

Existing Conditions Report

Pecos Corridor Study

July 2025



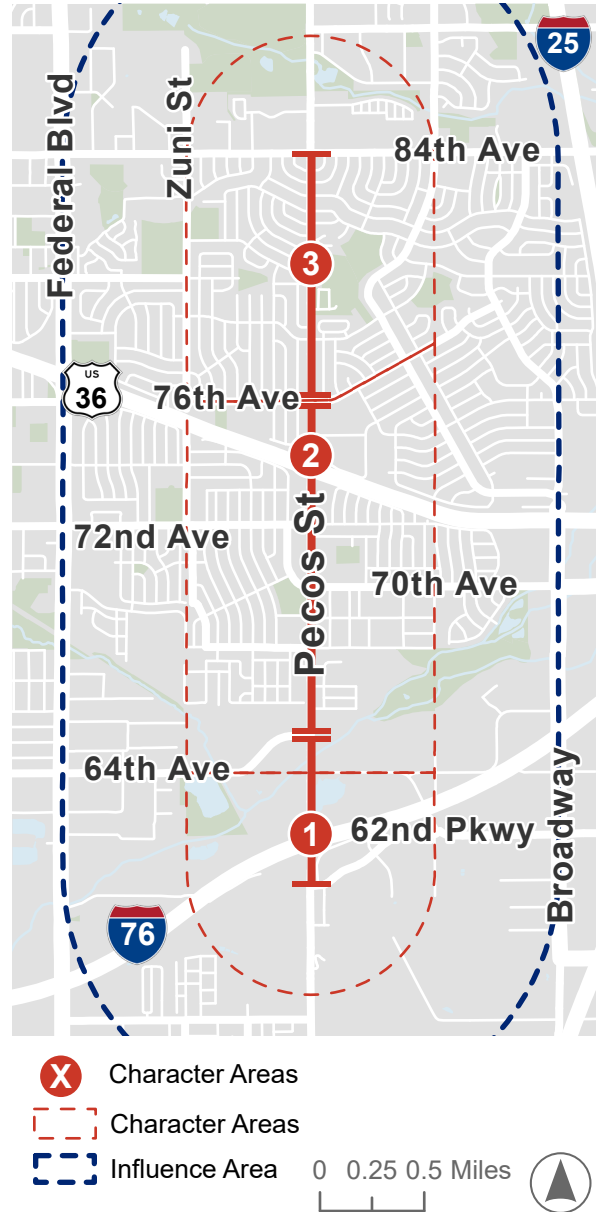
Executive Summary

The purpose of the Pecos Corridor Study is to develop a community-informed vision and implementation plan for addressing safety concerns and enhancing access for all roadway users. This study is led by the Denver Regional Council of Governments (DRCOG) as part of their Community Based Transportation Planning program and in coordination with Adams County. The study evaluates Pecos Street between West 62nd Parkway and West 84th Avenue - a critical link for residential neighborhoods, commercial retail, schools, industrial, and regional transportation. The corridor was divided into three character areas based on sense of place and current land use.

This executive summary presents key findings from the Pecos Corridor Study Existing Conditions Report, the first phase of the project. The Existing Conditions Report provides a detailed analysis of the corridor's current state. It evaluates:

- ▶ Socio-economic conditions.
- ▶ Demographic characteristics.
- ▶ Travel patterns.
- ▶ Physical state.

Pecos Corridor Study Area



Demographics

Compared to the rest of the region, the community along this stretch of Pecos Street, on average, is older, more racially and ethnically diverse, and has lower household incomes. The area is also changing, with a high share of new households moving into the area.



22,767
Population



60%
Hispanic or Latino



23%
Age 65+



12%
Below
Poverty Line



10%
Age 25+: 9-12th
Grade/No Diploma



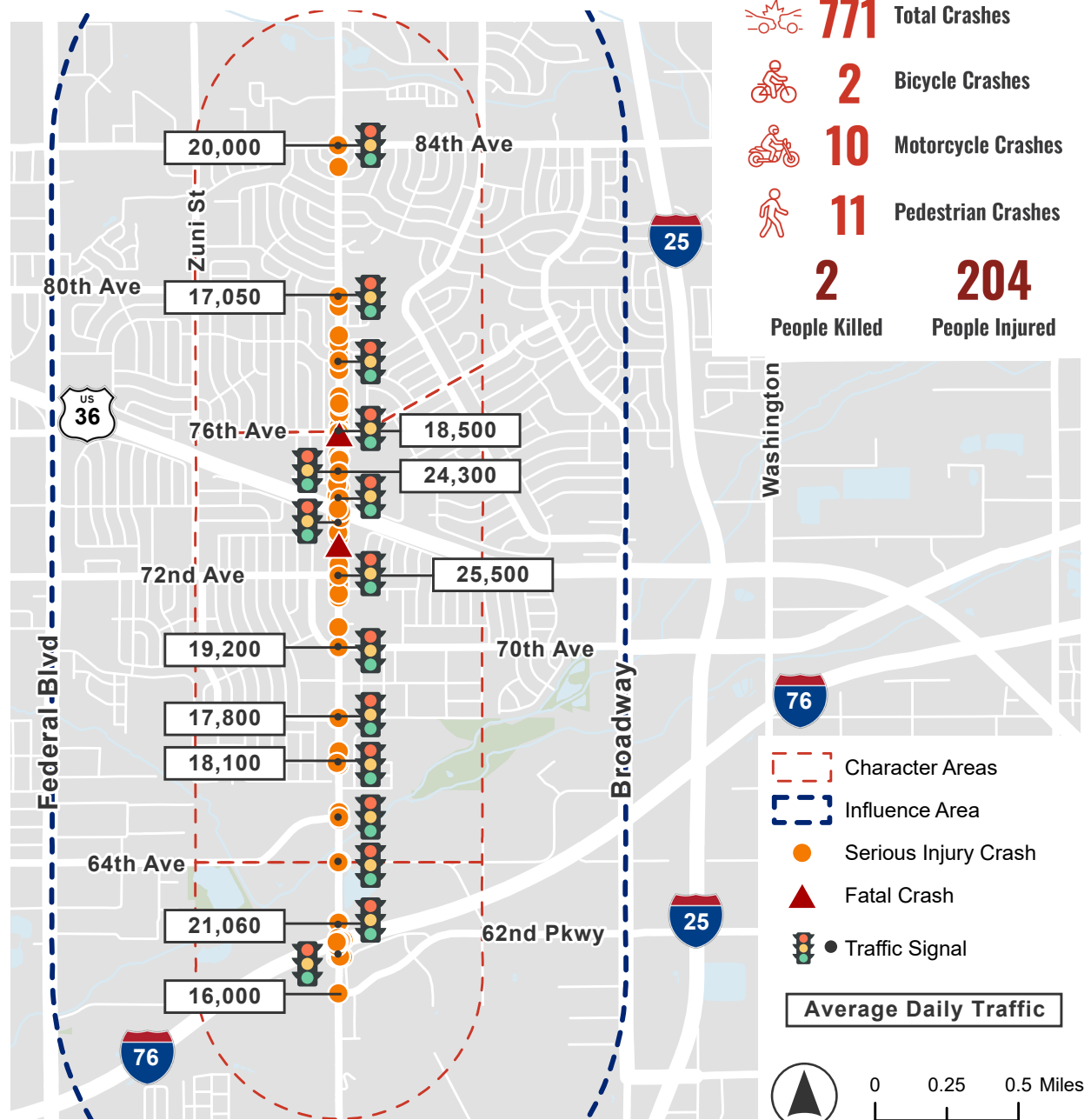
17%
Owner-occupied
households moved in
between 2010 and 2017

Traffic

Daily traffic volumes along Pecos Street range from approximately 16,500 to 25,500 vehicles per day, with the highest volumes occurring near the US 36 interchange. Speeds along the corridor frequently exceed the posted 35 mph speed limit, with drivers reaching speeds up to 9 mph over the limit in Character Areas 1 and 2. Pecos Street facilitates freight movement between industrial areas in Character Area 1 and I-76. Freight volume decreases significantly north of West 64th Avenue.

Safety

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



Transit

Pecos Street is served by Route 19, Route 72, and commuter rail lines B and G at Pecos Junction. The areas along Pecos Street with the highest boardings and alightings are West 76th Avenue and Del Norte Street, West 72nd Avenue, and West 84th Avenue. These areas have a higher concentration of transit supportive uses such as multifamily homes, commercial, and retail activity. Bus stop amenities and conditions along the corridor are subpar. Many stops lack benches or shelters and those that do require maintenance.

Active Transportation

Pecos Street currently lacks dedicated bicycle facilities, and there are no other dedicated parallel routes to create safe connections to the Clear Creek Trail to the south and the Niver Creek Trail to the north.

Sidewalks are present along the length of the corridor, with conditions varying widely between character areas. On average sidewalks measure less than 6 feet wide, with some sections narrowing to under 4 feet. Most pedestrian activity occurs in Character Area 2.



Land Use and Economics

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

Key Issues and Challenges

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

