Pecos Corridor Study

Final Report

DRAFT 2026

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DENVER REGIONAL COUNCIL OF GOVERNMENTS

ADAMS COUNTY
COLORADO

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Acronyms

Advancing Adams TMP - Transportation Master Plan

CAC - Community Advisory Committee

CDOT - Colorado Department of Transportation

DRCOG - Denver Regional Council of Governments

PUD - Planned Unit Development

TAC - Technical Advisory Committee (TAC)

TIF - Tax Increment Financing

TOD - Transit-Oriented Development

Executive Summary

Project Overview

The purpose of the Pecos Corridor Study is to develop a community-informed vision and implementation plan for addressing safety concerns and enhancing access for all roadway users. This study was led by the Denver Regional Council of Governments (DRCOG) as part of its Community Based Transportation Planning program in coordination with Adams County.

Study Area

The study evaluates Pecos Street between West 62nd Parkway and West 84th Avenue - a critical link for residential neighborhoods, commercial retail, schools, industrial, and regional transportation. The corridor was divided into three character areas based on sense of place and current land use.

Study Timeline

The study took place from April 2025 to March 2026 and was organized into three key milestones: corridor conditions, street design development and evaluation, and the visionary street design.

Pecos Corridor Study Area

Project Timeline

Project Kickoff
April 2025

Getting to know the corridor
April - June 2025

Identifying and evaluating alternatives
July - October 2025

Alternative recommendation and implementation plan
November 2025 - February 2026

Final plan complete
March 2026

Our Vision for the Future

The vision for Pecos Street was developed collaboratively with project partners and the community. It builds on the needs and mobility recommendations identified in prior local and regional plans, while incorporating key themes from the first community engagement milestone. These insights helped shape both the language of the vision and the goals used to evaluate street design options.

Vision Statement:

Pecos Street fosters a vibrant community by connecting people safely and seamlessly to homes, schools, services, jobs, and open space and trails – whether walking, biking, rolling, or driving.

Goals:

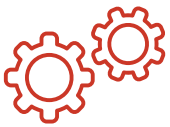
Safety
Reduce crash risk for all roadway users and eliminate serious and fatal crashes.

Mobility
Ensure the smooth and coordinated movement of people and goods.

Connected
Provide seamless connectivity between neighborhoods, community destinations, and employment centers.

Integrated
Support the community by creating people-centered spaces for those who live, work, and travel along the corridor.

Economic Vitality
Support economic growth and opportunity through infrastructure investment while strengthening and supporting local businesses.



Stewardship
Maintain transportation infrastructure through proactive maintenance.

Consistent
Align corridor projects with the county's established vision, goals, and policies and community needs.

Current Conditions

Pecos Street is a key north–south corridor serving regional traffic, freight, transit, and access to surrounding neighborhoods. Daily traffic volumes in 2023 and 2025 ranged from 16,500 to 25,500 vehicles, with speeds frequently exceeding the posted limit. The corridor plays an important freight role in the southern segment, while truck activity decreases to the north.

Safety is a primary concern. Pecos Street is part of DRCOG's Regional High Injury Network and experienced 771 crashes between 2019 and 2023, resulting in 204 injuries, 32 serious injuries, and two fatalities, with the highest concentration of severe crashes near US 36. Transit service is provided by bus routes 19 and 72 and commuter rail lines B and G at Pecos Junction, though bus stop amenities are generally limited. There are limited active transportation facilities, with no dedicated bicycle infrastructure and narrow sidewalks in many locations.

While the roadway has sufficient capacity to accommodate traffic, high speeds, safety challenges, freight operations, and limited multimodal facilities highlight the need and opportunity to reconfigure Pecos Street within its existing footprint to better serve all users.

Community Voices

The study team employed a variety of strategies to inclusively and effectively gather feedback and encourage participation throughout the study. The engagement approach centered on collaboration, accessibility, and fairness to ensure that all voices - especially those historically underrepresented and most vulnerable - were included in the decision-making process.

To do this, the team was flexible and adapted strategies based on what worked best for the communities we were trying to reach. Tactics included attending existing community meetings and events, providing translation and interpretation services, partnering with community leaders, simplifying engagement tools, and providing compensation.

Process

Over the course of 12 months, the study included 3 engagement periods that coincided with important study milestones. The community helped the study team identify specific issues and needs they experience on the corridor, evaluate the mobility improvement options, and refine the draft street design concept.

Community Engagement at a Glance

The major cornerstones of the study's engagement efforts are summarized below.

Community Advisory Committee (CAC)

The CAC was comprised of community members and leaders that provided guidance at each engagement milestone.

3 **Meetings** where members engaged in lively discussions around the study materials.

18 **People** actively participated in the CAC.

Listening Sessions

During the first two milestones, the team met with community groups to learn about their concerns and needs for Pecos Street.

16 **Sessions** where people shared their lived experiences traveling along Pecos Street and their vision for the future.

Community Questionnaires

At each milestone, the community was asked to provide specific feedback that helped guide the project team.

742 **Total submissions** to the online and in person surveys throughout the course of the study.

Community Events

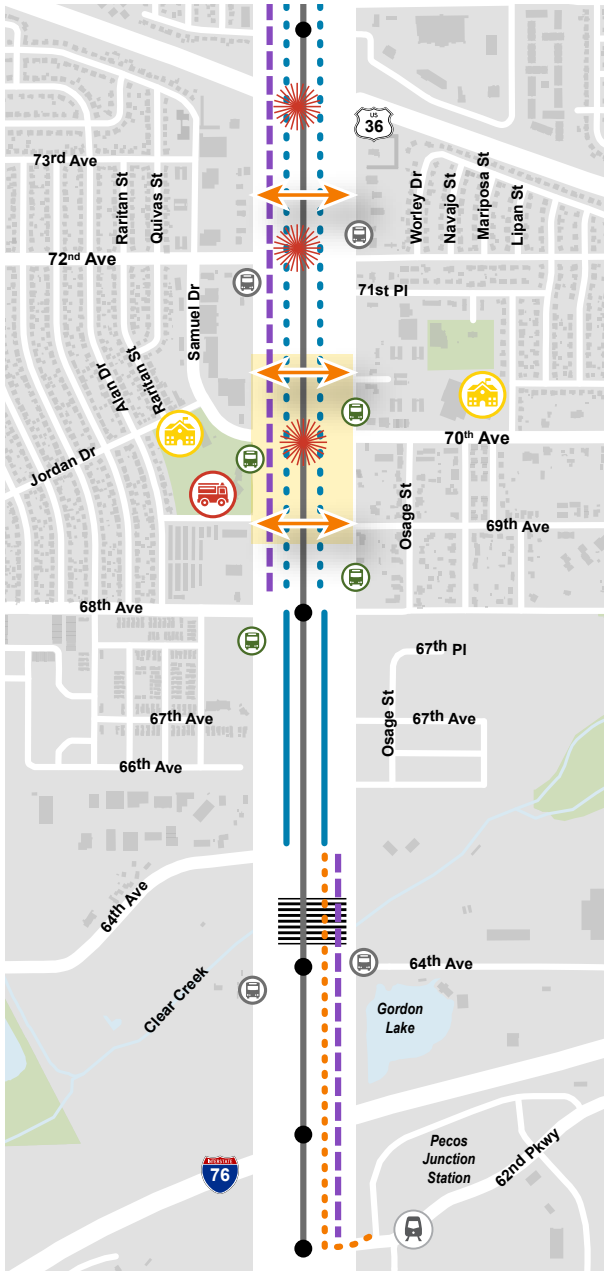
336 **People** who spoke to our project team at community events and listening sessions.

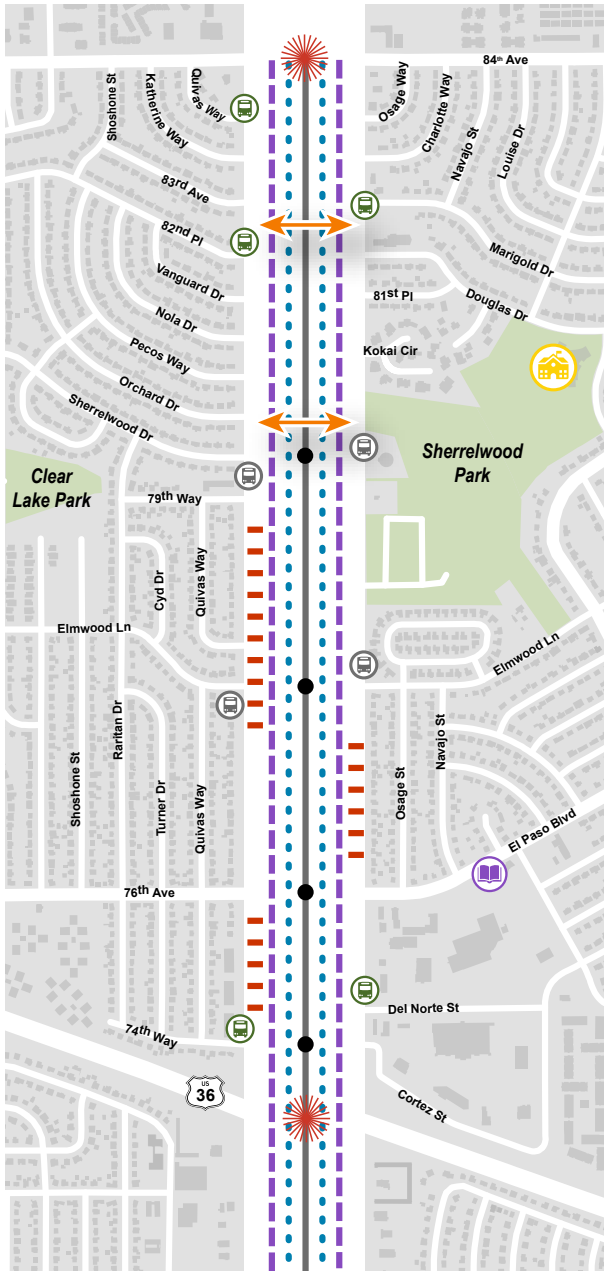
Visionary Pecos Street Design

The visionary design illustrates how Pecos Street could function and feel in the future by presenting a preferred direction rather than a final or fully engineered solution. It assumes that improvements would be implemented gradually as funding and opportunities become available and acknowledges that additional technical study, coordination, and design refinement will be required. The design will also continue to be shaped through ongoing community and stakeholder engagement prior to implementation.

- Major Intersection Improvement
- Minor Intersection Improvement
- Raised Concrete Median
- Pedestrian Crossing Improvement
- Pedestrian Bridge
- Wide Sidewalk
- Sidewalk Level Bike Lane
- On-Street Protected Bike Lane
- Raised Bi-directional Bike Lane
- On-Street Parking
- School Zone
- New and/or Upgraded Bus Stop
- Existing Bus Stop
- School
- Library
- Fire Station

Proposed Pecos Street Improvements





01

Getting Started

Welcome

The Pecos Corridor Study focuses on developing a community-informed vision and implementation plan to address safety concerns and improve access for multiple modes of transportation along Pecos Street in Adams County. The study provides a foundation for a conceptual street design, funding requests, and guidance for private development to advance safety and mobility improvements.

Adams County and the Denver Regional Council of Governments (DRCOG) collaborated with community partners, public agencies, and local jurisdictions to create a planning-level design and implementation plan.

The study was funded through DRCOG's Community-Based Transportation Planning Program, which provides technical assistance to member jurisdictions to address mobility challenges in historically marginalized communities.

The Study's Importance

In 2022, Adams County identified Pecos Street as one of five strategic corridors in the *Advancing Adams Transportation Master Plan (Advancing Adams TMP)*. Pecos Street was selected due to numerous challenges along the corridor, including limited pedestrian and bicycle facilities, poor connectivity to Pecos Junction Station, and high travel demand.

Pecos Street lacks a clear identity, with land uses ranging from heavy industry near I-76 to low-density residential areas north of 76th Avenue. *Advancing Adams TMP* recognized the corridor's potential to support major employment centers and the need for multimodal facilities, enhanced bus stops, and improved connections to Clear Creek Trail.

This study builds on those recommendations by providing a clear concept for the corridor and strategies for implementation to bring the vision to life.

How This Plan Was Created

The study team gathered broad input from community members and partners, including business owners, employees, and residents. Representatives from agencies such as the Colorado Department of Transportation (CDOT) and RTD also participated through a Technical Advisory Committee. Together, this feedback helped shape and refine the study recommendation.

Study Area

This study focuses on Pecos Street between West 62nd Parkway and West 84th Avenue. The project area includes three distinct character areas extending a half mile on either side of the corridor, from Zuni Street to Huron Street. In addition, a larger Influence Area—one mile on either side of Pecos Street—was defined and used in the existing conditions analysis to understand the broader corridor context.

Pecos Street varies considerably from south to north in terms of land use, right-of-way width, access control, and multimodal facilities. The study team identified three distinct character areas that had unifying features in which to tailor recommendations.

The Study Area is shown in Map 1.

Character Area 1 (*Industrial)*

West 62nd Parkway to West 64th Avenue

Character Area 2 (*Mixed-Use Commercial)*
West 64th Avenue to West 76th Avenue/ El Paso Boulevard

Character Area 3 (*Residential)*

West 76th Avenue/El Paso Boulevard to West 84th Avenue

Map 1. Study Area

02

Understanding Pecos Street Today

Current Conditions

The first phase of the study included a comprehensive assessment of existing conditions along Pecos Street, including traffic operations, crash history, surrounding land uses, transit use, and key community assets. This review was conducted to develop a clear understanding of corridor needs, challenges, and priorities to inform and guide the study's recommendations.

The complete Existing Conditions Report is provided in Appendix C; this chapter summarizes the key findings.

Planning Context

Regional and local plans provide frameworks, priorities, and strategies that directly influence how the corridor can evolve. The team conducted an in-depth review of relevant plans to align study recommendations with the broader community and regional goals. Six notable plans are highlighted below.

Adams County Enhancing Short Trips (2025)

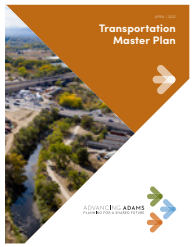
This plan explores the feasibility of providing shared fleets for short trips, such as car share, community shuttles and micromobility. The plan identifies costs, operating hours and funding strategies to implement microtransit for neighborhoods along Pecos Street to connect residents to everyday services.

DRCOG North Federal Community Transportation Plan (2024)

This community-based plan identifies transportation needs and priorities along the North Federal corridor, with a focus on safety, micromobility, and neighborhood connectivity. The plan proposes a County-led microtransit zone south of US 36 and north of I-76 to connect residents to everyday services.

Advancing Adams County Comprehensive Plan (2022)

The Comprehensive Plan establishes a long-term vision for land use, transportation, housing, and economic development in Adams County. It calls for a multimodal transportation system that supports livable communities, improves safety, and aligns transportation investments with land use and equity goals.



Adams County Transportation Master Plan (2022)

This plan provides a countywide framework for prioritizing transportation investments across all modes, including roadways, transit, bicycling, and walking. The plan identifies Pecos Street as one of five strategic corridors and recommended multimodal improvements, transit-oriented development, and trail connectivity.

Adams County Parks, Open Space, and Trails Master Plan (2022)

The Parks, Open Space, and Trails Master Plan guides the development and preservation of parks and trail systems across the county. The plan recommends a 10-foot protected commuter trail along Pecos Street to Clear Creek Trail and improvements to below-grade trail connections.

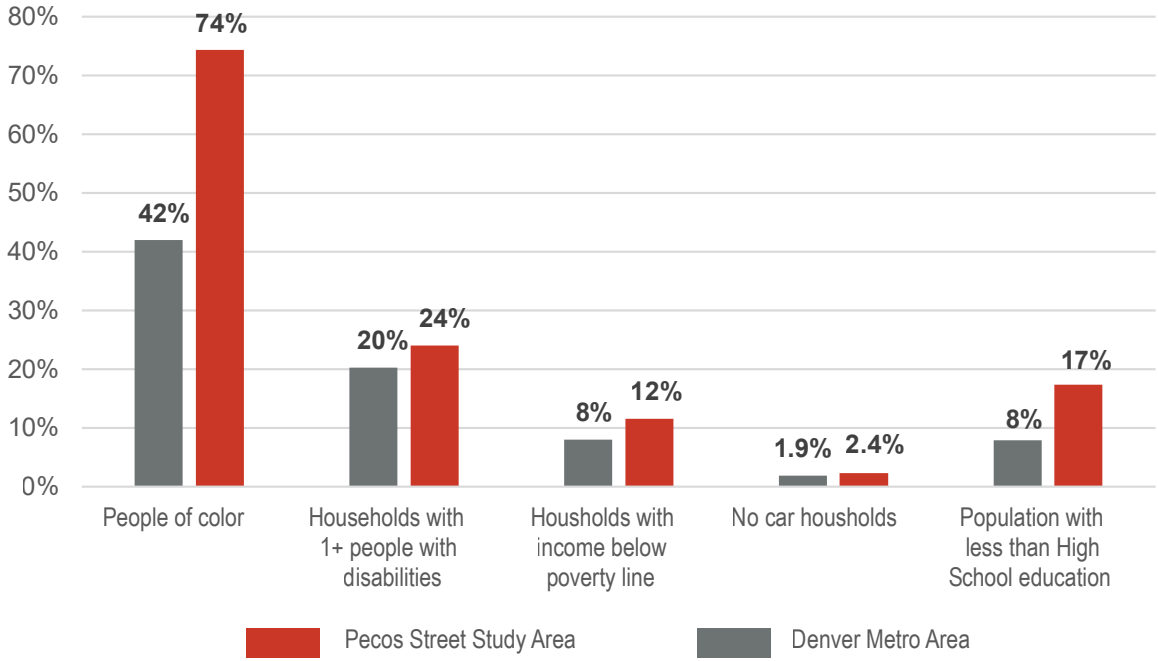
Adams County Americans with Disabilities Act (ADA) Transition Plan (2015)

The ADA Transition Plan outlines actions to improve accessibility in the public right-of-way and at county facilities. It prioritizes the removal of barriers and the implementation of accessible sidewalks, curb ramps, and crossings to ensure compliance with ADA requirements.

Community Character

Compared to the broader Denver metro area, the community surrounding Pecos Street includes a higher share of historically underrepresented and vulnerable populations. The community is home to more racially and ethnically diverse residents, lower levels of educational attainment, and higher rates of poverty. The area also has a greater share of Spanish-speaking residents with limited English proficiency, lower homeownership rates, and older housing stock. Many households experience housing cost burdens, longer commute times, and reduced access to vehicles or health insurance compared to the greater metro area.

Figure 1. Community Characteristics



Source: American Community Survey, 2022

6%

of Spanish speakers speak English less than “very well.”

56%

of residents are homeowners compared to 64% in the greater Denver metro area.

1971

is the median year homes were built in the study area.

25%

of both renters and homeowners have gross housing costs at 30% or more of their income.

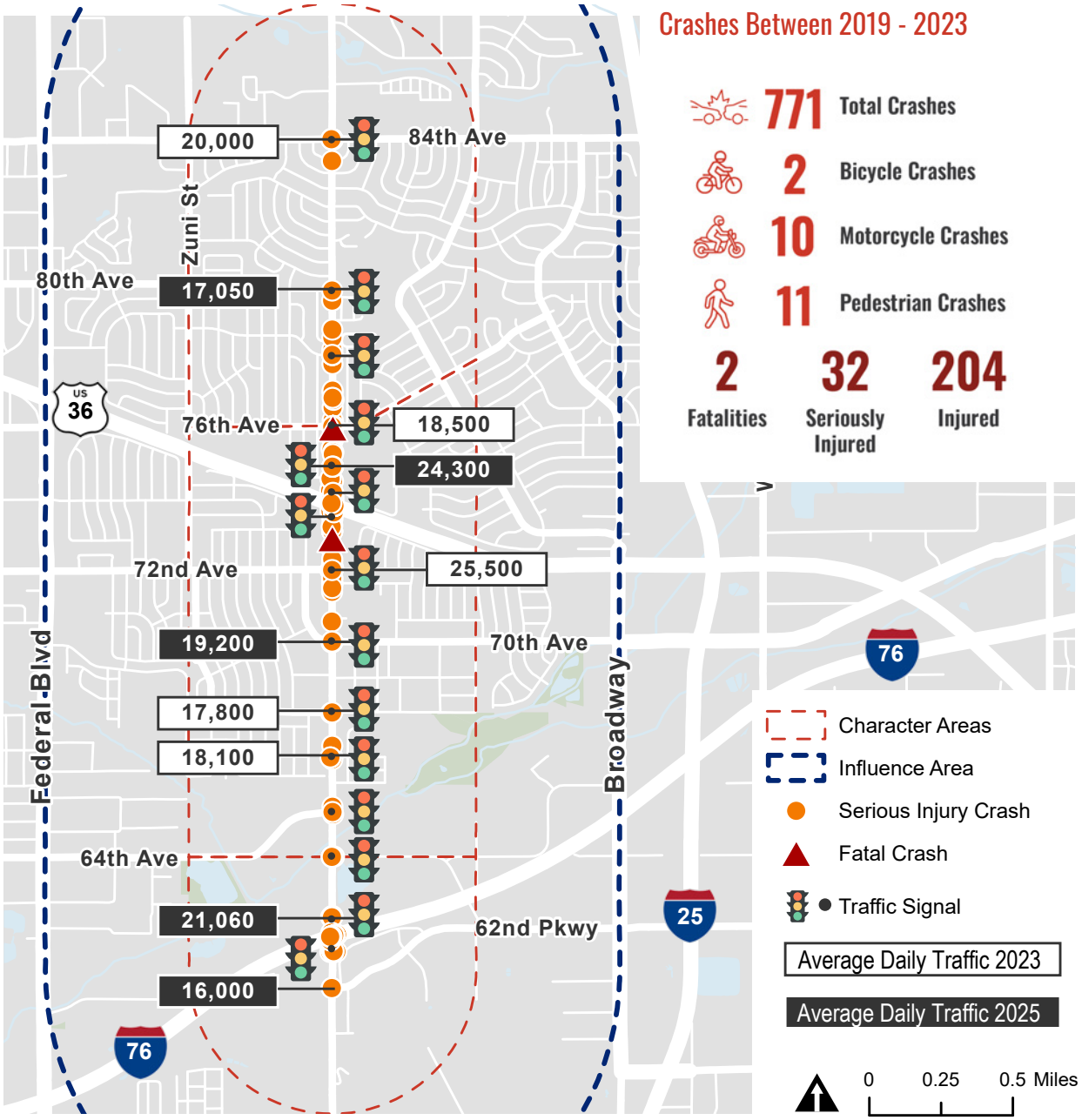
Traffic

Daily traffic volumes along Pecos Street in 2023 and 2025 range from approximately 16,500 to 25,500 vehicles per day, with the highest volumes occurring near the US 36 interchange. Speeds along the corridor frequently exceed the posted 35 mph speed limit, with the speeds of the typical flow of traffic exceeding the speed limit by up to 9 mph. Pecos Street facilitates freight movement between industrial areas in Character Area 1 and I-76. Freight volume decreases significantly north of West 64th Avenue.

Safety

Pecos Street is on DRCOG's Regional High Injury Network, meaning the street experiences a disproportionately high number of fatal and serious injury crashes. Between 2019 and 2023, there were 771 crashes within 100 feet of Pecos Street - excluding crashes on I-76 and US 36. Of those crashes, there were 204 people injured, 32 seriously injured, and 2 fatalities. Five intersections—primarily clustered near the US 36 interchange—have been identified as high-risk locations for frequent and severe collisions. The most common severe crash types in the corridor include rear-end, broadside (side-impact), and approach turn (left-turn) collisions.

Map 2. Traffic and Safety on Pecos Street



Transit

The study area is served by Route 19, Route 72, and commuter rail lines B and G at Pecos Junction. Ridership data from September 2024 to January 2025 indicate the areas along Pecos Street with the highest boardings and alightings are West 76th Avenue and Del Norte Street, West 72nd Avenue, and West 84th Avenue. These areas have a higher concentration of transit supportive uses such as multifamily homes, commercial, and retail activity. Bus stop amenities and conditions along the corridor are subpar. Many stops lack benches or shelters and those that do exist are outdated and in need of repair or replacement.

Active Transportation

Pecos Street currently lacks dedicated bicycle facilities, and there are no other dedicated parallel routes to create safe connections to the Clear Creek Trail to the south and the Niver Creek Trail to the north. People often ride on the sidewalk to make connections by bike.

Sidewalks are present along the length of the corridor, with conditions varying widely between character areas. On average sidewalks measure less than 6 feet wide, with some sections less than 4 feet wide.

Map 3. Multimodal Connections

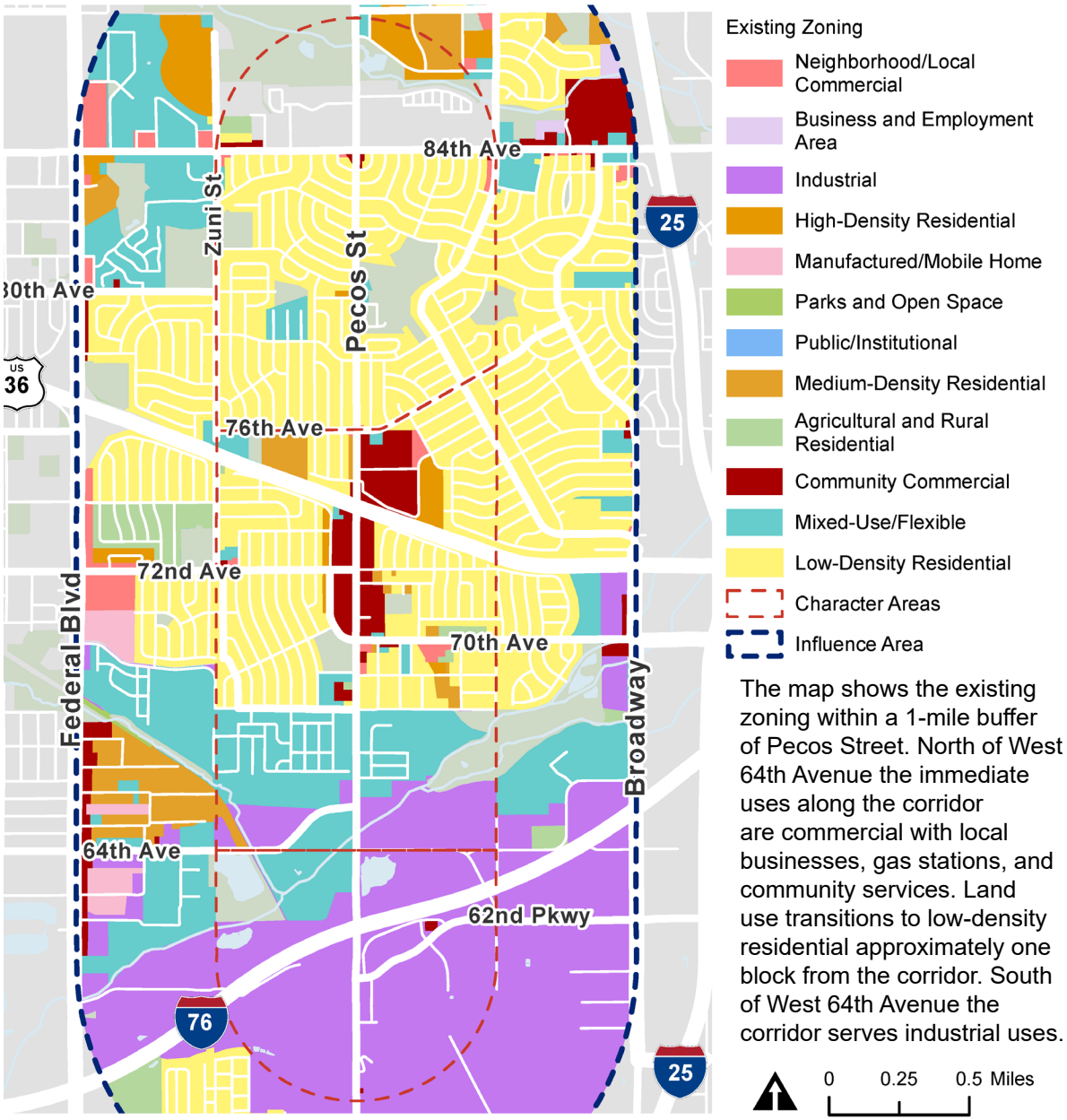
Land Use and Economics

The land uses adjacent to Pecos Street changes from south to north, with heavier industrial uses concentrated around the I-76 interchange, transitioning to commercial around US 36, then becoming low-density residential up to West 84th Avenue. There are numerous community resources within walking distance of Pecos Street including several schools, a medical facility, library, and grocery store. Within the study area, there are roughly 4,700 jobs that range from manufacturing to food services to retail to healthcare.

Key Issues and Challenges

Pecos Street serves a variety of needs for the community, and at the same time can be challenging to travel along due to high speeds and inadequate multimodal facilities. The corridor has sufficient capacity to support existing and future traffic volumes, and there is opportunity to reconfigure the roadway within the existing footprint to better serve all roadway users. Challenges considered as part of the alternatives development process include freight truck movement, busy interstate ramps, serious safety issues, and a growing community with evolving transportation needs.

Map 4. Surrounding Land Uses



The map shows the existing zoning within a 1-mile buffer of Pecos Street. North of West 64th Avenue the immediate uses along the corridor are commercial with local businesses, gas stations, and community services. Land use transitions to low-density residential approximately one block from the corridor. South of West 64th Avenue the corridor serves industrial uses.

03

Community Voices

Our Approach

The study team employed a variety of strategies to inclusively and effectively gather feedback and encourage participation throughout the study. The engagement approach centered on collaboration, accessibility, and fairness to ensure that all voices - especially those historically underrepresented and most vulnerable - were included in the decision-making process.

To do this, the team was flexible and adapted strategies based on what worked best for the communities we were trying to reach. Tactics included attending existing community meetings and events, providing translation and interpretation services, partnering with community leaders, simplifying engagement tools, and providing compensation.

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Community Questionnaires

At each milestone, the community was asked to provide specific feedback that helped guide the project team.

742 **Total submissions** to the online and in person surveys throughout the course of the study.

Community Events

336 **People** who spoke to our project team at community events and listening sessions.

Community Advisory Committee

The Community Advisory Committee (CAC) played a key role in shaping the study by providing ongoing input throughout the planning process. At the start of the study, residents and community leaders were invited to apply to participate on the CAC, ensuring broad community representation. The CAC helped identify corridor needs, reviewed existing conditions and design alternatives, and provided feedback on tradeoffs and priorities, ensuring that community values, lived experience, and local context informed the recommended corridor concept.

Technical Advisory Committee

The Technical Advisory Committee (TAC) included representatives from local agencies, school districts, and community groups to provide technical input at key milestones of the project. Adams County Public Works, Community and Economic Development, Parks, Open Space and Cultural Arts, Fire Rescue, and the Sheriffs Office in addition to staff from Colorado Department of Transportation, Colorado Motors Carriers Association, Westminster Public Schools, Thornton, Federal Heights, Mapleton Public Schools, and Smart Commute participating in this group.

Engagement Phasing

The project was organized in three key phases with ample opportunity for the community to learn about the project and provide input.

What We Heard

The community provided valuable insights into the issues they experience on Pecos Street and the types of improvements they would like to see in the future. Below is a summary of the key takeaways of what we learned. The full Community Engagement Summary is in Appendix D.

Public Safety & Security

Community members shared that they do not feel safe using Pecos Street, particularly at night. Concerns included unsafe driving behaviors such as speeding and red-light running, as well as illicit activity along the corridor. Bus stops were noted as lacking basic amenities, making them uncomfortable places to wait. As a result, regardless of travel mode, Pecos Street is widely perceived as a corridor to pass through quickly rather than a place to spend time.

Street Conditions

Survey respondents expressed that Pecos Street feels in a state of disrepair. Many noted that uneven pavement creates uncomfortable driving conditions and raises safety concerns. Portions of the corridor also have cracked, uneven, or poorly maintained sidewalks, which limit accessibility for people walking and those using mobility devices.

Pedestrian & Bicyclist Experience

Being a pedestrian, transit rider, or bicyclist on Pecos Street is often uncomfortable and unsafe. North of 76th Avenue, sidewalks are narrow and directly adjacent to fast-moving traffic, and marked crossings are spaced far apart, encouraging people to make unprotected crossings. There are no dedicated bicycle facilities on Pecos Street or nearby parallel routes, forcing people who bike to either ride on the sidewalk or share space with vehicular traffic.

Streetscape Environment

Many people shared that the surrounding land uses and overall streetscape are an eyesore and lack a clear, cohesive identity. Pecos Street is widely perceived as a corridor to move through quickly rather than a place where people want to spend time or invest. Community members expressed a desire for a stronger corridor identity that reflects the surrounding neighborhoods, including elements such as landscaping, trees, seating areas, and public art to brighten the street. At the same time, there was caution about introducing amenities that would require significant ongoing maintenance for the County, local businesses, or residents.

Community Development

Community members shared that the Pecos Street corridor has experienced historic disinvestment as a predominantly Hispanic/Latino community, contributing to longstanding infrastructure and economic challenges. There is a strong desire for corridor revitalization and increased support for local businesses that serve and reflect the community.

Additionally, the area surrounding Pecos Junction Station is largely industrial, with land uses that are incompatible with high-quality transit; residents expressed concerns that heavier industrial activity makes the station difficult and uncomfortable to access on foot.

Traffic Congestion

While traffic data indicates that Pecos Street is capable of accommodating existing and projected future traffic volumes, this does not align with community members' lived experiences. Many people noted that traffic signals are poorly timed and can encourage speeding between intersections. Adams County is currently in the process of updating the signal timing to ease congestion.

During peak periods, particularly near US 36, congestion is common and contributes to frustration, aggressive driving, and other unsafe behaviors.

04

A Unifying Vision

Our Vision for the Future

The vision for Pecos Street was developed collaboratively with project partners and the community. It builds on the needs and mobility recommendations identified in prior local and regional plans, while incorporating key themes from the first community engagement milestone. These insights helped shape both the language of the vision and the goals used to evaluate street design options.

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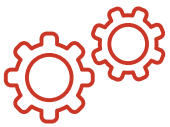


Stewardship
Maintain transportation infrastructure through proactive maintenance.

Consistent
Align corridor projects with the county's established vision, goals, and policies and community needs.

05

Corridor Revitalization

Establishing a Corridor Identity

This section highlights the recommended improvements to the Pecos Street corridor that address the need for reinvestment and creation of a corridor identity that celebrates the vibrant culture and people that make up the community.

Recommendations focus on urban design elements that can help enliven the corridor such as public art, seating, outdoor patios, and landscaping.

The study also explored economic development opportunities and recommendations for the corridor, specifically focusing on the southern portion near Pecos Junction Station.

Urban Realm Recommendations

Source: Todd Haiman Landscape Design

Install Public Art

Strategically place public art along the corridor to help create a cohesive identity, further improve pedestrian safety, and enhance economic vitality. Art can be integrated into infrastructure like medians, roundabouts, street environments, or other high pedestrian areas, with local communities reflected in themes and content.

Conduct a Lighting Study

Identify locations where additional lighting would improve safety and extend pedestrian activity. Smaller-scale pedestrian lighting should be prioritized in high-use walking areas.

Strategically Plant Low-Water, Low-Maintenance Plants

Identify opportunities to integrate low-water, low-maintenance landscaping—particularly native species—into the streetscape to beautify the corridor and manage stormwater runoff. Trees should be strategically placed to provide shade for pedestrians and bicyclists and improve air quality while maintaining clear sight lines at streets and intersections.

Urban Realm Recommendations

Explore a Commercial Patio Program

Develop a commercial patio expansion program to extend commercial and cultural activity into the public realm. Patios may be located on private property, along wide above-curb sidewalks, or as parklets replacing on-street parking on low-traffic streets. Adams County previously operated a similar program during the pandemic.

Explore Developing Permanent Food Truck Infrastructure

Support permanent food truck infrastructure to extend commercial activity into the public realm and create active, welcoming street environments. Shared amenities such as utility hookups, seating, shade, lighting, and waste facilities can improve public comfort while lowering barriers for vendors. Food trucks provide a lower-cost entry point for entrepreneurs and, when clustered, can become community destinations that support local culture, increase foot traffic, and benefit nearby businesses. A business development district could help fund, manage, and program these spaces for long-term success.

Urban Realm Recommendations

Advance an Improvement District

Encourage interested property owners and businesses to advance an improvement district—such as a Business Improvement District (BID) or General Improvement District (GID)—to support shared maintenance and corridor enhancements. Under this model, participating property owners or tenants would collectively fund improvements such as landscaping, public art, lighting, signage, cleanliness, and safety. The County's role would be limited to providing information or technical support, as requested, with district formation and ongoing leadership driven by the business community.

Rezone Commercial Properties to Mixed Use Zone District

Rezone commercial properties between 68th Avenue and US 36 to a mixed-use zoning district, consistent with Adams County's future land use map. Mixed-use zoning allows commercial, office, residential, and institutional uses to be integrated along the corridor and is supported by the proposed mobility improvements.

Redevelopment Recommendations

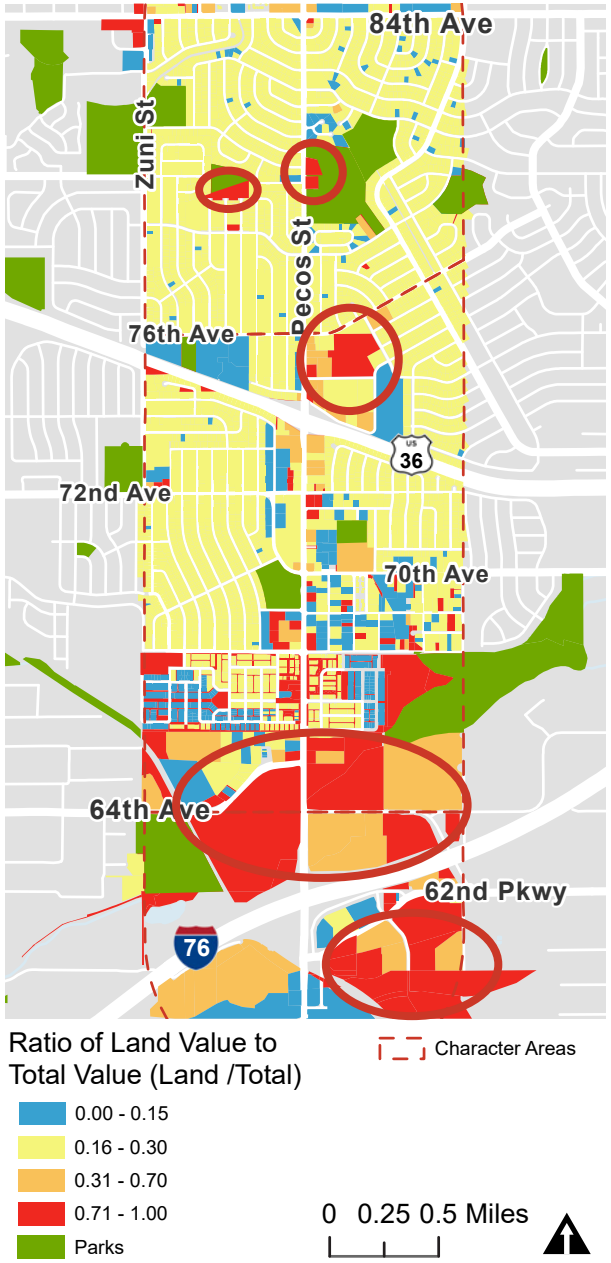
The Pecos corridor includes a diverse mix of land uses, ranging from single-family residential to industrial. Industrial activity dominates the southern end of the corridor, with approximately 2 million square feet of buildings primarily used for trucking, warehousing, and storage; a recently constructed Amazon distribution center has added to this industrial base. Much of the corridor's commercial development dates to the 1970s and 1980s, with strip retail centers (with low vacancy rates) concentrated in the middle portion of the corridor. The corridor also includes a limited number of hotels, office buildings, and apartment complexes, with the newer Midtown development expanding the area's housing stock by offering more modern residential options.

Redevelopment Potential and Opportunity Areas

Several vacant or underutilized parcels along the corridor, particularly at its northern and southern ends, provide redevelopment potential. Areas with potential include:

- **US 36 and Pecos Street Interchange:** A designated DRCOG Short Trip Opportunity Zone area, the northeast corner contains an aging, underutilized strip commercial center suitable for mixed-use redevelopment, while the southeast corner is already transitioning to convenience retail.
- **Sherrelwood Drive and Pecos Street:** Several underutilized parcels exist both east and west of this intersection. Future land use designations vary between planned residential and open space. The vacant parcel on the east side of Pecos Street is currently proposed for a multifamily housing development.
- **Parcels in the 1% Floodway Area:** In the southern end of the corridor, these parcels include: a vacant parcel located on 64th Avenue as it curves toward I-76, east of Voyager Express and south of the Amazon warehouse on the east side of Pecos Street, and a vacant parcel at the intersection of 64th Avenue and Beach Street, west of Pecos Street.
- **Scattered Infill Sites:** Smaller parcels in the middle and northern end of the corridor with supportive zoning may be candidates for affordable or attainable housing, a growing regional need.

Map 5. Redevelopment Opportunities



Economic Development Focus on Southern End of Corridor

While there are economic development opportunities throughout the Pecos Corridor, the southern end of the Pecos corridor presents especially interesting challenges and opportunities. The southern end of the corridor has a long-standing industrial history, supported by proximity to rail lines and I-76, These characteristics have long been in place making the area attractive for industrial and logistics uses, particularly as such activities are displaced from central Denver. The 2019 opening of the Pecos Junction commuter rail station introduced a new planning dynamic especially as regional and state policies increasingly emphasize higher-density, residential mixed-use development near high-frequency transit.

Redevelopment Challenges

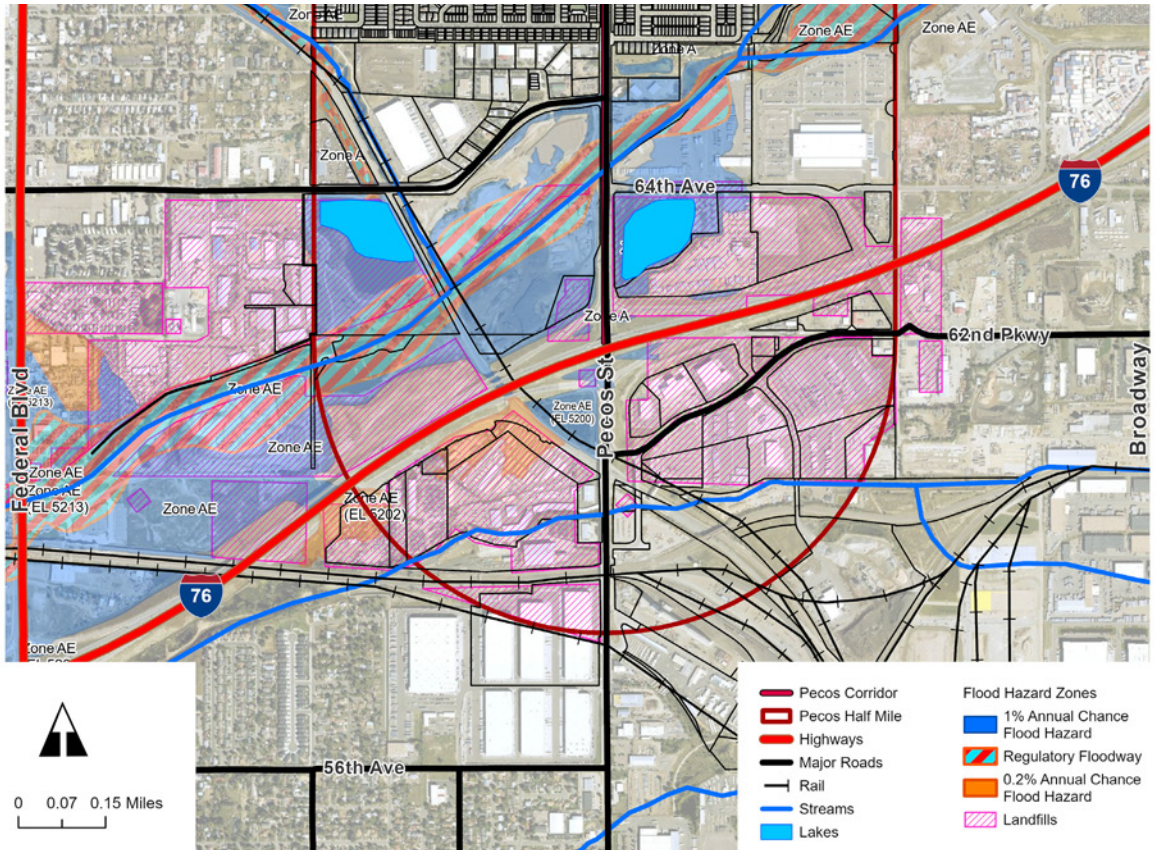
Infrastructure Barriers

The presence of infrastructure conducive to industrial development including rail lines, highways, and waterways also create barriers for redevelopment (See Map 6). Other area constraints include:

Floodplain and Floodway Constraints Large portions of the southern corridor lie within the floodplain and 1-percent annual chance floodway. While some floodplain areas remain vacant or used for truck storage, floodway regulations severely restrict development potential. Addressing infrastructure and modifying floodplain and floodway boundaries require extensive engineering and capital investment.

Landfills and Environmental Conditions: Much of the station area and surrounding land lies within mapped landfill zones. While development in landfill areas is feasible, it requires detailed subsurface investigation and contamination mitigation. Further investigation is needed.

Map 6. Area Infrastructure Challenges



Zoning and Comprehensive Plan Alignment

Current zoning in the southern end of the corridor is predominantly industrial and generally consistent with existing land uses, including the Martin Marietta concrete plant (zoned PUD) at the I 76/ Pecos interchange. The Adams County Comprehensive Plan Future Land Use Map envisions a shift toward mixed-use commercial land uses near the Pecos Junction Station, reflecting the presence of high-frequency transit. However, this vision is aspirational and does not alter regulatory zoning. Additionally, the designation of the Martin Marietta site as park/open space conflicts with other adopted county plans, creating internal policy inconsistencies.

Recommendation

Resolve Plan Discrepancies

Align the Comprehensive Plan, Parks and Open Space Plan, and related documents to provide clear and consistent guidance to potential investors.

Industrial Market Challenges

The Denver metro industrial market is primarily driven by small to mid-sized distribution and manufacturing users serving the regional population. Large speculative industrial projects increasingly cluster along the I-70 corridor and near Denver International Airport, where land availability and fewer constraints exist.

Within the Pecos Corridor, industrial development remains viable but tends to be build-to-suit or mid-scale. The Amazon distribution center near 64th Avenue, a 150,000-square-foot facility located just outside the floodplain but within a landfill area, is a good example of newer area industrial development.

Potential for Transit Oriented Development

State Mandates and Local Plans

HB24-1313 requires jurisdictions to analyze areas near high-frequency transit and designate Transit Centers with sufficient zoning capacity—defined as allowing at least 40 dwelling units per acre—to meet Housing Opportunity Goals.

Adams County currently lacks a formally adopted station area plan for Pecos Junction, unlike most other G Line stations. Earlier planning efforts, including the Clear Creek Transit-Oriented Development (TOD) Plan Vision (2015–2016), envisioned business park uses west of Pecos Street and industrial park uses to the east. While the state statute emphasizes residential zoning capacity rather than immediate development, the cost and feasibility of implementing residential TOD at this location remain substantial. While this area needs additional housing, the area surrounding the station is currently not well-suited for residential use. The environmental and development costs to address current conditions around the Pecos Junction Station area are likely very high and would take time to address.

Recommendation

Develop Station Area Planning Scenarios

Prepare TOD options for the Pecos Junction station area, including residential mixed-use and industrial park options, that acknowledge HB24-1313 requirements while reflecting environmental conditions and market realities. Coordinate planning efforts with the Westminster Station area where appropriate. Work with the state to identify options that align with the intent of HB24-1313.

County Revitalization Area

HB24-1172, passed during the 2024 legislative session, outlines a process for establishing a County Revitalization Authority. The purpose of the authority is to “promote the sound growth of the county, improve economic and social conditions, and further the health, safety, and well-being of the public.” The statute authorizes counties to create

County Revitalization Authorities with broad powers to promote economic growth, improve conditions, and support redevelopment. Such authorities can:

- Use tax increment financing (TIF).
- Acquire, manage, and dispose of property.
- Finance infrastructure and public improvements.
- Support relocation and redevelopment efforts.

While authorities cannot levy new taxes, TIF allows future increases in property and sales tax revenue to fund the infrastructure needed to enable redevelopment.

Recommendations

Establish a County Revitalization Authority and adopt a County Revitalization Plan

Create a broad district and revitalization plan capable of generating tax increment to finance infrastructure and environmental improvements.

Pursue Improvements to Change the Floodplain Map

Explore long-term strategies to reduce floodway constraints (improvements in order to change the Flood Insurance Rate Map) using TIF, stormwater utility fees, and state and federal grants.

Long Term Redevelopment

This study recognizes that the current infrastructure challenges, current land uses, and market realities present short term challenges. However, establishing the Revitalization Authority and adopting a Revitalization Plan to address public infrastructure are near term steps that can be undertaken.

Source: CAGE

06

Evaluation Process

Exploring the Options

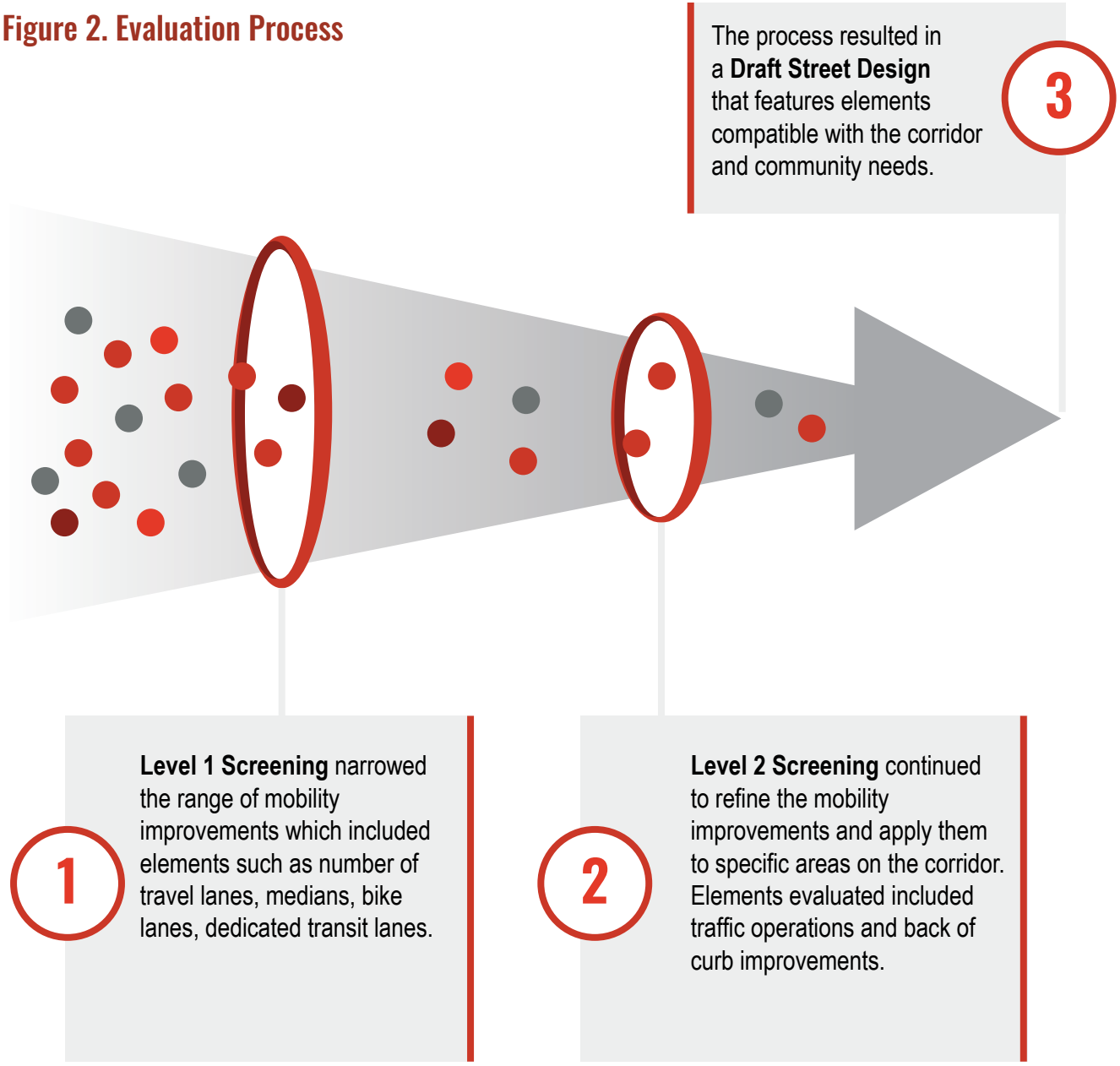
The evaluation process guided how different street design options were compared and refined throughout the study. Its purpose was to confirm that recommendations for the corridor were based on data, community input, and the project's vision and goals. Each phase of evaluation built on the previous one—starting with a broad review of potential design treatments and narrowing toward a preferred alternative that best reflected the community's priorities.

The evaluation process was organized into two rounds:

Level 1 Screening evaluated a wide range of potential street design treatments by goal and character area. This step helped narrow the options and remove design elements that did not fit the corridor's needs or community priorities.

Level 2 Screening compared the refined concepts using the project's goals and community feedback to identify a recommended alternative. The public then reviewed this preferred option and shared input on priorities and phasing.

Figure 2. Evaluation Process



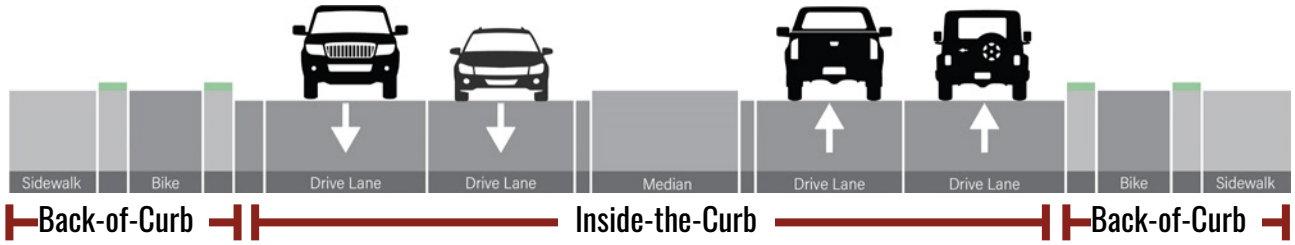
Level 1 Screening

The Level 1 evaluation identified numerous multimodal mobility elements that were organized into transit, bike, pedestrian, and auto categories. These elements focused on the infrastructure that supported the movement of people such as sidewalks, travel lanes, bikeways, and bus lanes. It did not include transit stops, landscaping or public amenities. Each element was evaluated by how well it supported the study's vision and goals and how closely it aligned with the community input collected during the first public engagement milestone. During the evaluation process, several elements were eliminated due to lack of feasibility, safety concerns, or incompatibility with project goals. Table 1 summarizes the initial screening results. Using the results of the screening, the project team developed six corridor street design options that blended the retained multimodal elements with potential operational improvements for the corridor.

Table 1. Level 1 Screening Results

	Auto	Transit	Pedestrian	Bikes & Micromobility
Retained	♦ Four Lanes ♦ On Street Parking ♦ Raised Median	♦ No elements retained	♦ Detached Sidewalks ♦ Wide sidewalks	♦ On-Street Protected Bike Lane ♦ Sidewalk Level Bike Lane ♦ Bi-directional Bike Lane
Eliminated	♦ Six Travel Lanes ♦ Two Travel Lanes ♦ Frontage Road	♦ Side Running BRT ♦ Center Running BRT ♦ Business Access Transit Lane	♦ Attached Sidewalks	♦ Shared Use Path ♦ Buffered Bike Lane ♦ Bike Lane ♦ Parallel Route

Figure 3. Back-of-Curb and Inside-the-Curb



Back-of-Curb: The space next to the street where people walk or bike, and where features like benches, lighting, and signs are located.

Inside-the-Curb: The space within the street where vehicles travel and operate.

Street Design Options

The evaluation considered inside-the-curb options like traffic lanes and back-of-curb options like sidewalks and bikeways. These were combined, resulting in a total of six design options.

Inside-the-Curb Options

The inside-the-curb design elements were organized into two options: Efficient Traffic Flow and Safety for All Users. These options represented two extreme ends of the spectrum for corridor improvements for the project team to more easily evaluate the impact of the improvements.

Efficient Traffic Flow

This street design option prioritizes maintaining the existing traffic flow and capacity. Key features include:

- Right-turn only lanes at major intersections.
- Slip lanes at highway on/off ramps.
- No additional signalized pedestrian crossings.
- Raised medians to control access and reduce conflict, while maintaining access to key destinations and local connectors.
- On-street parking on the east side of Pecos Street between 76th Avenue and Sherrelwood Drive.

Safety For All Users

This street design option prioritizes slowing traffic and creating a comfortable, safe environment for all users. Key features include:

- No right-turn only lanes.
- Raised medians to control access and reduce conflict, while maintaining access to key destinations.
- On-street parking alternates sides between 76th Avenue and 79th Way.
- Posted speed limit reduced to 30 mph.
- Curb extensions on side streets to reduce crossing distances.
- Slip lanes with raised crosswalks and pedestrian/bicyclist signals.
- Additional signalized pedestrian midblock crossings.

Improvement Commonalities

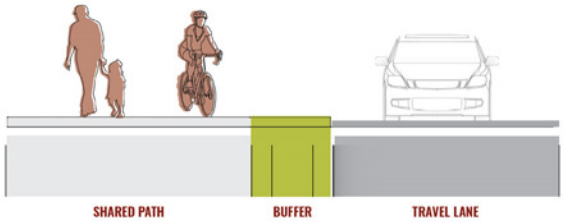
The design options retained several improvement commonalities:

- Four travel lanes – two per direction.
- 10-foot inside travel lanes north of 64th Avenue, and 12-foot travel lanes south of 64th Avenue.
- Reduced turn-radii at intersections.
- Red-light and speed cameras for traffic enforcement.
- ADA directional ramps are placed at all crossings.
- Raised driveway crossings.
- RTD bus stop consolidation and improvements.
- Speed feedback signs at school locations.

Back-of-Curb Options

The team developed three back-of-curb design options for the community to provide input on during the second engagement milestone. They included a shared use street, where pedestrians and bicyclists would share the sidewalk space, a walkable and bikeable street where people walking and people biking have dedicated space to travel with separation, and the pedestrian centered street which prioritized space for people walking and a large buffer that could feature landscaping or amenities.

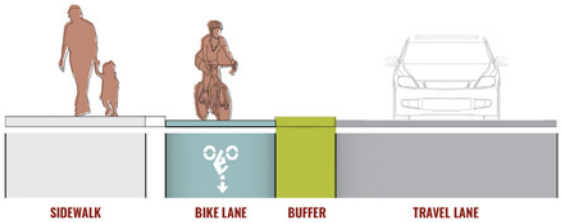
Shared Use Street



This option combines walking and bicycling facilities. Key features include:

- 10–12 foot path on both sides.
- Shared by bikes, scooters, pedestrians.

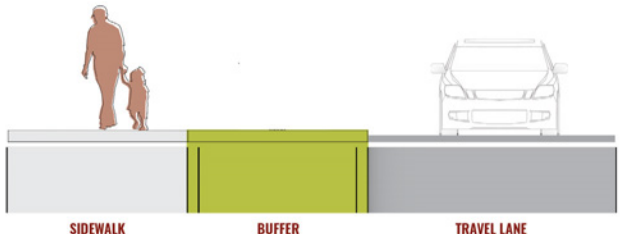
Walkable and Bikeable Street



This option separates walking and bicycling facilities. Key features include:

- 6–8 foot sidewalks both sides.
- 5–6 foot protected bike lanes both sides.

Pedestrian Centered Street



This option provides only walking facilities and does not include a dedicated bikeway. Key features include:

- 8–foot sidewalks both sides.
- Extra-wide landscaped/hardscaped buffers.
- Biking on parallel routes.

Community Preference

32% of survey participants ranked this option #1

56% of survey participants ranked this option #1

17% of survey participants ranked this option #1

Level 2 Screening

The street design options were evaluated in the Level 2 screening using qualitative and quantitative criteria to determine how well the options supported the study goals and vision. Community input gathered during the second engagement milestone was also a key evaluation criteria. A summary of the results are presented in Figure 4.

Overall, the Walkable and Bikeable street design for both the Safety for All and Efficient Traffic Flow options performed the best in the screening. This is likely do to the design providing dedicated space for each travel mode, creating a safer environment foll all roadway users.

Based on that finding, the team developed a visionary street design concept that blends the best components of each of the Efficient Traffic Flow and Safety for All design options. The concept was shared with the public during the final engagement milestone.

Figure 4. Level 2 Screening Results Matrix

Goal/ Criteria	Efficient Traffic Flow			Safety for All		
	Shared Use Path	Walkable & Bikeable	Pedestrian Centered	Shared Use Path	Walkable & Bikeable	Pedestrian Centered
Safety	✓	✓	✓	✓	✓	✓
Mobility	◆	◆	X	◆	✓	◆
Connectivity	◆	✓	X	✓	✓	X
Placemaking	◆	◆	✓	◆	◆	✓
Economic Vitality	◆	✓	◆	◆	✓	◆
Feasibility	◆	◆	◆	◆	X	◆
Consistency	◆	✓	X	✓	✓	X
Community Feedback	◆	◆	X	◆	✓	◆
Score Rank	#4	#2	#5	#3	#1	#4

✓ High ◆ Medium X Low

07

The Visionary Pecos Street

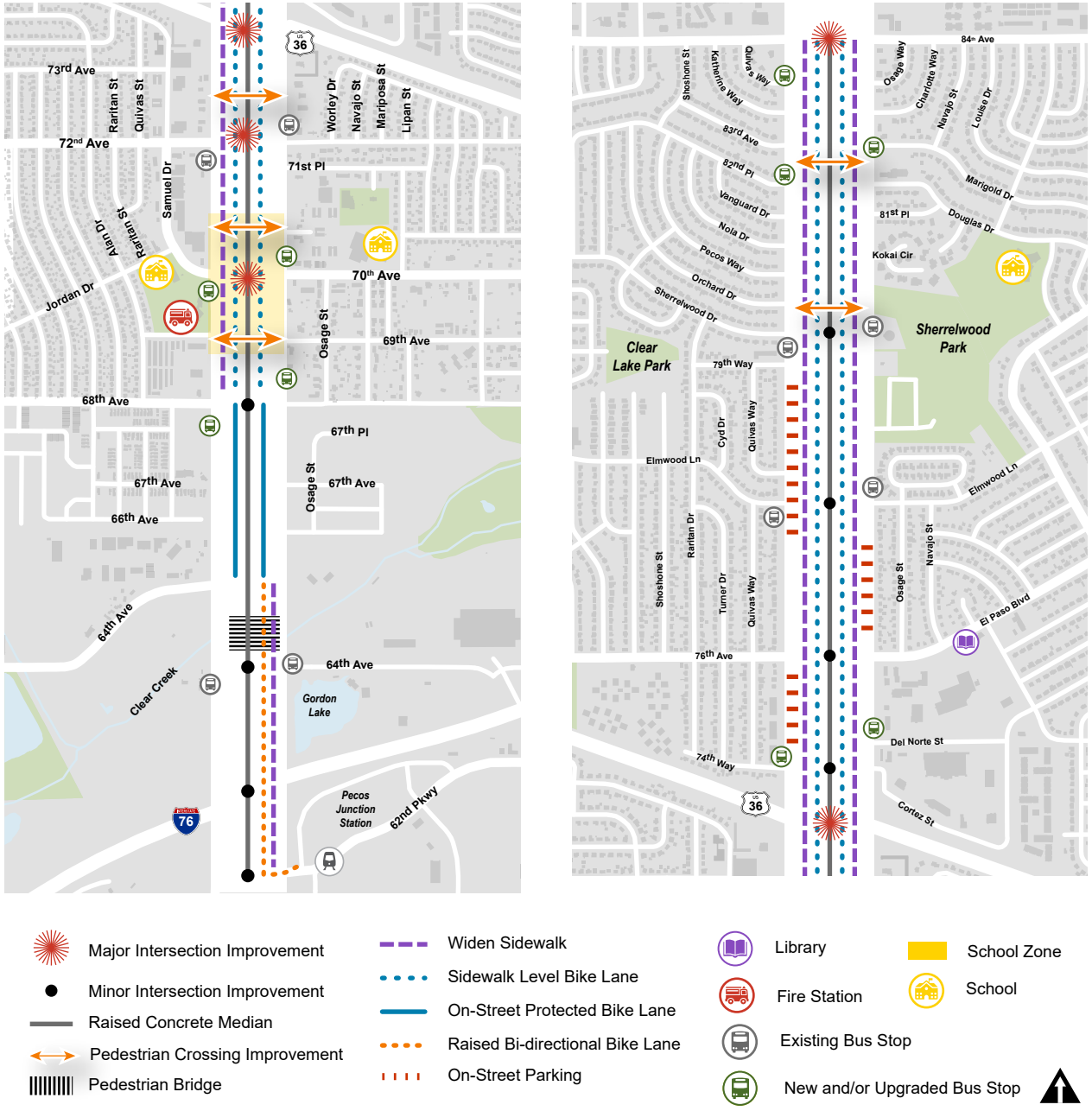
The Visionary Street Design

The proposed street design combines elements from the Efficient Traffic Flow and Safety for All concepts and the Walkable & Bikeable option, creating a corridor that operates safely for all users while reflecting the long-term vision for Pecos Street.

As a conceptual plan, the design will continue to evolve through community engagement, right-of-way confirmation, field surveys, and the development of an access management plan, as described in Chapter 8. While adjustments may occur, this initial design provides clear guidance to Adams County for advancing improvements along the corridor.

Figure 5 highlights the proposed improvements along Pecos Street. The following pages detail the key recommendations and specific improvements envisioned for the corridor.

Figure 5. Proposed Pecos Street Improvements



Pedestrian Improvements

Enhancing Pecos Street for people walking is essential to improving the quality of life and livability of the surrounding community. The study recommendations focus on widening sidewalks to reflect adjacent land uses and providing buffers that increase separation from moving traffic.

Benefits

- Approximately three miles of detached sidewalks on both sides of the street, creating a more comfortable and accessible space for people walking.
- Integration of urban design elements—such as landscaping, pedestrian-scale lighting, and public art—to enhance the streetscape and overall aesthetic.

Tradeoffs

- While property access will be maintained, some driveways may be removed or reconfigured to improve safety and sidewalk continuity.
- Dedicated pedestrian signal timing may increase delay for turning vehicles at select intersections.

Community Priorities

50% of survey participants prioritized wider sidewalks.

Source: Bennet Engineering

Detached Sidewalks

Detached sidewalks are separated from the roadway by a buffer, such as a bike lane or landscaped area. This added separation reduces exposure to moving traffic, improves comfort and safety, and creates a more inviting walking environment for people of all ages and abilities.

Source: Valley Transportation Authority

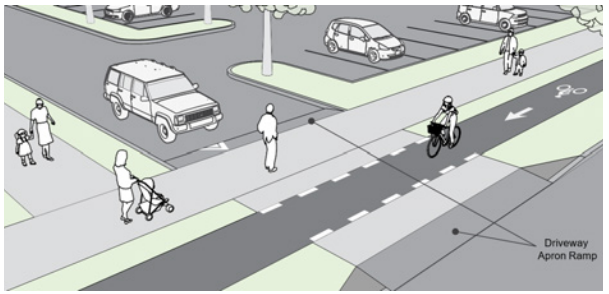
Crossing Improvements

Crossing improvements enhance pedestrian crossings at intersections and mid-block locations through high-visibility markings, improved lighting, and shorter crossing distances. These enhancements increase driver awareness, improve nighttime visibility, and reduce the amount of time pedestrians spend in the roadway, creating safer and more comfortable crossings.

Source: City of St. Louis

Signalized Mid-block Crossings

Signalized midblock crossings provide a controlled pedestrian crossing at locations between intersections using pedestrian-activated signals. They create predictable gaps in traffic, improve driver awareness, and make it safer and more comfortable for people walking to cross busy streets.



Source: Ohio Department of Transportation

Raised Driveway Crossings

Raised and marked driveway crossings maintain sidewalk grade across driveways and use clear markings to highlight pedestrian priority. They slow turning vehicles, improve visibility, and create a smoother, safer walking experience with fewer conflicts between people walking and driving.

Bike Improvements

New bicycle facilities along the corridor will improve connectivity across the area and provide people with a safe, reliable alternative for getting to daily destinations. The recommended improvements focus on creating a continuous, high-comfort bikeway that connects key destinations while minimizing conflicts with vehicles and people walking.

Benefits

- Improved north–south and west–east connectivity, including direct access to Pecos Junction Station and the Clear Creek Trail.
- A high-comfort route suitable for people of all ages and abilities.
- Vertical separation from both vehicle traffic and pedestrian spaces, improving safety and comfort for all users.

Tradeoffs

- Reduced space for pedestrian amenities, landscaping, or other streetscape elements in some locations.

Community Priorities

59% of survey participants preferred a walkable and bikeable street.

Source: Roy Symons

Sidewalk-Level Bikeway

Sidewalk-level bikeways place people biking at sidewalk height with a vertical curb separating them from moving vehicles. This separation increases comfort and safety for people biking while maintaining a clear, predictable space for people walking.

Source: Reddit

On-Street Protected Bikeway

On-street protected bikeways are located at street level and separated from vehicle traffic by physical elements such as curbs, planters, or parking. This protection reduces exposure to moving vehicles and creates a safer, more comfortable riding environment for people biking.

Source: NACTO

Bi-Directional Bikweway

Bi-directional bikeways allow people to bike in both directions on one side of the street within a dedicated, protected facility. They reduce street crossings, improve access to destinations, and provide a comfortable, intuitive route for people of all ages and abilities.

Street Improvements

Pecos Street is a key neighborhood connection, providing access to schools, daily services, and recreational destinations. The recommendations maintain the existing four-lane configuration while introducing safety and speed management measures to improve comfort and safety for all users.

Benefits

- Raised medians and right-in/right-out driveway access to better manage access and improve safety, traffic efficiency, and corridor operations.
- Narrower travel lanes north of 64th Avenue to calm traffic and reduce vehicle speeds.
- A reduced posted speed limit of 30 mph to improve safety for people walking and biking.

Tradeoffs

- Access to some properties and on-street parking may be reduced or reconfigured to accommodate enhanced bicycle and pedestrian facilities and streetscape improvements; however, overall access and safety will be improved.

Community Priorities

41% of survey participants prioritized raised medians.

Source: Goodfellow Bros

Raised Medians

Raised medians organize turning movements and limit conflict points by consolidating access to key locations. They reduce crash risk, improve traffic flow, and create opportunities for pedestrian refuge and landscaping that enhance safety and corridor identity.

Source: Google Earth

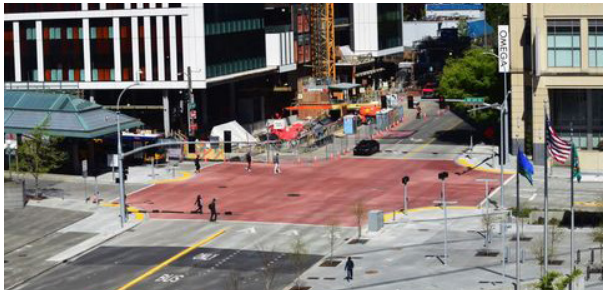
Access Management

Managing driveway access reduces conflict points and improves safety for people walking, biking, and driving. Consolidated and right-in/right-out access maintains property access while improving corridor operations and predictability.

Source: FHWA

Narrow Travel Lanes

Narrower travel lanes visually cue lower speeds and calm traffic without reducing capacity. This design improves safety for all users by reducing speeding while maintaining efficient vehicle movement.



Source: City of Bellevue

Speed Management Tools

Beyond posted speed limits, design elements such as lane widths, medians, and intersection geometry reinforce target speeds and improve compliance.

Intersection Improvements

In 2025, Pecos Street's signals were re-timed to improve traffic flow and reduce congestion. The recommendations in this study build on that work by focusing on safety retrofits that minimize conflicts for all users—people walking, biking, and driving—while maintaining efficient operations.

Benefits

- Red-light and speed cameras to improve compliance and safety.
- Leading pedestrian intervals, high-visibility crosswalks, and refuge islands to enhance pedestrian safety.
- Tighter turn radii to slow turning vehicles and reduce conflicts.
- Signal upgrades for improved detection, timing, and multimodal operations.

Tradeoffs

- Some intersections may lose turn lanes, increasing delays for turning vehicles.
- Enforcement cameras require public education and adaptation.

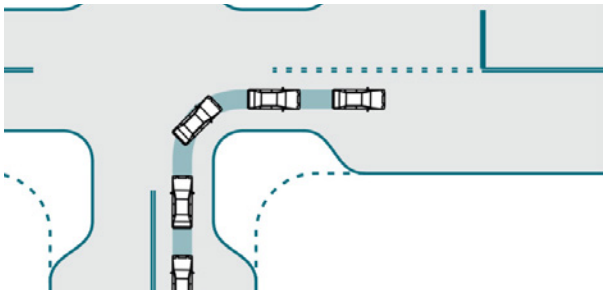
Community Priorities

44% of survey participants prioritized safer pedestrian and bicycle crossings.

Source: Valley Transportation Authority

Pedestrian Improvements

Pedestrian improvements at intersections include leading pedestrian intervals (LPIs), high-visibility crosswalk markings, and pedestrian refuge islands. These features increase pedestrian visibility, provide a head start when crossing, and shorten crossing distances, creating safer and more comfortable crossings.



Source: NACTO

Tighter Turn Radius

Tighter curb radii reduce vehicle turning speeds and shorten crossing distances at intersections. This design improves safety by reducing conflicts with turning vehicles and making crossings more predictable for bicyclists and pedestrians.

Source: Richard Vivian/GuelphToday

Red-Light and Speed Cameras

Automated red light and speed camera enforcement improves compliance with traffic laws at intersections and along the corridor. These tools help reduce dangerous behaviors, improve safety, and reinforce target speeds without requiring additional roadway widening.

Source: 9News

Upgraded Signal Technology

Upgraded signal technology improves intersection operations through features such as improved detection, adaptive signal timing, and enhanced pedestrian and bicycle accommodations. These upgrades improve efficiency, reduce delay, and better balance the needs of all users.

Transit Improvements

Route 19 is a high-ridership local route operating every 30 minutes. Recommendations focus on improving the rider experience through safer access, better amenities, and more convenient service.

Benefits

- Upgraded transit stops consistent with RTD typology for comfort and accessibility.
- Study the potential to increase service frequency during peak periods and better align schedules with commuter rail service. This effort should be considered as part of RTD's upcoming Comprehensive Operational Analysis.
- Strategically place existing and new stops on the farside of signalized crossings to improve transit reliability.

Tradeoffs

- Buses merging with traffic may cause minor delays during boarding and alighting.

Community Priorities

23% of survey participants prioritized upgraded transit stops.

Source: RTD

Enhanced Bus Stops

Enhanced bus stops typically include shelters, seating, lighting, and trash receptacles. These upgrades make transit more comfortable, visible, and convenient, encouraging more people to use the bus.

Source: Denver Urbanism

Strategic Bus Stop Placement

Bus stop placement plays an important role in how easily people can access transit and navigate the corridor. Locating stops near key destinations can reduce walking distances and improve convenience, while placing stops on the far side of intersections can support smoother operations, improve safety, and make crossings more intuitive for people walking to and from transit.

Source: City of Seattle

Secure Bike Parking at Pecos Junction Station

Bike parking at Pecos Junction Station offers secure and convenient options for people biking to transit. This improves first- and last-mile connectivity, encourages multimodal trips, and supports safe bike storage.

Visionary Street Design | 62nd Parkway to 64th Avenue

Key Recommendations

Source: Indianapolis Cultural Trail

Intersection Trail Crossing

Intersection safety improvements at 64th Avenue, including leading pedestrian intervals and high visibility trail markings.

Source: Wikipedia

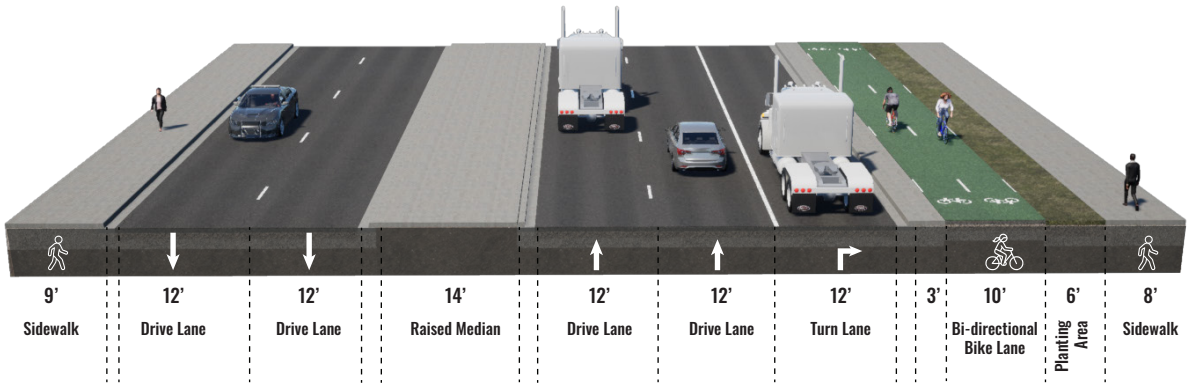
Pedestrian Bridge

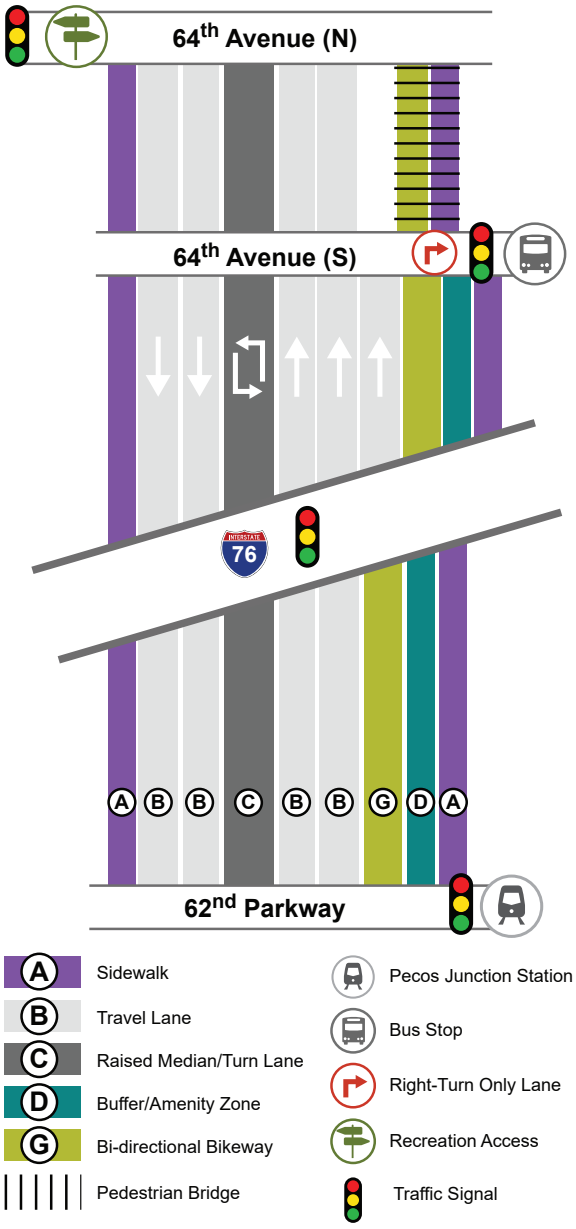
A pedestrian bridge over Clear Creek to provide continuous access to Pecos Junction Station.

Source: NACTO

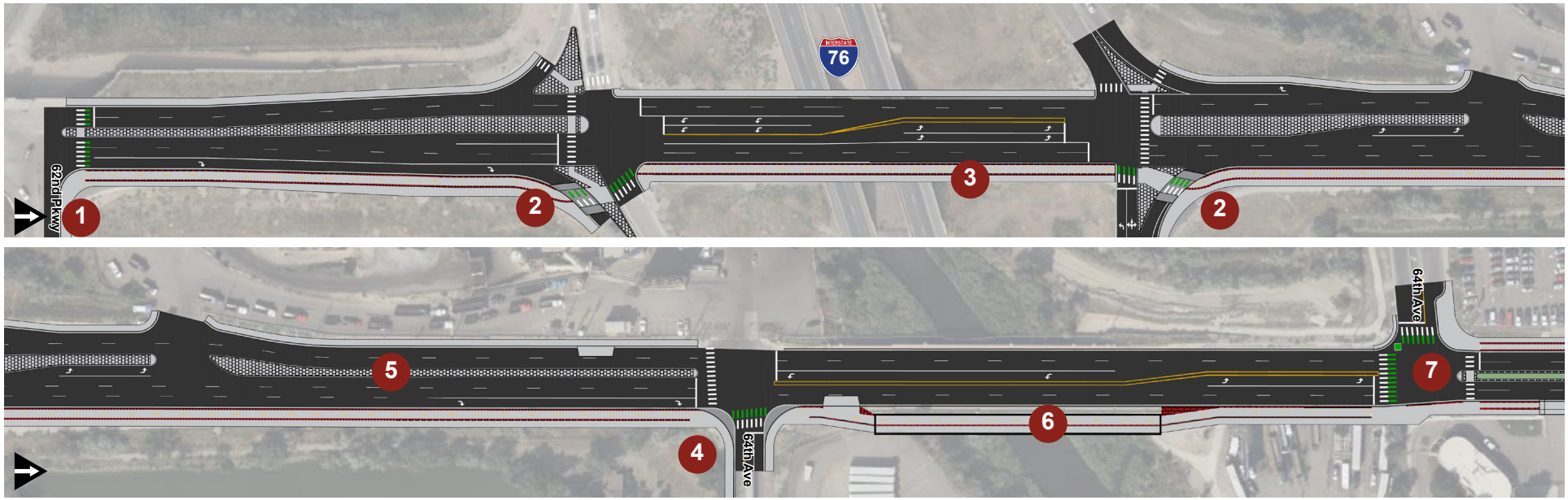
Bi-directional Bike Lane

A bike lane that allows bicyclists to travel in both directions on the east side of Pecos Street.





Conceptual Design | 62nd Parkway to 64th Avenue



1. Install a pedestrian-activated flashing beacon to alert drivers of people crossing.

2. Coordinate with CDOT on adding raised crosswalks on the I-76 east side ramps to elevate pedestrians and slow turning vehicles. This recommendation requires further traffic, safety, and operational analysis.

3. Create a bi-directional bikeway on the east side of Pecos Street to connect Clear Creek Trail to Pecos Junction Station.

4. Install truck aprons on 64th Avenue (South).

5. Construct raised center medians.

6. Add a pedestrian bridge over Clear Creek. If existing bridge needs to be replaced, consider expanding the bridge widths to accommodate the bi-directional bikeway and 8-foot sidewalks.

7. Improve the at-grade trail crossing to make it safer to cross when the underpass floods. Extend curbs, use specialty crossing markings to note the presence of Clear Creek Trail.

Visionary Street Design | 64th Avenue to 68th Avenue

Key Recommendations

Source: Reddit

Protected On-Street Bike Lanes

The bi-directional bike lane transitions to on-street protected bike lanes with wide buffers through the Midtown neighborhood.

Source: RTD

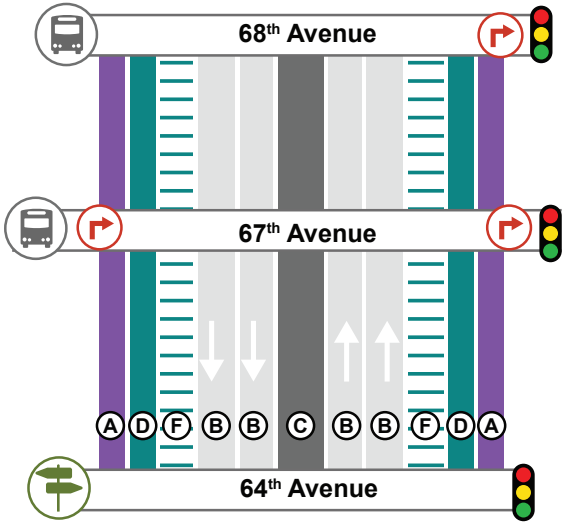
New Enhanced Bus Stops

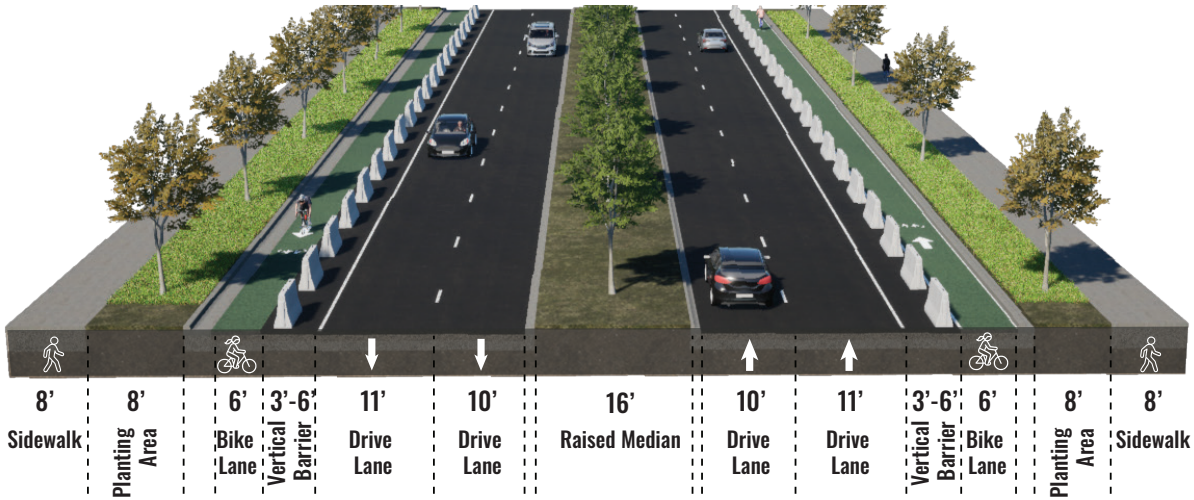
Bus stops are relocated from 64th Avenue to 67th Avenue. Stops may include shelters, seating, lighting, and trash cans for comfort and safety.

Source: Google Earth

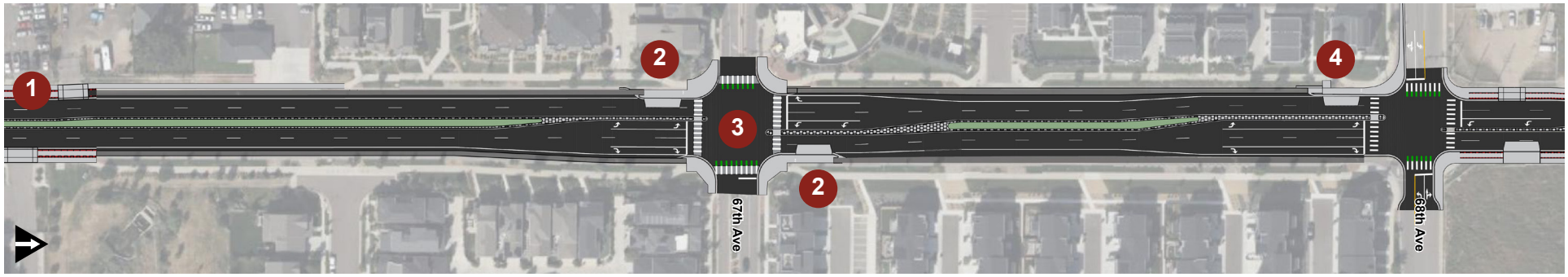
Pedestrian Crossing Island

The medians are extended to the crosswalk to provide additional protection while crossing at the intersection.





Conceptual Design | 64th Avenue to 68th Avenue



1. Transition sidewalk-level bike lanes to on-street protected bike lanes with wide buffer and vertical separation between traffic. At the 67th Ave and 68th Avenue intersections, bike lanes ramp up to sidewalk level.

2. Move bus stop (#15837 and #21985) from 64th Avenue to 67th Avenue. Bus stops should be placed at the far sides of the intersection and include amenities such as shelters, seating, lighting, and trash cans.

3. Extend the curbs to shorten crossing distances and reduce turn radius at the 67th Avenue intersection. Use special crosswalk paint or materials to indicate a pedestrian area. Extend medians to the crosswalk to create pedestrian islands.

4. Move bus stop #15841 the far side of the 68th intersection.

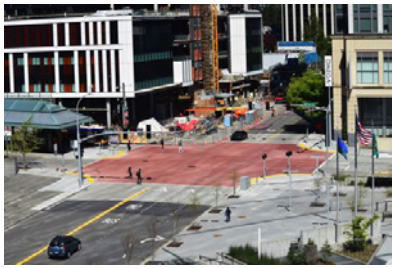
Visionary Street Design | 68th Avenue to 72nd Avenue

Key Recommendations

Source: FDOT

Mid-block Pedestrian Crossings

New signalized mid-block pedestrian crossings at 69th Avenue and between 70th and 72nd Avenues shorten the distance between crossings and create safer, more convenient places for people to cross the street.



Source: City of Bellevue

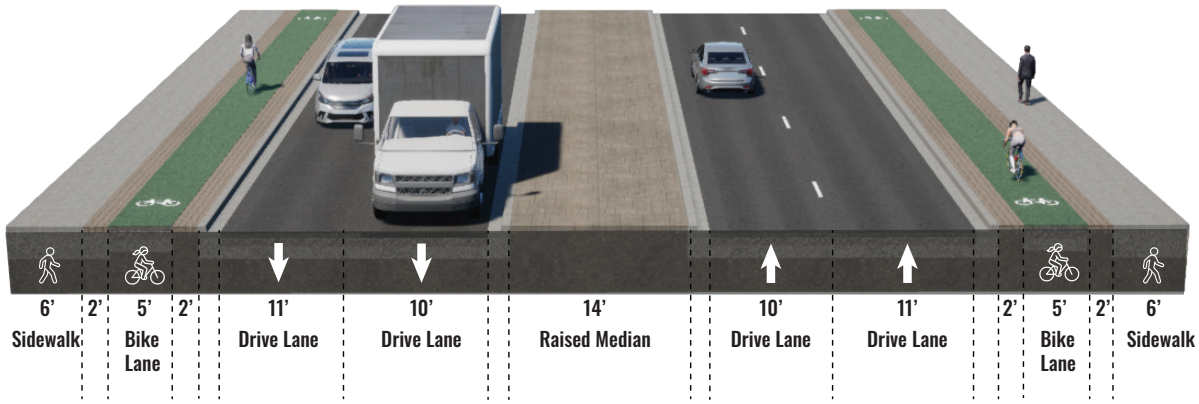
Raised Intersection at 70th Ave.

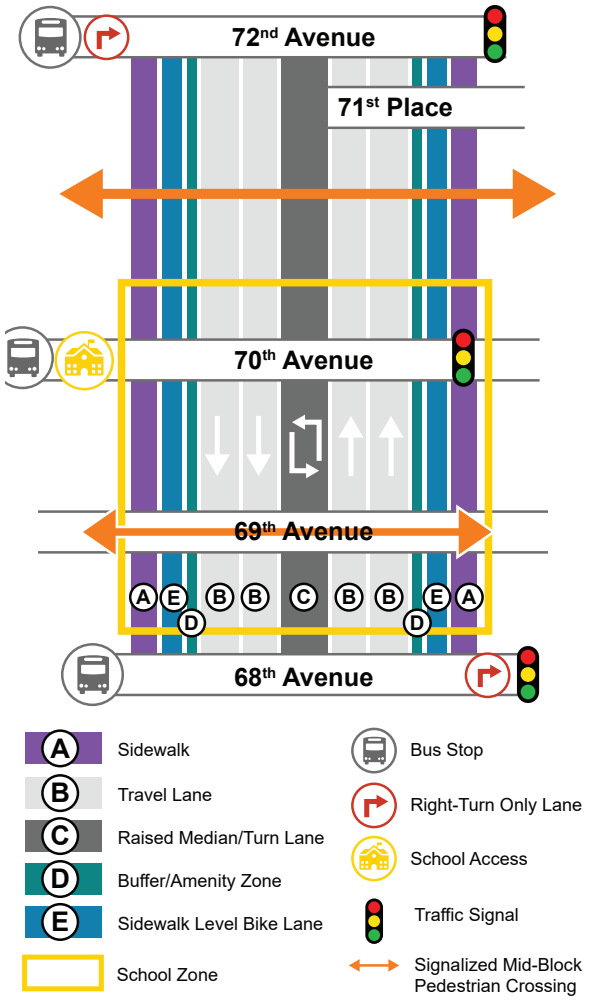
Raising the intersection puts people walking and biking at driver eye level and encourages slower speeds, improving safety at this major school crossing.

Source: NACTO

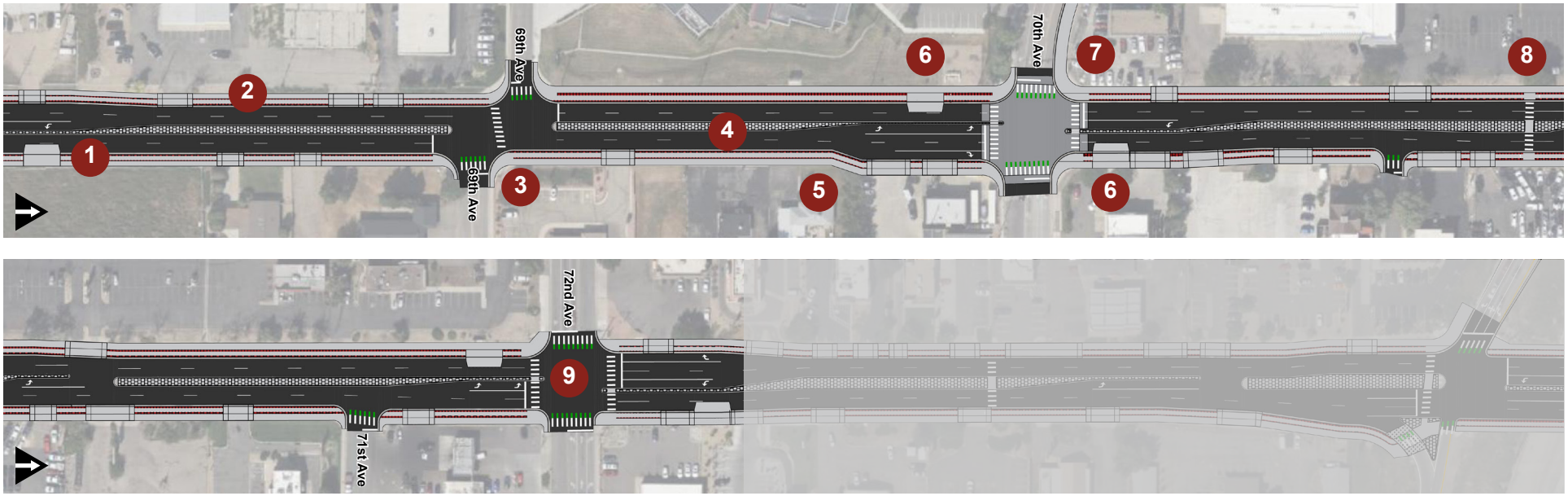
Bike Lanes and Wide Sidewalks

The protected bike lane rises to sidewalk level, with a 1–3 foot buffer separating people walking and biking to improve comfort and reduce conflicts. Sidewalks widen to 8 feet and narrow to 6 feet where right-of-way is constrained.





Conceptual Street Design | 68th Avenue to 72nd Avenue



1. Bike lanes remain at sidewalk level with at least a 2-foot buffer from vehicle traffic. Widths range from 4-feet to 6-feet depending on right-of-way.
2. Sidewalks vary from 8-feet to 6-feet, depending on right-of-way. A minimum 1-foot buffer should be maintained between the bike lane and sidewalk.
3. Install a signalized pedestrian crossing and emergency signal at 69th Avenue.
4. Construct raised center medians between 68th Avenue and 72nd Avenue. Widths may range from 14-feet to 10-feet depending on right -of-way.
5. Activate the speed feedback sign through the school zone between the 70th and 72nd Avenue mid-block crossing and 69th Avenue.
6. Move bus stop # 22130 closer to the intersection. Bus stops amenities may include shelters, seating, lighting, and trash cans.
7. Construct a raised intersection at 70th Avenue. Other safety improvements should include curb extensions, high visibility markings, extended medians, and red light and speed cameras.
8. Install a signalized pedestrian crossing between 70th Avenue and 72nd Avenue.
9. Apply safety improvements at 72nd Avenue: reduced turn radius, curb extensions, pedestrian refuge, and red light and speed cameras.

Visionary Street Design | 72nd Avenue to Del Norte Street

Key Recommendations

Source: FDOT

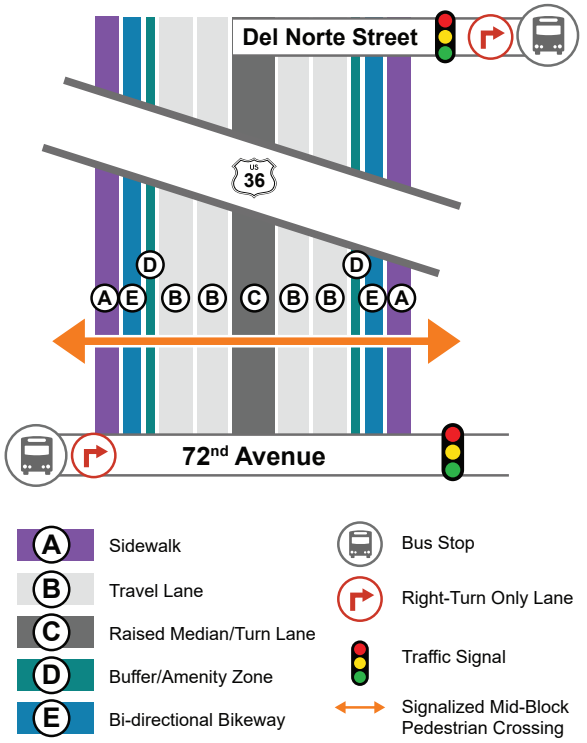
Mid-block Pedestrian Crossings

New signalized mid-block pedestrian crossing between 72nd Avenue and US 36 to shorten the distance between crossings and create safer, more convenient places for people to cross the street.

Source: Google Earth

Reconfiguration of Cortez Street/74th Way

A raised median will close left turn access going northbound onto 74th Way. Residents can access side streets using the signal at 76th Avenue. Cortez Street is converted to right-out-only access. Shoppers are redirected to Del Norte Street.



Source: Google Earth

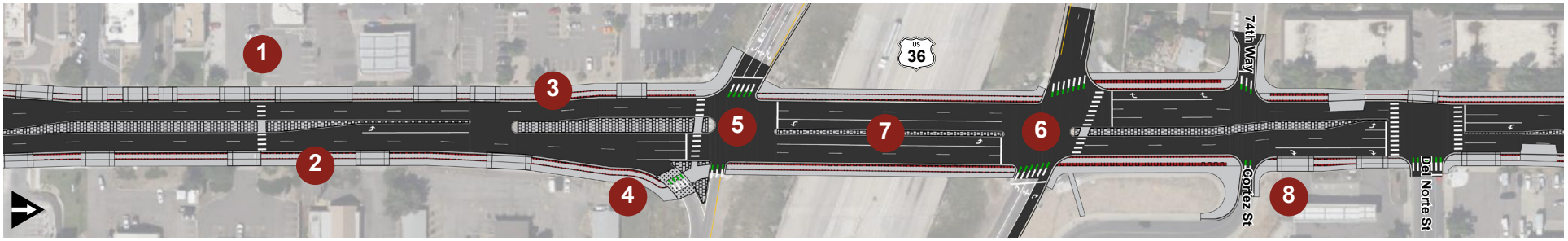
Modifications to US 36 Interchange

Recommended modifications to the US 36 interchange include adding right-turn-only lanes on the off-ramps, removing right-turn slip lanes on the westbound on- and off-ramps, and installing a raised crosswalk at the eastbound slip-lane on-ramp. These changes are intended to reduce conflicts, slow turning vehicles, and improve safety for people walking and biking.

To accommodate widened sidewalks and bikeways, the underpass would require reconstruction with vertical walls to increase usable space within the existing structure.

All recommended modifications to the US 36 interchange will require further coordination and study by CDOT.

Conceptual Street Design | 72nd Avenue to Del Norte Street



1. Install a signalized pedestrian crossing between 72nd Avenue and US 36.
2. Bike lanes remain at sidewalk level with at least a 2-foot buffer from vehicle traffic. Widths range from 4-feet to 6-feet depending on right-of-way.
3. Sidewalks widen to 8-feet, and narrow to 6-feet, depending on right-of-way. A minimum 1-foot buffer should be maintained between the bike lane and sidewalk.
4. Install a raised crosswalk and pedestrian signal at the eastbound on ramp slip lane.
5. Extend the median to create a pedestrian island, install curb extensions, and add a right-turn only lane on the eastbound off ramp. Install red light and speed cameras.
6. Remove right-turn slip lanes on the westbound on and off ramps. Extend median to create a pedestrian island. Create pedestrian pathway to Cortez Street. Install speed and red light cameras.
7. Evaluate potential to reconstruct the underpass with vertical walls to increase space for the proposed bike lanes and wide sidewalks.
8. Reconfigure Cortez Street as right-out only access but can accommodate emergency vehicles.

Visionary Street Design | Del Norte Street to 79th Way

Key Recommendations

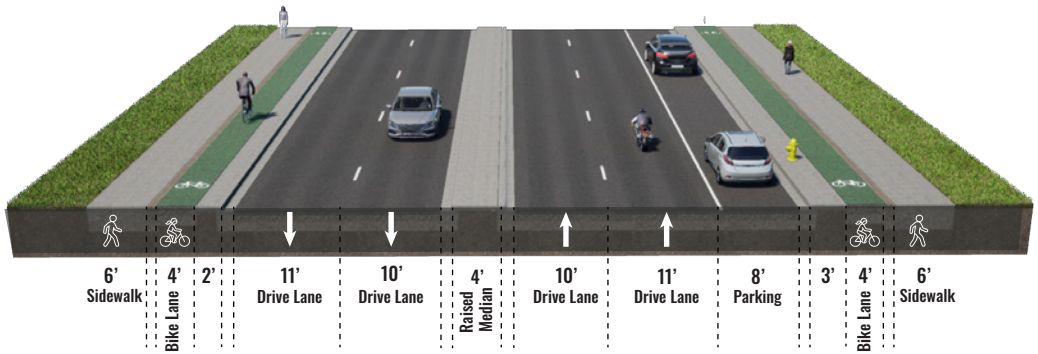
Alternating On-Street Parking

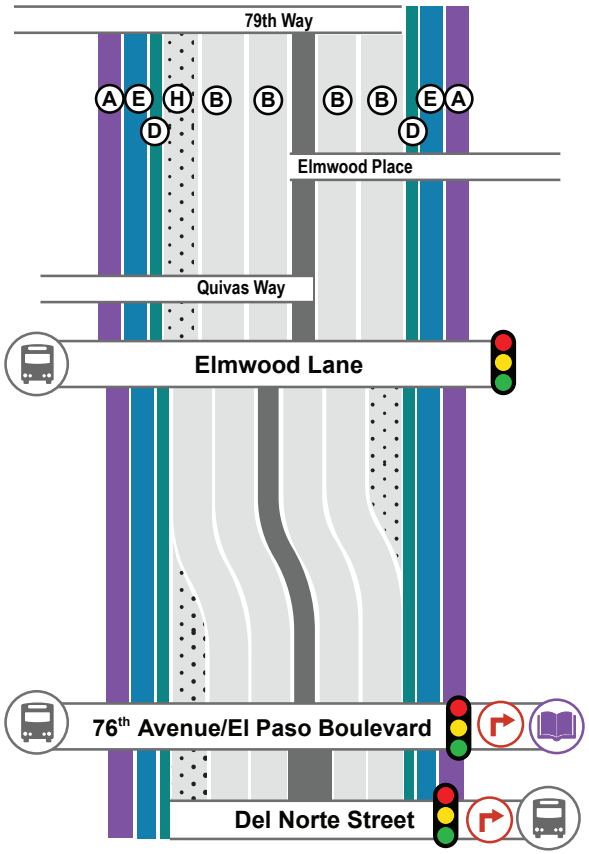
Alternating parking preserves some on-street parking for residents and deliveries while helping slow traffic by creating gentle curves in the roadway.

Source: RTD

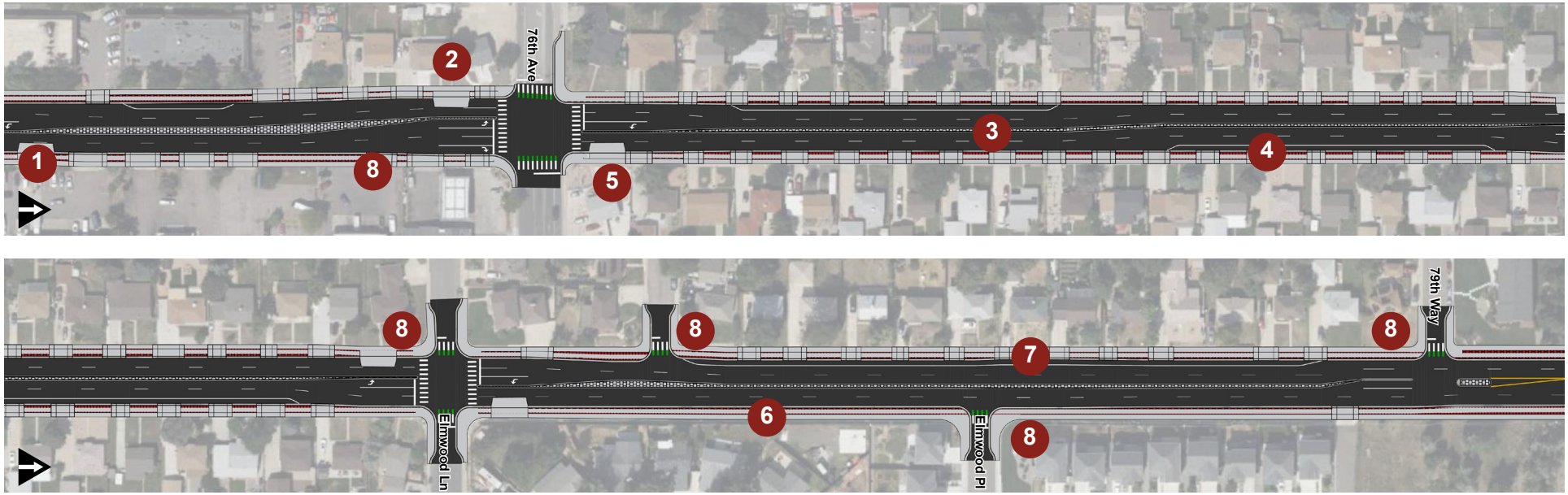
New Enhanced Bus Stops

Bus stops are relocated to the far side of the Del Norte intersection to improve safety and make crossing easier. Stops may include shelters, seating, lighting, and trash cans.





Conceptual Street Design | Del Norte Street to 79th Way



1. Move bus stops #15849 and #15868 to the far sides of the Del Norte Street intersection. Bus stops amenities may include shelters, seating, lighting, and trash cans.
2. Add a new southbound bus stop on the far side of the 76th Avenue intersection.
3. Construct 4-foot raised medians between 76th Avenue/El Paso Boulevard and 79th Way.
4. Alternate on-street parking on either side of Pecos Street between 76th Avenue/El Paso Boulevard and Elmwood Lane.
5. At 76th Avenue/El Paso Boulevard and Elmwood Lane bus stops, if space allows provide seating.
6. Bike lanes remain at sidewalk level with a 3-foot buffer from vehicle traffic and parked vehicles. Widths range from 4-feet to 6-feet depending on right-of-way.
7. Sidewalks widen to 6-feet, and a minimum of 5-feet, depending on right-of-way. A minimum 6-inch buffer should be maintained between the bike lane and sidewalk.
8. Construct curb extensions on cross streets: Elmwood Lane, Quivas Way, Elmwood Place, and 79th Way.

Visionary Street Design | 79th Way to 84th Avenue

Key Recommendations

Source: FDOT

Mid-block Pedestrian Crossings

New signalized mid-block pedestrian crossings between Orchard Drive and Pecos Way and between 83rd Avenue and 82nd Place to shorten the distance between crossings and create safer, more convenient places for people to cross.

Source: Denver Urbanism

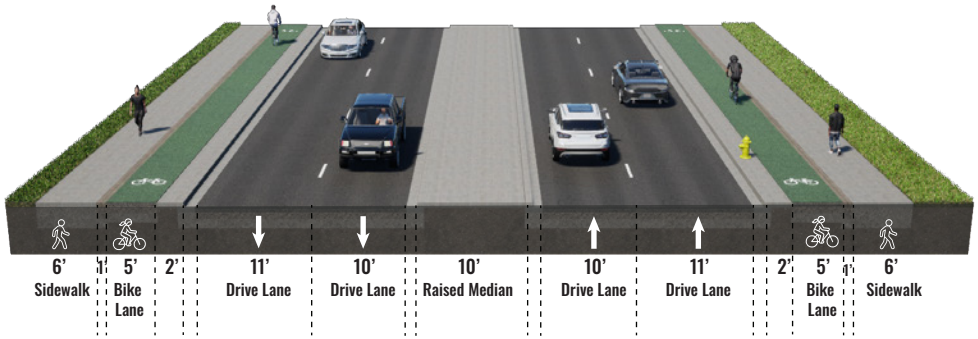
Bus Stop Consolidation

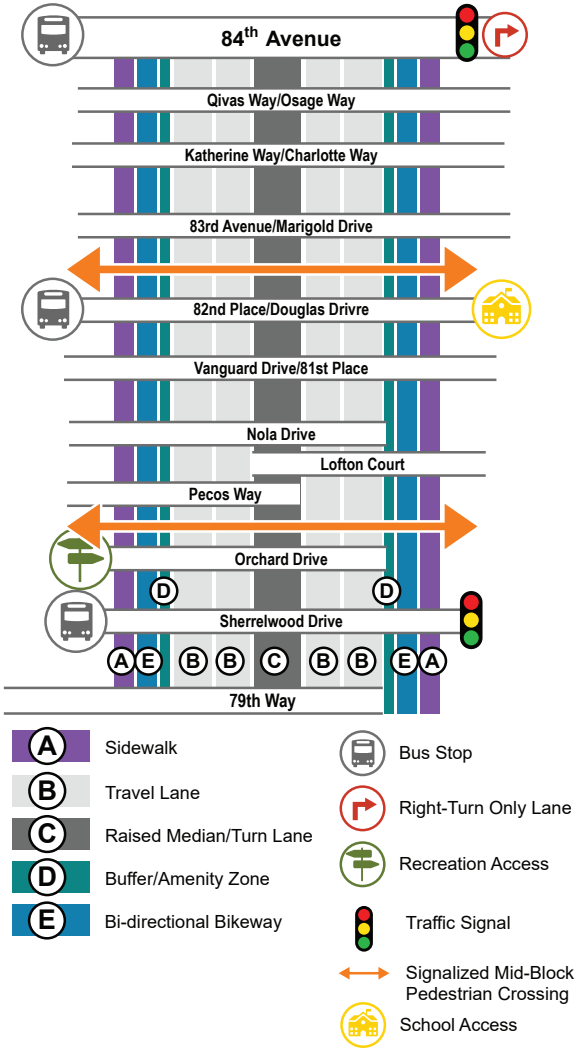
Stops are consolidated at the new midblock crossing between 83rd Avenue and 82nd Place to improve reliability and access, with seating and lighting for comfort and safety.

Source: Roy Symons

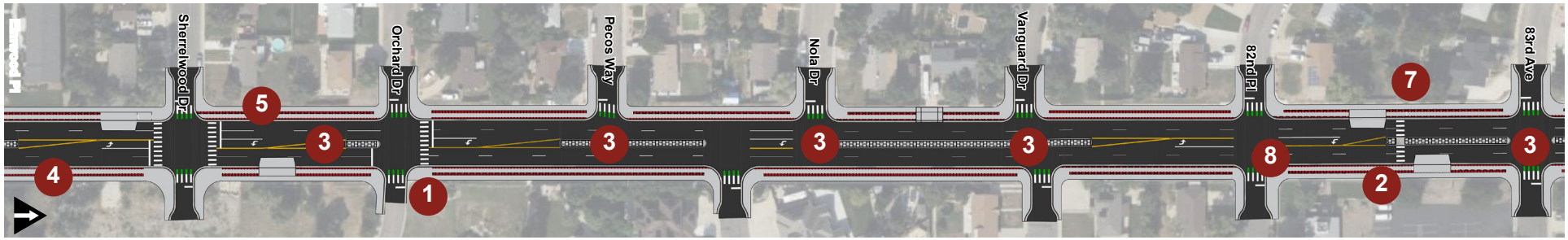
Bike Lanes and Wide Sidewalks

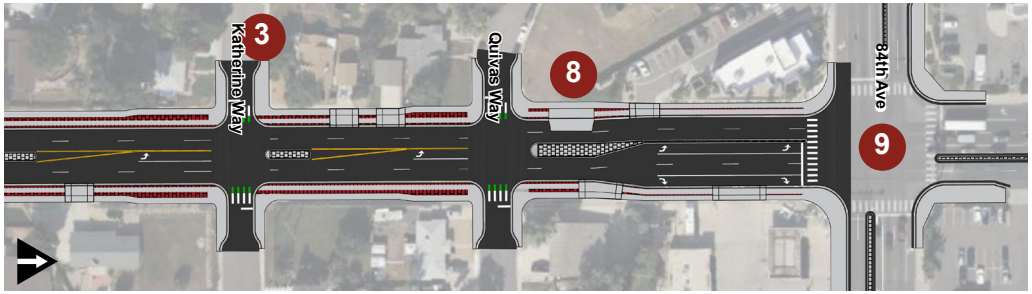
Sidewalk-level bike lanes create a comfortable buffer from traffic, with 1 to 2-foot separation between walking and biking areas. Sidewalks are 5 to 6-feet wide, depending on available right-of-way.





Conceptual Street Design | 79th Way to 84th Avenue





1. Install a signalized pedestrian crossing at Orchard Drive.
2. Install a signalized pedestrian crossing between 82nd Place/ Douglas Drive and 83rd Avenue/ Marigold Drive.
3. Evaluate left-turn access closures at Orchard Drive, Pecos Way, Nola Drive, Vanguard Drive, 83rd Avenue/ Marigold Drive, and Katherine Way/ Charlotte Way.
4. Bike lanes remain at sidewalk level with a 2-foot buffer from vehicle traffic. Widths range from 4-feet to 6-feet depending on right-of-way.
5. Sidewalks widen to 6-feet, and a minimum of 5-feet, depending on right-of-way. A minimum 6-inch buffer should be maintained between the bike lane and sidewalk.
6. Construct curb extensions at all cross streets.
7. Bus stops #15878 and #15852 are combined into a single stop at the new mid-block crossing between 82nd Place/Douglas Drive and 83rd Avenue/Marigold Drive.
8. Bus stop #15855 will be upgraded to an enhanced stop with amenities including a shelter, seating, lighting, and a trash can.
9. 84th Avenue intersection improvements include tighter turn radii, curb extensions, new drainage inlet on the east side of the intersection, and raised medians.

08

Making It Happen

Turning Planning Into Action

Adams County is committed to making meaningful change on Pecos Street, which has been identified as one of the County's five strategic corridors. With this plan in hand, Adams County can take a significant step toward making Pecos Street a safe, comfortable, and vibrant place for everyone.

The recommendations in this study include several "quick-win" opportunities to build near-term momentum, along with more ambitious improvements that will require substantial investment, coordination, and time to implement.

While the full vision is unlikely to be delivered as a single project, Adams County can take incremental steps toward implementation. Recommendations are organized by corridor segment, allowing improvements to be designed and delivered as funding becomes available. This approach enables the County to package projects strategically and pursue multiple funding opportunities across federal, state, and local or regional programs.

Funding Constraints

Currently, the available funding for projects of this scale are limited. Adams County will need to pursue creative strategies and apply for federal, state and regional grant opportunities when available.

Implementation Steps

There are several more steps required before projects go to construction.

Environmental Considerations

Projects with federal funding or requiring a federal permit will need to complete documentation under the National Environmental Policy Act (NEPA). In urban corridors, this typically includes review of historic resources, parks and open space, hazardous materials, noise, air quality, socioeconomic impacts, environmental justice considerations, and transportation resources.

Environmental requirements will be determined through project-level scoping and will vary by project. State and local reviews will also apply, including CDOT requirements related to greenhouse gas pollution reduction.

Design

The planning-level design that resulted from this study will be used as the foundation for preliminary designs of individual projects. Preliminary designs that intersect CDOT facilities, such as US 36 and I-76, will require additional coordination with CDOT traffic engineers for review and consistency with CDOT goals.

Design criteria from CDOT, RTD, and Adams County should be reviewed for consistency and, where in conflict, find consensus on appropriate criteria for the project.

Public Art should be considered during design to ensure integration into corridor, strategic placement and cost efficiencies. Preliminary design and will require coordination with Adams County Percentage for the Arts Program.

Construction

Construction should be coordinated across departments and partnering agencies to take advantage of ongoing maintenance, development, utilities, and other projects along the corridor. This approach allows implementation to progress while reducing costs and minimizing construction impacts on the community.

Cost Estimate

The team developed a cost estimate tool that calculates project costs by corridor segment (e.g., 68th Avenue to 72nd Avenue) and by specific improvements, such as intersections. This allows the county to advance projects based on available funding and grant opportunities.

Costs were organized into three construction categories: early action, minor reconstruction and full reconstruction, representing increasing levels of investment. Early action includes low-cost pavement marking changes, minor reconstruction involves resurfacing existing pavement, and full reconstruction rebuilds the roadway to support major design changes. Presenting all three options gives the county flexibility to phase improvements, align projects with funding levels, and clearly compare short- and long-term investment strategies.

Table 2. Cost Estimate

Segment	Early Action	Minor Reconstruction	Full Reconstruction
Full Corridor | 62nd Parkway to 84th Avenue	$19,165,237	$95,985,038	$121,834,242
1 | 62nd Parkway to I-76	$1,238,865	$8,195,705	$9,437,789
2 | I-76 to 64th Avenue (North)	$979,074	$7,823,737	$10,757,800
3 | 64th Avenue (North) to 68th Avenue	$1,265,992	$8,585,540	$12,414,934
4 | 68th Avenue to 72nd Avenue	$4,698,524	$18,383,520	$24,471,921
5 | 72nd Avenue to 76th Avenue/El Paso Boulevard	$3,586,561	$14,454,096	$17,044,931
6 | 76th Avenue/El Paso Boulevard to 79th Way	$2,147,591	$9,033,863	$13,102,009
7 | 79th Way to 84th Avenue	$5,237,088	$19,875,525	$24,973,009

Funding Opportunities

Table 3. Funding Opportunities

Program	Description	Award Range	Typical Grant Cycle	Project/Elements	Implementation Action
CDOT Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME)	Community Clean Transportation Assistance Program (CCTAP) supports communities and other governmental entities in the non-attainment area with eligible projects that will provide demonstrated improvements to air quality.	Based on 2025 awards, non-construction grants were less than $1.0 million and construction grants ranged from $1.2 million to $3.4 million	2025 Cycle: November 2024 to April 2025. Future rounds will be determined by the Board of Directors.	Planning and design of bike and pedestrian projects.	Monitor NAAPME activities for announcement of future application cycles.
DRCOG TIP Call for Projects	Utilizes sub regional forums to select local priority and regional priority projects to fund with DRCOG controlled funds.	Can cover up to 80% of costs.	The next TIP will cover FY2029-2032. Calls for projects will occur throughout 2027, concluding with an anticipated adoption date no later than August 2028.	Funds may cover the entire project. The project is likely more competitive under the TIP subregional share.	Monitor policy changes throughout 2026. Prepare for and submit application when Call is announced in 2027 to obtain funding to complete NEPA / Design. Pursue construction grant in future TIP Cycle.
USDOT Better Utilizing Investments to Leverage Development (BUILD) Grant Program	Funds innovative multimodal projects that are difficult to fund with traditional approaches. Key evaluation criteria focus on addressing known safety issues; enhancing affordable transportation options to enhance mobility and access; and enhancing economic development opportunities.	Planning grants are typically less than $10 million. Construction grants can cover up to 80% of costs but are capped at a $25 million.	FY 2026 Cycle: NOFO issues December 24, 2025; applications due February 24, 2026. FY 2027 Cycle would likely follow similar schedule.	Planning: NEPA and Design of the entire corridor. Construction: One or more continuous segments inclusive of all improvement categories.	Determine if a BUILD Planning grant should be submitted in February 2027 to complete NEPA / Design. Highly competitive program. Pursue a BUILD Construction grant for one or more segments once NEPA/Design are completed.

Program	Description	Award Range	Typical Grant Cycle	Project/Elements	Implementation Action
Congressionally Directed Spending (Earmark) Requests	Members of the House and Senate accept requests to provide a limited amount of funding for specific projects.	Most earmarks are about $1.0 million; however, some earmarks have been awarded up to $10 million.	FY 2026: Notices posted in March. FY 2027: Likely will follow same cycle.	Specific investment categories – lower cost elements.	Educate congressional delegation on the corridor. If small scale safety or bike/pedestrian investments have been defined submit a funding request in Spring 2026.
USDOT Safe Streets and Roads for All (SS4A) Grant Program	Funds projects identified in an approved local or regional Safety Action Plan that have been designed to prevent roadway fatalities and serious injuries.	Eligible to cover up to 80% of total costs. Based on FY 2023 awards, most grant awards were less than $1.0 million, with a limited number of awards over $2.0 million.	CDOT issues a call for projects every 3 years. Next call for projects will be in Spring 2026.	Bike and pedestrian, including new or expanded structure, crossing and intersection investments	If small scale bike and pedestrian investment have been defined, prepare for and submit application in Spring 2026.
CDOT Safe Routes to School	Funds projects that make school routes safe for children when walking and bicycling to school.	Up to 100% federal funds. A total of $7 million was available in 2025. Grant awards ranged from $500,000 to $750,000.	Next application period will start in August 2026.	Bike and pedestrian, crossing and intersection investments.	If small scale safety improvements have been defined, prepare for and submit application in Fall 2026.

Program	Description	Award Range	Typical Grant Cycle	Project/Elements	Implementation Action
CDOT Highway Safety Improvement Program (HSIP)	Funds project that will result in significant reduction in fatalities and serious injuries on all public roadways, including non-State-owned roads and roads on tribal land. Requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance to support zero deaths and serious injuries on Colorado roads.	Eligible to cover up to 90% of costs, minimum cost threshold is $250,000.	NOFO for FY 2029 funds was released on December 16, 2025, and applications are due February 20, 2026. FY 2030 is expected to start in December 2026.	Corridor-wide safety improvements and County-wide systemic safety improvements	Prepare for and submit application for FY 2030 funding in December 2026.
FTA Section 5307 Formula Funds	In partnership with RTD, FTA formula funds can be used to cover the costs associated with bus stop changes and additional passenger amenities.	Eligible to cover 80% of capital costs.	Requires coordination with RTD on future programming of funds as part of their capital improvement program.	Identified transit investments.	Engage with RTD staff to determine if formula funds can be programmed.
DRCOG Regional Transportation Operations and Technology Set-Aside	Operational improvements including installation of traffic surveillance and control equipment, computerized signal systems, motorist information systems, integrated traffic control systems, incident management programs and transportation demand management facilities, strategies and programs.	There is a 17.21% local match requirement. Average grant award in prior Call for Projects cycle was approximately $1.0 million.	FY 2027-2028 Call is expected to start in Spring 2026.	Corridor-wide signal improvements.	Monitor DRCOG activities and determine if ready to apply for FY 2027-2028 Call for Projects.

What's Next

Early Action

To move the design forward, next steps for the County include:

- Creating an Access Management Plan and coordination with local businesses to determine access needs.
- Applying for funding to advance the design of the three high priority locations - 72nd Avenue to 70th Avenue mid-block crossing, 72nd Avenue intersection improvements, and 84th Avenue intersection improvements.
- Conducting routine maintenance on Pecos Street, and when possible using paint to implement components of the design.
- Bus stop

Collaboration

Adams County will need to continue coordinating with other agencies including RTD and CDOT, emergency service providers, and surrounding Jurisdictions (Federal Heights, Thornton, Westminster) to advance multimodal improvements.

Quick Implementation Improvements

Source: FHWA

Narrow Travel Lanes

Using pavement markings, travel lanes can be visually narrowed by installing wide edge lines and cross-hatched shoulder markings. This approach reduces perceived lane width, encourages lower vehicle speeds, and can be implemented quickly with paint.

Source: Dave Werner

Painted Medians

Painted medians with double solid yellow lines and cross-hatching can simulate a raised median. While not as effective as physical medians, they can help manage access, reduce turning conflicts, and provide a lower-cost, interim treatment where full reconstruction is not feasible.

Source: San Francisco Municipal Transportation Agency

Painted Curb Extensions

Painted curb extensions use pavement markings to visually extend the sidewalk into the roadway at intersections or crossings. This treatment shortens crossing distances and can be implemented quickly as a low-cost, interim improvement where full curb reconstruction is not feasible.

Source:9News

Signal Operations

Signal improvements can be implemented quickly using operational and visibility upgrades that require minimal construction. Examples include leading pedestrian intervals (LPIs), retroreflective backplates, stop bars, optimized yellow and all-red intervals, and red-light or speed cameras. These measures can improve safety and compliance at intersections without major roadway reconstruction.