

92nd Avenue Corridor Study

Executive Summary



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DENVER REGIONAL COUNCIL OF GOVERNMENTS



Overview

The 92nd Avenue Corridor Study is part of DRCOG's Community-Based Transportation Planning Program and was led jointly by DRCOG and the City of Federal Heights to address severe transportation safety concerns on this high-injury corridor and to identify a phased, fundable strategy for safer multimodal access along 92nd Avenue between Federal Boulevard and Pecos Street.

This corridor carries regional traffic, serves multiple mobile home communities and local businesses, and provides critical connections to parks, schools, and regional transit. The study identifies a preferred long-term concept and a phased implementation strategy to reduce crashes and speeding while improving multimodal access.

Timeline



If you need digital accessibility assistance, submit a request at drcog.org/access or call 303-455-1000. Please expect a response within 72 hours (three business days).

Critical Safety Issues

Crash History and Speeding

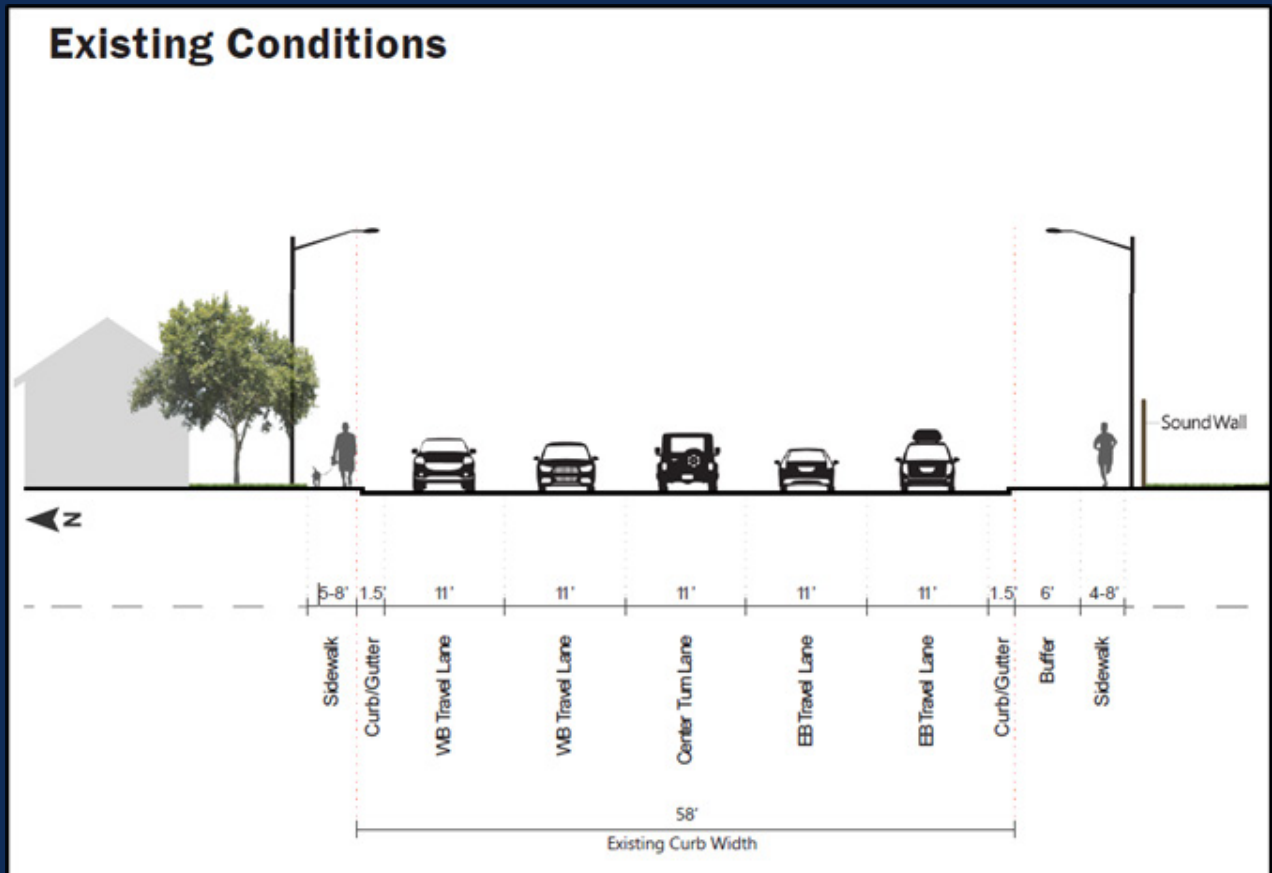
From 2019 to 2023, 397 reported crashes occurred along this short segment, placing the corridor on DRCOG's Regional High Injury Network. Approximately two percent of crashes resulted in serious injuries and one percent were fatal. Rear-end collisions account for 39 percent of crashes, followed by broadside collisions at 26 percent. Pedestrian crashes, while fewer in number, are especially severe, with 13 documented crashes resulting in three serious injuries and eight possible injuries, including two fatal crashes.

Speed is the primary concern. About 86 percent of vehicles exceed the posted 35 mph speed limit. This high-speed environment, combined with the corridor's existing auto-oriented, five-lane design, narrow sidewalks, and limited protected crossings, creates high risk, especially concerning for the corridor's high concentration of low-income residents, people of color, seniors, and residents with disabilities.

Current Conditions

The existing cross-section includes two travel lanes in each direction and a continuous center two-way left-turn lane. Sidewalks are typically only 4–6 feet wide and directly adjacent to traffic. There are no dedicated bicycle facilities.

Marked crossings exist only at three major intersections (Federal Boulevard, Bryant Drive, and Pecos Street), leaving a significant mid-corridor segment with no marked or controlled crossings despite bus stops, businesses, and mobile home park entrances that generate frequent pedestrian activity.



Existing Conditions on 92nd Avenue

Community Engagement Findings

Two phases of community engagement confirmed that safety and speeding are the central issues. Every Phase One respondent ranked “make it safer and prevent crashes” as their first or second priority. Residents reported avoiding walking along 92nd Avenue entirely, with some pushing strollers and wheelchairs in parking lots due to perceived safety risks. Participants requested specific improvements: traffic signals near Holiday Hills and Tejon Street, medians to prevent dangerous left turns, more visible crossings, and improved lighting.

Phase Two comments on three design alternatives revealed support for a phased, incremental approach. Many residents saw quick-build improvements as a practical starting point, with longer-term capital projects to follow. Feedback also emphasized the importance of responsive implementation that addresses safety concerns immediately while building toward comprehensive transformation.

Participants requested:

Traffic signals near Holiday Hills and Tejon Street, medians to prevent dangerous left turns, more visible crossings, and improved lighting.



Recommended Strategy: Two-Part Approach

Preferred Long-Term Concept

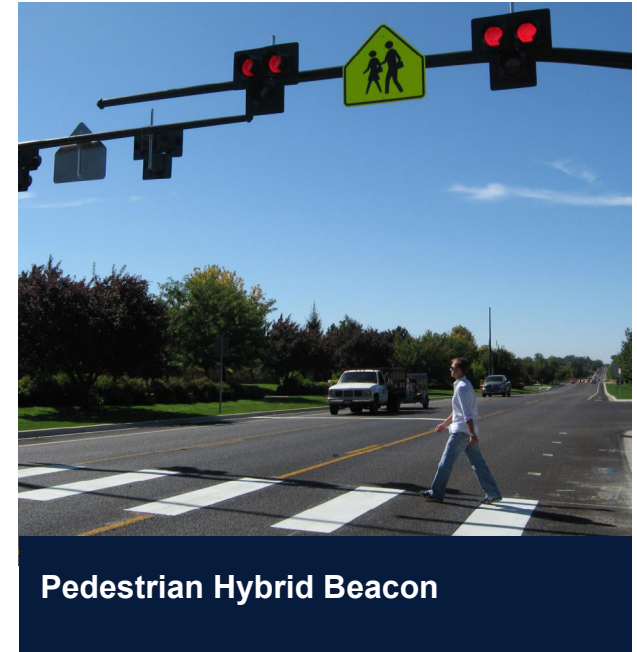
Following a detailed alternatives analysis, the study team developed and evaluated three corridor concepts (Alternatives A, B, and C) that bundled different cross sections, median treatments, crossings, and intersection designs. Alternative B was selected as the preferred long-term vision. This approach includes:

- Replacing the continuous center turn lane with raised median islands and dedicated turn pockets at key intersections
- A shared-use path on the north side (from Federal Boulevard to Tejon Street) and widened sidewalks on the southside (from Tejon Street to Pecos Street)
- Pedestrian Hybrid Beacons at Elm Court and Holiday Boulevard
- Roundabouts with Rectangular Rapid Flashing Beacons (RRFB) at Camenisch Way and Tejon Street

This alternative is preferred because it most effectively addresses community goals of slowing vehicles, improving crossings, and providing separated spaces for walking and biking while maintaining acceptable vehicle operations.



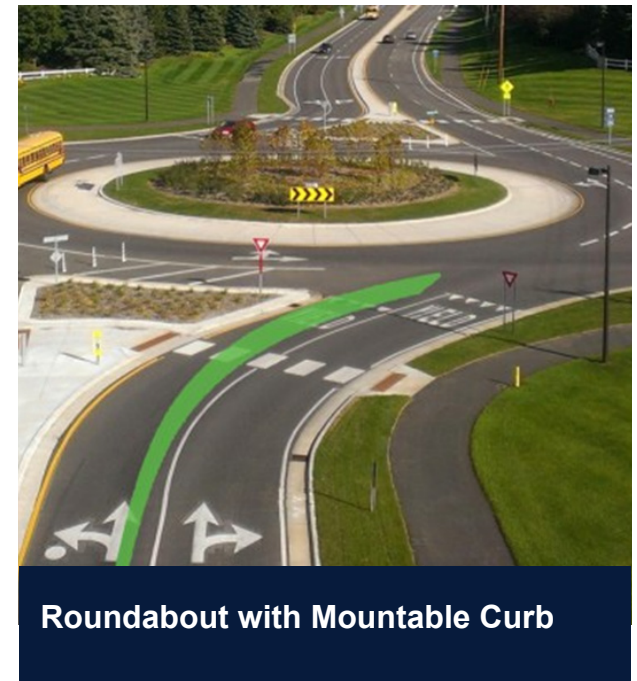
Pedestrian Refuge Island



Pedestrian Hybrid Beacon



Shared-Use Path



Roundabout with Mountable Curb

Near-Term Quick-Build Strategy

Alternative C was advanced as an interim strategy using paint, flexible posts, and lower-cost pedestrian crossing devices. Quick-build treatments include:

- RRFB-enhanced crossings with painted or flex-post median refuges at Elm Court, Clay Street, Holiday Mall, and Holiday Boulevard
- Paint and post chicanes (between Bryant Drive and Holiday Mall)
- Paint and post medians to narrow perceived roadway width and create pedestrian refuges (between Federal Boulevard and Bryant Drive and between Holiday Mall and Pecos Street)

These improvements can be delivered within months and will begin addressing speeding and unsafe crossing concerns while data and funding is gathered to support permanent construction.



Rectangular Rapid Flashing Beacon (RRFB)

Safety Benefits

Predictive safety analysis indicates that Alternatives A and B could reduce crashes along treated segments by roughly 18–20 percent and speeds by up to 25 percent through the combination of medians and roundabouts.

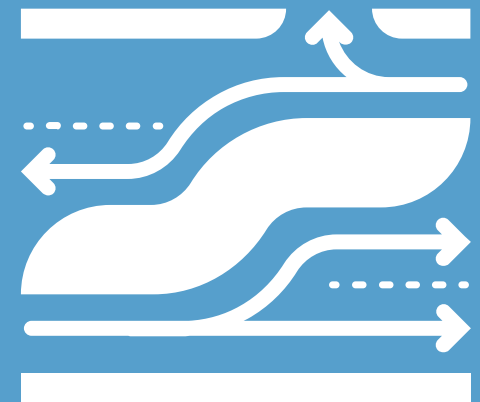
Alternative C delivers substantial localized safety benefits by removing pedestrian and vehicle conflicts at specific locations, particularly due to incorporating four Pedestrian Hybrid Beacons. All three concepts would substantially improve pedestrian and bicycle Level of Traffic Stress and could significantly reduce traffic speeds compared to existing conditions.



Field walk, May 14, 2025

Medians and roundabouts could reduce crashes along treated segments by roughly 18-20% and speeds by up to 25%.

Median



Roundabout



Phased Implementation and Costs

The implementation strategy links quick-build elements of Alternative C with the longer-term buildout of Alternative B. This approach recognizes that major reconstruction is likely beyond a single funding cycle but that low-cost interventions can risk while grants and partnerships are secured.

Cost Estimates (Planning-Level):

Alternative C quick-build corridor-wide:

**\$400,000 -
\$600,000**

Alternative B full build-out:

**\$14 million -
\$18 million**

Proposed Phasing:

PHASE ONE

Two RRFB crossings (Elm Court and Holiday Boulevard), paint-and-post medians and chicanes

PHASE TWO

Concrete median islands with left-turn pockets (Federal Boulevard to Pecos Street), two Pedestrian Hybrid Beacons replace the two RRFBs (Elm Court and Holiday Boulevard), and widen sidewalks (south side from Elm Court to Tejon Street)

PHASE THREE

Roundabout construction (Camenisch Way and Tejon Street), with RRFBs (two new and two relocated); shared-use path (north side from Federal Boulevard to Tejon Street and south side from Tejon Street to Pecos Street); update concrete sidewalk buffer with guardrails (between Camenisch Way and Bryant Drive)

Funding Pathways

Implementation may require a mix of local, regional, state, and federal funding sources:

- Local capital improvement funds and potential bonding
- DRCOG programs and CDOT safety/multimodal grants
- Federal programs including USDOT Safe Streets and Roads for All (SS4A) and the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program

The corridor's documented crash history, equity characteristics, and strong community engagement position Federal Heights well for competitive safety and multimodal grant applications.

Next Steps and Monitoring

The city is encouraged to begin quick-build projects immediately while preparing grant applications and completing preliminary engineering for capital improvements. Ongoing monitoring of annual crash trends, operating speeds, pedestrian and bicycle counts, and community feedback will inform design adjustments and refinements over time.

This phased approach provides a realistic path to transform 92nd Avenue from a high-injury arterial into a safer, more comfortable corridor for everyone who lives, works, and travels along it.

