

# 92nd Avenue Corridor Study

## Final Report



|         |                          |      |              |       |                 |
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# Acknowledgements

## Steering Committee

The project team would like to thank the following Steering Committee members for providing guidance throughout the planning process:

- Federal Heights, Public Works
- Federal Heights, Planning
- Federal Heights, Fire
- Federal Heights, Police
- Denver Regional Council of Governments
- Colorado Department of Transportation
- Regional Transportation District
- City of Thornton
- City of Westminster
- Adams County

Prepared by:



# 1 Introduction



# Introduction

## Project Purpose & Need

The 92nd Avenue Corridor Study evaluates safety, access, and mobility along the one-mile segment of 92nd Avenue between Federal Boulevard and Pecos Street in Federal Heights, Colorado. The corridor carries regional traffic, serves multiple mobile home communities and local businesses, and connects residents to parks, schools, and regional transit.

Despite its importance, 92nd Avenue currently functions as a highspeed, auto oriented arterial with a five-lane cross-section, narrow sidewalks, and limited protected crossings. From 2019 to 2023, 397 reported crashes occurred along this short segment, placing it on The Denver Regional Council of Government's (DRCOG's) Regional High Injury Network. Speed studies show that about 86 percent of vehicles exceed the posted 35 mph limit, with an 85th-percentile speed of approximately 43 mph.

These conditions create unacceptable risk for people walking, rolling, biking, accessing transit and driving, especially given the corridor's high share of low-income- residents, people of color, seniors, and residents with disabilities.

**The purpose of this corridor plan is to identify a preferred concept and implementation strategy that reduces crashes and speeding, improves multimodal comfort, and provides a realistic, phased path from quick-built safety improvements to a full capital buildout.**

The plan is part of DRCOG's Community-Based Transportation Planning Program and is intended to support funding, design, and implementation decisions by the Federal Heights of Federal Heights and regional partners.

Detailed technical chapters on existing conditions, public and stakeholder engagement, and alternatives analysis were developed to document the full data, methods, and supporting documentation.

## Timeline



## Study Area & Context

The study area encompasses 92nd Avenue from Federal Boulevard on the west to Pecos Street on the east, including all signalized and unsignalized intersections in between.

The corridor provides primary access to the Holiday Hills, Kimberly Hills and Lamplighter Village mobile home communities, Camenisch Park, Water World, and a concentration of retail and restaurant uses near Federal Boulevard.

Major generators such as the mobile home parks, regional park, and commercial centers create high levels of local pedestrian and transit activity, even though the corridor was originally designed primarily for through vehicle traffic.

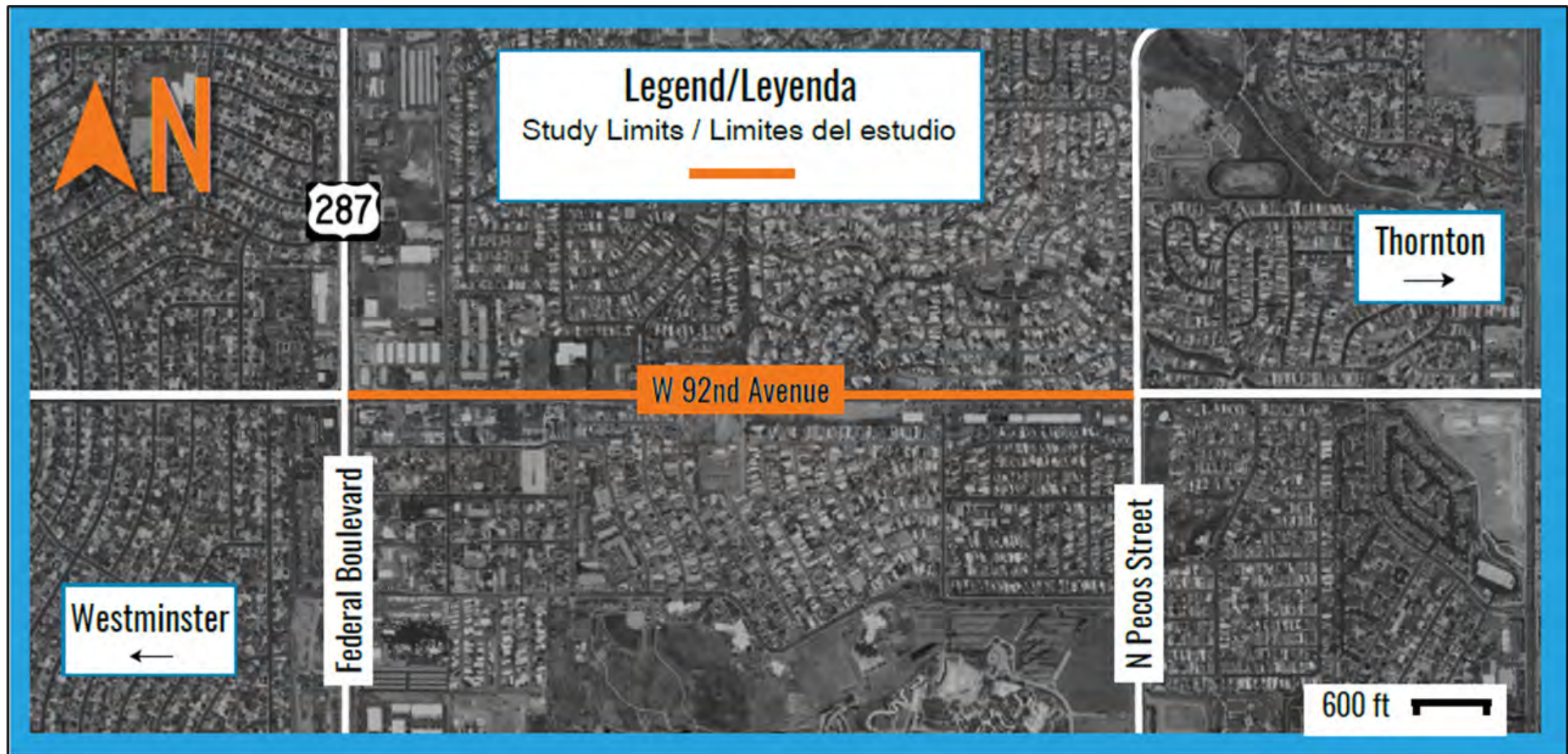


Figure 1. Study Area

## Current Conditions

The existing cross-section is largely uniform: two travel lanes in each direction and a continuous center two-way left-turn lane with a roughly 58–60-foot of curb-to-curb width. Sidewalks are present on both sides but are generally only 4–6-foot wide and frequently directly adjacent to the curb, particularly on the north side.

On long stretches of the corridor, tall privacy fences and numerous commercial and residential driveways create a narrow, uncomfortable pedestrian environment with many turning conflict points.

Average daily traffic is about 23,200 vehicles, with PM peak-hour volumes notably higher than AM peaks. Signalized intersections at Federal Boulevard, Bryant Drive, and Pecos Street generally operate at acceptable levels of service today, while several unsignalized approaches experience long delays in the PM peak.

RTD routes on 92nd Avenue and the adjacent Federal and Pecos corridors provide important transit access, but many stops along 92nd Avenue lack nearby protected crossings, forcing riders to make long detours or cross five lanes of high-speed traffic.

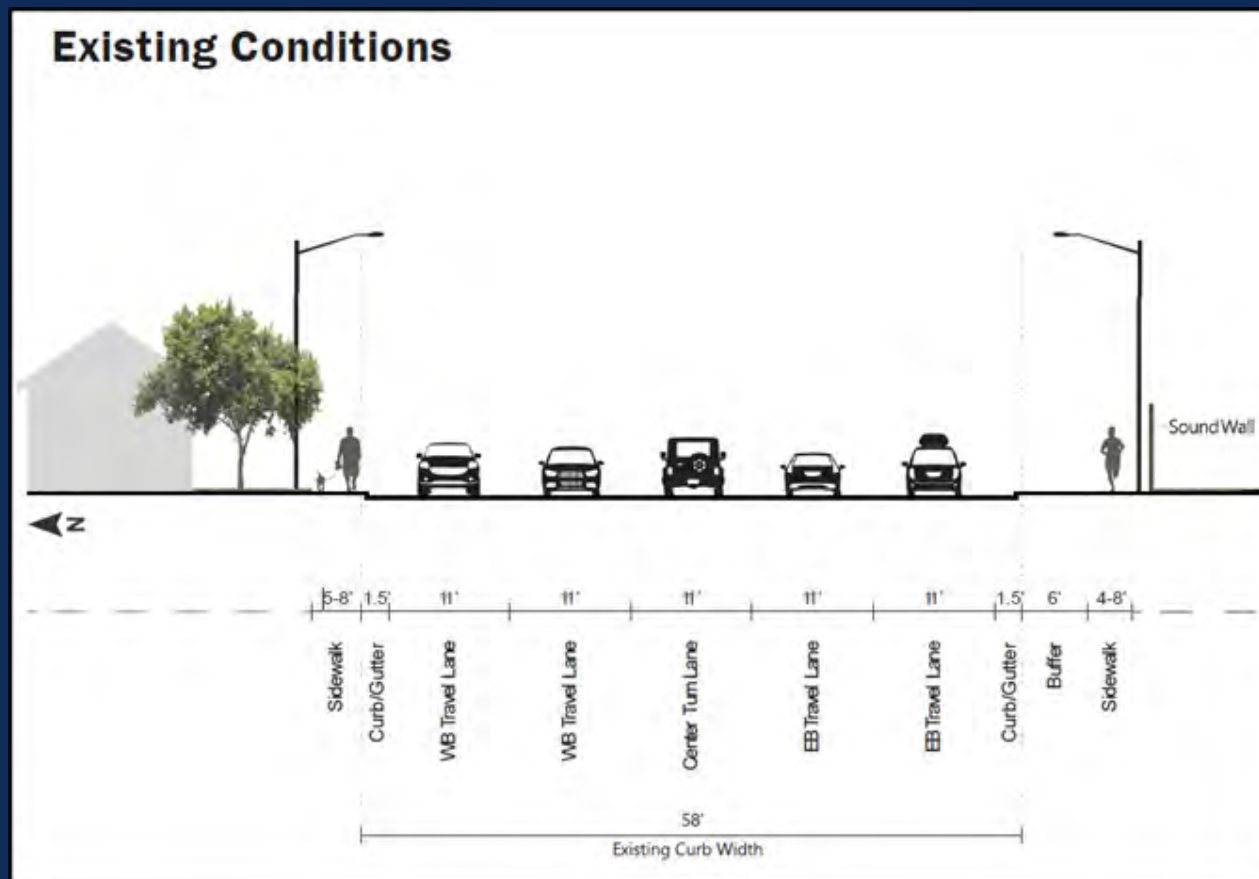


Figure 2. Existing Conditions Cross Section

## Previous Planning and Policy Framework

The corridor plan builds on several prior efforts, including the [Federal Heights Comprehensive Plan](#), the [Federal Boulevard Bus Rapid Transit Project](#), the Uplands Traffic Impact Study, and regional bicycle and pedestrian planning work. These studies consistently emphasize improving safety on arterial streets, filling sidewalk gaps, and creating better connections to transit and regional destinations.

The Federal Boulevard BRT Study identifies a potential BRT station at Federal Boulevard and 92nd Avenue, highlighting the importance of safe and direct pedestrian and bicycle connections through this corridor. The Uplands development and other nearby growth will increase travel demand, making it critical to address safety and multimodal access now rather than responding to worsening conditions later.

### Plan Goals & Outcomes

This final corridor plan advances the preferred concept and an implementation strategy that:



Reduces the frequency and severity of crashes along 92nd Avenue, with a focus on pedestrian, bicycle, and broadside crashes.



Manages vehicle speeds to better match the urban context and high presence of vulnerable road users.



Enhances comfort and accessibility for people walking, rolling, biking, and using transit, including those with mobility and sensory disabilities.



Prioritizes safety while maintaining acceptable intersection operations under current and 2040 traffic conditions. Supports phased implementation, beginning with low-cost quick-build projects that can be delivered in the near term.



Reflects community priorities gathered through two phases of engagement and prioritizes equity for residents who live along the corridor.

# 2 Existing Conditions



# Existing Conditions

## Safety and Speeding

Between January 2019 and December 2023, 397 reported crashes occurred along the one-mile study segment of 92nd Avenue. About two percent (2%) of these crashes resulted in serious injuries and one percent (1%) were fatal, meaning roughly 1 in 30 crashes produced a life-altering or life-ending outcome.

Rear-end collisions were the most common crash type, accounting for about 39 percent (39%) of crashes, followed by broadside collisions at roughly 26 percent (26%). These patterns reflect a high-speed, high-volume corridor with frequent turning conflicts and relatively long signal cycles at major intersections.

Pedestrian crashes, while fewer in number, are especially severe. Thirteen reported pedestrian crashes occurred in the five-year period, resulting in three serious injuries and eight possible injuries, and several of these crashes took place at unsignalized locations with long distances between marked crossings.

Two fatal crashes on the corridor occurred in dark conditions, underscoring the need for lower speeds and improved lighting.

Speed data collected in May 2025 west of Tejon Street show that about 86 percent of eastbound vehicles and 85 percent of westbound vehicles travel above the posted 35 mph speed limit.

The 85th-percentile speed is about 43 mph, and the 95th-percentile speed approaches 47 mph, confirming that typical operating speeds are substantially higher than intended.

Law enforcement staff report that speeds of 45–50 mph are commonplace and that 55 mph is not unusual. In addition to the documented crash history, these high operating speeds, long crossing distances, and limited protected crossings create a high level of perceived risk for people walking, rolling, biking, and accessing transit along the corridor.



# Map One: Crash Severity

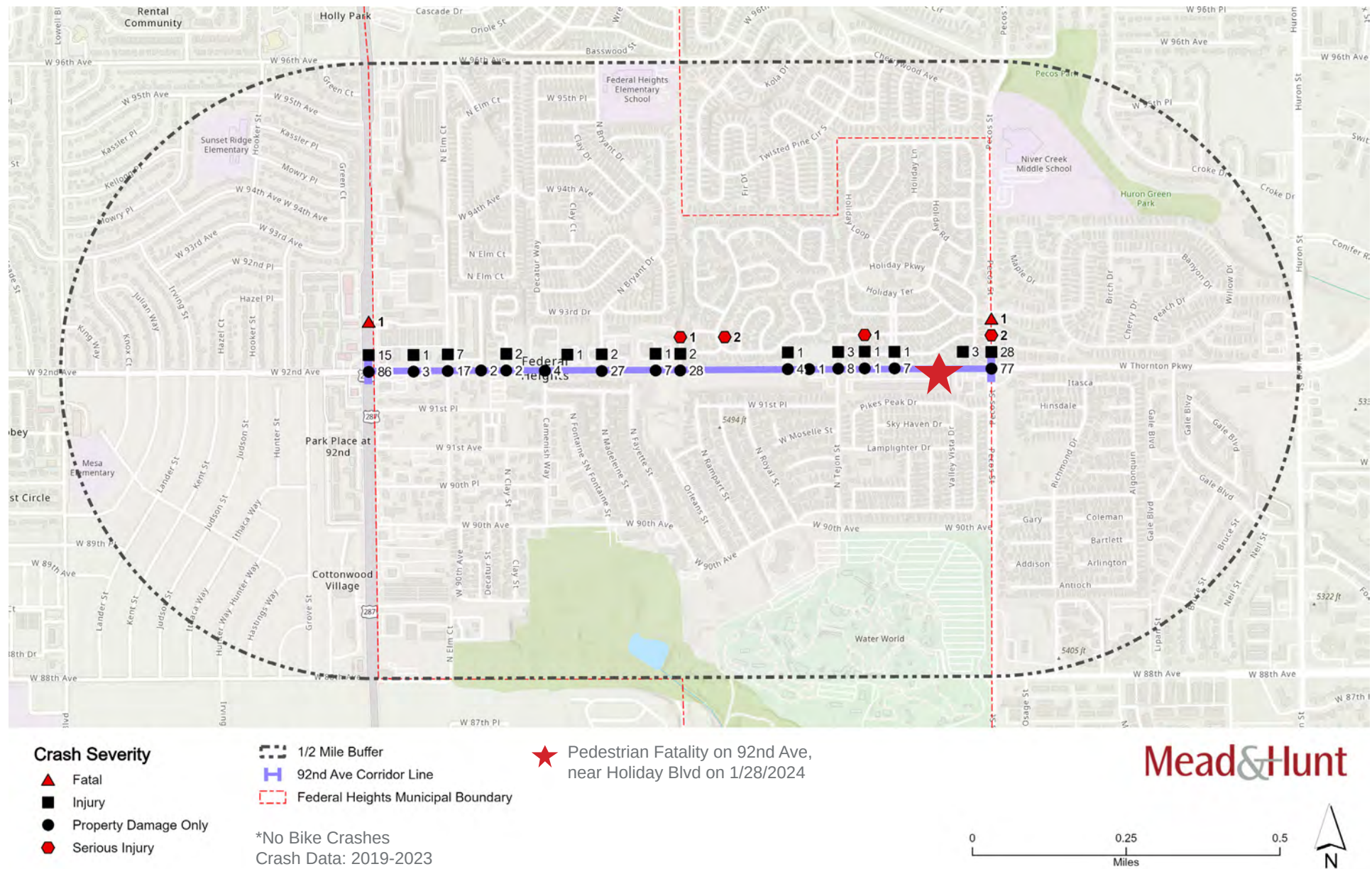


Figure 3: Crash Severity and Frequency

## Speeds on 92nd Avenue West of Tejon Street, May 28 2025

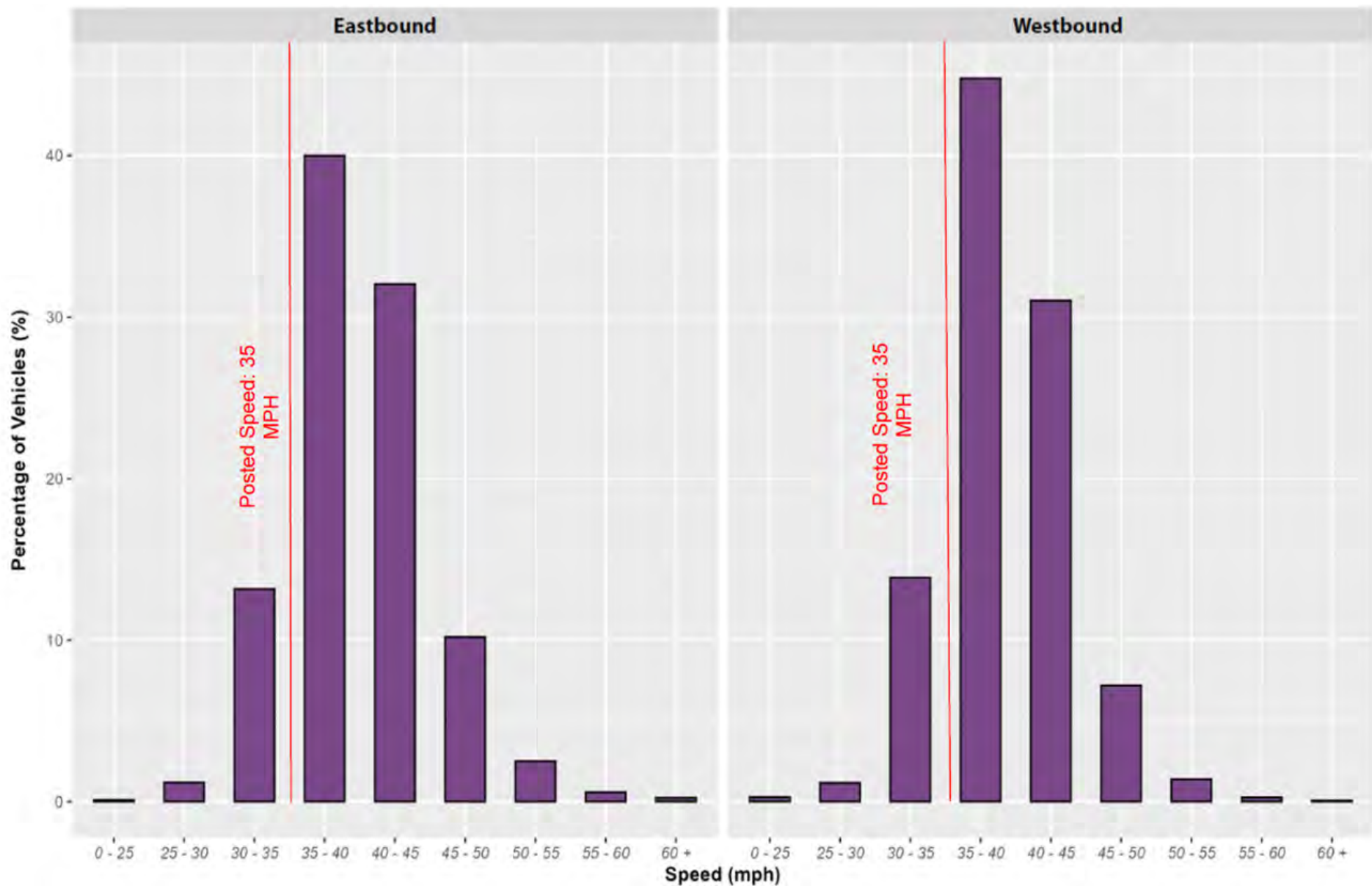


Figure 4: Speed Data West of Tejon Street

# Traffic Operations and Access

Existing traffic counts show that 92nd Avenue carries approximately 23,200 vehicles per weekday, with an almost even split between eastbound and westbound directions. PM peak-hour volumes are higher than AM peaks, reflecting strong evening commuter and shopping traffic, particularly near Federal Boulevard and Pecos Street. At the signalized intersections, overall level of service during the peak hours ranges from Level of Service C to Level of Service D.

The three signalized intersections at Federal Boulevard, Bryant Drive, and Pecos Street perform reasonably well, but several unsignalized approaches operate at Level of Service E or F during the PM peak. Long waits at side-street stop-controlled approaches encourage risk-taking, such as aggressive gaps, rolling stops, and illegal turning movements.

Numerous closely spaced driveways, especially near commercial centers, add to conflict points and limit opportunities for access management.

From an access perspective, the continuous center two-way left-turn lane provides flexible access to adjacent land uses but also allows frequent mid-block turns and creates exposure for left-turning vehicles waiting in the center of a high-speed, five-lane roadway. This configuration contributes to rear-end and broadside crash patterns and offers no refuge for pedestrians crossing mid-block.

92nd Avenue carries 23,200 vehicles per weekday

Overall levels of service during peak hours range from C to D

Side-street stop-controlled approaches encourage risk-taking such as aggressive gaps, rolling stops, and illegal turning movements



## Travel Demand and Future Growth

92nd Avenue already functions as both a local access street and an important regional connector, carrying more than 23,000 vehicles per weekday and linking neighborhoods, mobile home communities, parks, and business districts between Federal Boulevard, Pecos Street, and I-25 to the east of the study area. The corridor serves many trip purposes, home, shopping, work, school, and recreation, which means a wide range of users experience its current safety and access challenges.

Planned development and regional investments are expected to increase demand on the corridor over time, including the Uplands mixed-use project near Federal Boulevard and the potential Federal Boulevard BRT station at 92nd Avenue.

Traffic operations modeling with 2040 volumes indicates that, without geometric changes, delay and queuing at unsignalized locations will worsen even as major signals remain at Level of Service C–D, reinforcing the need to address safety, crossings, and access management now so the corridor can accommodate future travel growth safely and reliably.

## Multimodal Conditions

Sidewalks exist on both sides of 92nd Avenue throughout the study area, but they are narrow and often immediately adjacent to traffic. On the north side, the sidewalk is typically 4 feet wide directly above the curb, while the south side alternates between attached and slightly buffered segments of 4–6 feet.

Long stretches of tall fencing along both sides create a constrained, visually harsh walking environment and leave limited room for street trees or other buffering elements.

Without changes, delay and queuing at unsignalized locations will worsen even as major signals remain at Level of Service C–D, reinforcing the need to address safety, crossings, and access management now so the corridor can accommodate future travel growth safely and reliably.



## Map Two: Multimodal and Pedestrian Infrastructure

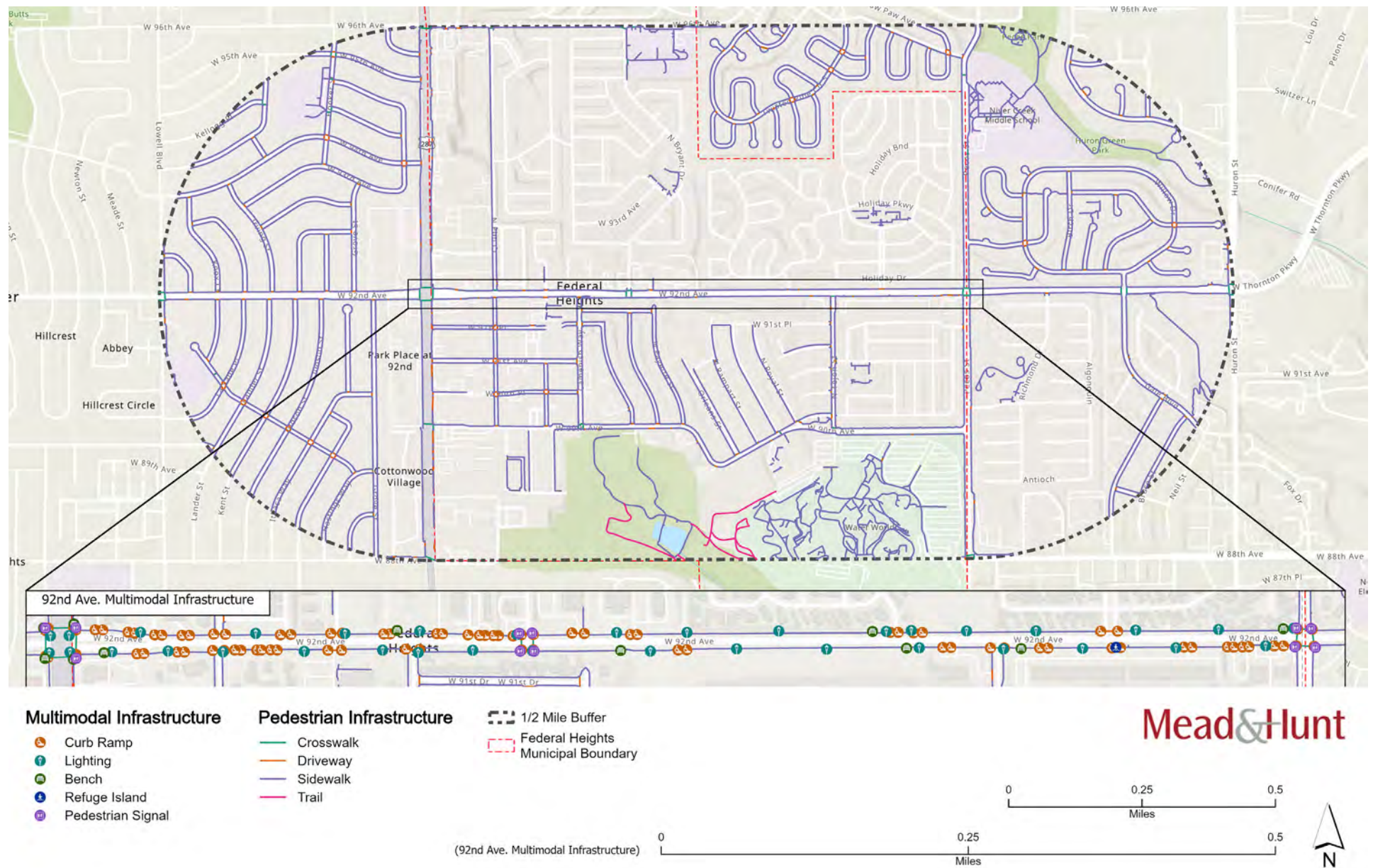


Figure 5: Multimodal and Pedestrian Infrastructure



These gaps are particularly challenging for people using wheelchairs, walkers, strollers, or with vision impairments, who must navigate close to high-speed traffic with few protected crossing opportunities.



## Multimodal & Pedestrian Infrastructure

From an accessibility standpoint, many features do not fully meet ADA best practices: sidewalk widths are at or below the minimum needed for two people or a person using a mobility device to pass comfortably, curb ramps are inconsistent in geometry and tactile treatments, and several transit stops lack level, paved boarding areas with accessible connections from the sidewalk. These gaps are particularly challenging for people using wheelchairs, walkers, strollers, or with vision impairments, who must navigate close to high-speed traffic with few protected crossing opportunities.

There are currently no dedicated bicycle facilities on 92nd Avenue. Bicycle Level of Traffic Stress, known as LTS, analysis rates the corridor as LTS 4, the highest stress category, due to the combination of five vehicle lanes, high speeds, and frequent driveways. This environment is not appropriate for most people on bikes, especially children, seniors, or anyone uncomfortable mixing with high-speed traffic.

Pedestrian Level of Traffic Stress is similarly high. Sidewalks are narrow, close to moving traffic, and interrupted by numerous driveway crossings, and marked crossings are only available at Federal Boulevard, Bryant Drive, and Pecos Street.

In the mid-corridor segment between Bryant and Pecos there are no signalized crossings for more than half a mile, even though bus stops and mobile home park entrances generate frequent pedestrian activity. Transit riders often face a choice between walking long distances to a signal or crossing five lanes of traffic at unsignalized locations.



Figure 6. Pecos Street and 92nd Avenue

### Map Three: Bus Stop Infrastructure

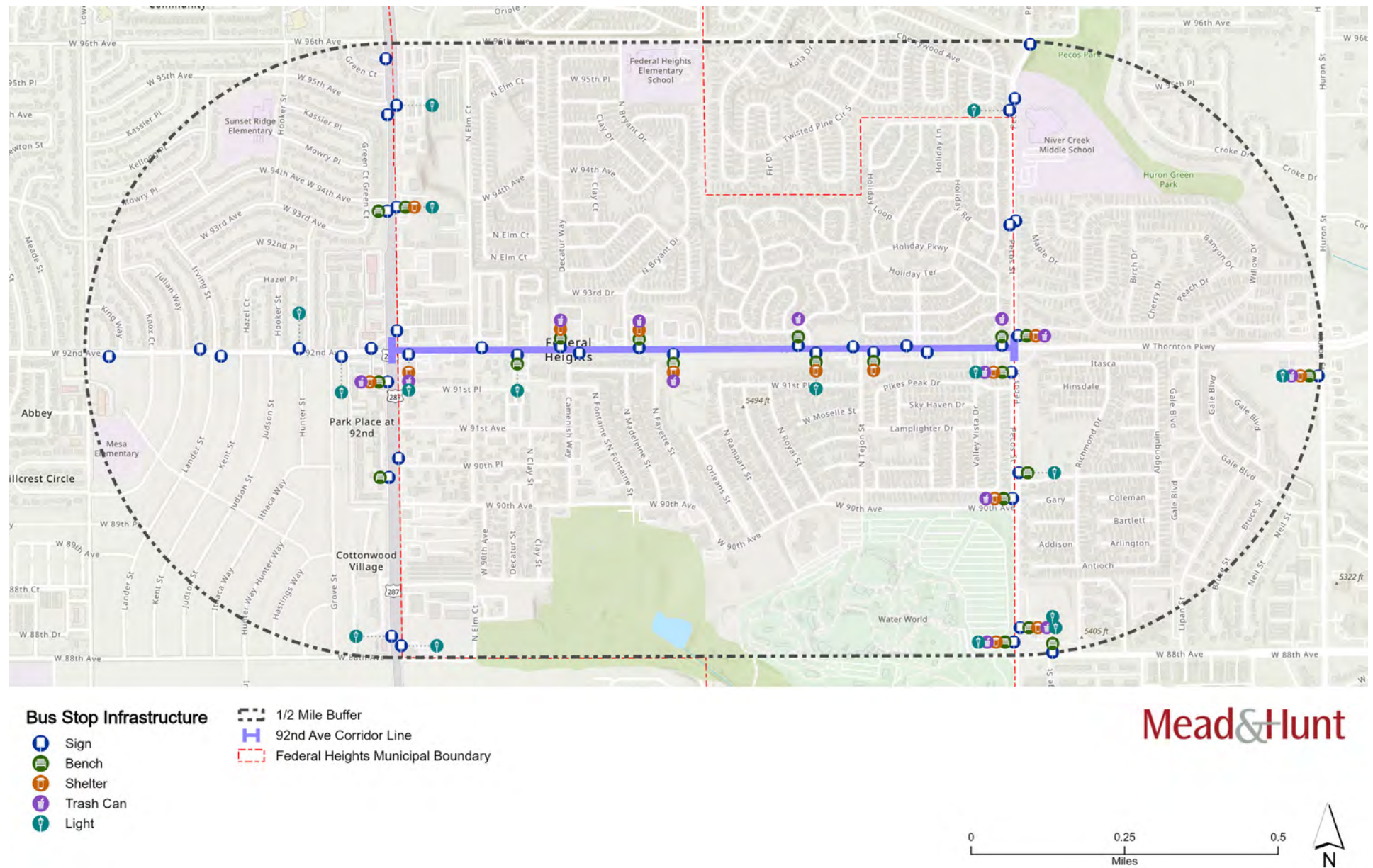


*Figure 7: Bus Stop Infrastructure*



## Demographics and Equity Context

The study area includes census tracts with high concentrations of low-income residents, communities of color, people with disabilities, and households with limited English proficiency and no access to a vehicle. South of 92nd Avenue, about 45 percent of residents live below 200 percent of the federal poverty level, while north of the corridor the figure is about 43 percent. Approximately 71 percent of residents north of 92nd Avenue and more than 60 percent south of the corridor identify as non-white.

Roughly 17 percent of residents south of 92nd Avenue and 13.5 percent north report having a disability. Limited English proficiency is also significant, with about 27 percent of residents north of 92nd Avenue reporting that they speak English less than very well. Around eight percent of households south of the corridor do not have access to a personal vehicle, making walking, biking, and transit essential for daily trips.

Young people and older adults are both highly represented. North of 92nd Avenue, about 31 percent of residents are under age 18, and roughly 20 percent are age 60 or older. These demographic patterns mean that many users of the corridor are more vulnerable to traffic risk, more reliant on non-driving modes, and more likely to be affected by the design of sidewalks, crossings, and transit stops. Improving safety and multimodal access on 92nd Avenue is therefore both a transportation and an equity priority.

Many users of the corridor are more vulnerable to traffic risk, more reliant on non-driving modes, and more likely to be affected by the design of sidewalks, crossings, and transit stops.



# 3 Public & Stakeholder Engagement

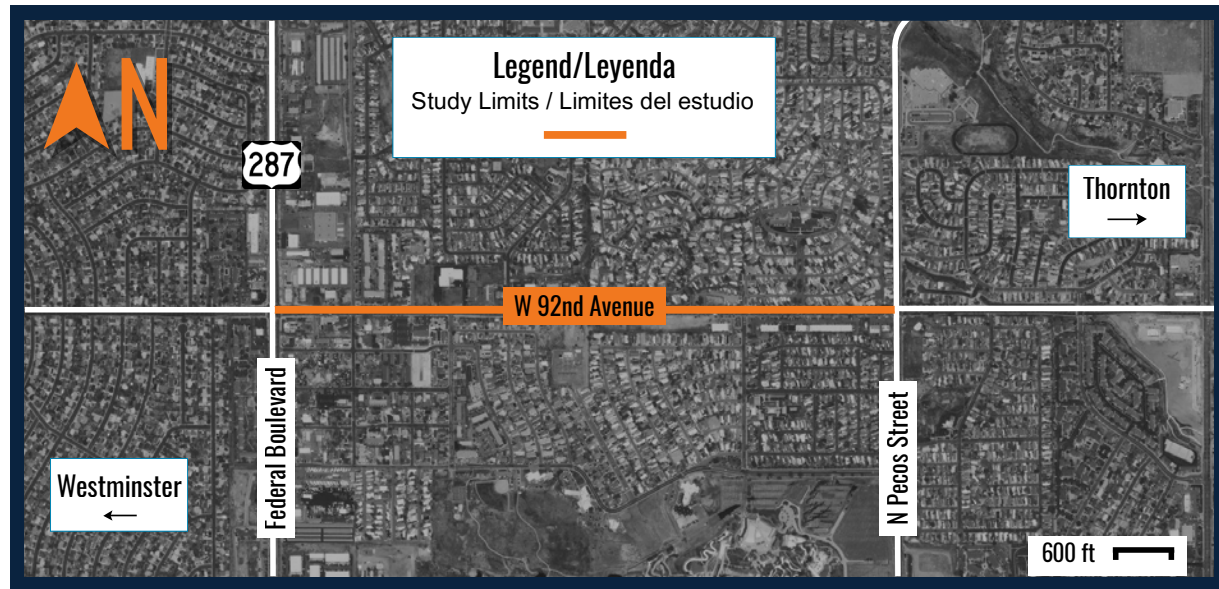


## Engagement Approach

Phase One, conducted in spring and summer 2025, focused on establishing baseline concerns and priorities through a pancake breakfast at the Federal Heights fire station, an ice cream social at Holiday Hills Village, a booth at the Carstens Park Summer Social, and an online survey. Phase Two, in fall 2025, introduced three design alternatives and explored implementation preferences through a focus group and pop-up events at Las Tortas and La Flor Michoacana, along with a second online survey. Across both phases, 118 survey responses were collected.



# 92nd Avenue Corridor Study



**How to get involved**  
Scan this QR code to visit the project website and fill out a short survey

**Como puede participar**  
Escanee este código QR para tener acceso al sitio web del proyecto y llenar una pequeña encuesta



## About the Project

The Denver Regional Council of Governments (DRCOG) is leading the 92nd Avenue Corridor Study to address the urgent safety and transportation issues on 92nd Avenue, including speeding, traffic flow, accessibility, and pedestrian access.

## Sobre el Proyecto

El Consejo Regional de Gobiernos de Denver (DRCOG) está liderando el Estudio del Corredor de la Avenida 92 en asociación con la Ciudad de Federal Heights para abordar los problemas urgentes de seguridad y transporte en la Avenida 92, incluyendo exceso de velocidad, flujo de tráfico, accesibilidad y acceso peatonal.

Figure 9: Promotional flyer for project and survey

To ensure accessibility, all engagement events offered Spanish interpretation through the Community Language Cooperative and printed, and digital materials were translated into Spanish. Staff and consultants also helped participants fill out surveys in person when needed, particularly at mobile home communities and local businesses.



## Phase One: Corridor Priorities

Phase One engagement focused on understanding the daily needs, priorities, and lived experiences of community members who travel along and across 92nd Avenue. The engagement results showed a remarkable level of agreement that safety and speeding are the central issues on 92nd Avenue. Every respondent ranked “make it safer / help prevent crashes” as their first or second priority among potential improvements. Open-ended survey comments repeatedly described drivers traveling far above the speed limit, running red lights, and making risky maneuvers near driveways, mobile home park entrances, and unsignalized intersections.

Improving conditions for walking emerged as the second-highest priority. Residents described sidewalks as too narrow, too close to fast-moving traffic, and uncomfortable to use, especially at night or when walking with children or pets. Many participants reported that they avoid walking along 92nd Avenue altogether, and some instead push strollers and wheelchairs in the roadway or adjacent parking lots because the sidewalk feels unsafe.



Safety & Speeding were reported as the highest priorities along 92nd Avenue.



Improving conditions for pedestrians emerged as the second-highest priority.

Participants also called for specific intersection and access changes, such as adding traffic signals near the Holiday Hills entrance and Tejon Street, installing medians to prevent dangerous left turns, and providing more visible crossings and lighting. Some respondents highlighted the need for stronger enforcement, suggesting speed cameras, rumble strips, and more frequent police presence.



Figure 10. Community engagement at the Holiday Hills Ice Cream Social on June 12, 2025

## Phase Two: Alternatives Feedback & Phasing

Phase Two engagement tested three refined concepts, each of which bundled different cross section, median, crossing, and intersection treatments. Instead of trying to identify a single universally favored option, the Phase 2 process focused on understanding tradeoffs and gathering input on phasing and funding realities.

Feedback on individual design elements was mixed but informative. Many participants supported medians as a way to create refuge islands and slow traffic, but others worried that narrow medians could complicate turning movements or feel uncomfortable at driveways. Opinions on roundabouts were especially divided, with some residents strongly preferring them for speed control and crash reduction and others opposing them based on concerns about navigation, congestion, or unfamiliarity.

A clear theme from the focus group and popup events was the need for a phased implementation strategy. Participants recognized that major capital improvements will require substantial funding and time and expressed interest in quick, visible changes that could be implemented with paint, signs, and flex posts while longer-term projects are pursued.

A clear theme from public engagement was the need for a phased implementation strategy.

Many residents saw Alternative C—a quick-build concept with chicanes, short medians, and Rectangular Rapid Flashing Beacon (RRFB) crossings—as a practical starting point, with Alternatives B and A as longer-term goals.

Survey results from the Las Tortas and La Flor Michoacana pop-ups showed relatively strong support for Alternative B, which combines medians, roundabouts, and a shared-use path within the existing curb lines, while also confirming that Alternative C is attractive as an affordable first phase.

Across both phases, engagement confirmed that safety, speed reduction, and pedestrian access are the top priorities and that the community is open to an incremental approach that delivers near-term benefits and builds toward a more complete transformation.



Figure 11. Community engagement at the Carstens Park Summer Social on July 10, 2025.

# 4 Alternative Design Concepts



# Alternative Design Concepts

## How concepts were developed

The project team began with a broad set of eight initial concepts that used different combinations of widened sidewalks, shared-use paths, medians, curb shifts, protected bike facilities, chicanes, and intersection treatments to address the corridor's safety and multimodal challenges. These concepts were screened through a two-tier process that considered traffic calming potential, pedestrian and bicycle safety, right-of-way impacts, feasibility, cost, and alignment with community feedback.

Tier One screening used qualitative scores across five criteria (traffic calming and speed management; pedestrian safety improvements; bicycle safety improvements; right of way impacts; and feasibility) to identify which of the eight early concepts best addressed speeding and pedestrian risk while remaining buildable in the Federal Heights context.

Alternatives emphasizing comprehensive calming, improved crossings, and separated space for people walking and biking scored highest, while concepts that focused narrowly on one mode or required extensive right-of-way were dropped.

Tier Two screening narrowed the field to three leading concepts, which were then relabeled Alternatives A, B, and C for public discussion. Tier Two screening scored the top three alternatives, using quantitative scores across six criteria (2040 traffic operations LOS; pedestrian and bicycle level of traffic stress; environmental impacts; quick win/quick-build potential; crash reduction potential; and cost range). The project team developed plan-level designs for the top three alternatives and evaluated their expected performance using Synchro traffic models, pedestrian and bicycle Level of Traffic Stress metrics, crash mitigation factors, and high-level cost estimates. This analysis provided a side-by-side comparison of how each alternative would affect operations, safety, multimodal comfort, and implementation feasibility.



Figure 12. Field Walk, May 14, 2025

# Summary of Alternatives

## Alternative A

Alternative A removes and rebuilds curbs to narrow the roadway, adds a series of raised median islands with left-turn pockets, constructs a shared-use path on the north side, widens sidewalks on the south side, installs Pedestrian Hybrid Beacons at Elm Court and Holiday Boulevard, and installs roundabouts with Rectangular Rapid Flashing Beacons at Camenisch Way and Tejon Street.

**This alternative offers the most transformative change to the corridor cross-section but requires curb relocation, a retaining wall, and more extensive utility work, making it the most expensive and complex option.**



**Pedestrian Median Island**

## Alternative B

Alternative B retains the existing curb lines but replaces the continuous center turn lane with a series of raised median islands and dedicated turn pockets at key intersections. It adds a shared-use path on the north side and widens sidewalks on the south side where feasible, installs Pedestrian Hybrid Beacons at Elm Court and Holiday Boulevard, and installs roundabouts with Rectangular Rapid Flashing Beacons (RRFB) at Camenisch Way and Tejon Street.

**Alternative B delivers similar safety and multimodal benefits to Alternative A at a lower cost by keeping the existing curb lines in place, although this results in the shared-use path and sidewalks being more constrained in some segments.**



**Roundabout with RRFB**

## Alternative C

Alternative C includes a series of chicanes, short medians, a shared-use path on the north side, widened sidewalks on the south side where feasible, and four enhanced crossings with Pedestrian Hybrid Beacon signals at Elm Court, Clay Street, Holiday Mall and Holiday Boulevard.

**The concept focuses on narrowing the effective roadway width, tightening driver paths, and adding median refuges at key crossing locations to manage speeds and improve pedestrian safety while maintaining the existing curb-to-curb footprint.**



**Shared-Use Path**

## Map Four: Alternative A. Plan View



Figure 13. Alternative A. Plan View

## Alternative A. West: Narrow Street, Shared-Use Path, Widen Sidewalk, Narrow Median, Roundabouts

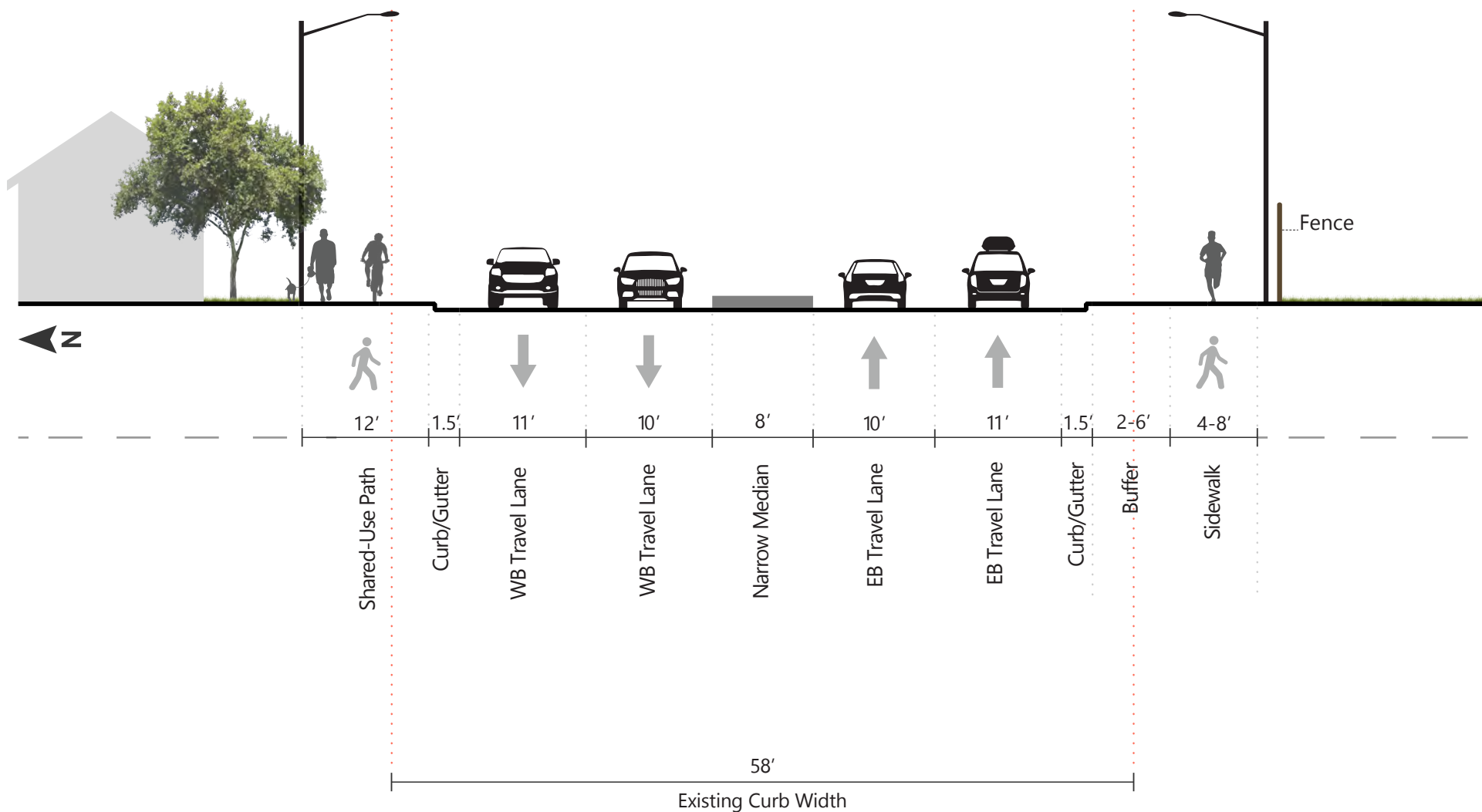


Figure 14. Alternative A. West Plan View

# Alternative A. East: Narrow Street, Shared-Use Path, Widen Sidewalk, Narrow Median, Roundabouts

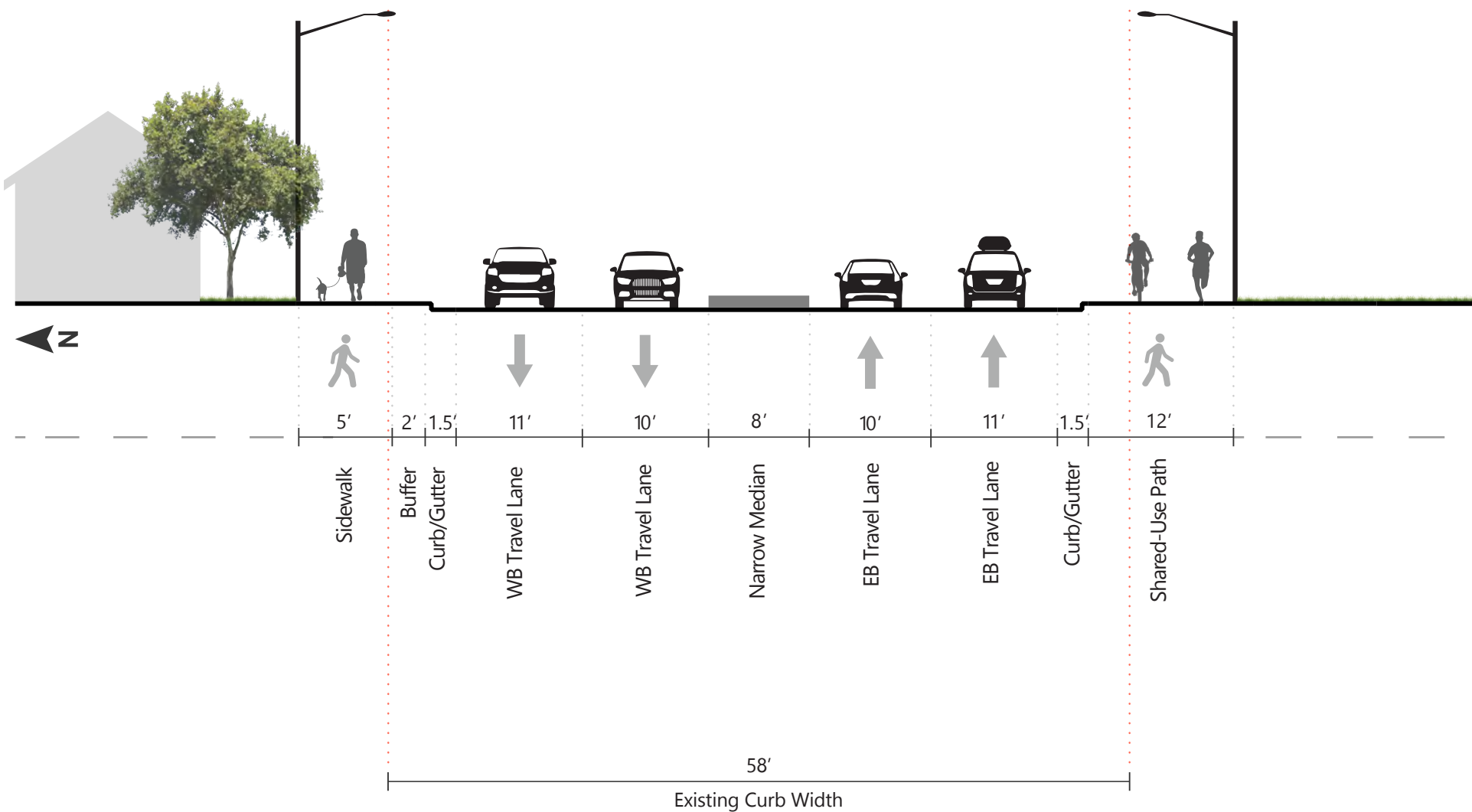


Figure 15. Alternative A. East Plan View



## Map Five: Alternative B. Plan View



Figure 16. Alternative B. Plan View

## Alternative B. West: Shared-Use Path, Widen Sidewalk, Median Islands, Roundabouts

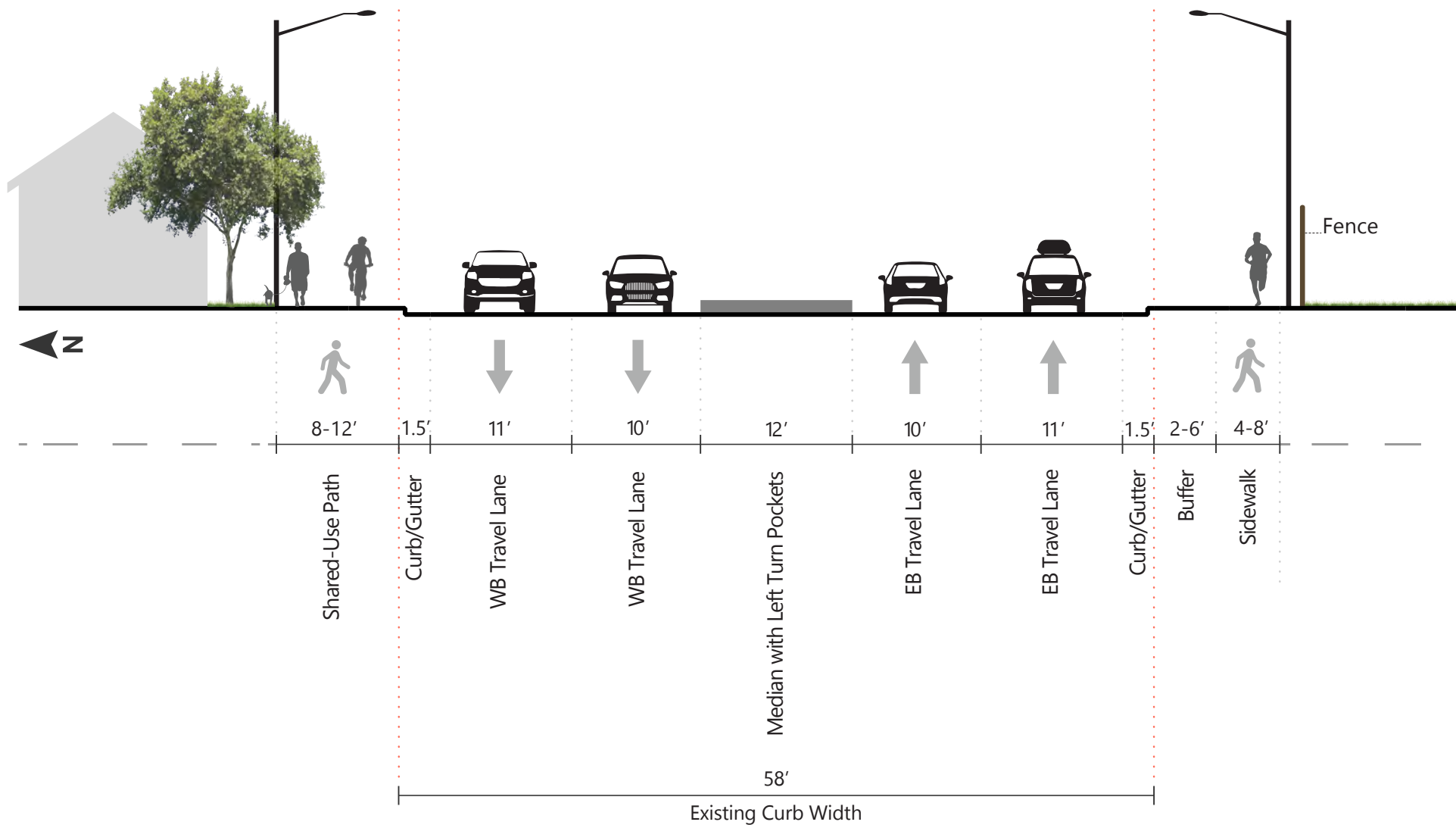


Figure 17. Alternative B. West Plan View

# Alternative B. East: Shared-Use Path, Median Islands, Roundabouts

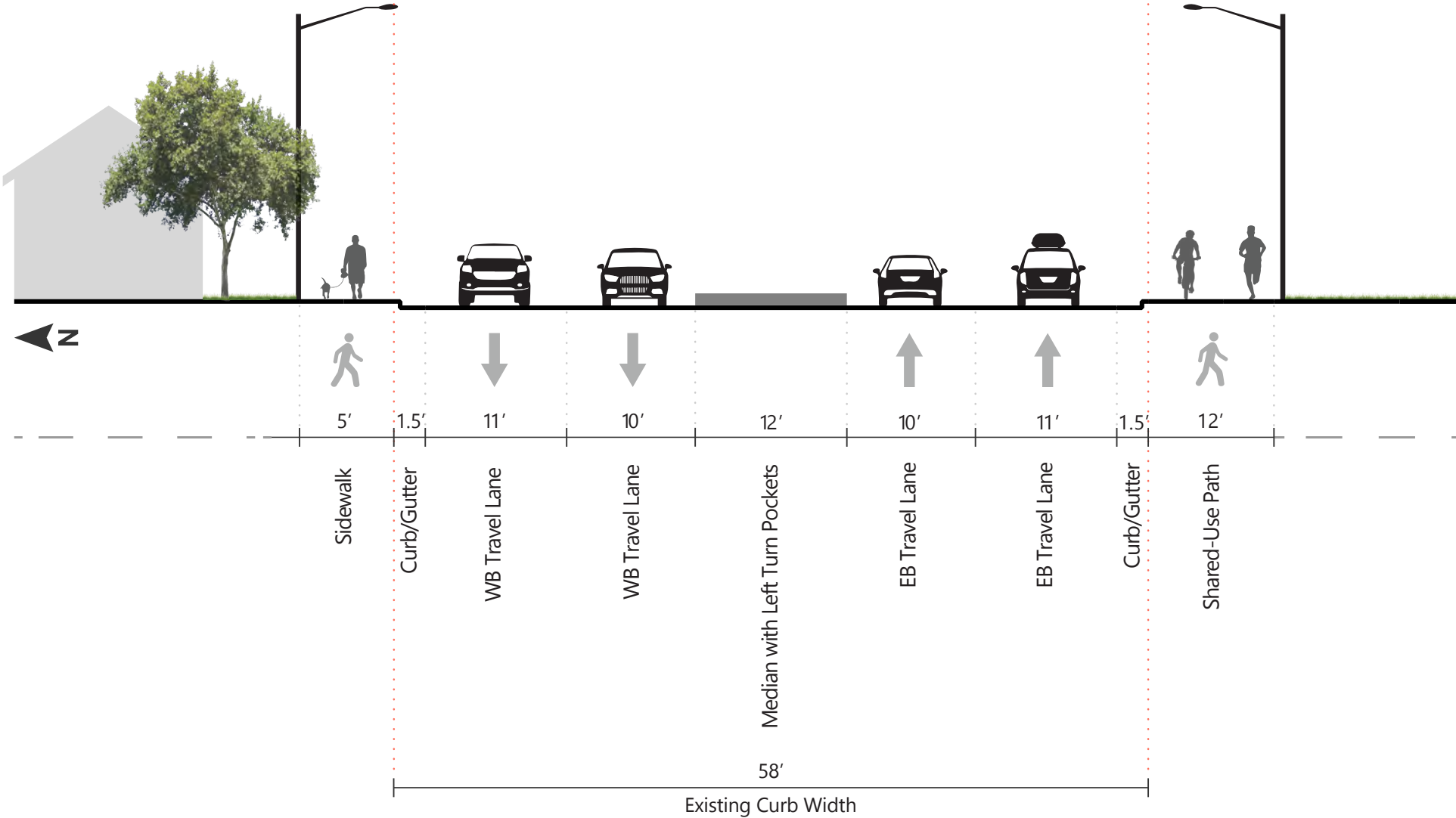


Figure 18. Alternative B. East Plan View



## Map Six: Alternative C. Plan View



Figure 19. Alternative C. Plan View



## Alternative C. West: Shared-Use Path, Widen Sidewalk, 7-ft Chicanes

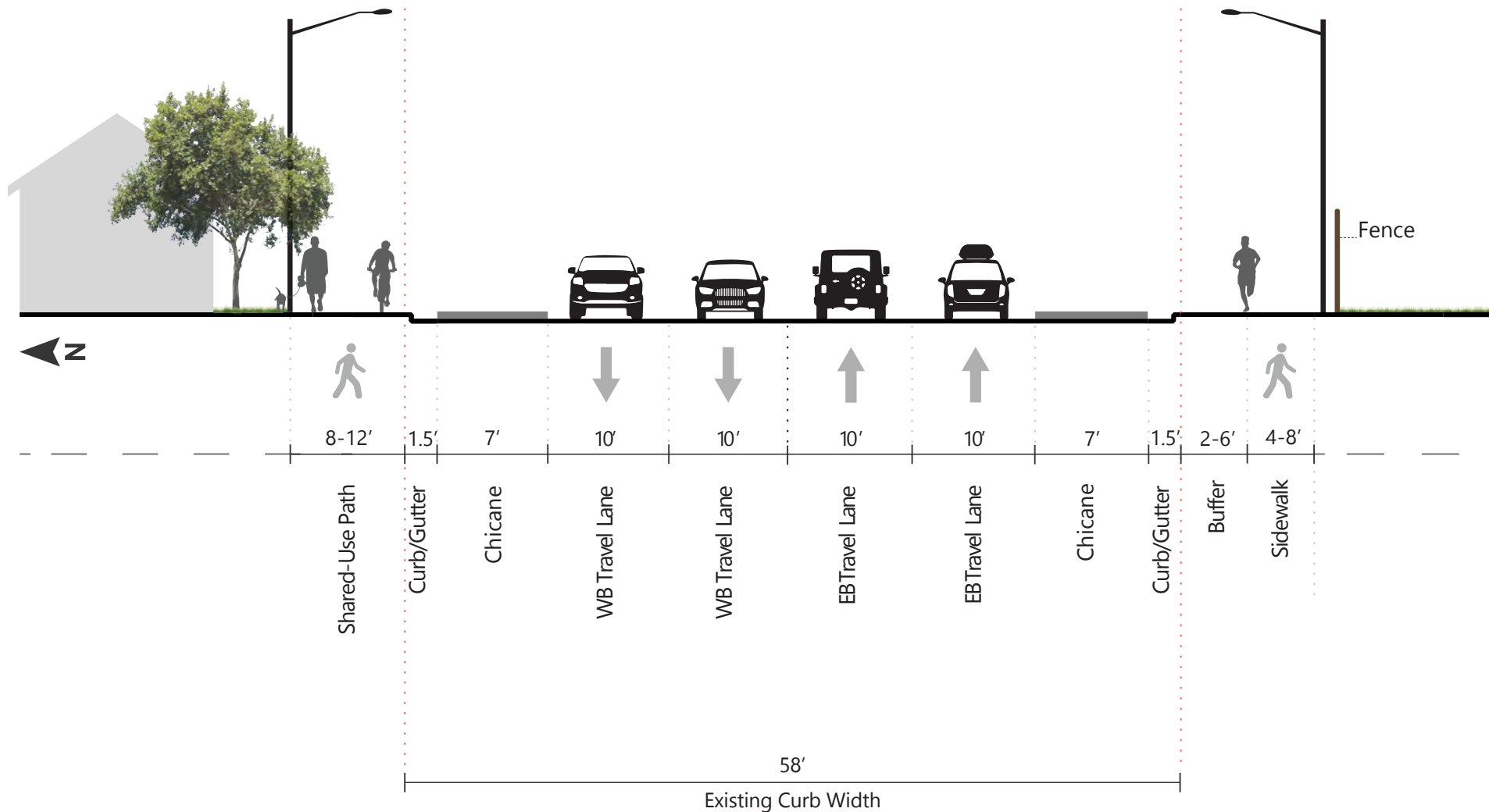


Figure 20. Alternative C. West Plan View



# Alternative C. East: Shared-Use Path, Median Islands

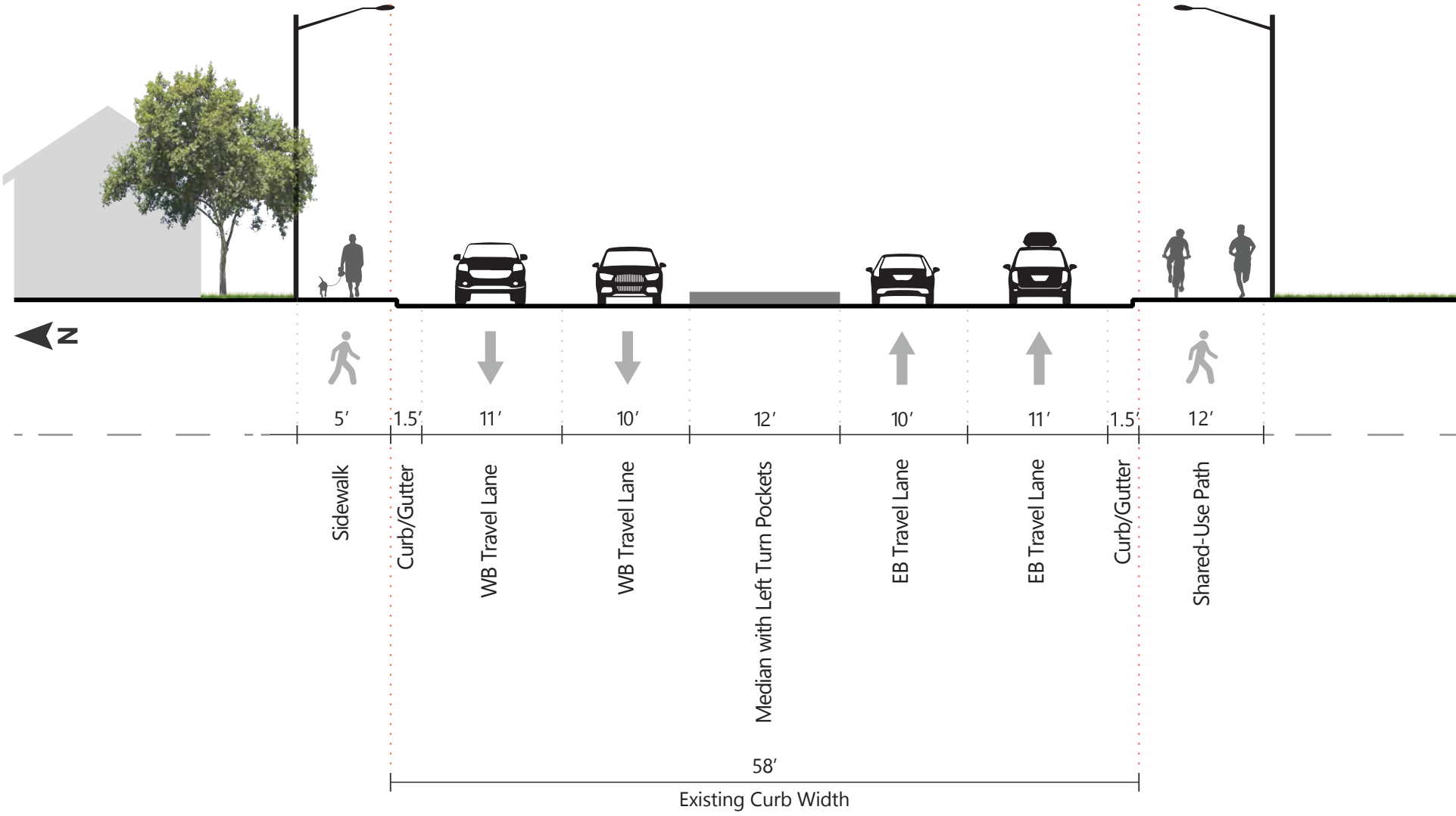


Figure 21. Alternative C. East Plan View



## Alternative Analysis

Crash mitigation factors applied to the alternatives indicate that Alternatives A and B could reduce crashes along treated segments by roughly 18-20 percent, primarily through the combination of medians and roundabouts. Alternative C can deliver substantial localized benefits in the locations where chicanes and painted medians are installed, especially when combined with Pedestrian Hybrid Beacons at new crossings. All three concepts substantially improve pedestrian and bicycle Level of Traffic Stress compared to existing conditions, with Alternatives A and B achieving the greatest long term improvements.

Across all three alternatives, intersection treatments follow a consistent strategy focused on reducing conflicts and improving crossings at the highest priority locations. Alternatives A and B introduce roundabouts with Rectangular Rapid Flashing Beacons at Camenisch Way and Tejon Street and enhanced crossings with Pedestrian Hybrid Beacons and median refuges at Elm Court and Holiday Boulevard. Alternative C could reduce crashes along treated segments by approximately 5 percent, primarily through the combination of chicanes and medians.

While the cross section and median designs vary by alternative, the intersection improvement package is intentionally similar so that key operations and safety benefits at these nodes can be delivered regardless of which corridor concept advances.

All three concepts substantially improve pedestrian and bicycle Level of Traffic Stress compared to existing conditions.



| Locations for new crossings (west to east) | Treatments                                                               | Criteria/Threshold Met                      | Locations for new crossings (west to east)    | Treatments                                                               | Criteria/Threshold Met                      |
|--------------------------------------------|--------------------------------------------------------------------------|---------------------------------------------|-----------------------------------------------|--------------------------------------------------------------------------|---------------------------------------------|
| 92nd Ave/<br>Elm Court                     | High visibility crosswalk markings (Treatment 1)                         | Visibility enhancements should always occur | 92nd Ave/<br>Holiday Mall<br>(west entrance)* | High visibility crosswalk markings (Treatment 1)                         | Visibility enhancements should always occur |
|                                            | Advanced Yield Here to Pedestrians sign and yield markings (Treatment 3) | 4 lanes at 35mph                            |                                               | Advanced Yield Here to Pedestrians sign and yield markings (Treatment 3) | 4 lanes at 35mph                            |
|                                            | Pedestrian Refuge Island (Treatment 6)                                   | 4 lanes without raised medians              |                                               | Pedestrian Refuge Island (Treatment 6)                                   | 4 lanes without raised medians              |
|                                            | Road Diet (Treatment 8)                                                  | Reconfigure TWLTL to median                 |                                               | Road Diet (Treatment 8)                                                  | Reconfigure TWLTL to median                 |
|                                            | Pedestrian Hybrid Beacon/HAWK signal (Treatment 9)                       | 4 lanes at 35mph                            |                                               | Pedestrian Hybrid Beacon/HAWK signal (Treatment 9)                       | 4 lanes at 35mph                            |
| 92nd Ave/<br>Clay Street*                  | High visibility crosswalk markings (Treatment 1)                         | Visibility enhancements should always occur | 92nd Ave/<br>Holiday Blvd<br>(east entrance)  | High visibility crosswalk markings (Treatment 1)                         | Visibility enhancements should always occur |
|                                            | Advanced Yield Here to Pedestrians sign and yield markings (Treatment 3) | 4 lanes at 35mph                            |                                               | Advanced Yield Here to Pedestrians sign and yield markings (Treatment 3) | 4 lanes at 35mph                            |
|                                            | Pedestrian Refuge Island (Treatment 6)                                   | 4 lanes without raised medians              |                                               | Pedestrian Refuge Island (Treatment 6)                                   | 4 lanes without raised medians              |
|                                            | Road Diet (Treatment 8)                                                  | Reconfigure TWLTL to median                 |                                               | Road Diet (Treatment 8)                                                  | Reconfigure TWLTL to median                 |
|                                            | Pedestrian Hybrid Beacon/HAWK signal (Treatment 9)                       | 4 lanes at 35mph                            |                                               | Pedestrian Hybrid Beacon/HAWK signal (Treatment 9)                       | 4 lanes at 35mph                            |

\*These two locations only apply to Alternative C

Figure 22. Crossing Improvements



Table 1. Application of pedestrian crash countermeasures by roadway feature.

| Roadway Configuration                                                                        | Posted Speed Limit and AADT |                     |                   |                           |                     |                   |                      |                   |                   |
|----------------------------------------------------------------------------------------------|-----------------------------|---------------------|-------------------|---------------------------|---------------------|-------------------|----------------------|-------------------|-------------------|
|                                                                                              | Vehicle AADT <9,000         |                     |                   | Vehicle AADT 9,000–15,000 |                     |                   | Vehicle AADT >15,000 |                   |                   |
|                                                                                              | ≤30 mph                     | 35 mph              | ≥40 mph           | ≤30 mph                   | 35 mph              | ≥40 mph           | ≤30 mph              | 35 mph            | ≥40 mph           |
| <b>2 lanes</b><br>(1 lane in each direction)                                                 | ① 2<br>4 5 6<br>7 9         | ①<br>5 6<br>7 9     | ①<br>5 6<br>7 9   | ①<br>4 5 6<br>7 9         | ①<br>5 6<br>7 9     | ①<br>5 6<br>7 9   | ①<br>4 5 6<br>7 9    | ①<br>5 6<br>7 9   | ①<br>5 6<br>9     |
| <b>3 lanes with raised median</b><br>(1 lane in each direction)                              | ① 2 3<br>4 5<br>7 9         | ① ③<br>5<br>7 9     | ① ③<br>5<br>7 9   | ① 3<br>4 5<br>7 9         | ① ③<br>5<br>7 9     | ① ③<br>5<br>7 9   | ① ③<br>4 5<br>7 9    | ① ③<br>5<br>7 9   | ① ③<br>5<br>9     |
| <b>3 lanes w/o raised median</b><br>(1 lane in each direction with a two-way left-turn lane) | ① 2 3<br>4 5 6<br>7 9       | ① ③<br>5 6<br>7 9   | ① ③<br>5 6<br>9   | ① 3<br>4 5 6<br>7 9       | ① ③<br>5 6<br>7 9   | ① ③<br>5 6<br>9   | ① ③<br>4 5 6<br>7 9  | ① ③<br>5 6<br>9   | ① ③<br>5 6<br>9   |
| <b>4+ lanes with raised median</b><br>(2 or more lanes in each direction)                    | ① ③<br>5<br>7 8 9           | ① ③<br>5<br>7 8 9   | ① ③<br>5<br>8 9   | ① ③<br>5<br>7 8 9         | ① ③<br>5<br>7 8 9   | ① ③<br>5<br>8 9   | ① ③<br>5<br>7 8 9    | ① ③<br>5<br>8 9   | ① ③<br>5<br>8 9   |
| <b>4+ lanes w/o raised median</b><br>(2 or more lanes in each direction)                     | ① ③<br>5 6<br>7 8 9         | ① ③<br>5 6<br>7 8 9 | ① ③<br>5 6<br>8 9 | ① ③<br>5 6<br>7 8 9       | ① ③<br>5 6<br>7 8 9 | ① ③<br>5 6<br>8 9 | ① ③<br>5 6<br>7 8 9  | ① ③<br>5 6<br>8 9 | ① ③<br>5 6<br>8 9 |

Given the set of conditions in a cell,

- # Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.
- Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.
- Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.\*

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

- 1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
- 2 Raised crosswalk
- 3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
- 4 In-Street Pedestrian Crossing sign
- 5 Curb extension
- 6 Pedestrian refuge island
- 7 Rectangular Rapid-Flashing Beacon (RRFB)\*\*
- 8 Road Diet
- 9 Pedestrian Hybrid Beacon (PHB)\*\*

Figure 23. FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations

## Preferred Concepts: Near and Long-Term

After completing the technical analysis and reviewing community feedback, the study identifies a two-part recommendation. Alternative B is selected as the preferred long-term concept, providing a balanced combination of safety, operations, and cost-effectiveness within the existing curb lines. At the same time, key elements of Alternative C are recommended as near-term, quick-build improvements that can be deployed in advance of full capital construction. This idea to phase the project through Alternative C was developed and refined at the focus group meeting on September 10, 2025.

Alternative B is preferred because it most effectively meets the community vision and project goals of slowing vehicles, improving crossings, and providing separated spaces for walking and biking while maintaining acceptable levels of service for vehicles. Its use of median islands and roundabouts focuses investment where it will most improve safety, without the higher costs and greater disruption associated with moving curbs along the entire corridor.

Alternative C is advanced as an interim strategy because it can be implemented largely with paint, posts, and relatively low-cost devices, enabling Federal Heights to respond to safety concerns in the near term. The quick-build treatments also provide an opportunity to test design concepts, gather real-world performance data, and build support for permanent construction that follows the Alternative B footprint.

Planning-level cost estimates indicate that implementing Alternative C elements as an initial corridor-wide quick build would cost \$400-\$600K, while full build-out of the preferred long-term Alternative B concept is estimated at approximately \$14-\$18 million.

### Cost Estimates (Planning-Level):

Alternative C quick-build corridor-wide:

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

Alternative B full build-out:

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

Alternative B is the preferred long-term concept because it most strongly reflects community input: slowing vehicles, improving crossings, and creating separated space for people walking and biking while keeping traffic flowing acceptably.

Alternative C provides the near-term first phase, using quick-build treatments to deliver immediate safety benefits while the City pursues funding for full buildout of Alternative B.

# 5 Implementation Strategy



# Implementation Strategy

## Approach

The corridor plan recommends a phased implementation that links quick-build projects, near-term capital investments, and longer-term build-out of the preferred Alternative B concept. This approach recognizes that major reconstruction of a one-mile arterial is beyond the reach of a single funding cycle but that low-cost interventions can meaningfully reduce risk while grants and partnerships are secured. In the near term, Federal Heights can move forward with a package of quick build projects inspired by Alternative C.

These include RRFB-enhanced crossings with painted or flex post median refuges at key locations such as Elm Court, Clay Street, Holiday Mall, and Holiday Boulevard; paint and post chicanes and short medians to narrow the perceived roadway width; and targeted access changes such as driveway consolidation where redundant or high risk driveways exist. These improvements can typically be delivered in months rather than years and will begin to address the community's top concerns about speeding and unsafe crossings.

In parallel, Federal Heights can prepare grant applications, complete preliminary engineering, and coordinate with CDOT, RTD, Westminster, Thornton, and Adams County to assemble funding for larger capital projects. These capital projects include construction of permanent raised medians and turn pockets, roundabouts at Camenisch Way and Tejon Street, widened sidewalks and a shared-use path, and upgraded transit stops.



**Pedestrian Refuge Island**



**Shared-Use Path**



**Pedestrian Hybrid Beacon**



**Roundabout with a Mountable Curb**

## Phasing and priorities

Phasing should maintain access for residents and businesses while delivering safety improvements across the corridor. Both ends of 92nd Avenue include active commercial districts near Federal Boulevard and Pecos Street, and the three major mobile home communities rely on multiple access points distributed along the corridor, so construction sequencing must be organized around mitigating closures for these driveways and intersections.

Phasing will be driven by construction logistics, detour and closure planning, and utility coordination, with the goal of limiting simultaneous impacts on any single destination cluster or neighborhood. Within that framework, crash history and vulnerable user needs will help differentiate near-term locations.

For example, Federal Heights can prioritize intersections with documented rear-end and broadside crashes, transit stops without safe crossings, or segments with narrow sidewalks serving mobile home park entrances. Because serious injury and fatal crashes occur at multiple points along the corridor, phasing should focus on grouping these locations into logical, constructible segments rather than identifying a single “most important” first-phase site.

This corridor-wide approach allows Federal Heights to package improvements into constructible segments that fit funding opportunities while ensuring that each phase advances both safety and access for people who live, work, and shop along 92nd Avenue.

A potential sequence could include:

### PHASE ONE

Quick build safety projects – RRFB crossings; paint and flex post medians, chicanes, and bulb outs; signing/markup upgrades; and driveway consolidation at select locations marked on the plans.

### PHASE TWO

Concrete median islands with turn pockets; Pedestrian Hybrid Beacons at Elm Court and Holiday Boulevard; and wider sidewalks on the south side.

### PHASE THREE

Roundabout construction with Rectangular Rapid Flashing Beacons at Camenisch Way and Tejon Street; shared-use path on the north side from Federal Blvd to Tejon St and south side from Tejon St to Pecos St; and transit stop upgrades.

The exact phasing and schedule will depend on funding availability, grant cycles, and opportunities to coordinate with related projects such as an ADA Transition Plan, Federal Boulevard BRT or adjacent development.



## Funding Pathways

Implementation may require a mix of local, regional, state, and federal funding sources. Local capital improvement funds and, if pursued, local bonding can help support quick build measures, early design, and match requirements for grants.

Regional and state funding opportunities include DRCOG programs, CDOT safety and multimodal grants, or other regional initiatives.

At the federal level, competitive programs such as USDOT's Safe Streets and Road for All (SS4A) or BUILD grants and safety focused funds under the Infrastructure Investment and Jobs Act may be appropriate for the roundabouts and full median/sidewalk buildout.

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



## Monitoring and adaptation

Finally, the implementation strategy calls for ongoing monitoring of safety, speeds, and community satisfaction so Federal Heights can adjust designs and priorities over time. Key metrics include annual crash trends, changes in operating speeds, pedestrian and bicycle counts at key locations, and feedback from residents and businesses.

If quick-build measures do not achieve the desired speed or crash reductions, Federal

Heights can refine treatments or accelerate permanent improvements.

By combining near-term quick-build projects with a clear long-term vision and funding strategy, this plan 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.



# 6 Appendix



# Appendix

| Map Title                 | Data Sources                                                                          | Initials of the Map Creator | Creation Date | Map Projection Used                                             |
|---------------------------|---------------------------------------------------------------------------------------|-----------------------------|---------------|-----------------------------------------------------------------|
| Crash Severity            | Esri basemap, DRCOG                                                                   | ST                          | 5/6/2025      | NAD 1983 StatePlane Colorado Central FIPS 0502 (US survey feet) |
| Multimodal Infrastructure | Esri basemap, Desktop Review and Field Review                                         | ST                          | 4/2/2025      | NAD 1983 StatePlane Colorado Central FIPS 0502 (US survey feet) |
| Bus Stop Infrastructure   | Esri basemap, Desktop Review and Field Review                                         | ST                          | 4/2/2025      | NAD 1983 StatePlane Colorado Central FIPS 0502 (US survey feet) |
| Alternative A             | Bing Maps aerial imagery (via OpenRoads Designer background map), local jurisdictions | BC                          | 9/4/2025      | NAD 1983 StatePlane Colorado Central FIPS 0502 (US survey feet) |
| Alternative B             | Bing Maps aerial imagery (via OpenRoads Designer background map), local jurisdictions | BC                          | 9/4/2025      | NAD 1983 StatePlane Colorado Central FIPS 0502 (US survey feet) |
| Alternative C             | Bing Maps aerial imagery (via OpenRoads Designer background map), local jurisdictions | BC                          | 9/4/2025      | NAD 1983 StatePlane Colorado Central FIPS 0502 (US survey feet) |

Figure 24. Map Sources



| Funding Program                                                                              | Description                                                                                                                                                                                                       | Funding Amount                                                                  | Match Requirement                               | Status/Anticipated Funding Release Date | Bicycle Facilities | Pedestrian Crossing Enhancements | Transit Improvements | Striping and Signage | Signal Modification or Improvement | Maintenance and Operations | Other (Education, Enforcement) |
|----------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------|-------------------------------------------------|-----------------------------------------|--------------------|----------------------------------|----------------------|----------------------|------------------------------------|----------------------------|--------------------------------|
| Federal Heights                                                                              |                                                                                                                                                                                                                   |                                                                                 |                                                 |                                         |                    |                                  |                      |                      |                                    |                            |                                |
| General Fund                                                                                 | General fund available for safety and operations projects on city streets.                                                                                                                                        | Varies                                                                          | N/A                                             | Annual                                  |                    |                                  |                      | X                    | X                                  | X                          | X                              |
| Capital Improvement Program                                                                  | City's annual capital budget for infrastructure improvements including streets, signals, sidewalks, and multimodal facilities.                                                                                    | Varies                                                                          | N/A                                             | Annual                                  | X                  | X                                | X                    | X                    | X                                  | X                          |                                |
| Adams County                                                                                 |                                                                                                                                                                                                                   |                                                                                 |                                                 |                                         |                    |                                  |                      |                      |                                    |                            |                                |
| Road & Bridge Fund                                                                           | County fund for road safety and infrastructure maintenance.                                                                                                                                                       | Varies                                                                          | N/A                                             |                                         | X                  | X                                | X                    | X                    | X                                  | X                          |                                |
| Adams County Community Development Block Grant                                               | HUD program available to Urban County members. Funds infrastructure and public facility improvements benefiting low-to-moderate income persons. May include streetscape, pedestrian, and multimodal improvements. | Varies                                                                          | N/A                                             |                                         | X                  | X                                | X                    | X                    |                                    |                            |                                |
| Transportation Impact Fees                                                                   | Development impact fees collected for transportation infrastructure improvements.                                                                                                                                 | Varies                                                                          | N/A                                             |                                         | X                  | X                                | X                    | X                    | X                                  |                            |                                |
| Regional/State                                                                               |                                                                                                                                                                                                                   |                                                                                 |                                                 |                                         |                    |                                  |                      |                      |                                    |                            |                                |
| DRCOG Transportation Improvement Program (TIP) Community-Based Transportation Set-aside      | Identify the mobility needs of marginalized communities and develop transportation plans and studies to address those needs.                                                                                      | \$650,000 - \$1.3 million available, but anticipate allocating around \$700,000 | N/A, recommended minimum project size \$100,000 | Fall 2026 (plans and analyses only)     |                    |                                  |                      |                      |                                    |                            |                                |
| DRCOG Transportation Improvement Program (TIP) Innovative Mobility Set-aside                 | Develop innovative solutions for mobility challenges throughout the region, with a focus on mobility preparedness, analysis, feasibility and planning projects                                                    | Up to \$1,550,000                                                               | N/A, recommended minimum project size \$250,000 | Fall 2026 (plans and analyses only)     |                    |                                  |                      |                      |                                    |                            |                                |
| DRCOG Transportation Improvement Program (TIP) Livable Centers Small-Area Planning Set-aside | Support planning efforts that integrate land use, housing, and multimodal transportation to enhance livability in activity centers and nodes across the region.                                                   | Up to \$835,000                                                                 | N/A, recommended minimum project size \$100,000 | Fall 2026 (plans and analyses only)     |                    |                                  |                      |                      |                                    |                            |                                |

Figure 25. Funding Sources



| Funding Program                                                                                 | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Funding Amount                                                                                         | Match Requirement | Status/Anticipated Funding Release Date                                                                                                                   | Bicycle Facilities | Pedestrian Crossing Enhancements | Transit Improvements | Striping and Signage | Signal Modification or Improvement | Maintenance and Operations | Other (Education, Enforcement) |
|-------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|-------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|----------------------------------|----------------------|----------------------|------------------------------------|----------------------------|--------------------------------|
| Regional/State                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                        |                   |                                                                                                                                                           |                    |                                  |                      |                      |                                    |                            |                                |
| Colorado Department of Transportation (CDOT) Transportation Alternatives Set Aside Program (TA) | Federal funds are allocated under the TAP program to transportation improvement projects that expand travel choices, strengthen the local economy, improve quality of life, and protect the environment. Many TAP projects enhance non-motorized forms of transportation like biking and walking. TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; as well as recreational trail program projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. | Varies                                                                                                 | 20%               | Anticipated next NOFO release in Spring 2026. There is uncertainty regarding upcoming deadlines, given IIJA funding is currently committed through FY26.  | X                  | X                                | X                    | X                    | X                                  |                            | X                              |
| CDOT Safe Routes to School (SRTS)                                                               | The Federal Highway Administration's (FHWA) Safe Routes to School (SRTS) program promotes safe and accessible walking and biking routes for children traveling to and from school. It provides funding and resources for infrastructure improvements, education, and encouragement programs to enhance student travel safety and increase active transportation. The program aims to reduce traffic congestion, improve public health, and foster community engagement around safe school travel.                                                                                                                                                                                                                                                                                                                                                            | Infrastructure grants: \$100,000 to \$1,000,000                                                        | 20%               | Bi-annual cycle, with next anticipated opening in FY 2027                                                                                                 | X                  | X                                |                      | X                    | X                                  |                            | X                              |
| CDOT Highway Safety Improvement Program (HSIP)                                                  | The Highway Safety Improvement Program (HSIP) is a federal initiative aimed at reducing traffic fatalities and serious injuries on public roads. It provides funding to states for data-driven safety improvement projects that focus on reducing crashes. The program emphasizes identifying high-risk locations and implementing cost-effective measures to enhance roadway safety for all users. In Region 1, twenty-five percent of HSIP funds are set aside specifically for systemic projects that improve safety for Vulnerable Roadway Users (VRU) or improve safety along High Risk Rural Roads (HRRR). Local agency HSIP funding applications with requested amounts not exceeding \$500,000 are eligible to be considered for this set-aside.                                                                                                     | Minimum request \$250,000, multiple project locations can be combined to meet the \$250,000 threshold) | 10%               | FY28 HSIP applications were due February 2025. There is uncertainty regarding upcoming deadlines, given IIJA funding is currently committed through FY26. | X                  | X                                | X                    | X                    | X                                  |                            |                                |



| Funding Program                                                       | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Funding Amount                                                                                | Match Requirement                                                                                | Status/Anticipated Funding Release Date                                                                                                                                                | Bicycle Facilities | Pedestrian Crossing Enhancements | Transit Improvements | Striping and Signage | Signal Modification or Improvement | Maintenance and Operations | Other (Education, Enforcement) |
|-----------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|----------------------------------|----------------------|----------------------|------------------------------------|----------------------------|--------------------------------|
| Regional/State                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                               |                                                                                                  |                                                                                                                                                                                        |                    |                                  |                      |                      |                                    |                            |                                |
| CDOT Multimodal Transportation and Mitigation Options Fund (MMOF)     | Grants are available for the following eligible multimodal projects, including capital and operating costs: Fixed route and on-demand transit, Transportation Demand Management (TDM) programs, Multimodal mobility projects enabled by new technology, Multimodal transportation studies, Bicycle or pedestrian projects, Modeling Tools, and Greenhouse Gas (GHG) mitigation projects that reduce Vehicle Miles Traveled (VMT) or increase multimodal travel. | "Infrastructure projects: minimum \$300,000<br>Non-infrastructure projects: minimum \$25,000" | 50% (MMOF is typically matched with CMAQ, TA, or CRP funds plus the required 20% on those funds) | TBD, 2027                                                                                                                                                                              | X                  | X                                | X                    |                      |                                    |                            | X                              |
| CDOT FASTER Safety Mitigation (FSM)                                   | The FSM program is focused on mitigating documented safety hazards and preventing future crashes, the with specific goal of reducing the number and severity of highway crashes.                                                                                                                                                                                                                                                                                | Varies                                                                                        | N/A                                                                                              | FSM funding requests are made through CDOT Regions, using an internal application form and process, with Region staff working with local partners to identify and prioritize projects. | X                  | X                                | X                    | X                    | X                                  | X                          | X                              |
| CDOT Revitalizing Main Streets                                        | The program encourages physical activity and enhances local economic vitality in towns and cities across Colorado by funding infrastructure improvements that make walking and biking easy, yielding long-term benefits that strengthen community connections.                                                                                                                                                                                                  | \$10,000-\$250,000                                                                            | 10%                                                                                              | TBD                                                                                                                                                                                    | X                  | X                                |                      | X                    | X                                  |                            |                                |
| CDOT Congestion Mitigation and Air Quality Improvement Program (CMAQ) | Funding transportation projects and programs that will improve air quality.                                                                                                                                                                                                                                                                                                                                                                                     | Minimum request \$100,000                                                                     | 20%                                                                                              | TBD, 2027                                                                                                                                                                              | X                  | X                                | X                    | X                    | X                                  | X                          | X                              |



| Funding Program                                                                      | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Funding Amount                                                                                                    | Match Requirement | Status/Anticipated Funding Release Date                                                            | Bicycle Facilities | Pedestrian Crossing Enhancements | Transit Improvements | Striping and Signage | Signal Modification or Improvement | Maintenance and Operations | Other (Education, Enforcement) |
|--------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|-------------------|----------------------------------------------------------------------------------------------------|--------------------|----------------------------------|----------------------|----------------------|------------------------------------|----------------------------|--------------------------------|
| Regional/State                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                   |                   |                                                                                                    |                    |                                  |                      |                      |                                    |                            |                                |
| Colorado Department of Local Affairs (DOLA) Community Development Block Grant (CDBG) | The Department of Local Affairs (DOLA), through its Division of Local Government (DLG), administers the federal Community Development Block Grant (CDBG) program for non-entitlement municipalities and counties to carry out community development activities. Eligible uses of funds include acquisition, design/engineering, construction, reconstruction, rehabilitation or installation of public improvements or public facilities. Examples of projects include sewer and water systems, commercial streetscape improvements, community centers, food banks, shelters, and health clinics. The funds must be used for activities that either primarily benefit low- to moderate-income persons (a project located in at least a 51% low income community OR the project beneficiaries must be at least 51% low income based on local data); help prevent or elimination of slums or blight, or address an urgent community need. | Varies                                                                                                            | Varies            | Annual                                                                                             | X                  | X                                | X                    | X                    | X                                  |                            |                                |
| Federal                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                   |                   |                                                                                                    |                    |                                  |                      |                      |                                    |                            |                                |
| USDOT Safe Streets and Road for All (SS4A) Implementation                            | The Office of the Secretary's Safe Streets and Roads for All Grant program provides supplemental funding to support local, regional, and Tribal initiatives to prevent roadway death and serious injuries, commonly referred to as Vision Zero or Toward Zero Deaths initiatives.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Planning and Demonstration grants: \$100,000 to \$5,000,000<br>Implementation grants: \$2,500,000 to \$25,000,000 | 20%               | TBD, anticipate late spring or early summer 2026 IJA funding is currently committed through FY 26. | X                  | X                                | X                    | X                    | X                                  | X                          | X                              |
| USDOT Motor Carrier Safety Assistance Program (MCSAP)                                | MCSAP is a federal formula grant program that provides financial assistance to States and U.S. Territories to reduce the number and severity of crashes, injuries, and fatalities and hazardous material incidents involving commercial motor vehicles.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Varies                                                                                                            | 15%               | mid-summer 2026                                                                                    |                    |                                  |                      |                      |                                    |                            | X                              |
| USDOT Rebuilding American Infrastructure with Sustainability and Equity (RAISE)      | The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program (formerly TIGER and BUILD) is a federal discretionary program that supports surface transportation infrastructure projects that promote sustainability, equity, and resilience. It provides funding for projects that improve safety, environmental outcomes, mobility, and accessibility, particularly in underserved and rural communities, creating long-lasting infrastructure improvements that foster economic growth and environmental stewardship.                                                                                                                                                                                                                                                                                                                                                                                  | Capital grant in urban area: \$5 million to \$25 million                                                          | 20%               | February 24, 2026.                                                                                 | X                  | X                                | X                    | X                    | X                                  |                            |                                |

