



120th Avenue Preferred Alternative

Adams County

12/9/2024

Agenda

- Introductions
- Project Overview
- Stakeholder Coordination & Outreach
- Alternatives
- Next Steps

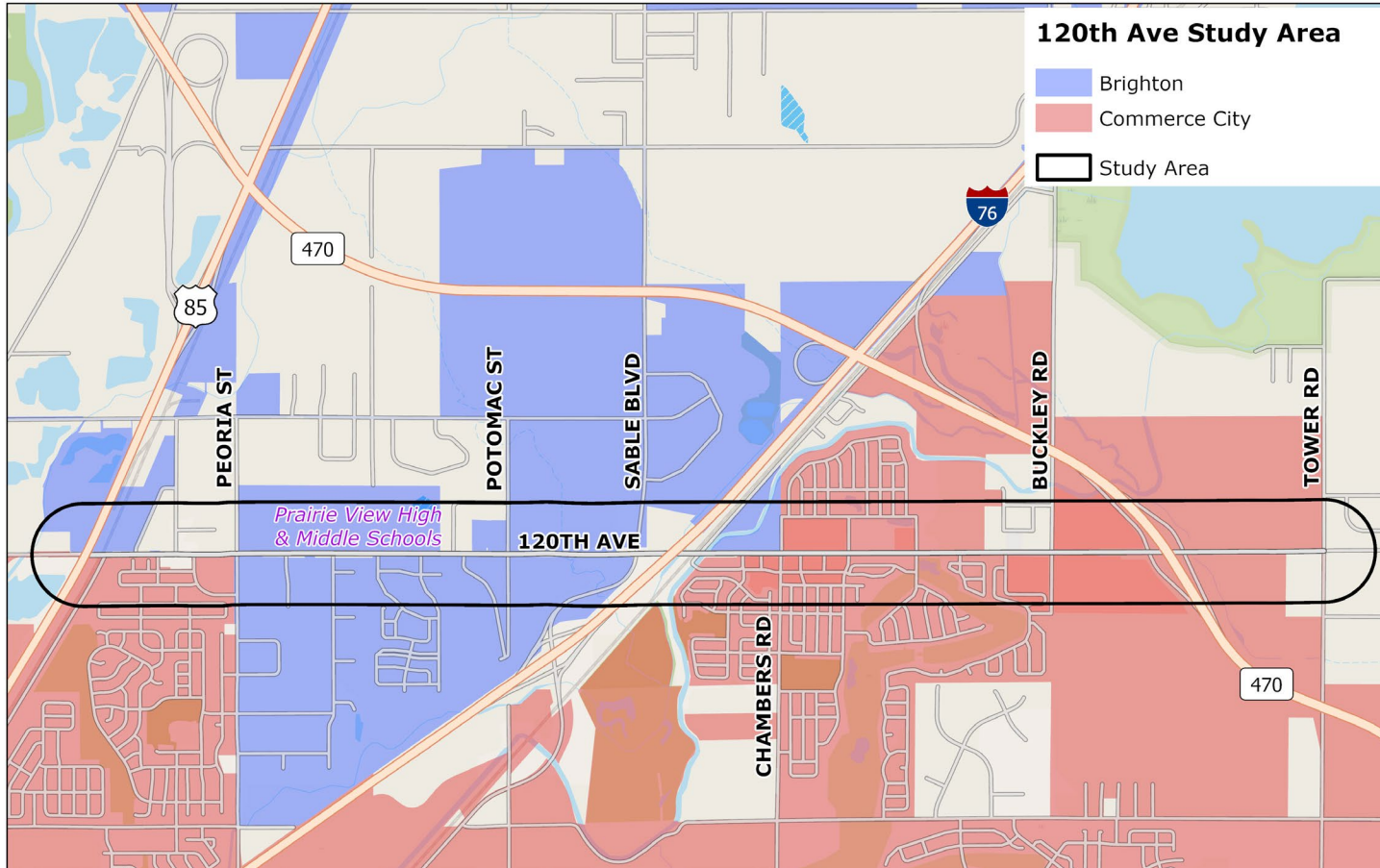
Introductions

- Mike McGoldrick – C3 CIP Manager
- Michael Renk – C3 Traffic Manager
- Gerardo Martinez – C3 Traffic Engineer
- Josh Sender – Adams County PM
- Jennifer Carpenter – Michael Baker PM



Project Overview

Project Overview



Partners



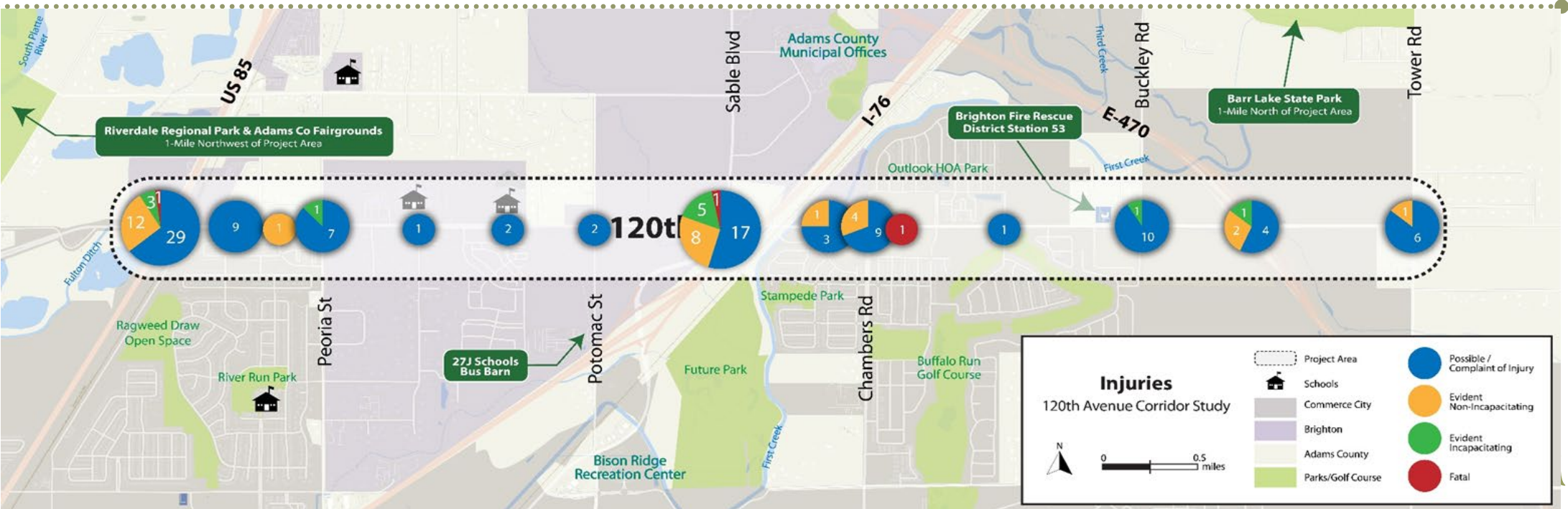
- Funded through DRCOG Transportation Improvement Program FY 2022-2025

Crash Hot Spots



- Tier 1 (> 100 crashes) – US 85, Sable
- Tier 2 (30-50 crashes) – Chambers, Buckley
- Tier 3 (15-25 crashes) – Tower, E470, Peoria

Crash Severity



US 85 - Southbound vehicle drove into left turn lane to pass traffic in through lanes, hitting and killing driver of vehicle in the turn lane

Sable Blvd – Southbound left turning vehicle hit and killed a northbound through motorcycle

East of Chambers – Single vehicle crash, driver was under the influence, drove off side of road and collided with numerous large rocks



Planned Development



Planned Development





Stakeholder Coordination and Outreach

Engagement

- 4 TAC Meetings Completed
 - ✓ Adams County
 - ✓ Brighton
 - ✓ Commerce City
 - ✓ 27J Schools
 - ✓ Regional Transportation District (RTD)
 - ✓ Denver Regional Council of Governments (DRCOG)
- 3 Upcoming TAC Meetings



BrightonSM



Engagement

Completed Engagement

- Open House #1 – April 25
- Back to School Night – Aug 7
- Open House #2 – Aug 27

Upcoming Engagement

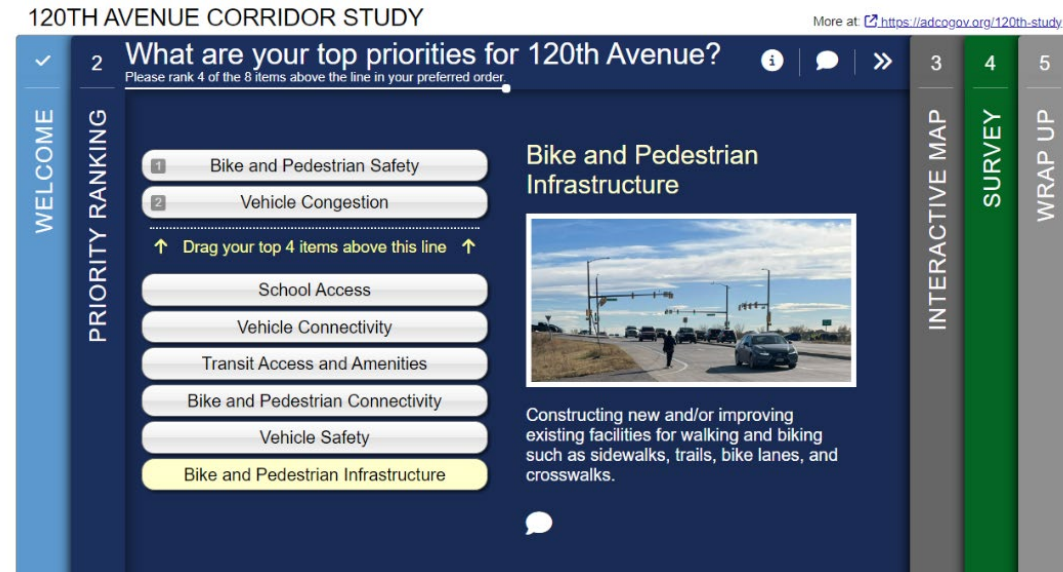
- Open House #3 – March 2025



Digital Engagement

MetroQuest

- Open 44 days
- 309 Participants
- 9,105 Data Points
- 530+ Comments Received





Alternatives

Alternative 1



3.5'	SWK	GUTTER	RIGHT TURN LANE	TRANSIT ONLY LANE	LANE	LANE	MEDIAN	LEFT TURN LANE	LEFT TURN LANE	LANE	LANE	TRANSIT ONLY LANE	RIGHT TURN LANE	GUTTER	SHARED USE PATH	3.5'
			10'	12'	12'	12'	1' 5' 1'	12'	12'	12'	12'	12'	10'	2'	10'	

Transit lane convertible to general purpose when needed

Transit lane convertible to general purpose when needed

Alternative 2



	SHARED USE PATH	BUFFER	GUTTER	BIKE LANE		LANE	LANE	MEDIAN	LEFT TURN LANE	LEFT TURN LANE	LANE	LANE		BIKE LANE	RIGHT TURN LANE	GUTTER	BUFFER	SHARED USE PATH	
2.5'	12'	7'	2'	6'	4'	11'	11'	1' 5' 1'	11'	11'	11'	11'	4'	6'	10'	2'	7'	12'	2.5'

Alternative 3



	SHARED USE PATH	GUTTER	BIKE LANE		TRANSIT ONLY LANE	LANE	LANE	MEDIAN	LEFT TURN LANE	LEFT TURN LANE	LANE	LANE	TRANSIT ONLY LANE	BIKE LANE	GUTTER	SHARED USE PATH		
4.5'	10'	2'	6'	4'	12'	11'	11'	1' 5' 1'	11'	11'	11'	11'	12'	4'	6'	2'	10'	4.5'

Alternatives

Criteria Category
Travel Time <i>(Motorized)</i>
Multimodal Safety
Bicyclist / Pedestrian Experience
Right of Way Impacts
Air Quality
Enviornmental Impacts <i>(Historical, Biological)</i>
Funding Competitiveness
Sustainability <i>(Envision)</i>
Public Support <i>(Based on Metro Quest Results and Input @ Public Meeting)</i>
Cost Estimates

Alternative #1

Score
3
2
1
1
1
1
1
1
3
2

Total
Alternative #1

16

Alternative #2

Score
2
3
2
1
2
1
2
2
2
1

Total
Alternative #2

18

Alternative #3

Score
2
1
3
1
3
1
3
3
2
3

Total
Alternative #3

22

Public Feedback

- Alt 1 – 36% (19 votes)
 - + Number of vehicle travel lanes and presence of right turn lanes
 - On-street bike lane and transit only lane
- Alt 2 – 43% (23 votes)
 - + Separation between cars and sidewalk, right turn lanes, buffered on-street bike lane, sidewalk widths, and number of vehicle travel lanes
 - Lack of transit only lane
- Alt 3 – 21% (11 votes)
 - + Number of vehicle travel lanes, separation between sidewalk, width of sidewalk, presence of right turn lanes, and buffered on-street bike lane
 - Transit only lane
- 14 people did not select a preferred alternative but identified their preferred elements
 - + Right turn lanes, number of vehicle travel lanes, separation between cars and sidewalk, trees, sidewalk widths
 - Transit only lane

TAC Feedback

- Alternative 1
 - Aligns with projections for 3 vehicle travel lanes in the future
 - Does not conform with safety best practices
- Alternative 2
 - Matches the widening from Chambers to Buckley
- Alternative 3
 - Scored highest for funding competitiveness, followed by Alternative 2
 - Transit lane could also serve as a right turn lane
- General
 - Suggest raising bike lane to sidewalk height
 - Would like a buffer between sidewalk and vehicle lanes
 - Would prefer a minimum 10-foot-wide multiuse path
 - School buses could use the transit lane
 - Prefer native landscaping (waterwise) & fewer trees

Preferred Alternative



	SHARED USE PATH	CYCLE TRACK		GUTTER	SHARED TRANSIT RIGHT-TURN LANE	LANE	LANE	MEDIAN	LEFT TURN LANE	LEFT TURN LANE	LANE	LANE	SHARED TRANSIT RIGHT-TURN LANE	GUTTER		CYCLE TRACK	SHARED USE PATH	
3'	8'	10'	4'	2.5'	11'	11'	11'	1.5' 4' 1.5'	11'	11'	11'	11'	11'	2.5'	4'	10'	8'	3'

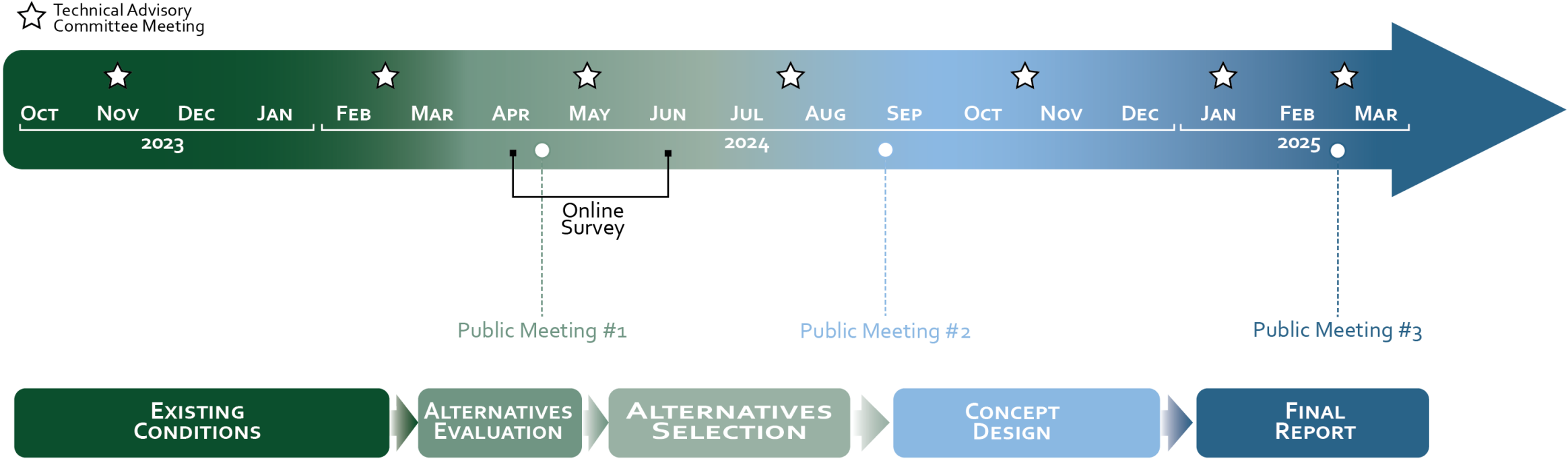
120th Avenue Comparison

Adams County Alternative	Commerce City Widening (Chambers to Buckley)
Three lanes eastbound with outside lane servicing transit and right turns	Three lanes eastbound with outside lane servicing right turns
Wide, raised median	Narrow, striped median
Three lanes westbound with outside lane serving as a right turn lane	Two lanes westbound with outside lane serving as a right turn lane
Dual left turns as required at major intersections	Single left turn lanes at all major intersections
8' Shared use path (both sides)	12' Shared use path (only south side)
10' Bi-directional bike lane	No dedicated bicycle facilities
Streetlights proposed in median and/or behind the multimodal facilities	Streetlights proposed between the sidewalk and curb



Next Steps

Next Steps



Funding

Design/Construction Funding

- **Local:** Capital Improvement Programs for C3, Brighton, Adams County
- **Regional:** DRCOG Transportation Improvement Program (TIP) - call for projects early 2026
- **State:** CDOT Transportation Alternatives Program (TAP) – call for projects early 2026
- **Federal:** Rebuilding American Infrastructure with Sustainability and Equity (RAISE) – next applications due Jan. 30, 2025; Highway Safety Improvement Program (HSIP) – call for projects December 2024



Discussion