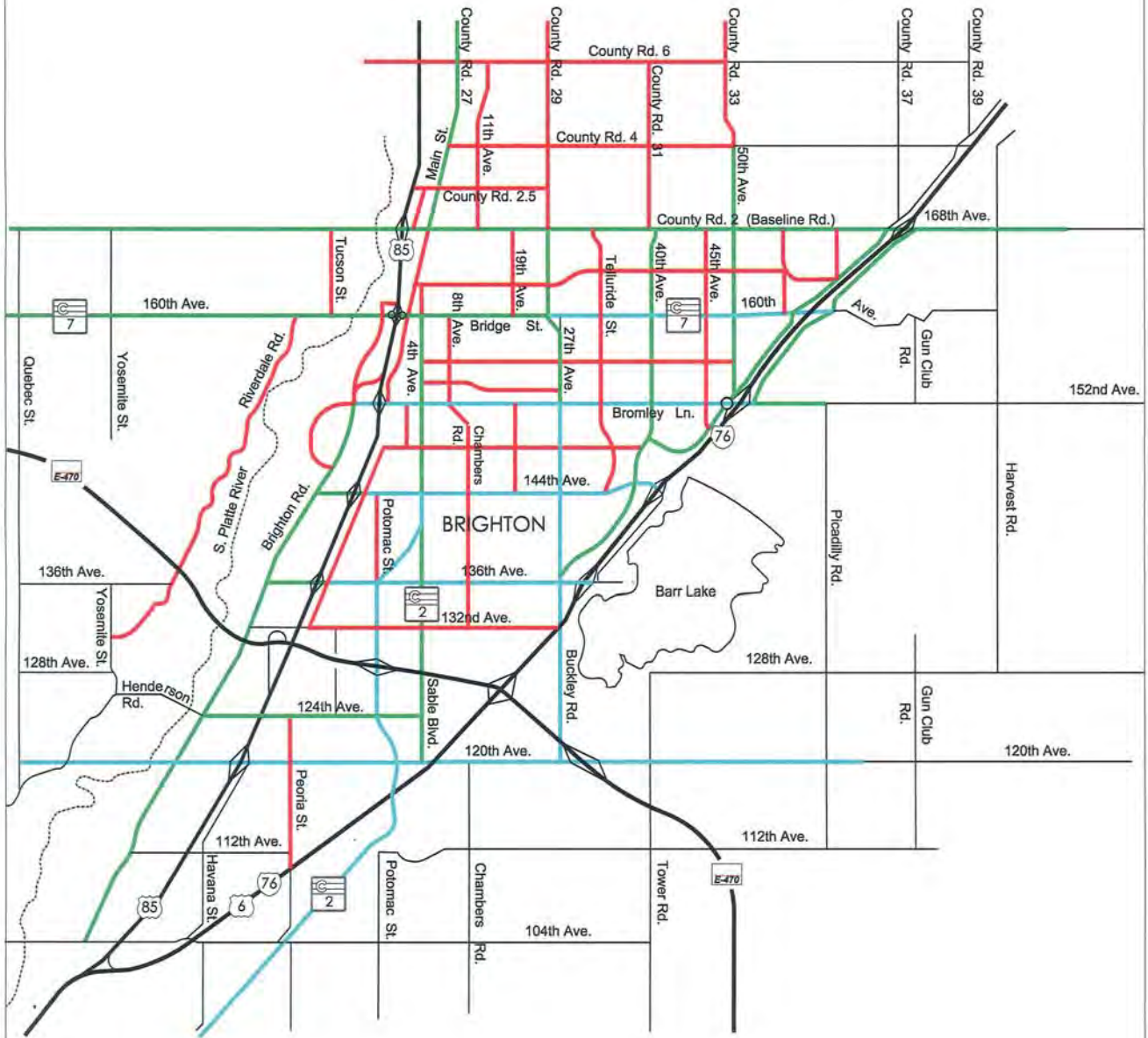


LEGEND

- Study Area
- Freeway
- Major Arterial (6 Lanes)
- Major Arterial (4 Lanes)
- Minor Arterial (4 Lanes)
- Collector
- Changes From Approved Thoroughfare Plan
- Changes From Approved Thoroughfare Plan

NORTH

Figure 6: Recommended Roadways Plan



Legend:

-  Major Arterial
-  Minor Arterial
-  Collector
-  Freeway
-  Local Road

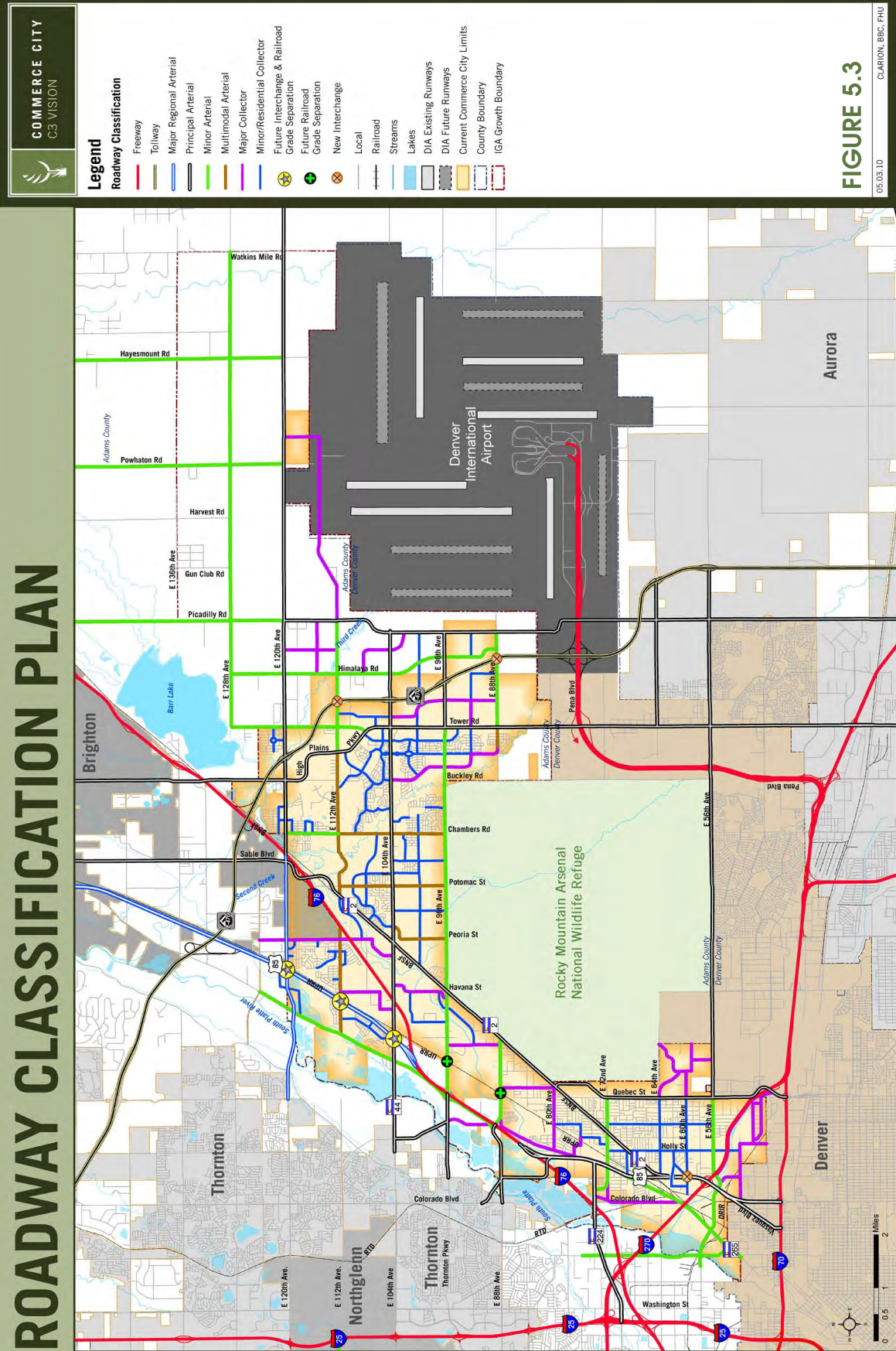


Revision by: Community Development Department
Adopted June 9, 2009

Commerce City

- Figure 5.3: Roadway Classification
- Figure 5.4: Future Arterial Lane Requirements
- Figure 5.6: Roadway Classification Plan (Historic City & Irondale)
- Figure 5.9: Future Transit Routes & ROW Preservation
- Figure 5.12: Bicycle & Pedestrian Trail Plan
- Figure 5.13: Bicycle & Pedestrian Trail Plan (Historic City)
- Table 7.1: Summary of Project Priorities and Cost (through 2035)

ROADWAY CLASSIFICATION PLAN



FUTURE ARTERIAL LANE REQUIREMENTS



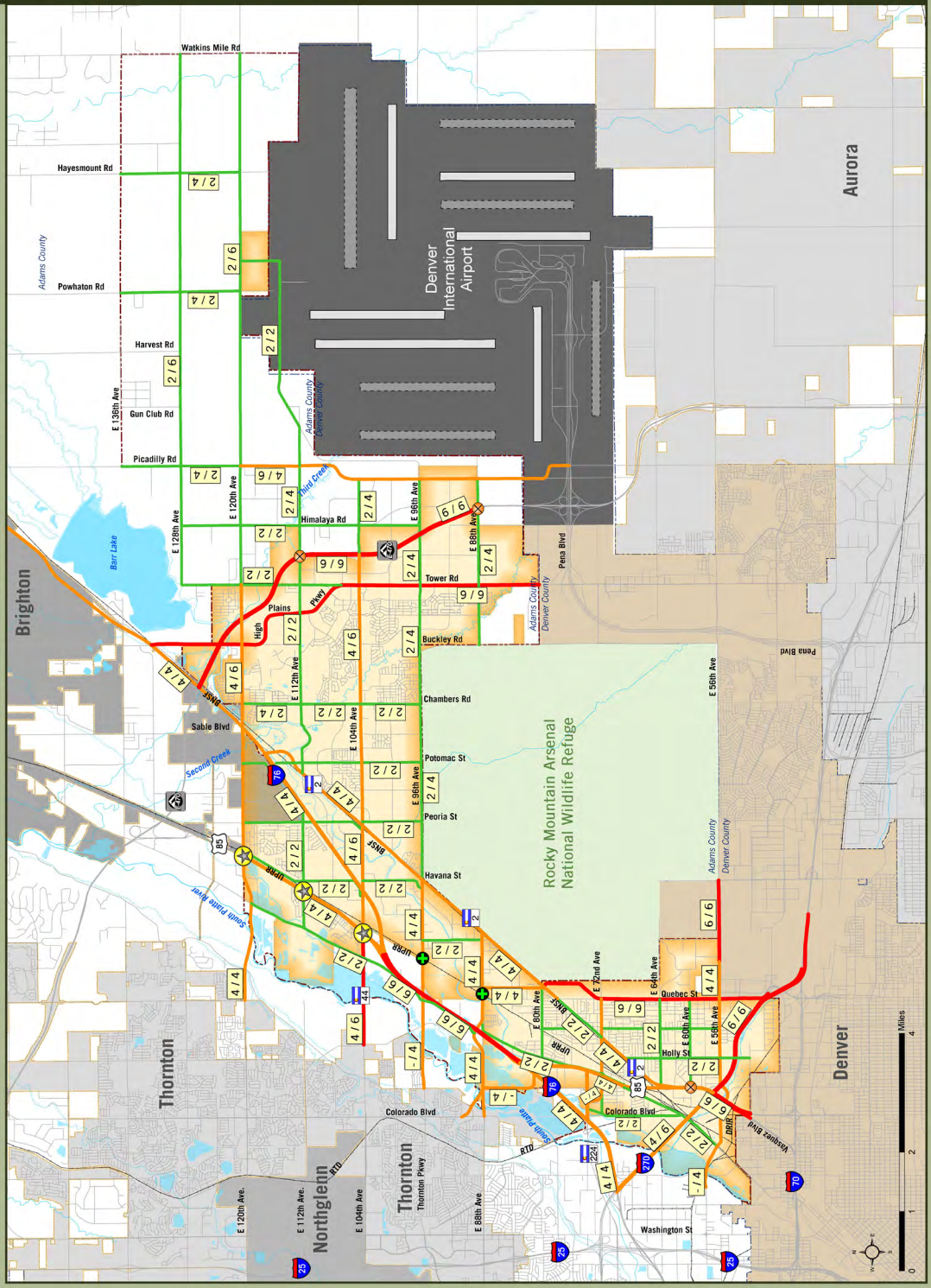
COMMERCE CITY
C3 VISION

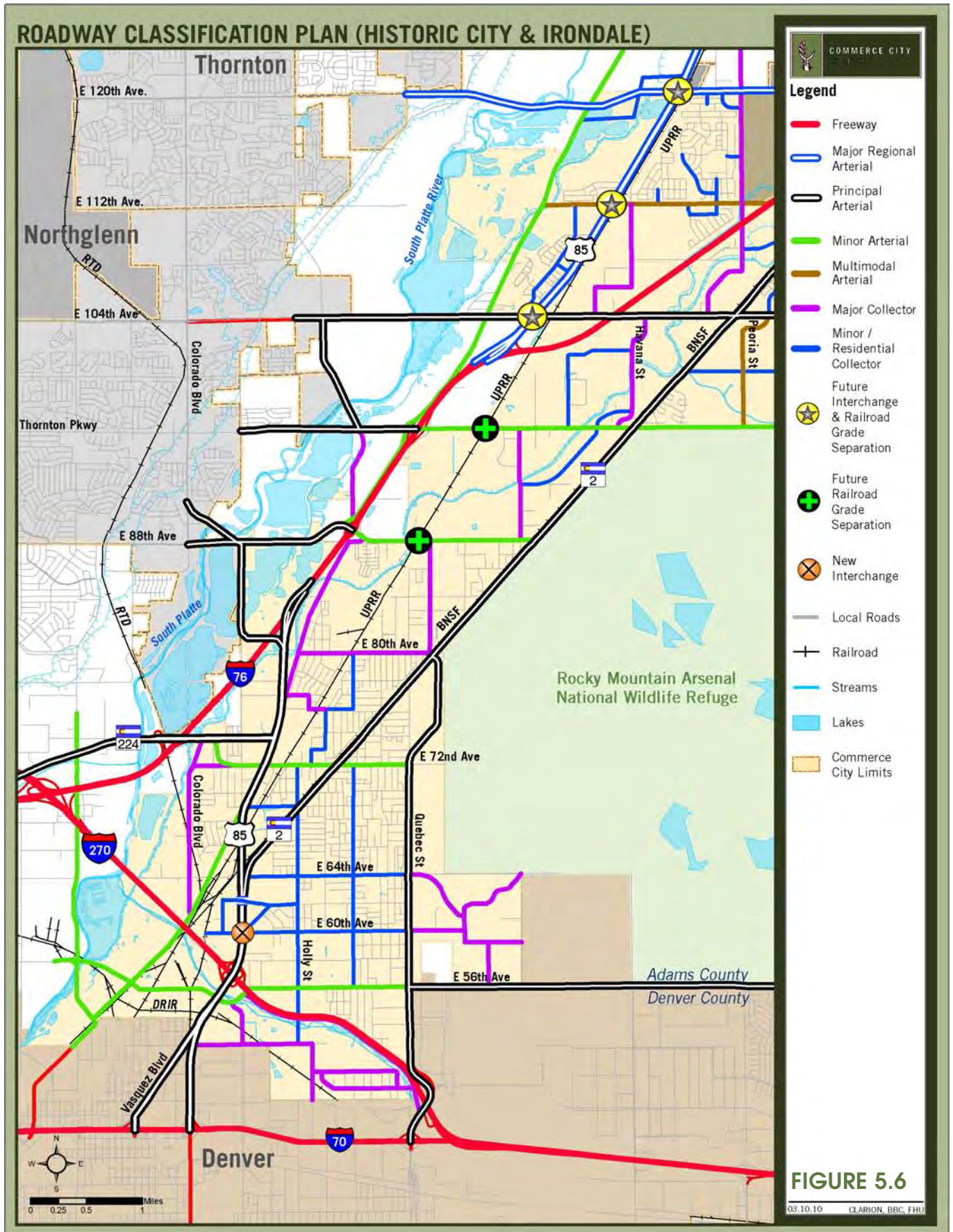
Legend

- 2035 Road Lanes
 - 2 Lanes
 - 4 Lanes
 - 6 Lanes
- X/X
- Future Interchange & Railroad
- Future Railroad
- Grade Separation
- New Interchange
- Roads
- Railroad
- Streams
- Lakes
- DIA Existing Runways
- DIA Future Runways
- Current Commerce City Limits
- County Boundary
- IGA Growth Boundary

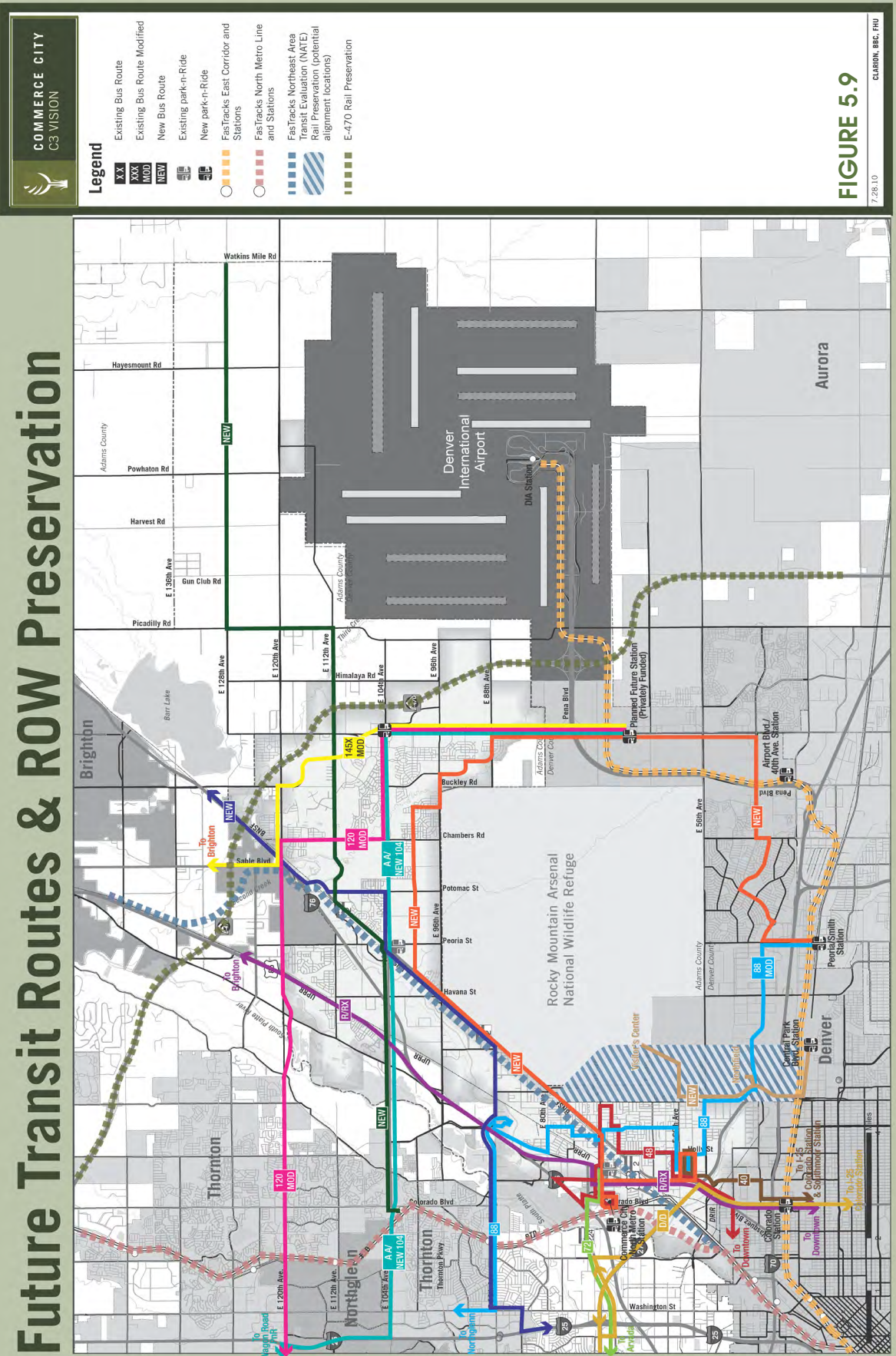
FIGURE 5.4

05/03/10 CLARION, B&C, FHU

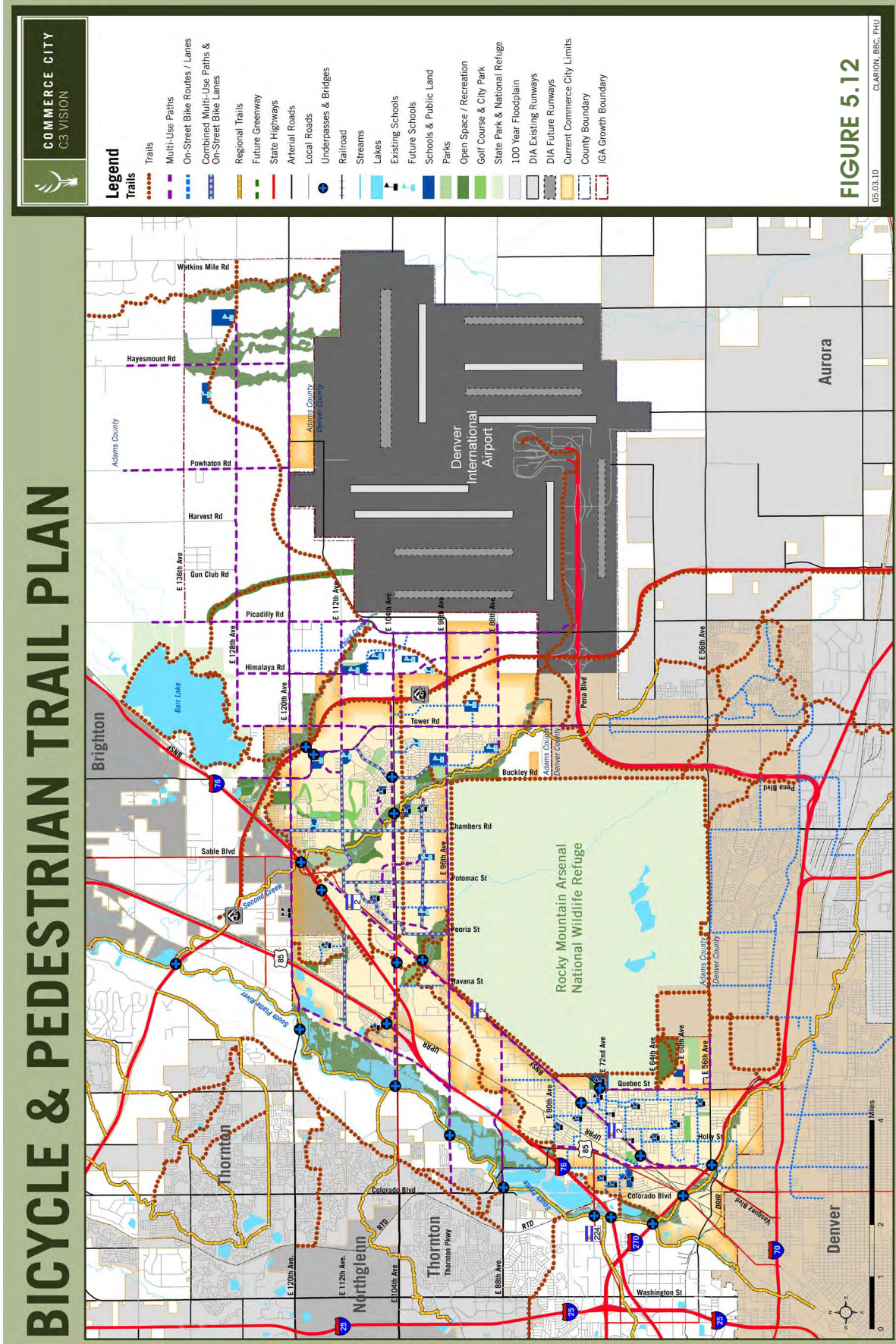




Future Transit Routes & ROW Preservation



BICYCLE & PEDESTRIAN TRAIL PLAN



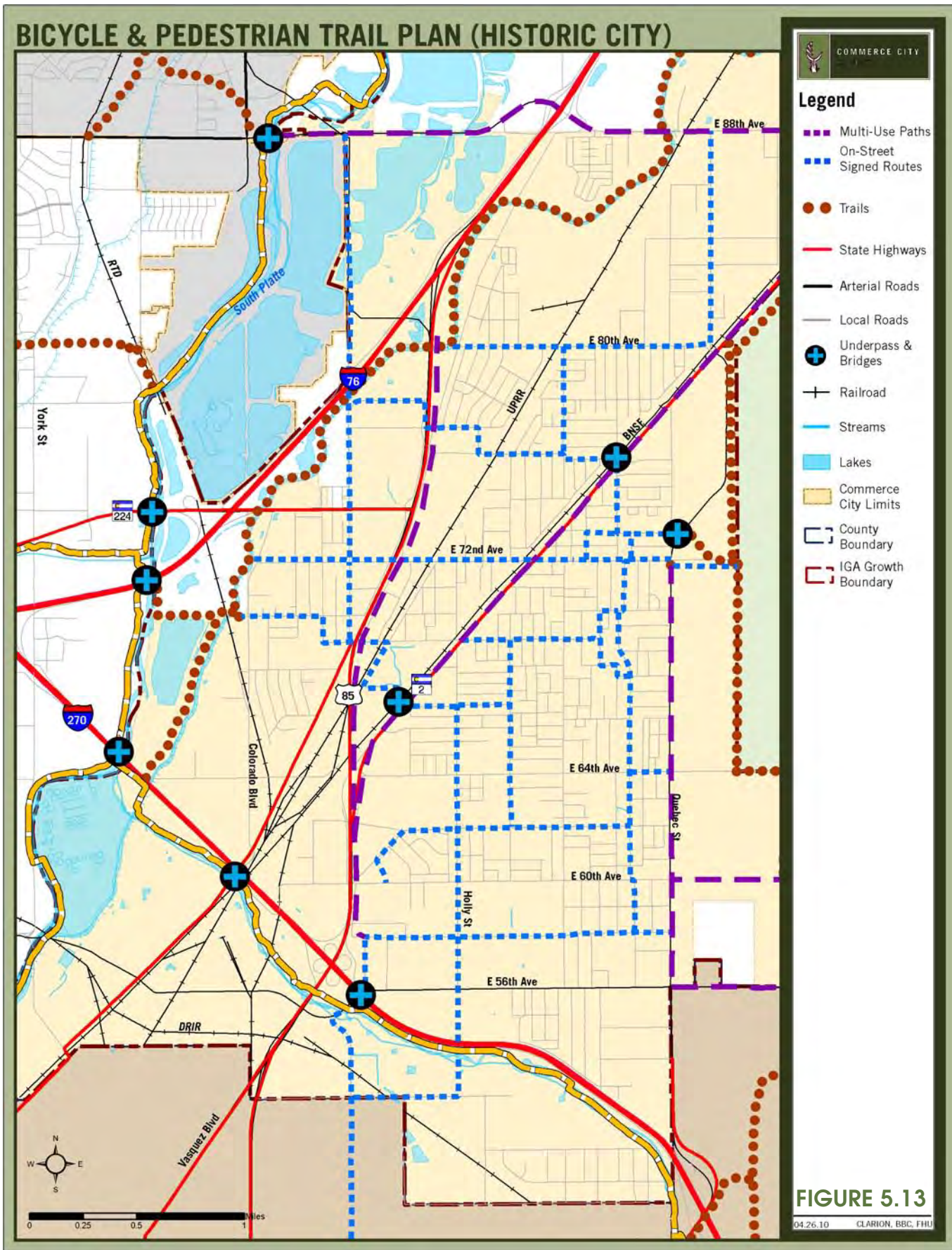


Table 7.1: Summary of Project Priorities and Costs (through 2035)**

Projects on State Highways and Local Arterials		
Project	Project Improvement	Project Cost*
High Priority Projects		
Tower Rd. - 80th Ave. to 104th Ave.	2 to 6 Lanes	\$\$\$
US 85 - 52nd Ave. to 64th Ave.	Roadway Improvements	\$\$\$
96th Ave. - Buckley Rd. to Tower Rd.	New Roadway Segment	\$\$
104th Ave. - Brighton Blvd. to US 85	2 to 4 Lanes	\$
High Plains Parkway - 104th Ave. to 124th Ave.	New Roadway Segment	\$\$\$
I-76 / 88th Interchange	Reconstruct Interchange	\$\$
US 85 / 120th - Interchange and RR Grade Separation	New Interchange	\$\$\$
US 85 / 104th - Interchange and RR Grade Separation	New Interchange	\$\$\$
Medium Priority Projects		
120th Ave. - US 85 to Tower Rd.	2 to 4 Lanes	\$\$\$
96th Ave. - Grade Separate at UPRR Tracks	Grade Separate RR	\$\$
96th Ave. - I-76 to SH 2	2 to 4 Lanes	\$\$
Picadilly Rd. - 120th Ave. to 80th Ave.	New Roadway Segment	\$\$\$
88th Ave. - Grade Separate at UPRR Tracks	Grade Separate RR	\$\$
US 85 - 64th Ave. to I-76	4 to 6 Lanes	\$\$\$
88th Ave. - I-76 to SH 2	2 to 4 Lanes	\$\$
112th Ave. - Brighton Rd. to Peoria St.	Improve to Standard	\$\$
SH 2 - Quebec St. to 96th Ave.	2 to 4 Lanes	\$\$\$
Long-Term Priority Projects		
104th Ave. - E-470 to Picadilly Rd.	New Roadway Segment	\$\$
US 85 / 112th - Interchange with RR Grade Separation	Reconstruct Intersection	\$\$\$
Chambers Rd. - 112th Ave. to 120th Ave.	2 to 4 Lanes	\$\$
Chambers Rd. - 96th Ave. to 112th Ave.	Improve to Standard	\$\$
SH 2 - 96th Ave. to I-76	2 to 4 Lanes	\$\$\$
Wembly Redevelopment Improvements - 62nd Ave. Extension	Roadway Improvements	\$
96th Ave. - Tower Rd. to Picadilly Rd.	2 to 4 Lanes	\$\$
56th Ave. - Valentia St. to Havana St.	2 to 6 Lanes	\$
Peoria St. - 96th Ave. to 104th Ave.	Improve from Dirt Road	\$
Potomac St. - 96th Ave. to 104th Ave., 108th Ave. to 112th Ave.	Improve from Dirt Road	\$\$
Quebec St. - 72nd Ave. to SH 2	4 to 6 Lanes	\$
88th Ave. - Buckley Rd. to Picadilly Rd.	Improve to Standard	\$\$
112th Ave. - SH 2 to Picadilly Rd.	Improve from Dirt Road	\$\$\$
Local Impact Projects		
72nd Ave. - US 85 to Colorado Blvd.	Improve to Standard	\$
Yosemite - Bridge over O' Brian Canal	New Roadway Segment	\$
72nd Ave. - SH 2 to Quebec St.	Improve to Standard	\$
Signal System / ITS Upgrades	Ongoing Signal Projects	Open
Rosemary St. - 80th Ave. to 88th Ave.	2 to 4 Lanes	\$
Colorado Blvd. - Brighton Blvd. to 74th Ave.	2 to 4 Lanes	\$
56th Ave. - Brighton Blvd. to US 85	2 to 4 Lanes	\$

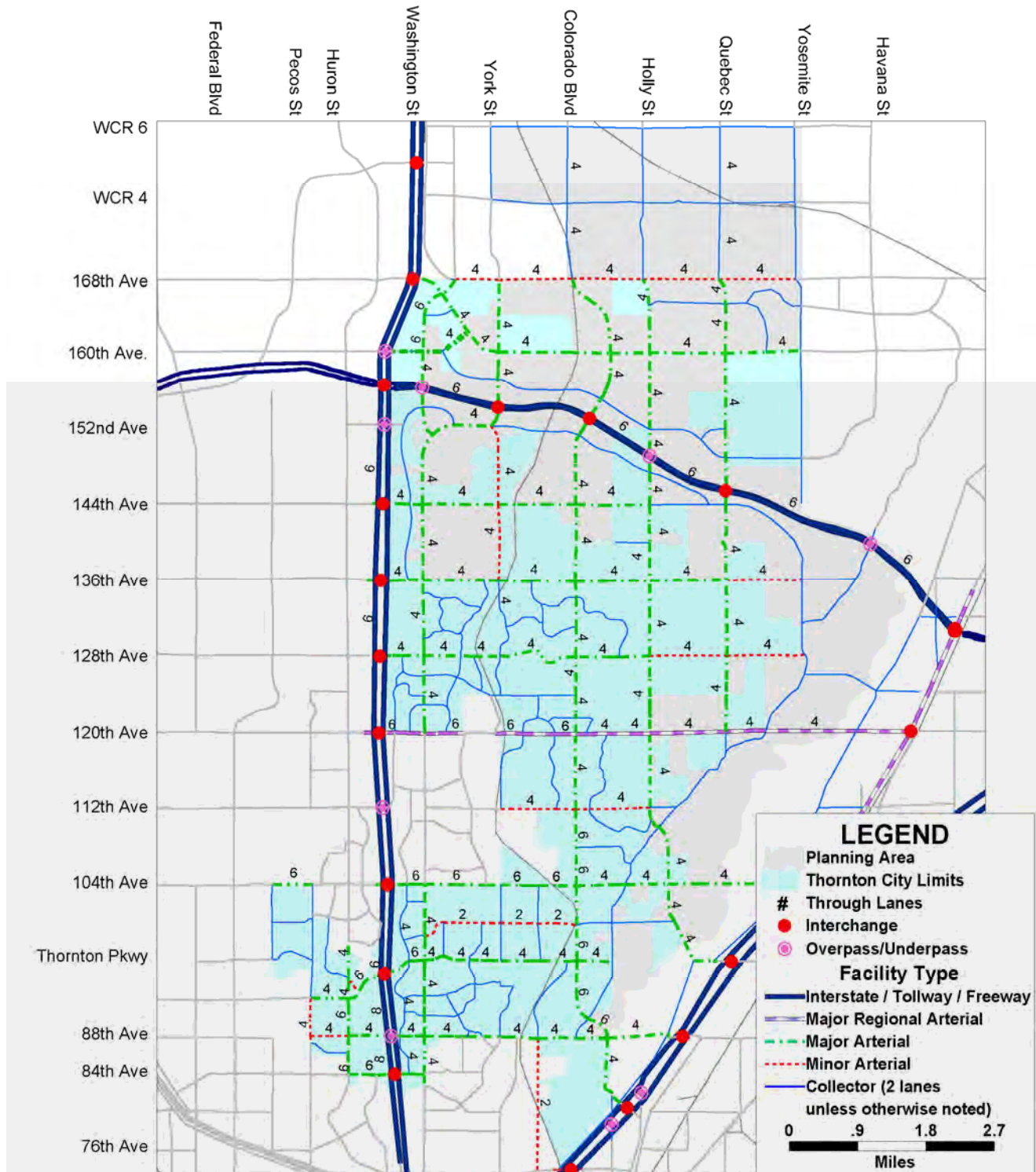
* Note: \$ = < \$20M \$\$ = \$20M to \$50M \$\$\$ = > \$50M

** Additional information about very long-range projects (post 2035) can be found in Appendix C.

Thornton

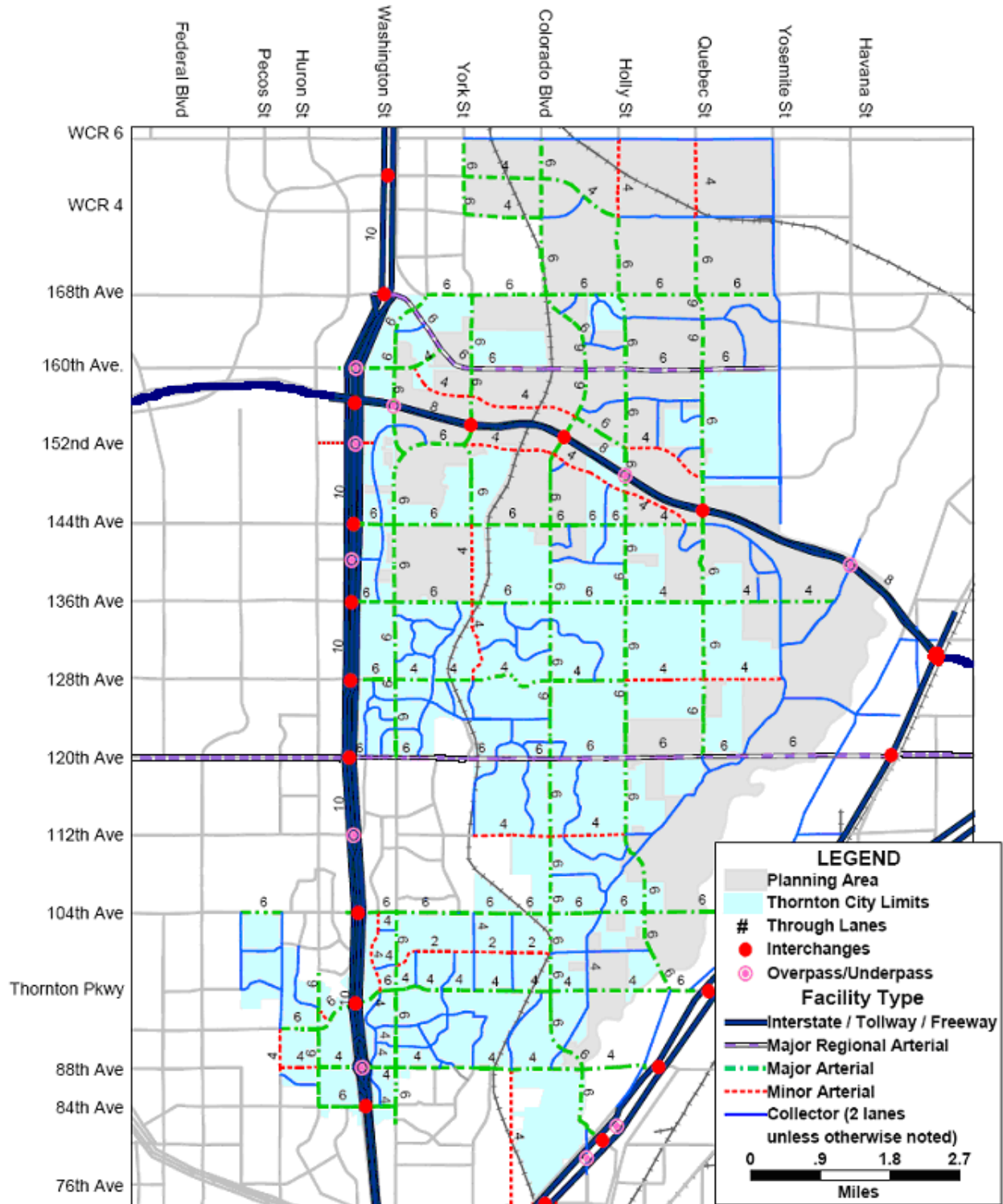
- Figure 1: City of Thornton 2035 Roadway Plan
- Figure 2: City of Thornton Buildout Roadway Plan
- Exhibit 3.1: Parks and Open Space Master Plan Map
- Exhibit 5.6: Existing and Proposed Trails Network

**Figure 1
City of Thornton 2035 Roadway Plan**



Note: See City of Thornton Buildout Roadway Plan (Figures 2 and 15) for ultimate roadway configuration and designations.

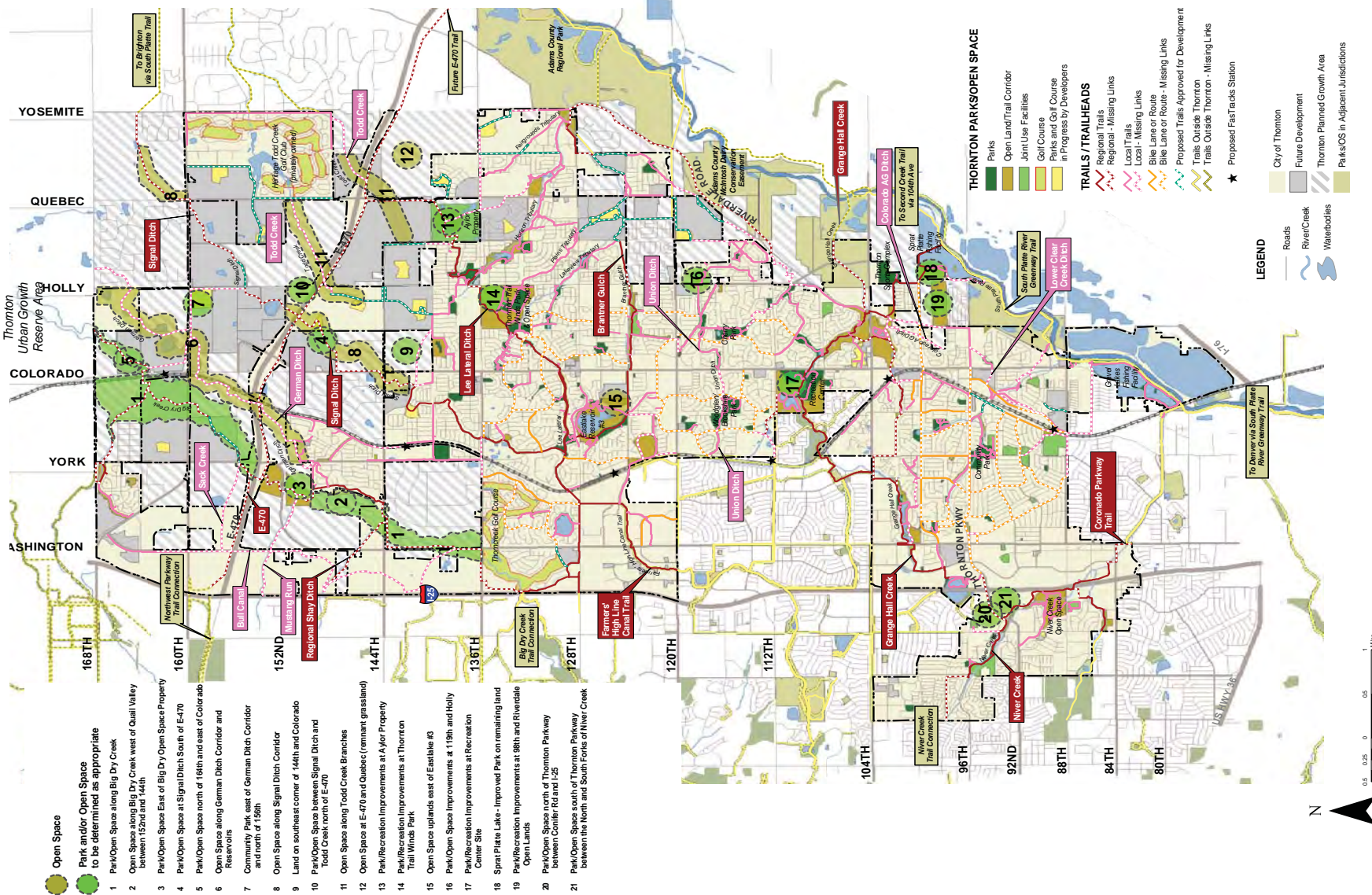
**Figure 2
City of Thornton Buildout Roadway Plan**



PARKS AND OPEN SPACE MASTER PLAN MAP
EXHIBIT 3.1

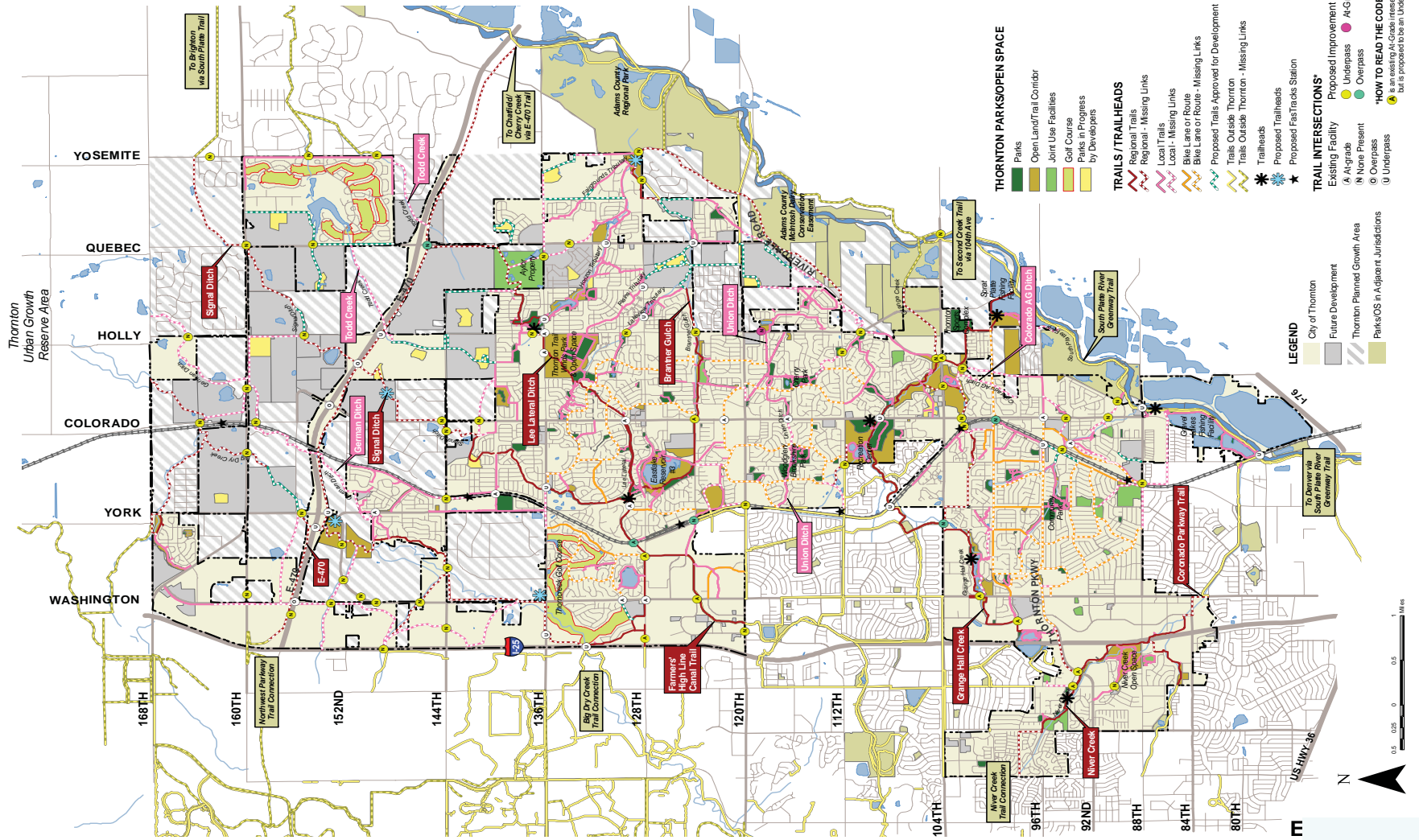
April 14, 2010

Parks and Open Space Master Plan Map



EXISTING AND PROPOSED TRAILS NETWORK
EXHIBIT 5.6

April 14, 2010



Westminster

- Figure 4-1: Long Range Roadway Plan
- Table 5-1: Transportation Enhancement Projects Decision Matrix – Intersections
- Table 5-2: Transportation Enhancement Projects Decision Matrix – Corridors
- Table 5-3: Transportation Enhancement Projects Decision Matrix – Corridors City Projects Only
- Pages 26-27: Final Bikeway Network
- Pages 28-29: Bikeway Network Connections
- Pages 54-55: Short-term Bikeway Priorities
- Pages 56-57: Medium-term Bikeway Priorities
- Pages 58-59: Long-term Bikeway Priorities



Type of Street	General Daily Traffic Capacity	Threshold of Congestion
6-7 lane street	53,000	46,000
4-5 lane street	36,000	31,000
2-3 lane street	18,000	13,000

Comprehensive Roadway Plan Update Chapter 4 - Long Range Transportation Improvements

- LEGEND**
 10,000 = 2030 AADT Volumes
- = 2 Through Lanes
 - = 4 Through Lanes
 - = 5 Through Lanes
 - = 6 Through Lanes
 - = State Highways

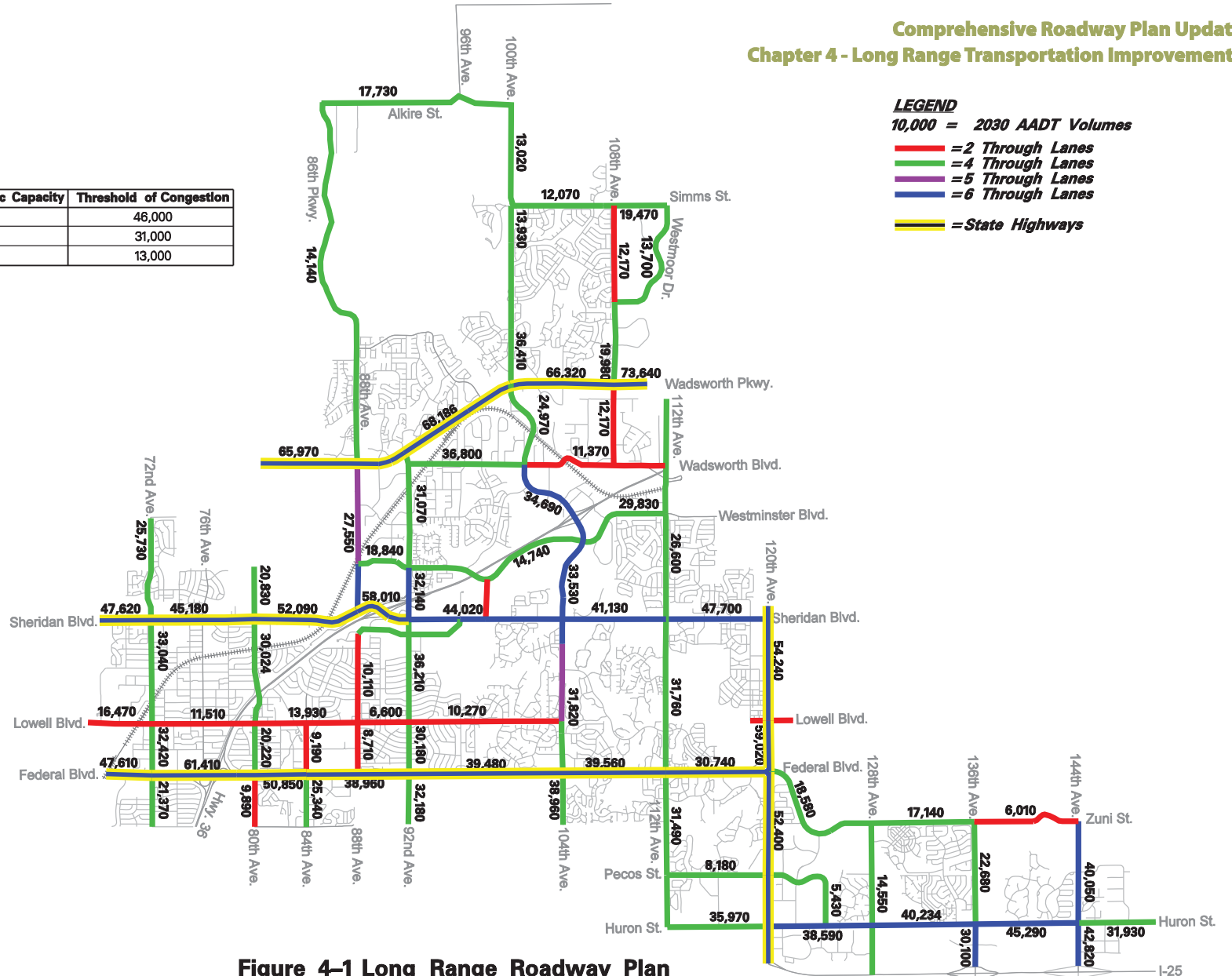


Figure 4-1 Long Range Roadway Plan



Chapter 5 – Improvement Prioritization

Introduction

The estimated improvement costs as a ratio of the existing daily traffic benefited to arrive at a cost per benefited vehicle is summarized in Table 5-1 for intersection improvements and 5-2 for corridor improvements. Table 5-3 shows the corridor improvements without the CDOT highway projects included and thus only city streets improvement are shown. The general assumption is the least cost per benefited vehicle provides the largest benefit not considering other factors such as accident history. This matrix is intended as a tool to assist decision makers in evaluating projects for the development of the city capital improvement program. A detailed cost estimate can be found in the appendix.

Table 5-1 Transportation Enhancement Projects Decision Matrix - Intersections

No.	Project Description	Cost	Daily Traffic Benefited	Type of Benefit	Cost per Vehicle Index
1	Wadsworth Parkway and 100th Avenue Add NB and SB through lanes, SB and EB dual left turn lanes	\$4,338,000	62,710	safety, capacity	69
2	Federal and 92nd Ave Add NB and SB through lanes, dual lefts for all directions	\$5,056,000	67,300	safety, capacity	75
3	Federal and 120th add NB through lane, EB and SB dual left turn lanes and EB and WB through lanes	\$4,613,000	58,672	safety, capacity	79
4	Federal and 104th add dual left turns in all directions and a third NB and SB through lane	\$4,672,000	58,257	safety, capacity	80
5	Federal and 84th add SB, EB and NB dual left turns, and northbound and southbound through lanes	\$4,911,000	46,480	safety, capacity	106
6	Simms St. and 100th Avenue Intersection realignment	\$2,400,000	12,744	safety, capacity	188

Table 5-2 Transportation Enhancement Projects Decision Matrix - Corridors

No.	Project Description	Cost	Daily Traffic Benefited	Type of Benefit	Cost per Vehicle Index/mile
1	Widen Sheridan Blvd to 6 lanes from 74 th to 84 th and from 96 th to 104 th , 2.5 miles	\$15,022,000 ¹	50,414	capacity	120
2	Widen 120th Ave to 6 lanes from Sheridan to Pecos, 2.3 miles	\$11,194,200 ²	40,300	capacity	121
3	Widen Federal Blvd to 6 lanes from 80 th Ave to 112 th Ave. 4 miles	\$22,961,000	25,400 to 40,500	capacity	142 - 226
4	Widen Wadsworth Pkwy to 6 lanes from 92 nd to 108 th , 2.2 miles	\$13,708,000	42,200	capacity	148
5	Widen 112th Ave to 4 lanes from Federal to Huron, 1.5 miles	\$5,173,000	19,080	capacity	180
6	Widen 104th Ave from Wadsworth Blvd to Wolff St., 2.8 miles	\$19,510,000	33,230	capacity	210
7	Widen 128th Avenue to 4 lanes from Zuni to Huron, 1 mile	\$4,451,000	12,982	capacity	343
8	Widen 136th Ave to 4 lanes from Zuni to Huron, 1 mile	\$5,222,000 ³	15,015	capacity	347
9	Widen Huron St. to 6 lanes from 120 th Ave to 136 Ave., 2 miles	\$14,029,000	10,650 – 19,780	capacity	355 - 658
10	Widen Federal Parkway to 4 lanes from 120 th Ave. to 128 th Ave., 1.3 miles	\$7,906,000	14,844	capacity	410
11	Widen 108th Ave to 4 lanes from Westmoor Dr to Simms St., 1 mile	\$4,941,000	11,565	capacity	427
12	Widen 144th Ave to 6 lanes from Zuni to Huron, 1 mile	\$5,909,000	13,330	capacity	443
13	Widen Simms St to 4 lanes from 108 th Ave to 112 th Ave., 1.5 miles	\$5,277,000	6,388	capacity	550
14	Widen 100th Ave to 4 lanes from Garland to Alkire St, 2.4 miles	\$9,985,000	6,290	capacity	661
15	Widen Westminster Blvd from north of US 36 to south of 104 th Ave., 0.7 miles	\$3,465,000	7,370	capacity	672
16	Widen Wadsworth Blvd to 4 lanes from 92 nd Ave to Church Ranch Blvd., 1.2 miles	\$9,547,000	10,470	capacity	760
17	Widen Alkire St to 4 lanes from 86 th Pkwy to 100 th Ave, 1.8 miles	\$6,771,000	See note 4	capacity	See note 4

Notes: 1 – Excludes US 36 and Sheridan interchange reconstruction - DEIS and US 36 Mobility partnership, \$41.7 million.
 2 – Requires cost sharing with the City of Broomfield
 3 – Requires cost sharing with the City of Broomfield. Currently programmed for construction,
 4 – Requires cost sharing with City of Arvada. Current traffic count unavailable



**Comprehensive Roadway Plan Update
Chapter 5 – Improvement Prioritization**

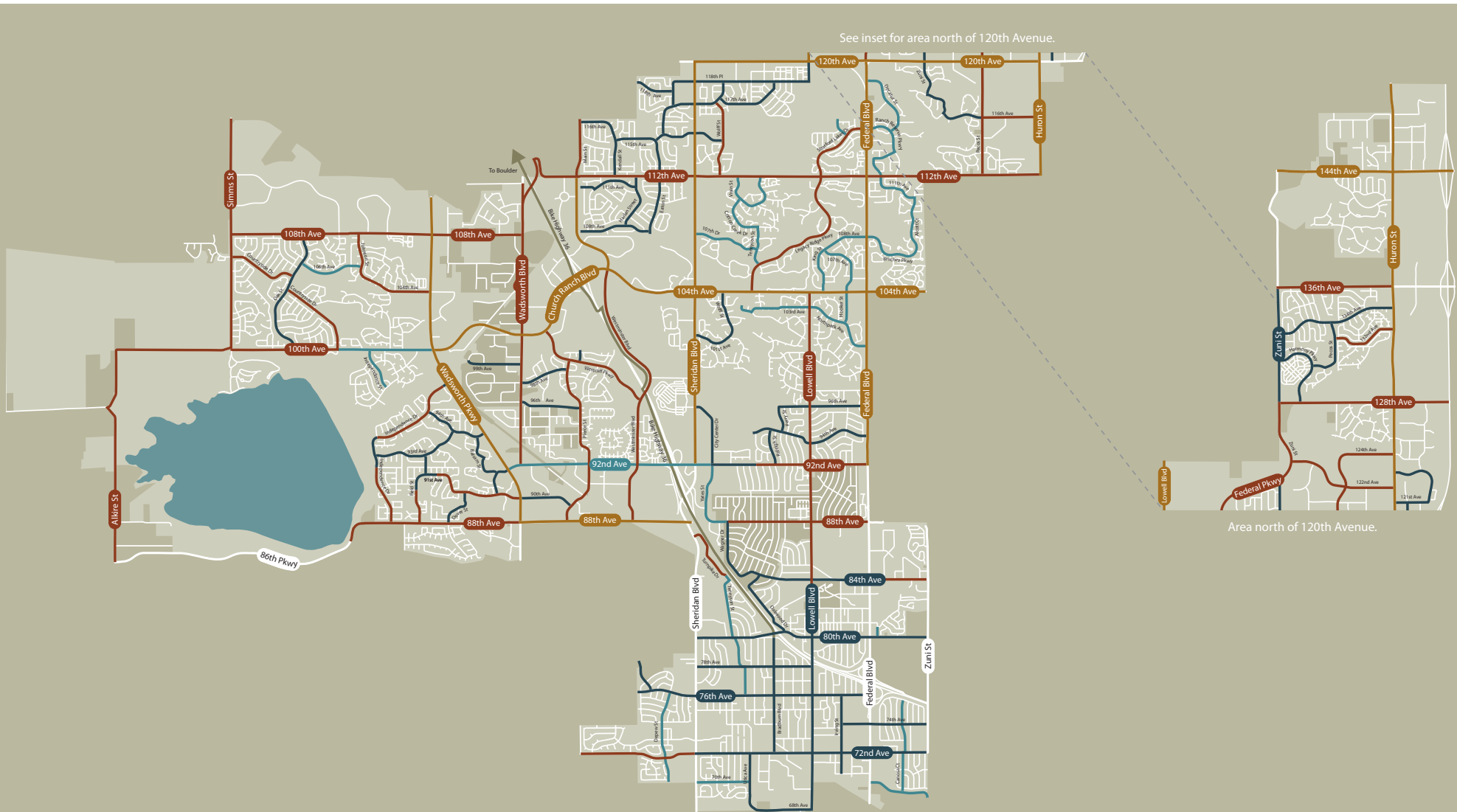
**Table 5-3 Transportation Enhancement Projects Decision Matrix – Corridors
City Projects Only**

No.	Project Description	Cost	Daily Traffic Benefited	Type of Benefit	Cost per Vehicle Index/mile
1	Widen 112th Ave to 4 lanes from Federal to Huron, 1.5 miles	\$5,173,000 ¹	19,080	capacity	180
2	Widen Sheridan Blvd from 96 th to 104 th , 1 mile	\$6,351,000	30,630	capacity	207
3	Widen 104th Ave from Wadsworth Blvd to Wolff St., 2.8 miles	\$19,510,000	33,230	capacity	210
4	Widen 136th Ave to 4 lanes from Zuni to Huron, 1 mile	\$5,222,000 ²	14,817	capacity	274
5	Widen 128th Avenue to 4 lanes from Zuni to Huron, 1 mile	\$4,451,000	12,982	capacity	343
6	Widen Huron St. to 6 lanes from 120 th Ave to 136 Ave., 2 miles	\$14,029,000	10,650 – 19,780	capacity	355 - 658
7	Widen Federal Parkway to 4 lanes from 120 th Ave. to 128 th Ave., 1.3 miles	\$7,906,000	14,844	capacity	410
8	Widen 108th Ave to 4 lanes from Westmoor Dr to Simms St., 1 mile	\$4,941,000	11,565	capacity	427
9	Widen 144th Ave to 6 lanes from Zuni to Huron, 1 mile	\$5,909,000	13,330	capacity	443
10	Widen Simms St to 4 lanes from 108 th Ave to 112 th Ave., 1.5 miles	\$5,277,000	6,388	capacity	550
11	Widen 100th Ave to 4 lanes from Garland to Alkire St, 2.4 miles	\$9,985,000	6,290	capacity	661
12	Widen Westminster Blvd from north of US 36 to south of 104 th Ave., 0.7 miles	\$3,465,000	7,370	capacity	672
13	Widen Wadsworth Blvd to 4 lanes from 92 nd Ave to Church Ranch Blvd., 1.2 miles	\$9,547,000	10,470	capacity	760
14	Widen Alkire St to 4 lanes from 86 th Pkwy to 100 th Ave, 1.8 miles	\$6,771,000	See note 3	capacity	See note 3

Notes: 1 – Requires cost sharing with City of Northglenn
 2 – Requires cost sharing with City of Broomfield
 3 – Requires cost sharing with City of Arvada. Current traffic count unavailable

FINAL BIKEWAY NETWORK




- Proposed Sidepath
- Proposed Bicycle Lane
- Proposed Highway 36 Bike Route
- Proposed Signed Bicycle Route
- Proposed Shared Use Lane Markings
- Unincorporated Areas






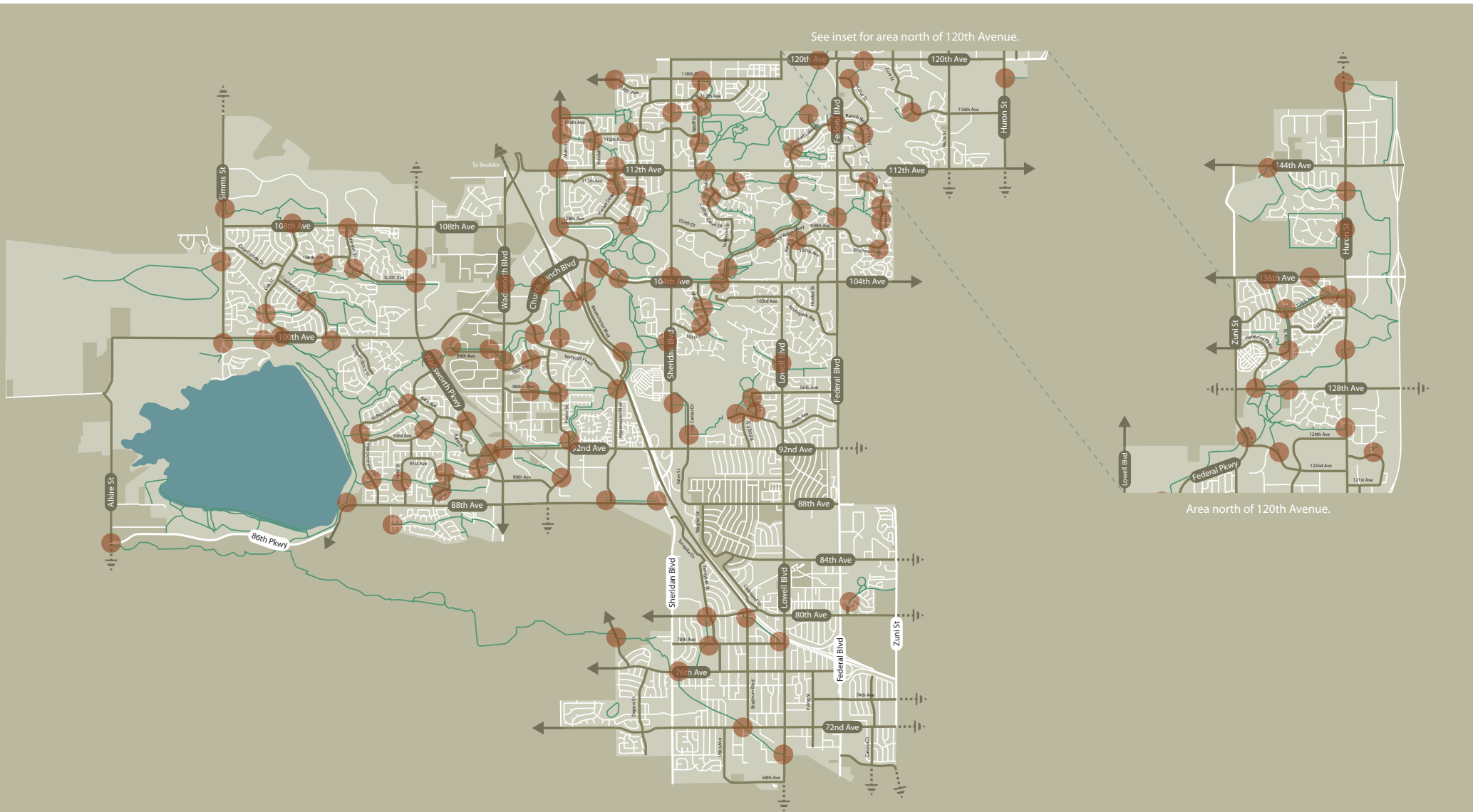
See inset for area north of 120th Avenue.

Area north of 120th Avenue.

EXISTING & PROPOSED BIKEWAY NETWORK CONNECTIONS

-  Shared Use Path Network
-  Proposed Bicycle Network
-  Unincorporated Areas

-  Connection with Existing Network in Adjacent City
-  Connection with Proposed Network in Adjacent City
-  Connection with Westminster Shared Use Path Network



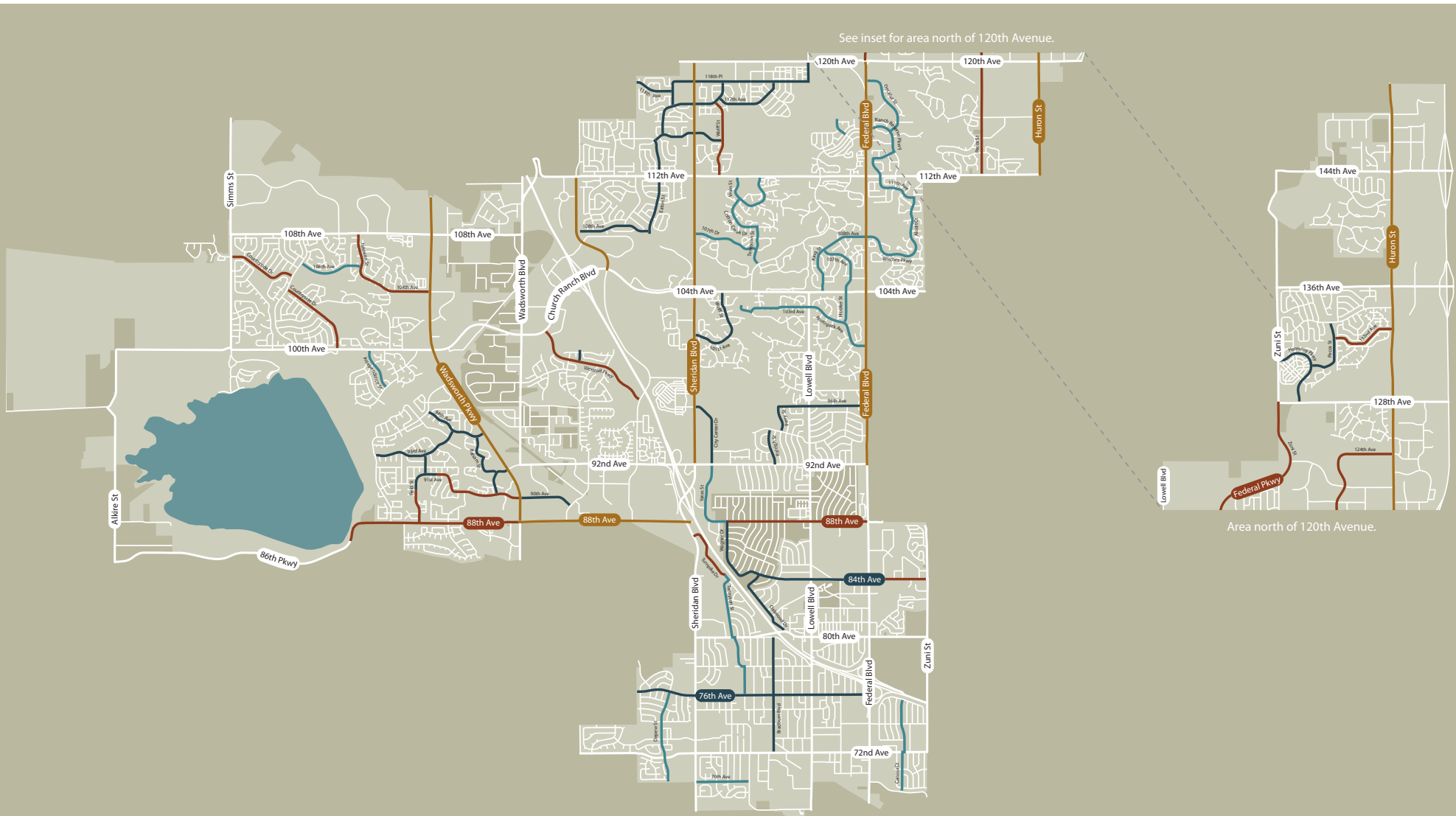
See inset for area north of 120th Avenue.

Area north of 120th Avenue.

MEDIUM-TERM BIKEWAY PRIORITIES

- Proposed Sidepath
- Proposed Bicycle Lane

- Proposed Signed Bicycle Route
- Proposed Shared Use Lane Markings
- Unincorporated Areas

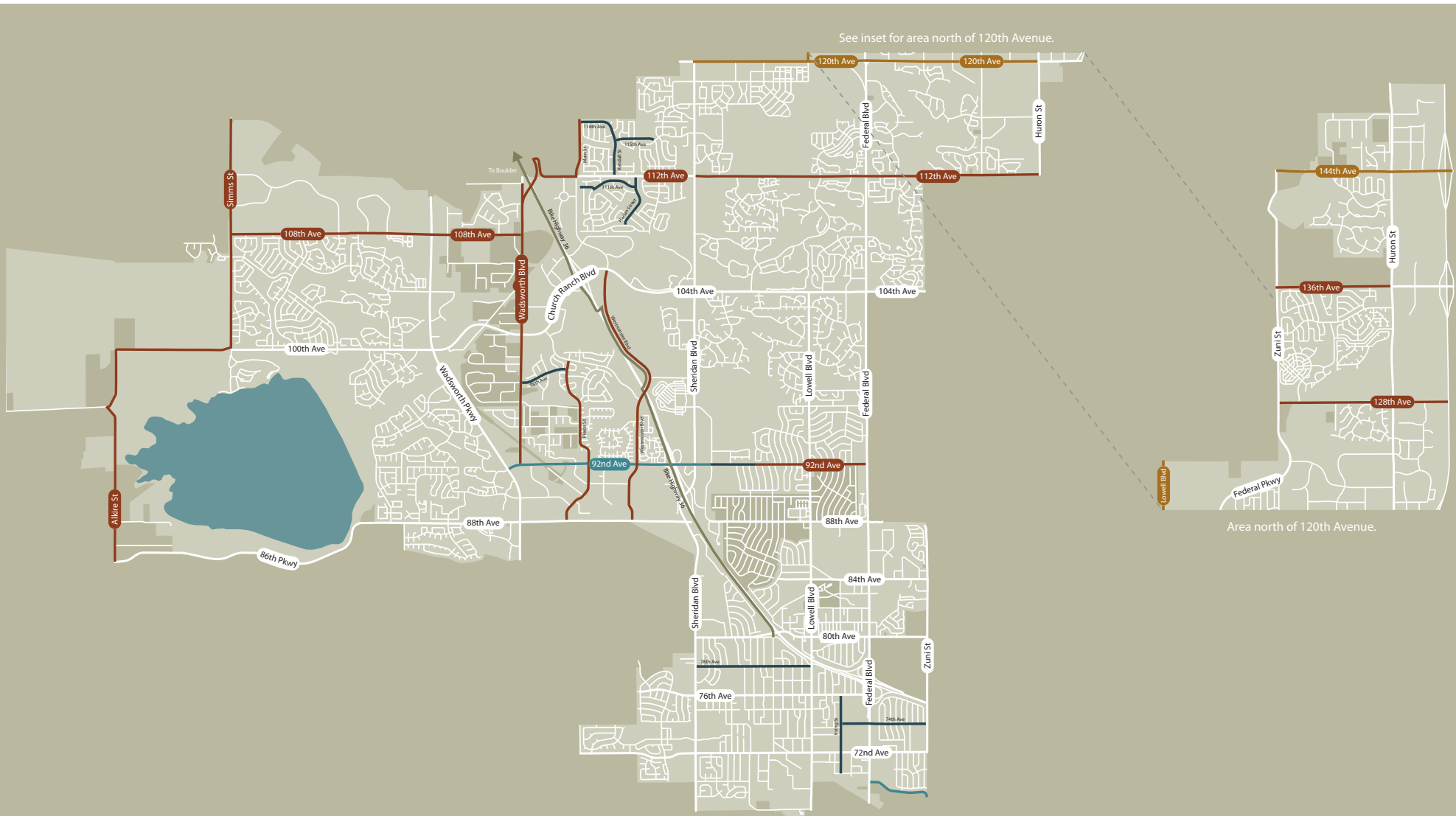


See inset for area north of 120th Avenue.

Area north of 120th Avenue.

LONG-TERM BIKEWAY PRIORITIES

- Proposed Sidepath
- Proposed Bicycle Lane
- Proposed Highway 36 Bike Route
- Proposed Signed Bicycle Route
- Proposed Shared Use Lane Markings
- Unincorporated Areas



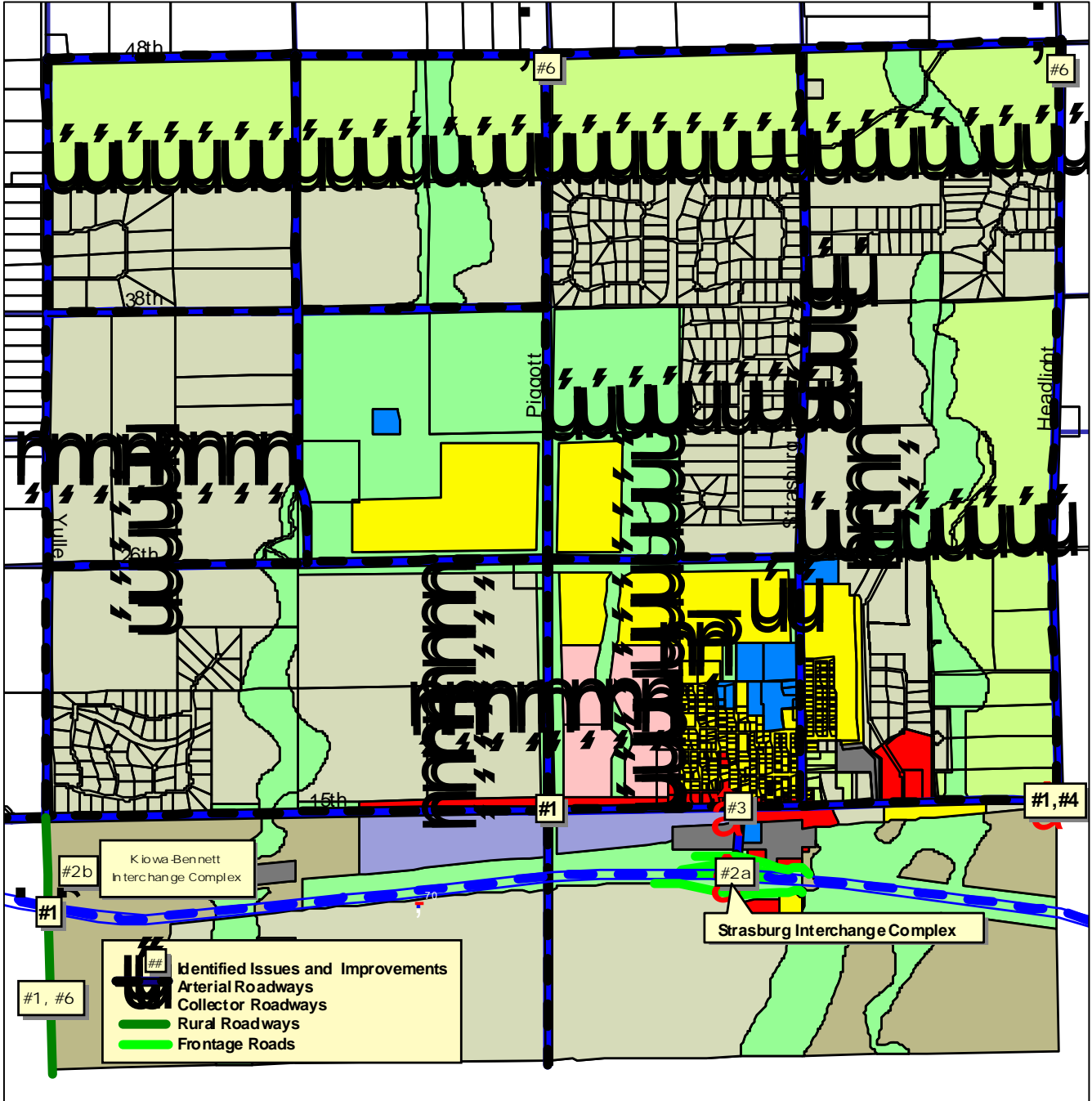
See inset for area north of 120th Avenue.

Area north of 120th Avenue.

Other

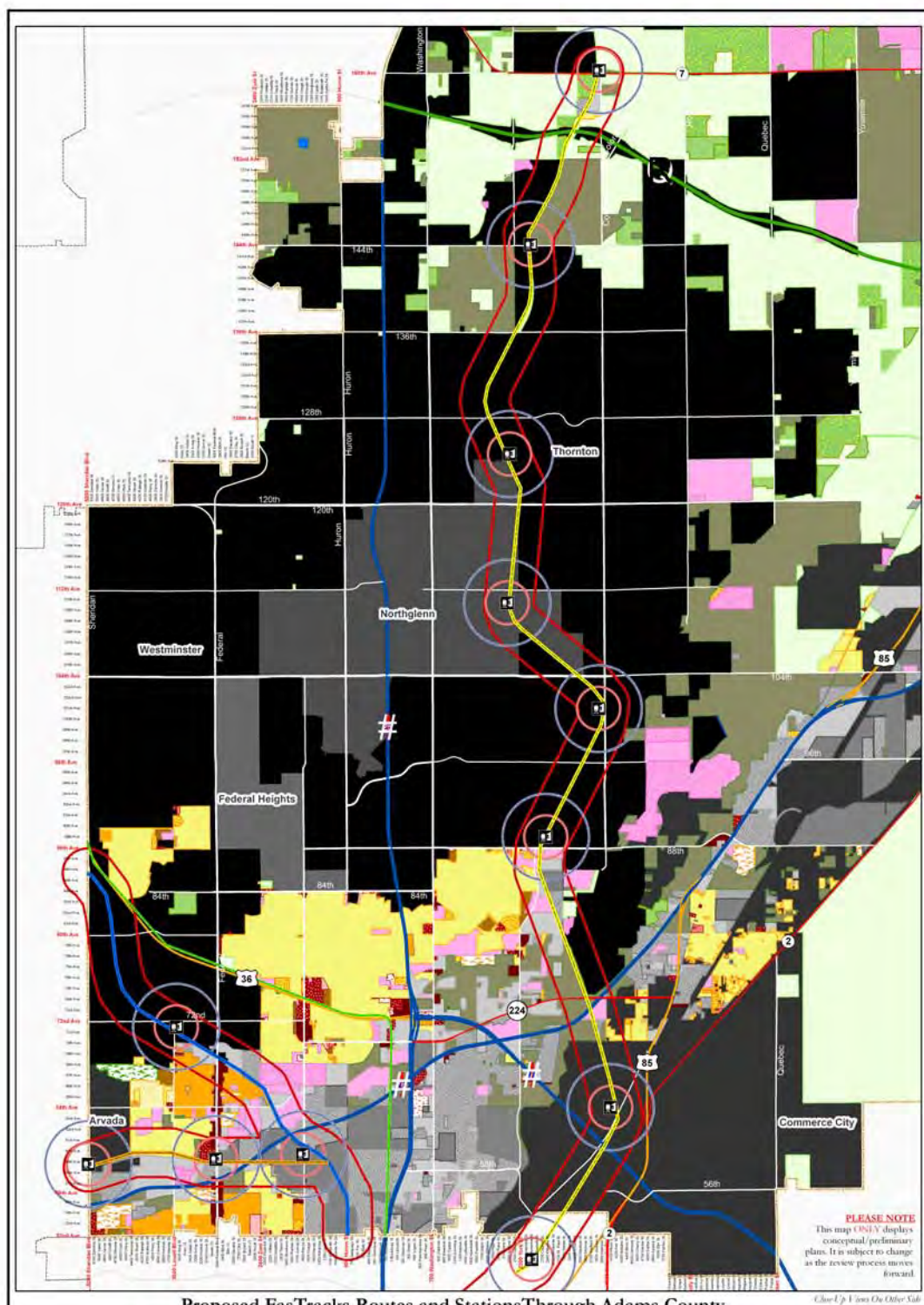
- Strasburg Circulation Plan
- Proposed FasTracks Routes and Stations through Adams County Map
- Page 31: Proposed Solutions
- Figure 4.4 Preferred Alternative Bus Network
- Map 3.1 2013-2020 & Existing FastConnects Locations
- Map 3.2 2013-2020 FasTracks Corridors and Bus Services
- Exhibit 9-14: FRA Developed Rail Network Alignments Map
- Figure 4-1: 2035 Build Bus Network
- Smart Commute Metro Transportation Management Organization Map

Circulation Plan



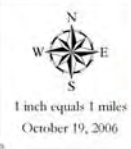
The circulation plan map shows the ultimate roadway classification and depicts a series of collector streets throughout the planning area. Appropriately classified roadways ensure adequate traffic circulation.

The collector road facilities depicted indicate the need for future development to construct collectors for access onto the arterials. The actual alignment of collector roadways is to be determined at the time of development.



PLEASE NOTE
 This map (031)V displays conceptual/preliminary plans. It is subject to change as the review process moves forward.

Proposed FasTracks Routes and Stations Through Adams County



LEGEND	
Light Rail Corridors	Zoning Districts
Bus Rapid Transit	R-4 Residential
Gold Line	R-E Residential
North Metro	R-1-A Residential
US 36/Longmont Corridor	R-1-C Residential
Light Rail Stations	R-2 Residential
Municipal Boundary	R-3 Residential
1/4 Mile Buffer	M-1 Commercial
1/2 Mile Buffer	A-1 Agricultural
1500 Feet Buffer	A-2 Agricultural
County Boundary	A-3 Agricultural
	CO Commercial
	C-0 Commercial
	C-1 Commercial
	C-2 Commercial
	C-3 Commercial
	C-4 Commercial
	C-5 Commercial
	I-1 Industrial
	I-2 Industrial
	I-3 Industrial
	Other
	P-U-D (Preliminary)
	Public Land

Adams County Planning and Development Department
 Geographic Information Systems
 Systems Services Center
 12200 N. Peoria St.
 Westminster, CO 80024
 303-680-8000

Disclaimer: The proposed FasTracks routes and station locations data are obtained from GIS. Adams County cannot be responsible for consequences resulting from omissions or errors in the data.

Click & Drag To Other Side

Proposed Solutions

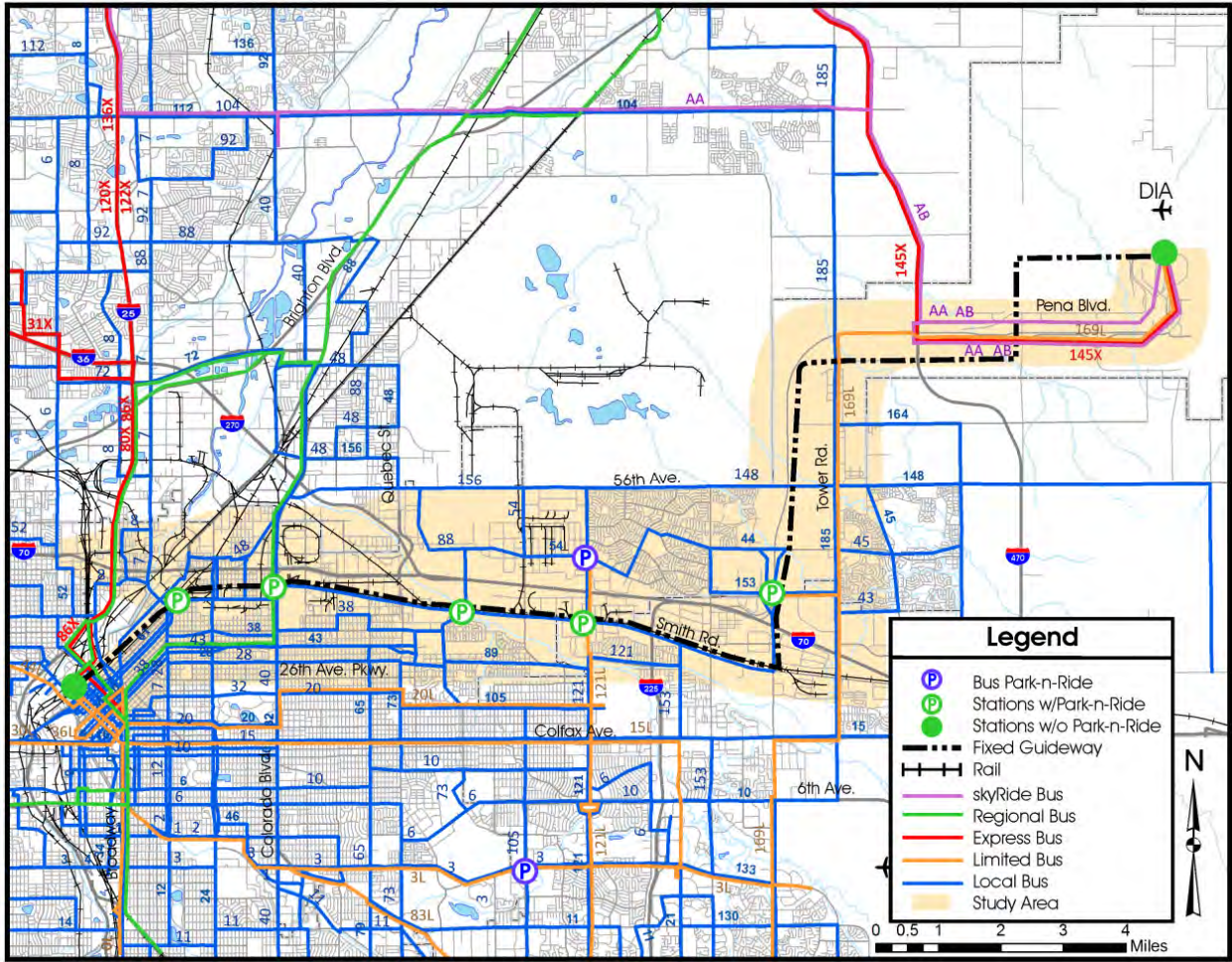


- Existing open space
- Expanded open space to enhance the Clear Creek amenity
- Clear Creek Parkway - east-west connection from Federal to Pecos on the north side of I-76
- Collector road from Federal to Pecos under I-76 forming a connection between the two stations



60th Avenue under I-76

Figure 4.4
Preferred Alternative Bus Network



Map 3.2 2013-2020 FasTracks Corridors and Bus Services

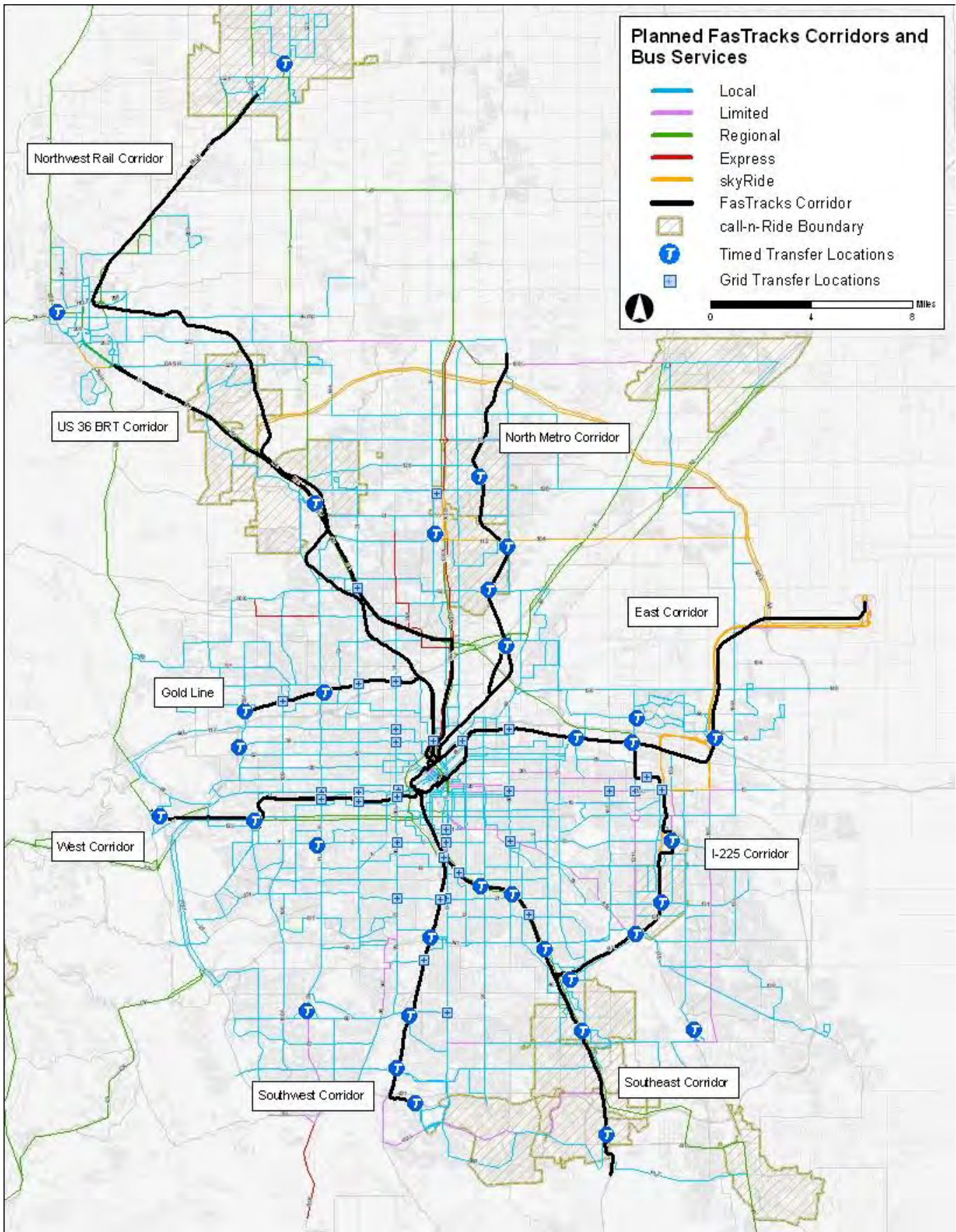


Exhibit 9-14: FRA Developed Rail Network Alignments Map

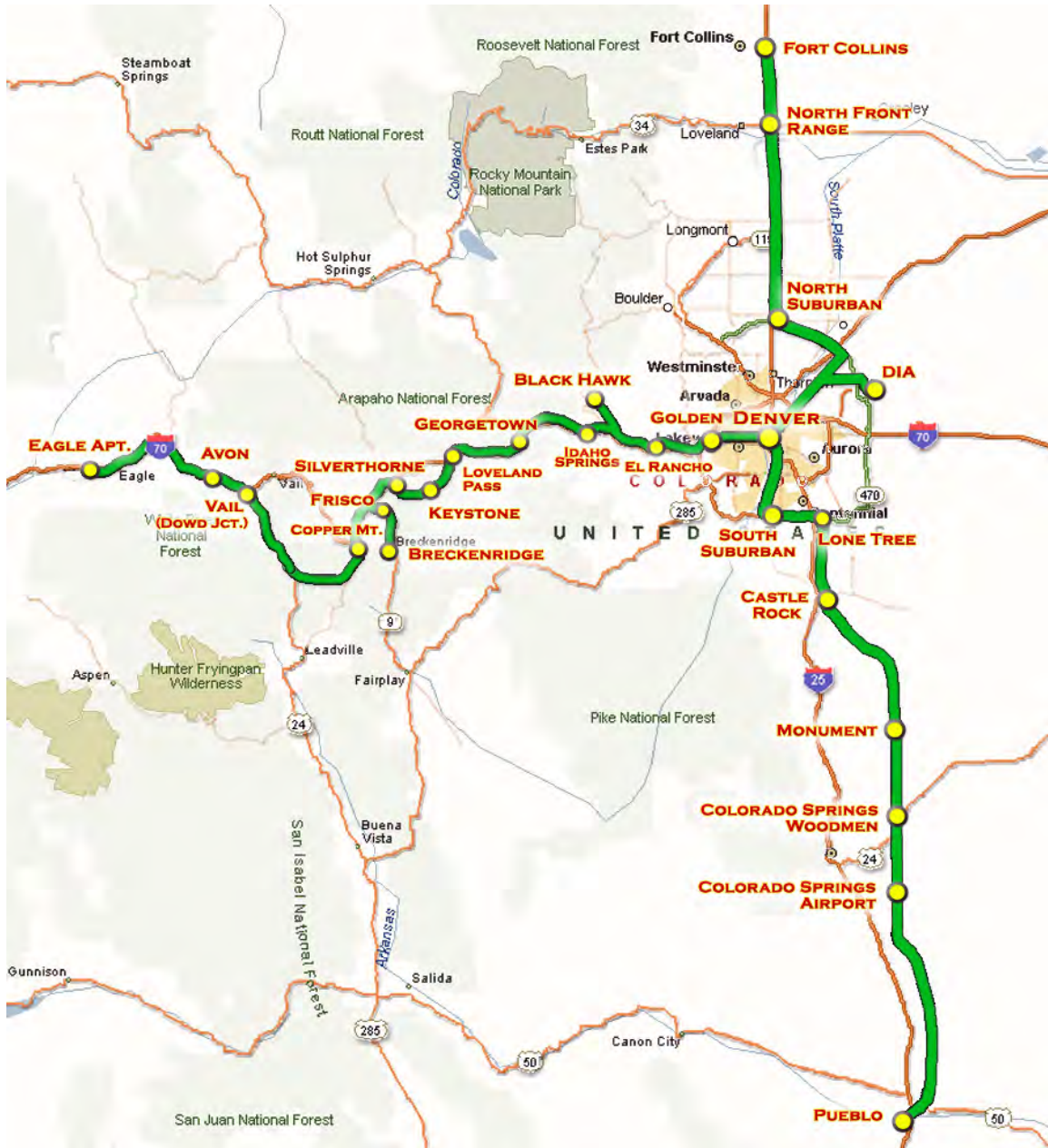
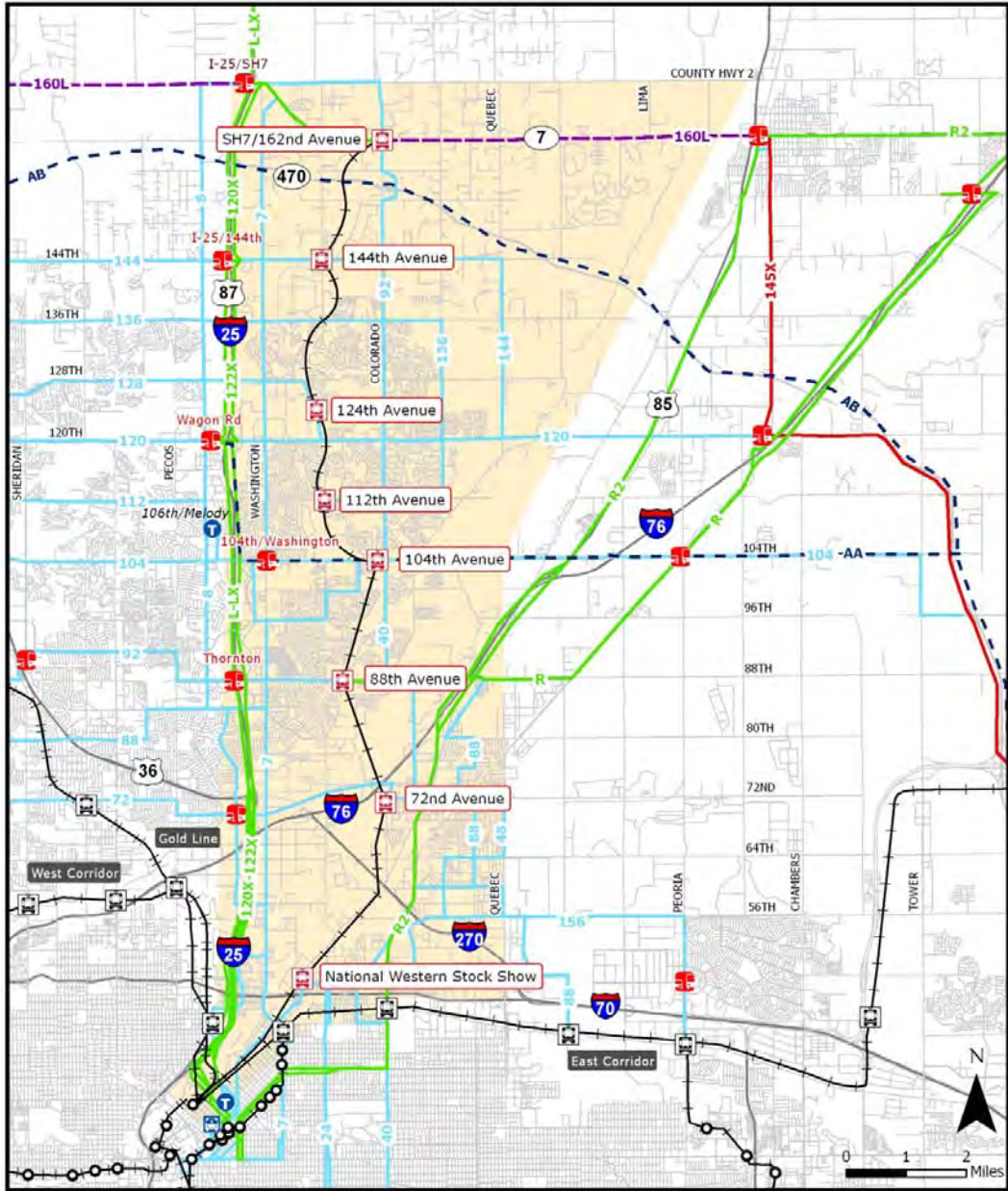


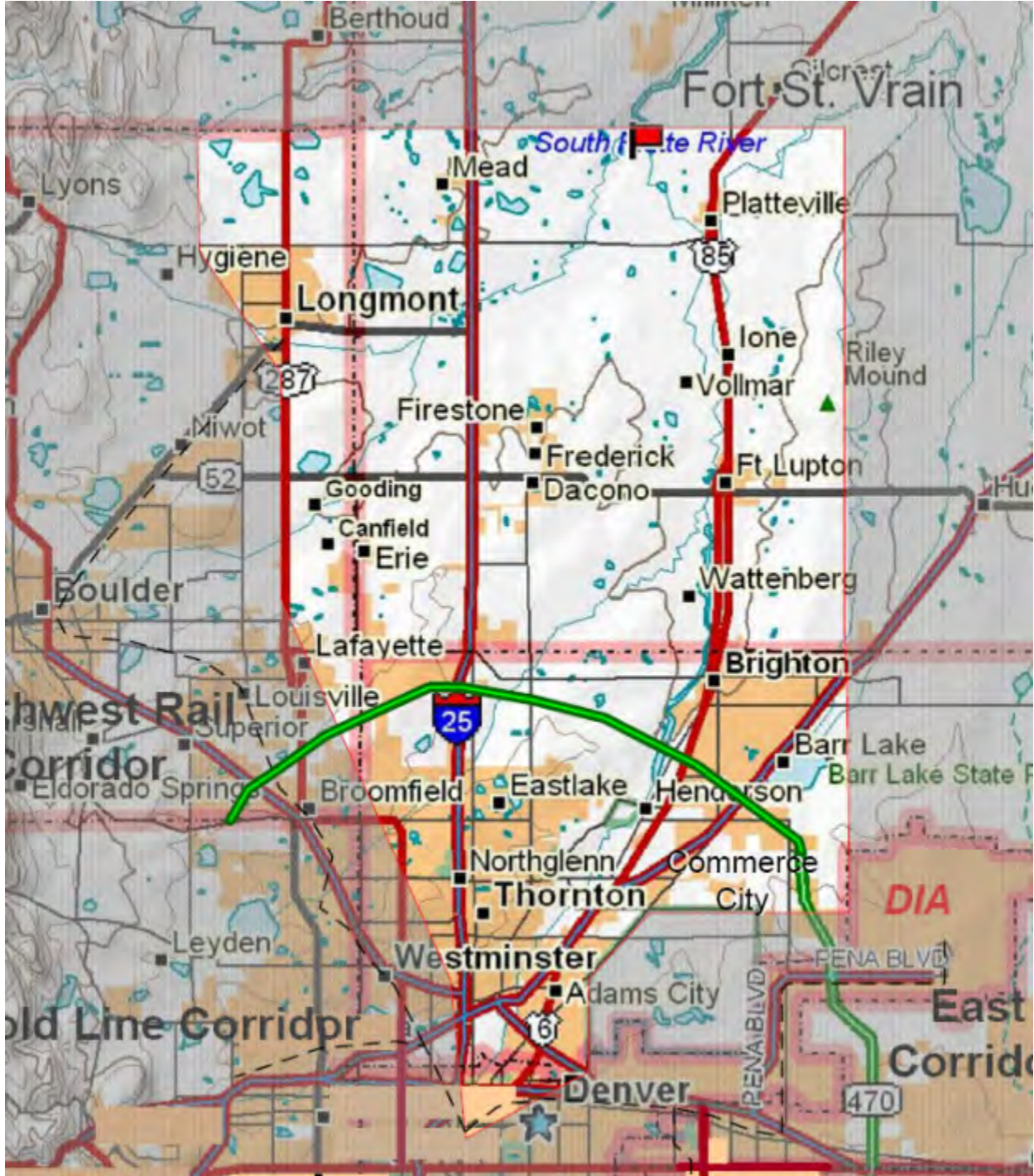
Figure 4-1: 2035 Build Bus Network



Legend

- | | | | | |
|-------------|---------|-------------------------|----------------|---------------------------------|
| Local Route | Express | North Metro CRT Station | Transfer Point | North Metro Corridor Study Area |
| Regional | SkyRide | CRT Station | park-n-Ride | |
| Limited | Rail | LRT Station | Bus Terminal | |

Smart Commute Metro Transportation Management Organization Map



Appendix D 2010 Countywide Priorities

2010 Adams County Hearing Priority Projects Timeline

Mode/ Priority #	Priority Project	2010	2011	2012	2013	2014	(Lead) Participants	Status
R&B / On-going	Clear Construction for U.S. 85 & S.H. 44 Intersection Improvements.						(Commerce City)	Moving Forward
R&B/ On-going	Clear Construction for U.S. 85 & Bromley Intersection Improvements.						(Brighton)	Moving Forward
R&B/ On-going	Clear Construction for U.S. 44 widening from U.S. 85 to S.H. 2.						(Commerce City)	Moving Forward
R&B / CDOT R6 #1	I-25 PEL -- Develop scope of work/ RFP and start study.						(CDOT) Thornton, Westminster, Northglenn, Adams County	Waiting for CDOT to request assistance from local jurisdictions on scope of PEL study. CDOT has \$1,000,000 budgeted for study.
R&B / CDOT R6 #4	S.H. 128 & U.S. 287 Intersection Improvements -- Phase I NEPA and Design.	Maint. coord.			Design/ NEPA	Const	(Westminster) CDOT	Moving forward CDOT is contributing \$750,000.
TRANSIT/ #1 Multi- Modal	Adams County Westside Call-n-Ride -- Support DRCOG TIP application in 2012!						(Federal Heights) Northglenn, Thornton and Adams County	FH to take lead on DRCOG TIP application. Service would operate from 2012-2014. County letter of support submitted.
TDM/ #1 TDM	Adams County TMO -- Support DRCOG TIP application in 2012!						(Thornton) NATA members, Possibly county	Thornton to submit TIP application. Focuses on I-25, U.S. 85, North Metro corridors. \$100,000 Fed/\$25,000 LM.
TRANSIT	FASTER Projects for Consideration:							
TRANSIT PRIORITY	<ul style="list-style-type: none"> Parking Structures for South Westminster Station and Clear Creek at Federal Station. 	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	(Adams County) Westminster	AdCo and Westminster submitted for FASTER – 11/1/10 \$1.25 million per parking garage.
	<ul style="list-style-type: none"> Park-n-Rides along I-25 at 144th & S.H. 7. 	Timeframe(s) to be determined					(Thornton)	Thornton to coordinate meeting with RTD and CDOT on P&R(s) along I-25 – did not submit for FASTER.
	<ul style="list-style-type: none"> Rural Transit Enhancement Opportunities. 						TBD	
	<ul style="list-style-type: none"> Senior Transit Enhancement Opportunities. 						TBD	

Updated: November 24, 2010

Adams Movers Group (AMG)

2010 Adams County Hearing Priority Projects Timeline

Mode/ Priority #	Priority Project	2010	2011	2012	2013	2014	(Lead) Participants	Status
R&B/ CDOT R6 #3	U.S. 85 & 120th Interchange -- CDOT support for strategizing how to move project forward.						(Adams County) Brighton, Commerce City, CDOT	TBD
R&B/ CDOT R6 #7	I-76 & S.H. 7 Interchange feasibility study.						(Brighton) CDOT	Moving forward
R&B/ CDOT R6 #2	S.H. 44 Improvements -- Support Phase I NEPA and Design of corridor from Riverdale to U.S. 85.			NEPA	DESIGN		(Adams County) CDOT, Commerce City and Thornton	Adams County to take lead on TIP application. CDOT to verify they can manage the phase I work, and will also support our application to DRCOG.
R&B/ CDOT R1 #1	S.H. 79 Improvements and Grade Separation with the UP Railroad -- Begin Phase I NEPA and Design.						(Bennett/AdCo) CDOT	CDOT R1 Meeting October 28, 2010. Minimum \$1.8 million for PEL study in 2014. Met w/ CDOT on 8/30/2010 – currently developing purpose and need for PEL study.
R&B/ CDOT R6 #9	S.H. 7 between 164th and Yosemite -- Begin Phase I NEPA and Design.						(CDOT) Adams, Brighton, Thornton	?
R&B/ CDOT R6 #5	U.S. 287 & 92nd Intersection Improvements -- Begin Phase I NEPA and Design.				NEPA/ DESIGN	ROW/ CONST	(Federal Heights) Westminster CDOT	FH to take lead on submitting application for DRCOG TIP funding. CDOT contributing \$500,000.
R&B/ CDOT R6 #8	U.S. 85 & S.H. 44 -- Conduct Interchange Feasibility Study.							TBD
R&B/ CDOT R6 #10	S.H. 95 & U.S. 36 Interchange -- Complete Preliminary Design.							TBD
R&B/ CDOT R6 #6	U.S. 85 & 60th Interchange Feasibility Study.							I-70 EIS preferred alignment – realignment options potentially create a need to improve this intersection.

= AMG working through DRCOG TIP submittal w/ CDOT support

=AMG working directly with CDOT on specific study/effort