

# Existing Conditions



The first project phase culminated in an Existing Conditions Report, which was shared with the CAC and published on the project webpage (also see [Existing Conditions Report](#) in the Appendix). Key report takeaways are highlighted below.

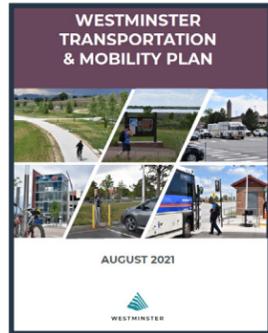
## Existing Plans Summary

The project team reviewed planning efforts relevant to the study area to understand priorities and principles related to multimodal transportation planning and garner important recommendations to inform the future of the 72nd Avenue corridor.



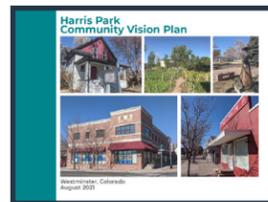
### [Westminster Station Area Specific Plan \(2017\)](#)

Calls for **enhancing pedestrian crossings** and **reevaluating crossing times** along 72nd Avenue.



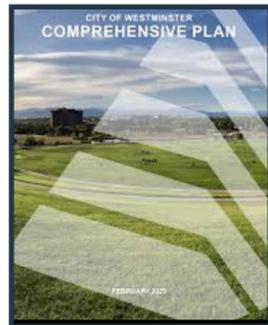
### [Westminster Transportation & Mobility Plan \(2021\)](#)

Notes 72nd Avenue as an area of high pedestrian demand and one of seven priority transit corridors recommended for stop and station enhancements. Mid-term recommended projects (6-10 years) include **completing missing sidewalk gaps** and long-term recommended projects (11+ years) include **upgrading on-street bike lanes** to buffered bike lanes and **widening sidewalks to be multiuse paths**.



### [Harris Park Community Vision Plan \(2021\)](#)

calls for **detached sidewalks, trees/landscaping, additional lighting, speed mitigation measures**, and an enhanced **connection to the Little Dry Creek Trail**.



### [The Westminster 2040 Comprehensive Plan](#)

provides two strong transportation and safety-oriented goals bolstering the 72nd Avenue Study's importance:

- **Goal TM-1:** Develop a comprehensive multimodal transportation network that includes **convenient, safe, and accessible** transportation options for all and integrates land use.
- **Goal TM-3:** Reduce **traffic-related deaths and injuries** by improving the safety and comfort for all modes of transportation.

## Corridor Demographics

Demographics data is from U.S. Census Bureau American Community Survey (ACS) 5 Year Estimates for 2012-2016 and 2017-2021. Population and household data encompass a ¼ mile radius (buffer) north and south along the corridor study area. Other demographic information for the corridor reflects data from the Block Groups encompassed within the ¼ mile corridor buffer.



Figure 11: 72nd Avenue Corridor Demographics

## Mobility Assessment by Mode

### Roadway/Driving Existing Conditions

**Curb-to-curb width:** Between 50-100 feet.

**Lanes:** 2-3 in each direction.

**Speed Limit:** The posted speed limit varies from 25 mph (in a school zone) to 40 mph.

- 85th percentile speeds (the speed at or below which 85 percent of all vehicles are observed to travel under free-flowing conditions) are consistently 5 to 8 mph above the posted speed limit.

**Traffic Volumes:** Range from between 11,597 to 20,949 vehicles per day.

**Sound Wall:** A sound wall exists on the south side of the corridor between Pierce Street and Ingalls Street. The City of Arvada is considering adding a Type 7 barrier along the sound wall given it has been hit and replaced in multiple locations.

### Pedestrian Facilities Existing Conditions

**Sidewalks:** There is a combination of attached and detached sidewalks (ranging from 4-8 feet wide). A sidewalk gap exists on the south side of the corridor (between Eliot Circle and Clay Street).

**Crosswalks:** Marked crosswalks exist at all signalized locations crossing 72nd Avenue and some stop-controlled locations.

**Curb Ramps:** Most curb ramps at signalized intersections are ADA-compliant. However, many curb ramps at corners where residential intersections meet 72nd Avenue are not ADA-compliant.

### Bicyclist Facilities Existing Conditions

**Bicycle Facilities:** No continuous bicycle facility is present along 72nd Avenue.

- On-street facilities exist between Pierce Street and Depew Street.
- Multiuse side paths exist between Depew Street and Sheridan Boulevard.

**Level of Traffic Stress (LTS):** The majority of the study area is categorized as a Level 4 LOS (highest level of stress) according to the [2021 Westminster Transportation & Mobility Plan](#). This means most people would not feel comfortable riding a bicycle along 72nd Avenue. See Figure 12 for a graphic illustrating typical LTS by bicycle facility types.

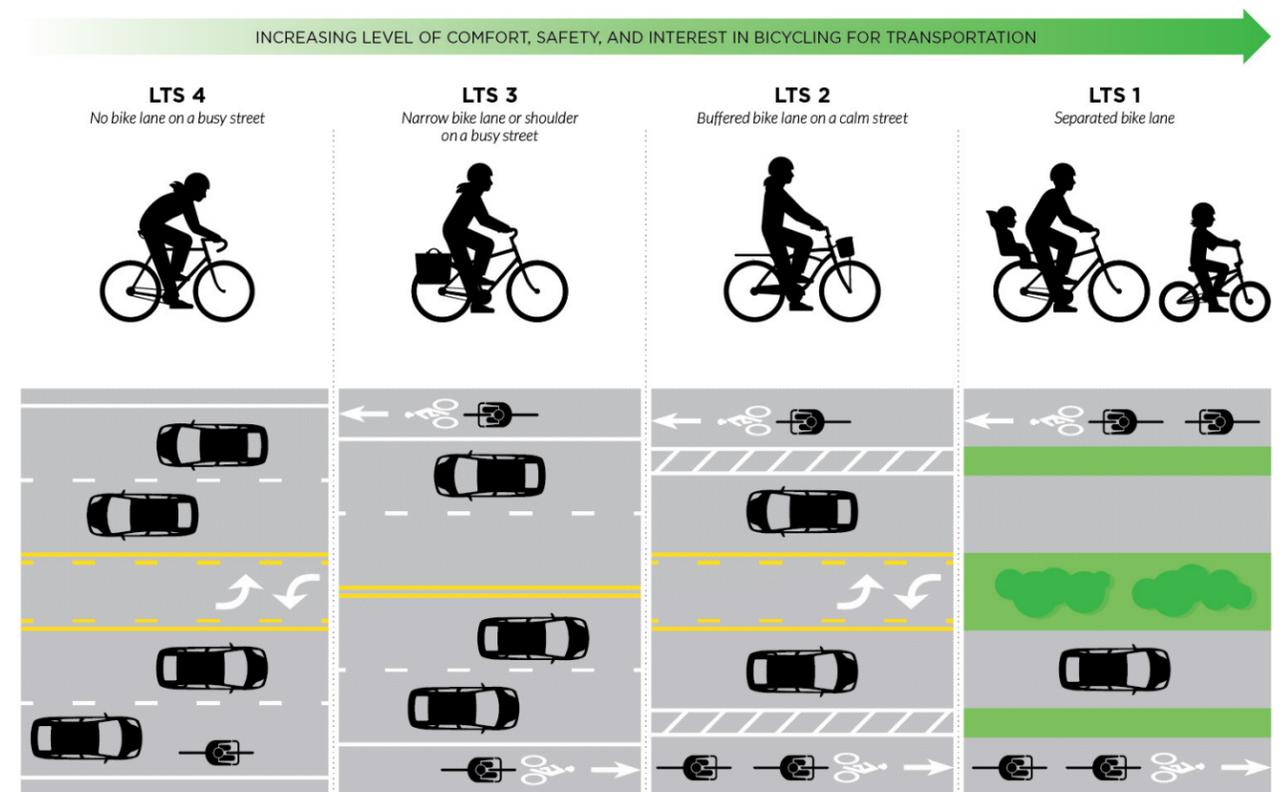


Figure 12: Level of Traffic Street (LTS) Facility Types Graphic

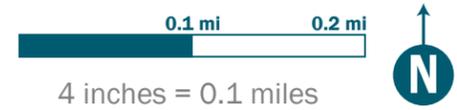
### Transit Facilities Existing Conditions

Three RTD bus routes service the 72nd Avenue study area:

- **Route 72** runs Monday – Saturday (every hour) along 72nd Avenue from Arvada to Commerce City.
- **Route 51** runs Monday – Sunday (every 30 minutes) along Sheridan Boulevard to Englewood.
- **Route 31** runs Monday – Sunday (every 10 minutes) north on Federal Boulevard to Front Range Community College and south to the Decatur-Federal Station W line connection.

The maps on the following pages provide an orientation to the corridor’s existing cross-sections and visually display existing conditions by mode.

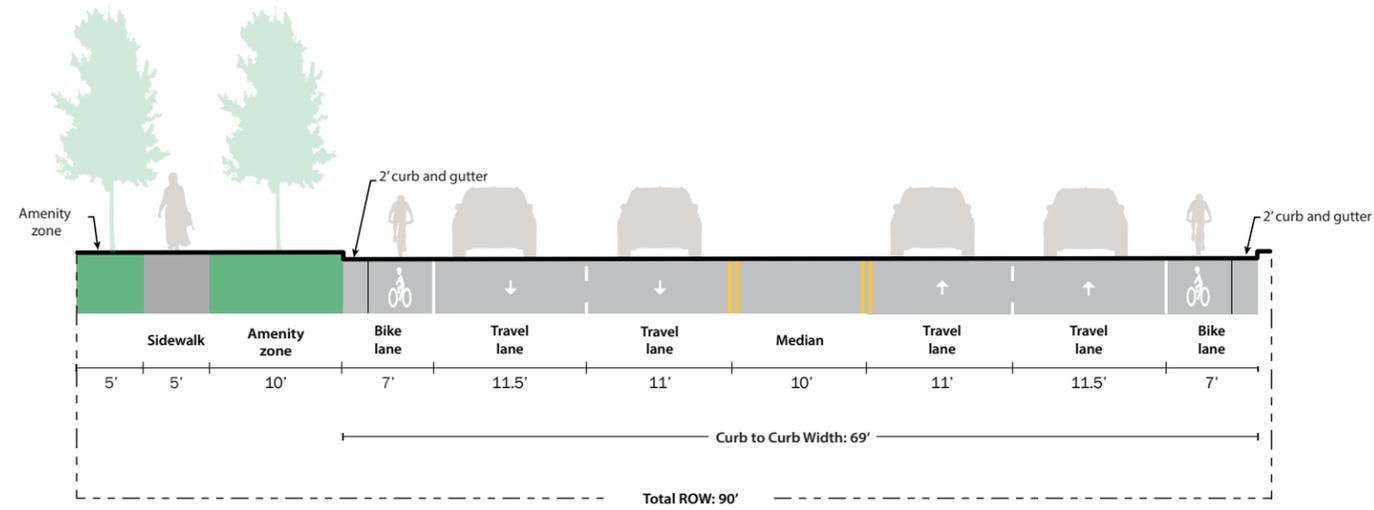
Cross Sections Reference Map



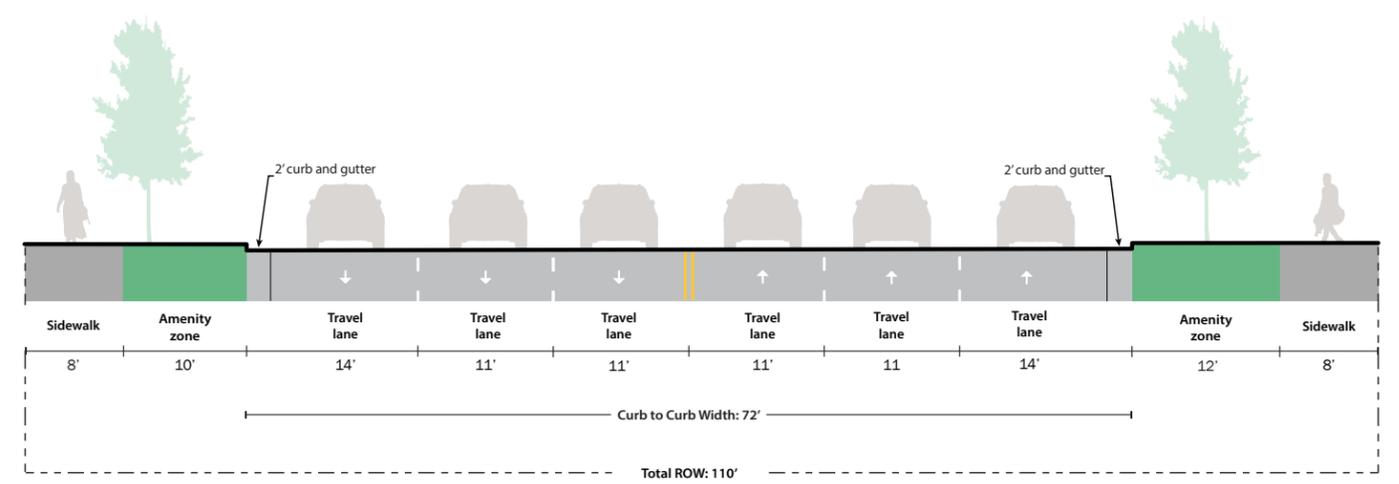
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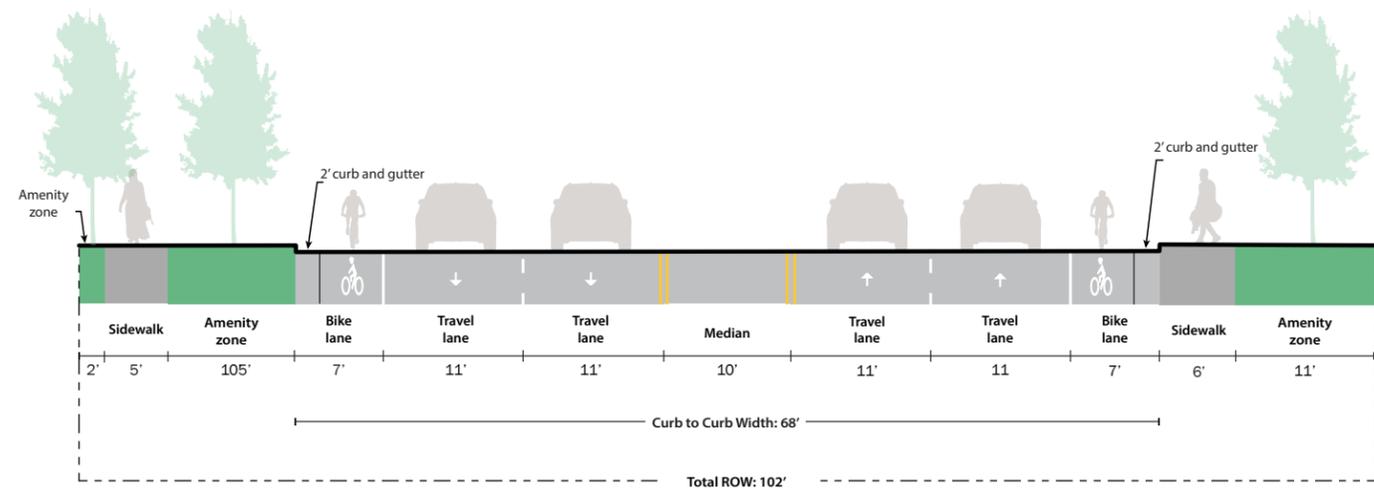
**Section A: W 72nd Avenue West of N Lamar Street - Looking East**



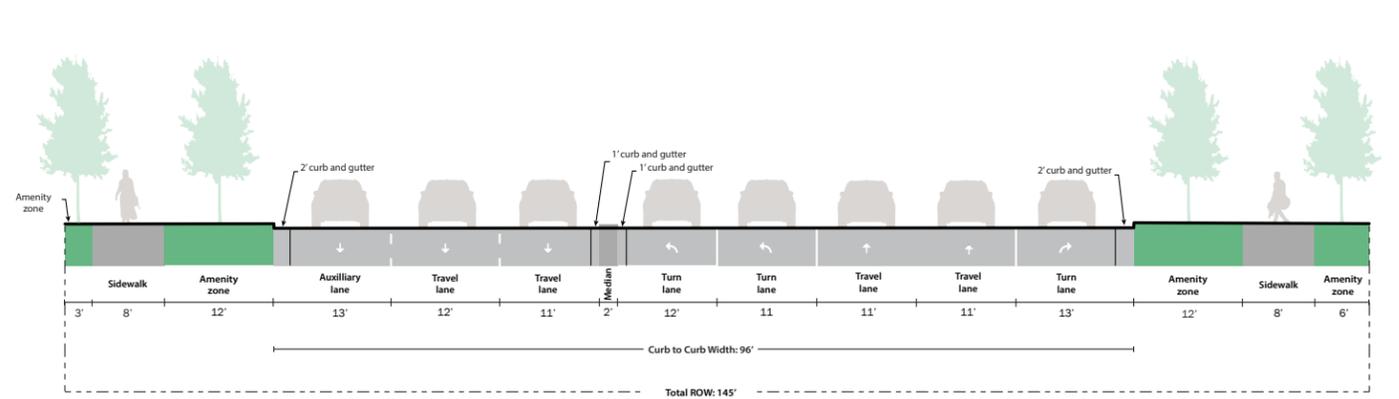
**Section C: W 72nd Avenue East of Depew Street - Looking East**



**Section B: W 72nd Avenue West of Eaton Street - Looking East**



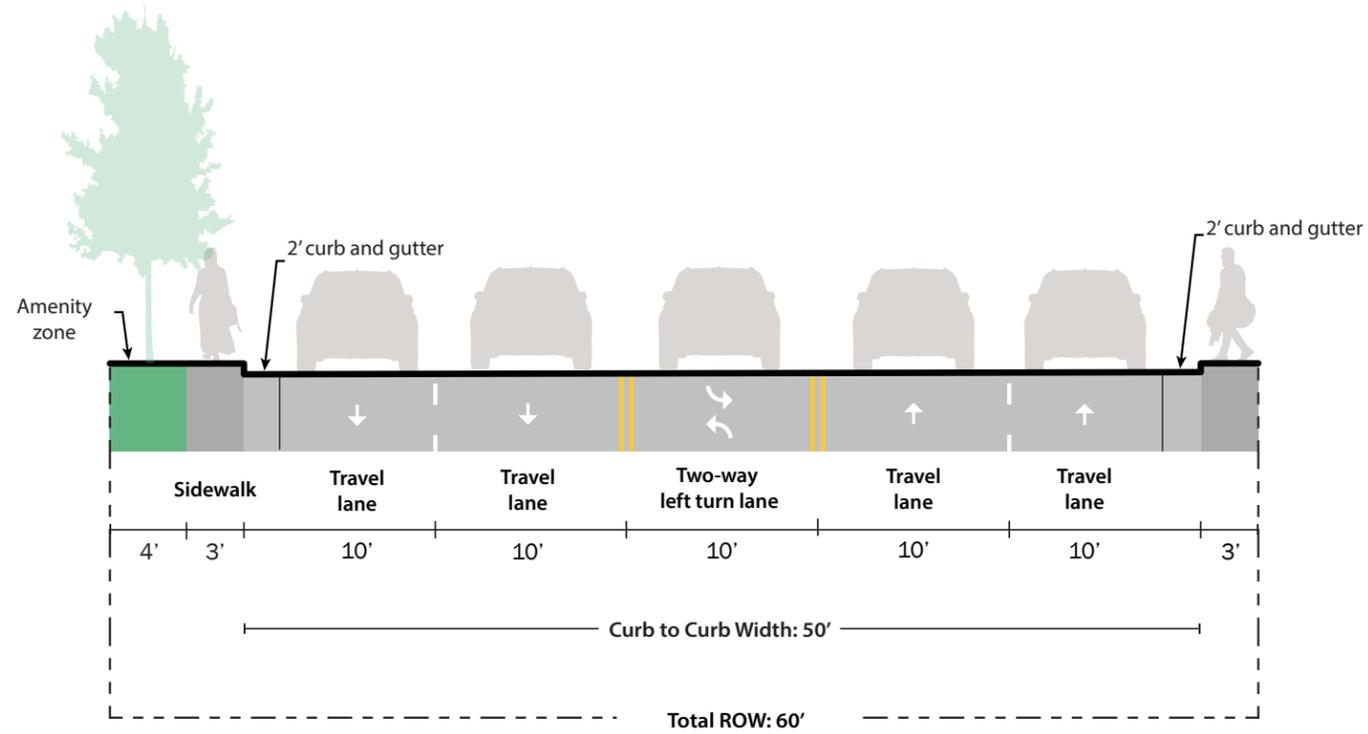
**Section D: W 72nd Avenue West of Sheridan Street - Looking East**



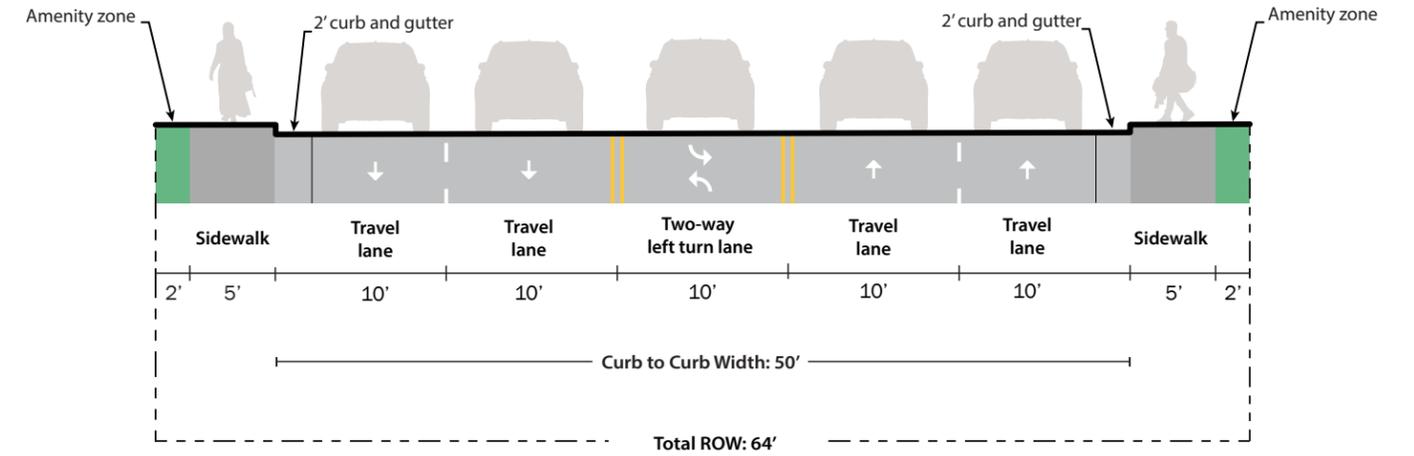
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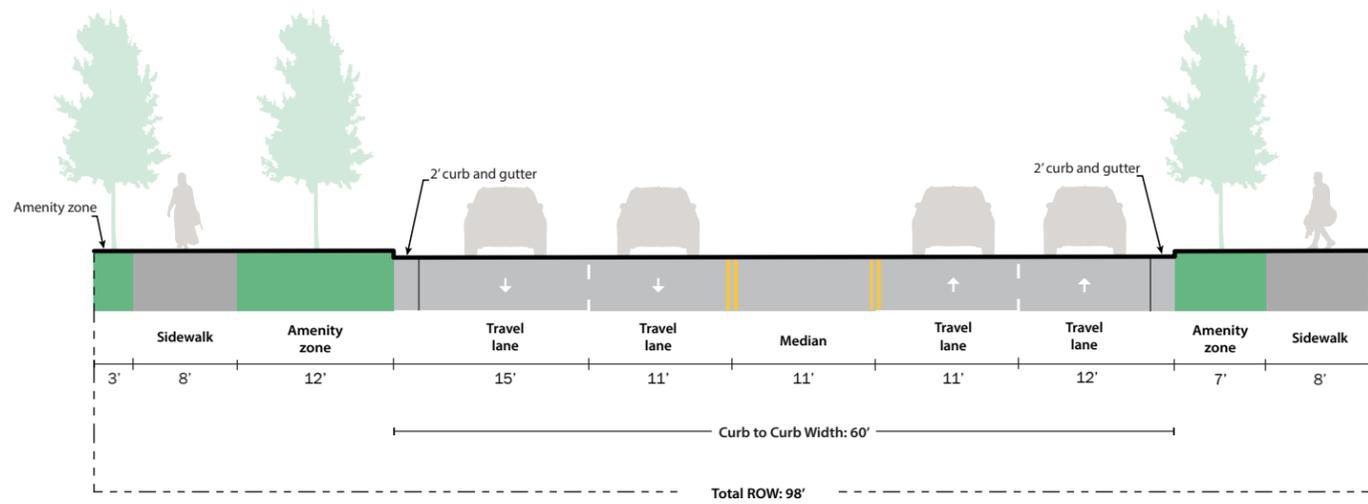
Section E: W 72nd Avenue West of N Vrain Street - Looking East



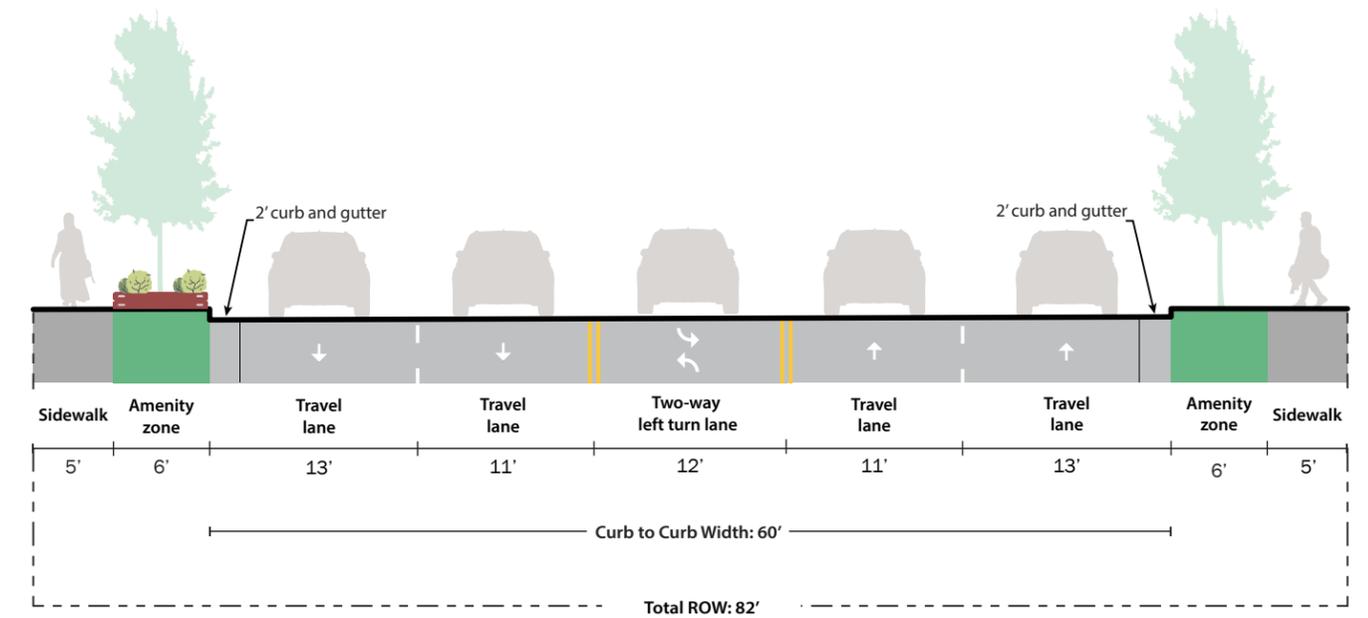
Section G: W 72nd Avenue West of Newton Street - Looking East



Section F: W 72nd Avenue West of Raleigh Street - Looking East

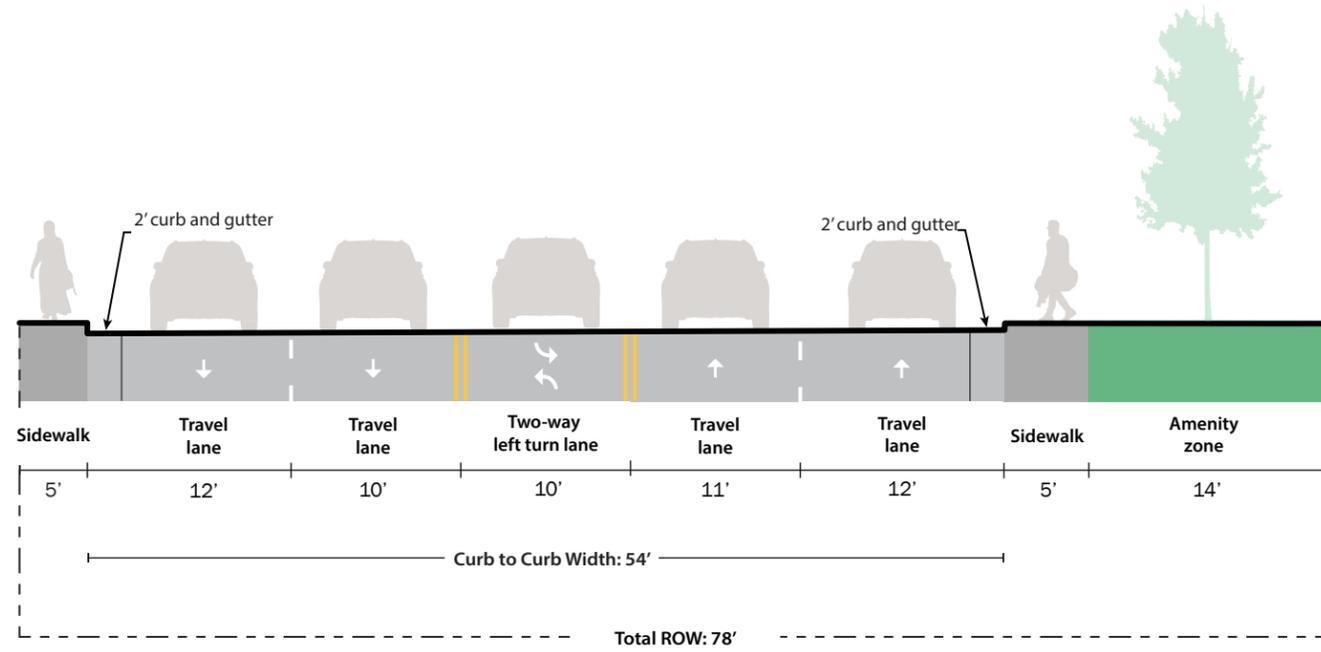


Section H: W 72nd Avenue West of Julian Street - Looking East



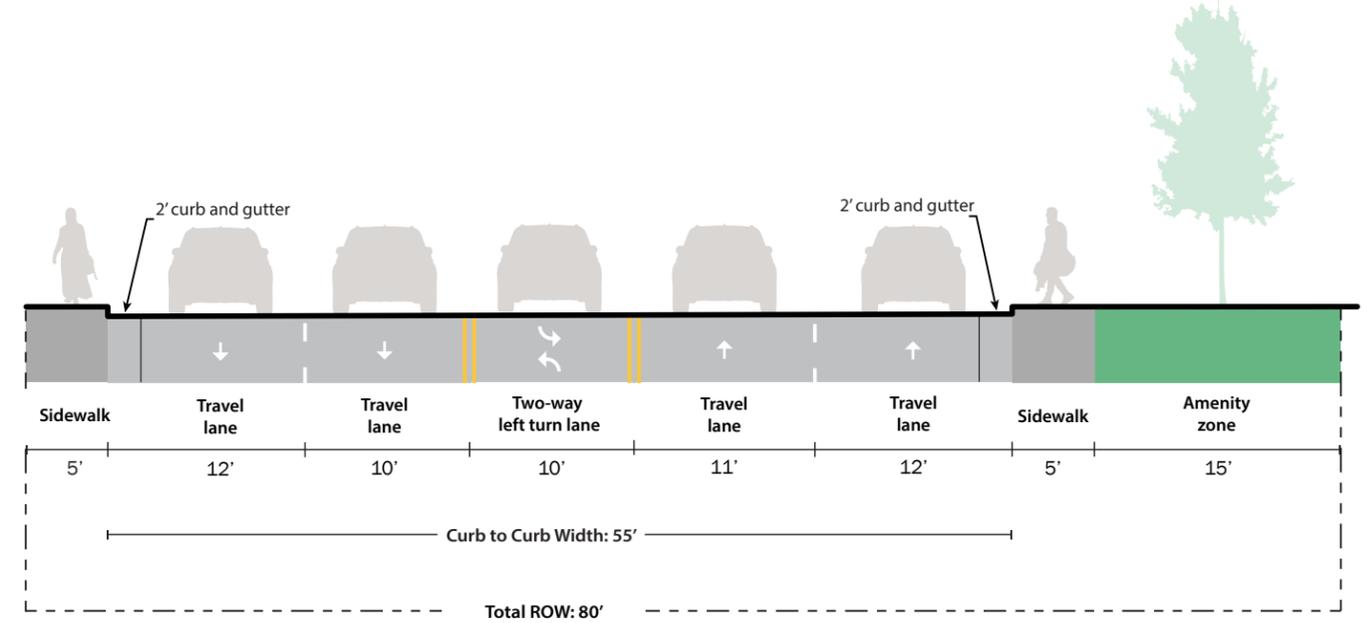
# EXISTING CONDITIONS

Section I: W 72nd Avenue West of Clay Street - Looking East

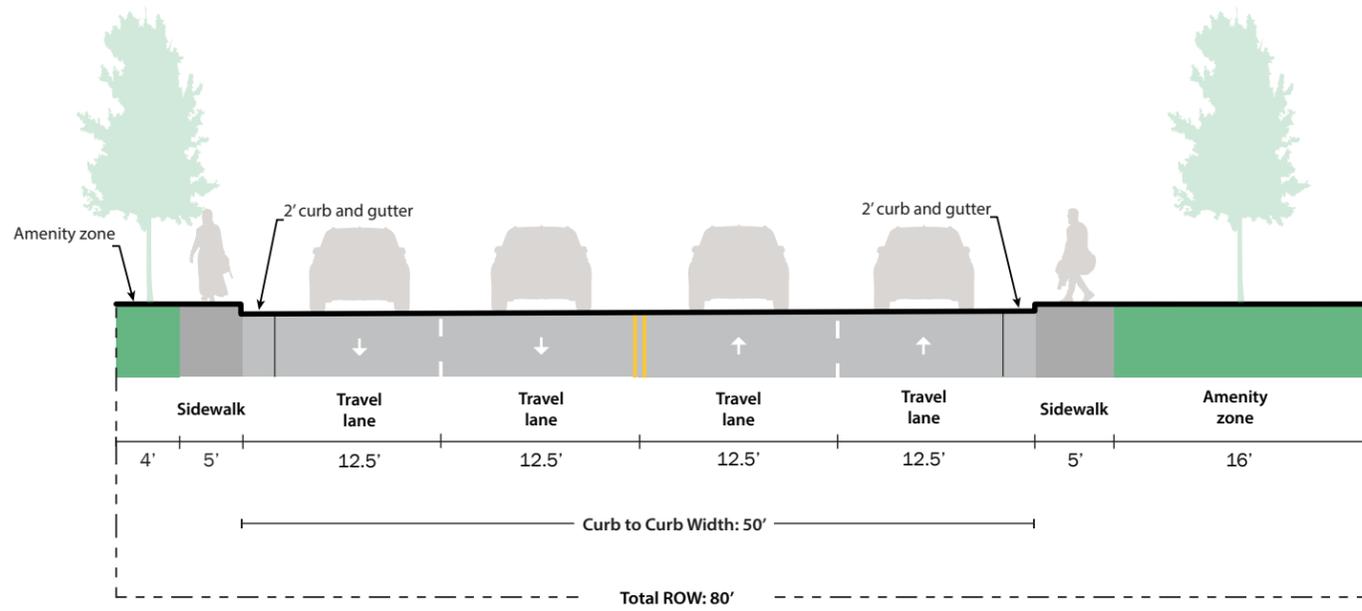


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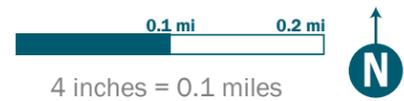
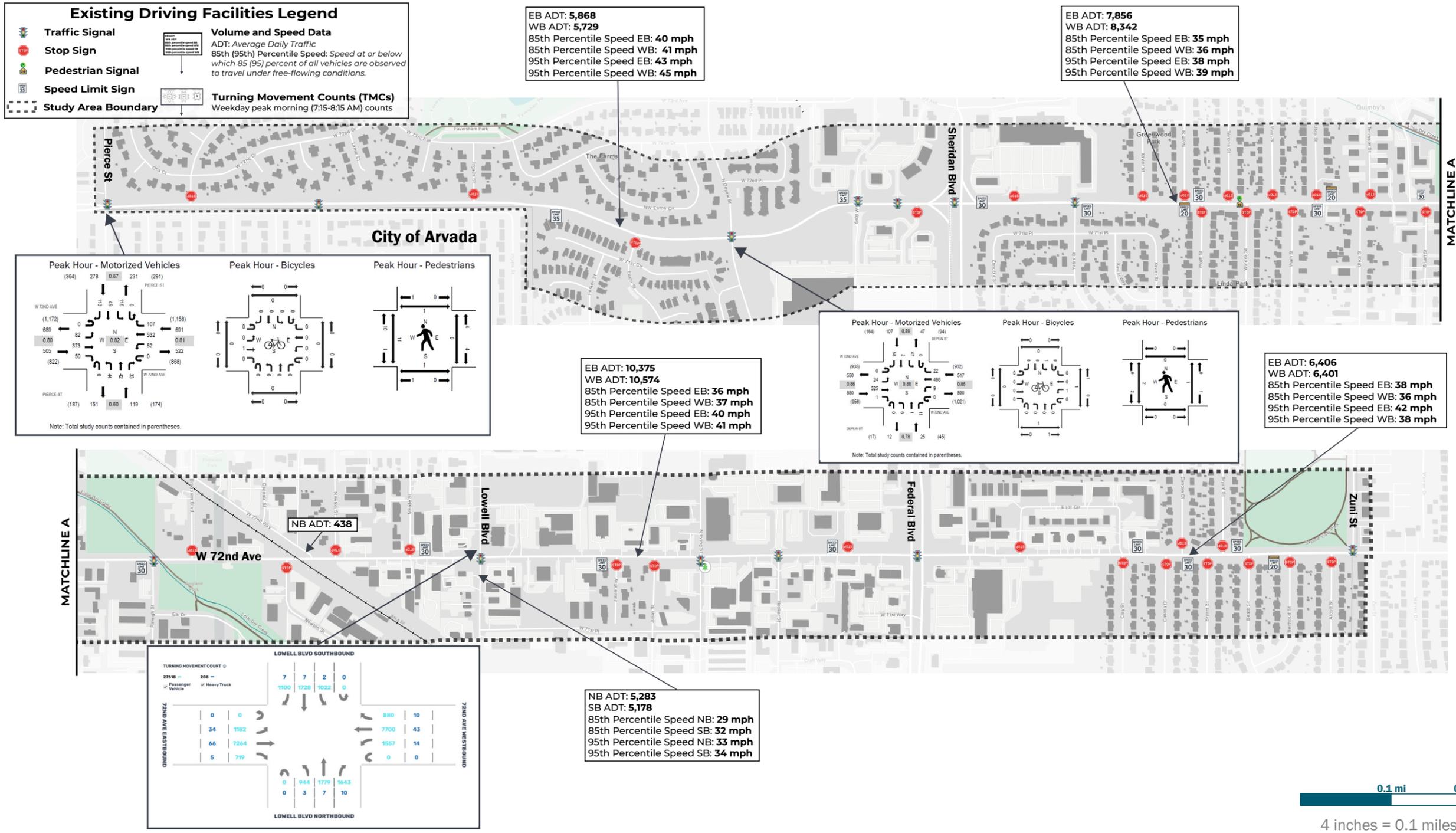
Section K: W 72nd Avenue West of Zuni Street - Looking East



Section J: W 72nd Avenue West of Bryant Street - Looking East



## Existing Driving Conditions Map



## Existing Pedestrian Conditions Map

**Existing Pedestrian Facilities Legend**

	Attached Sidewalk		Railroad
	Detached Sidewalk		School Zone
	Multi-use Trail		Pedestrian Signal
	Driveway		Non-Compliant Curb Ramp
	Marked Crosswalk		Study Area Boundary



0.1 mi 0.2 mi

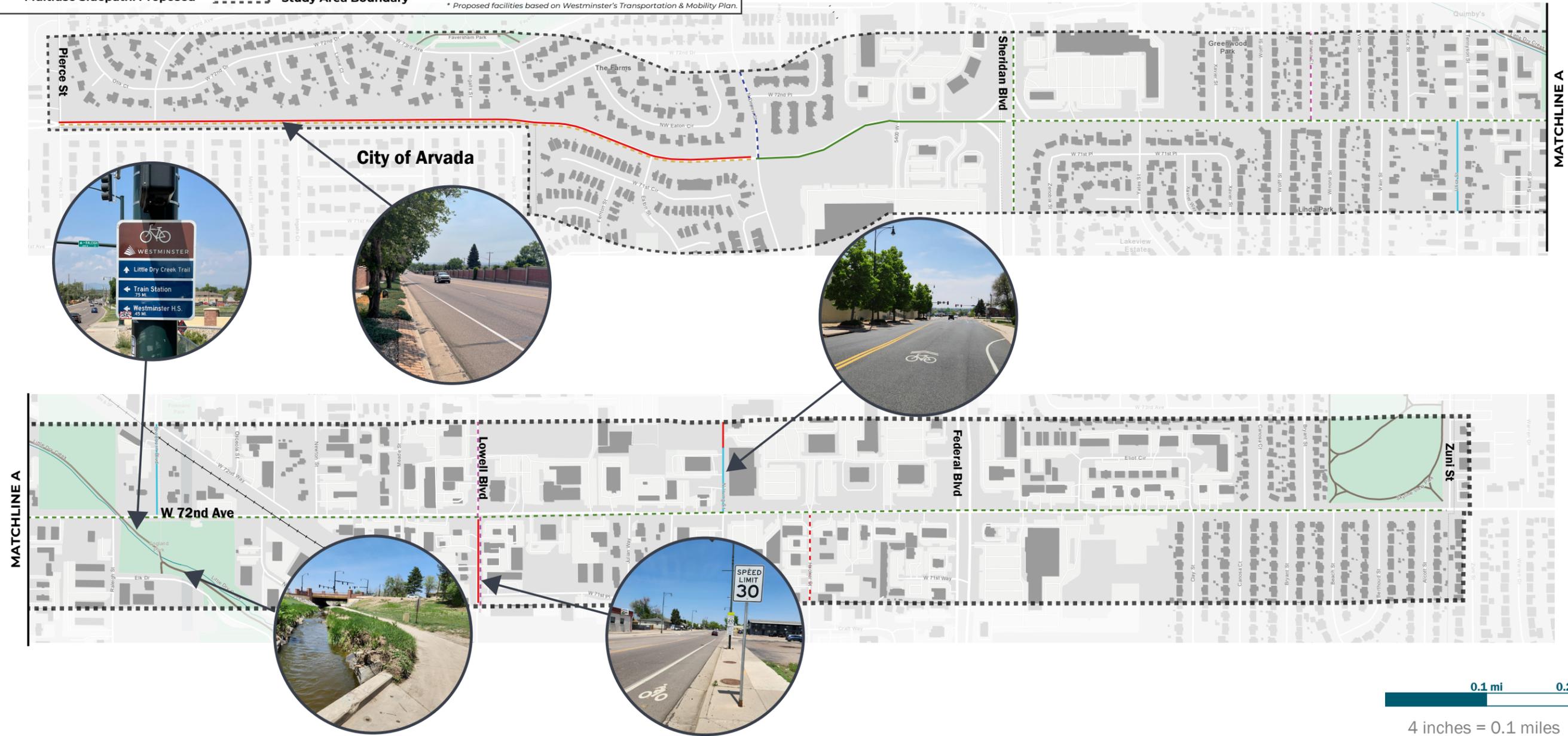
4 inches = 0.1 miles



## Existing Bicyclist Conditions Map

**Existing and Proposed\* Bicyclist Facilities Legend**

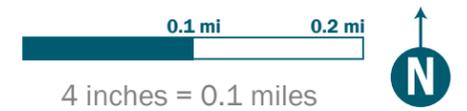
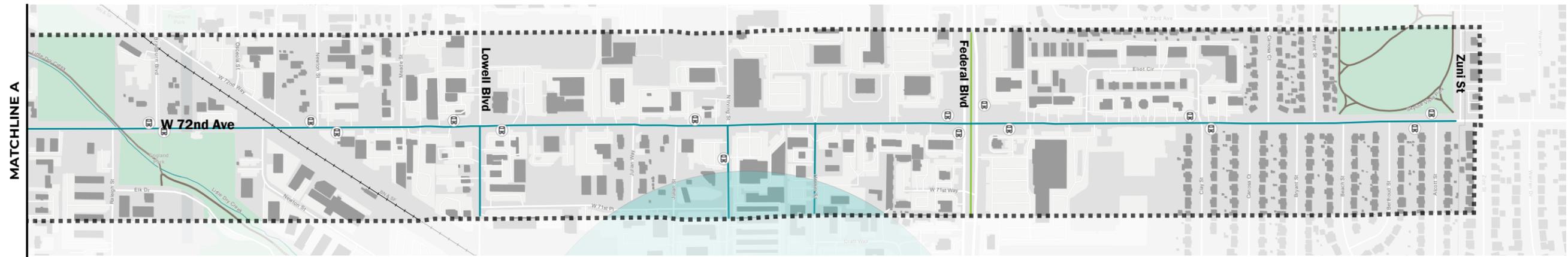
	<b>Bike Lane: Existing</b>		<b>Shared Lane: Existing</b>		<b>Buffered Bike Lane: Proposed</b>
	<b>Bike Lane: Proposed</b>		<b>Shared Lane: Proposed</b>		<b>Separated Bike Lane: Proposed</b>
	<b>Multiuse Sidepath: Existing</b>		<b>Trail: Existing</b>		<b>Neighborhood Bikeway: Proposed</b>
	<b>Multiuse Sidepath: Proposed</b>		<b>Study Area Boundary</b>	<small>* Proposed facilities based on Westminster's Transportation &amp; Mobility Plan.</small>	



Existing Transit Conditions Map

**Existing Transit Facilities Legend**

	Transit Stops		RTD Bus Route 31
	Station Area		RTD Bus Route 51
	Study Area Boundary		RTD Bus Route 72



## Safety Assessment

The Colorado Department of Transportation (CDOT) provided crash data for 2015-2019. There were 736 crashes during this period. See page 44 for a study area crash map.

### Crash Data Findings

- 72nd Avenue is considered a Denver Regional Council of Governments (DRCOG) High Injury Network (HIN) Corridor ([see HIN map](#)), with the portion of the study area between Sheridan Boulevard and Federal Boulevard considered a Critical Corridor. Critical Corridors identify the top 50% of killed and seriously injured (KSI) crash density corridors along the regional HIN.
- The two fatal crashes during the analysis period involved bicyclists or pedestrians.
- Crashes most commonly occur on weekdays and during typical periods of rush hour traffic, such as between 7:00 – 8:00 AM and between 3:00 – 5:00 PM.
- The study area intersections with the highest crash count (in order) include Federal Boulevard (228 crashes), Sheridan Boulevard (105 crashes), and Lowell Boulevard (92 crashes).
- The most common crash types on 72nd Avenue are outlined in Figure 13 below. Crash types in the “Other” category include sideswipe (opposite direction) crashes and those involving fixed objects such as signs, light/utility poles, wall/buildings, guard rails, trees/shrubbery, bridge rails, traffic signal poles, concrete barriers, fences, etc.

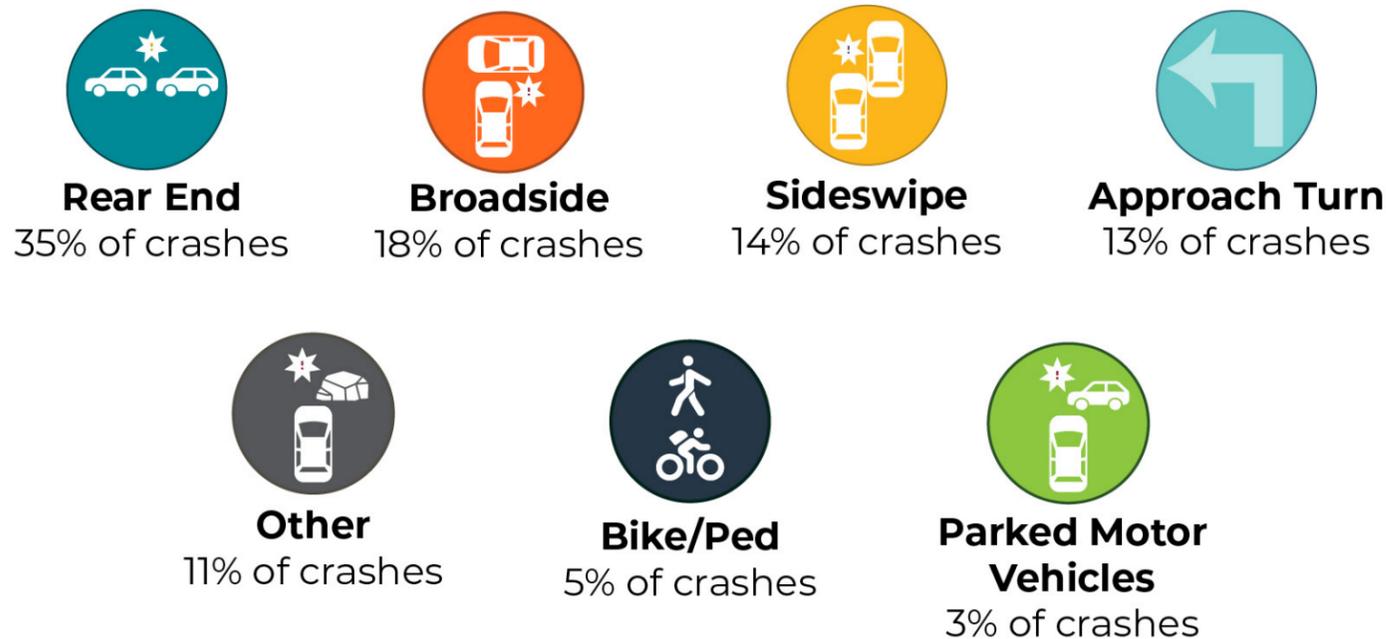


Figure 13: 72nd Avenue Study Area Crash Types

## Needs Assessment

### Overview

The existing conditions phase culminated in a needs assessment, including a summary of gaps and barriers related to multimodal transportation within the study area.

### Corridor Wide Recommendations

- Increase winter clearance of sidewalks and bicycle facilities, given the existence of snow and ice inhibit safe multimodal travel.
- Upgrade all corridor facilities to be ADA-compliant, including curb ramps, access routes to bus stops, and bus stop landing pads.
- Ensure prioritization of pedestrian and transit rider infrastructure upgrades during development and redevelopment.
- Provide a continuous bicycle facility throughout the corridor that provides appropriate protection for users based on vehicular volumes and speeds.
- Implement traffic calming measures to reduce overall vehicle corridor speeds.
- Implement countermeasures to help remove 72nd Avenue from the DRCOG High-Injury Network.

Reference page 46 for a place-specific needs assessment.

## 72nd Avenue Study Area Crash Counts Map

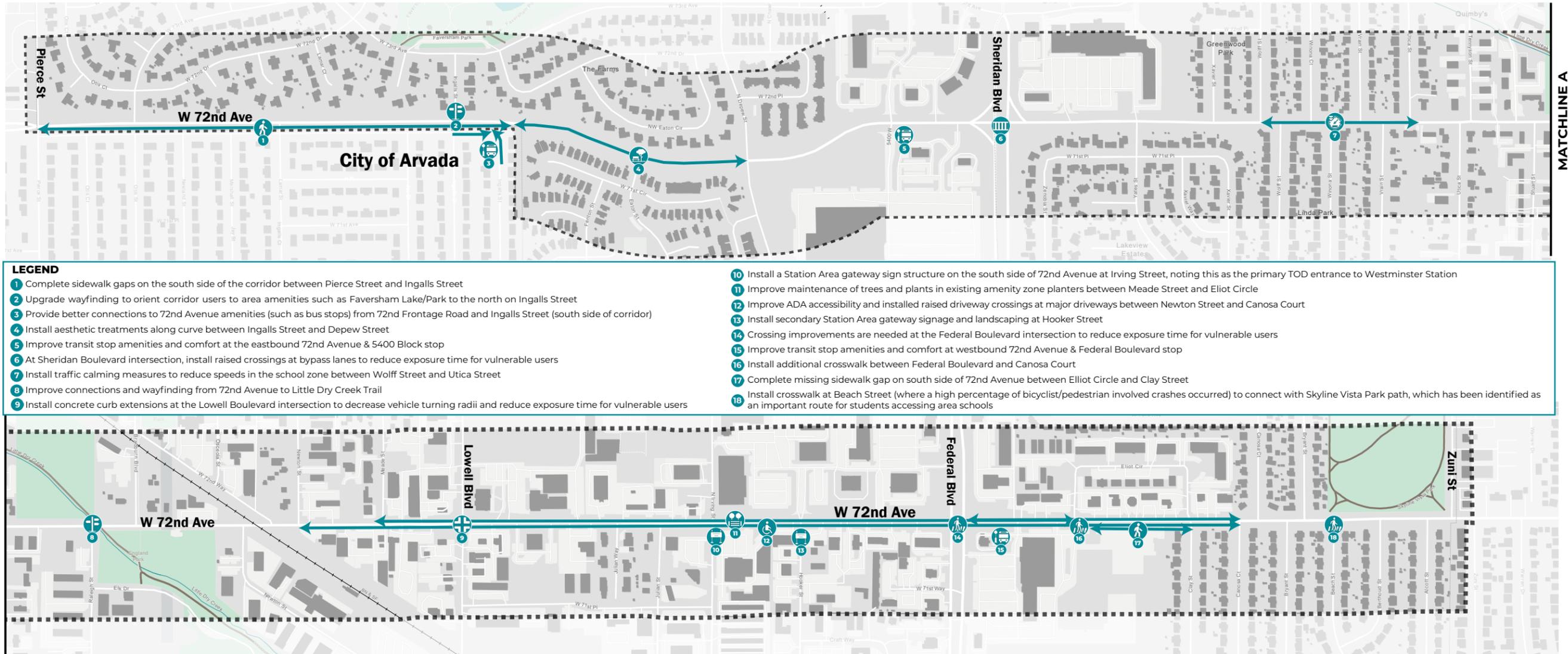
**Crash Severity and Count Legend**

- Property Damage Only
- Serious Injury
- Fatal
- Bicycle/Pedestrian Involved
- # Crash Severity Count
- ▭ Study Area Boundary

*Note: Crash locations are approximate to nearest cross street*



## Place Specific Needs Assessment



## Economic Vitality Study

In February 2024, the project team developed an [Economic Vitality Report](#) to address economic development challenges and future opportunities along the corridor. Major study takeaways are summarized below.

### Full-Service Grocery Store

During Phase 1 outreach, community members frequently cited their desire for a full-service grocery store at the eastern end of the corridor (near Federal Boulevard). To support such a convenience-oriented urban grocery store, the corridor would need approximately 1,000 to 3,000 additional households. A “conventional” suburban-style grocery store would need at least an additional 5,000 units. Continued household growth near the Transit-Oriented Development (TOD) area (between Lowell Boulevard and Federal Boulevard) and the Northgate area (Federal Boulevard and 72nd Avenue) will be key to demonstrating potential household support for a full-service grocery store.

### Focus Area Recommendations

#### Hidden Lake Long-Term Redevelopment

The 150,000-square-foot shopping center at the northeast corner of 72nd Avenue and Sheridan Boulevard is a long-term future redevelopment candidate.

#### Harris Park Area

The Harris Plan Vision will guide the future of the area. The plan should be reviewed in light of development considerations, ensuring that they are aspirational but grounded in reality.

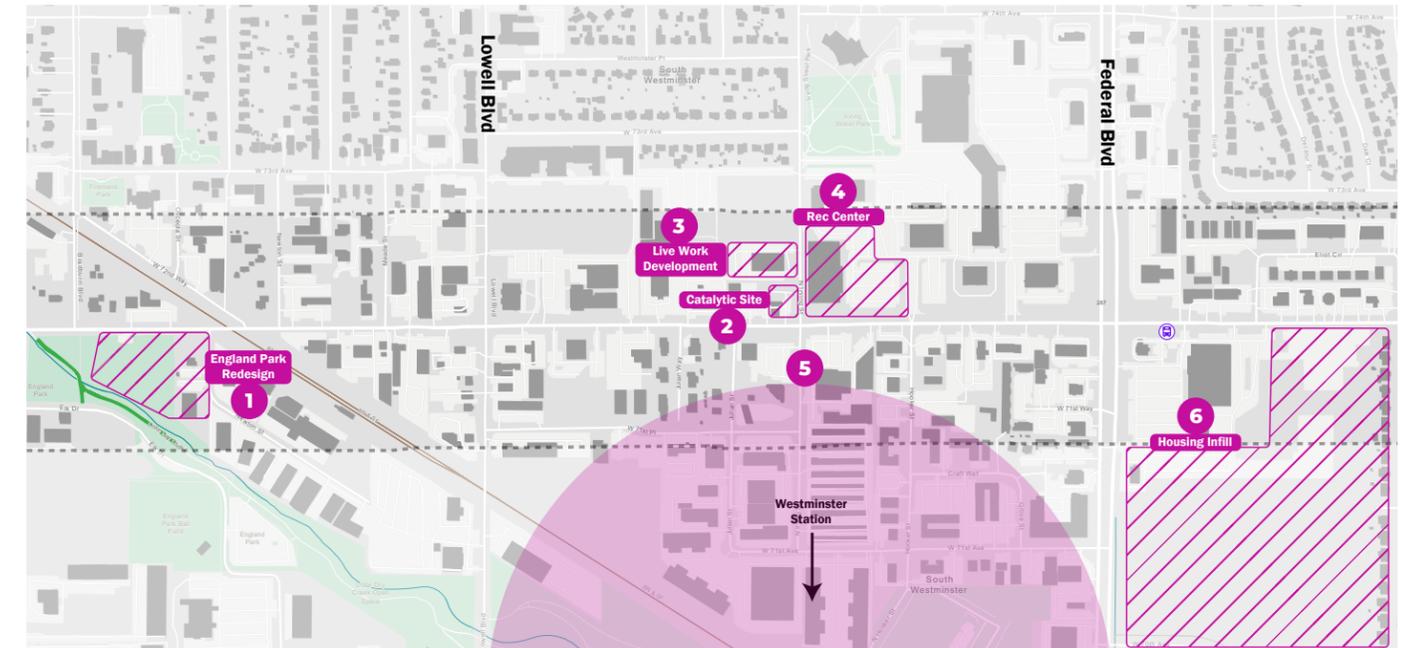
#### Westminster Station

The city has a station area plan bolstered by various redevelopment tools (urban renewal, opportunity area zones, etc.). Redevelopment challenges include Xcel’s limited ability to readily provide increased utility services to new developments within the area. Working with Xcel and potentially the State of Colorado to overcome the infrastructure challenge is important in light of the area’s housing need and the planned Bus Rapid Transit (BRT) investment along the Federal Boulevard corridor.

#### Northgate Commercial

Exploring other options for reuse of the Northgate commercial site may include a horizontal mixed-use center with additional residential units and other amenities to complement the planned Northgate residential development.

## Land Use to Activate the Community



In the existing conditions phase, the project identified areas with community activation potential. These include existing, in-development proposals, and new opportunities identified during the study. Each provides potential corridor activation and contributions to the public realm.

Though outside the recommendations of this effort, a few planned or in-development projects exist within the 72nd Avenue study area. Implementation of 72nd Avenue streetscape and urban design elements should be planned with these projects in mind:

### 1 England Park Corridor Renovation

England Park is located south of 72nd Avenue and north of Elk Drive/Little Dry Creek trail. The [2017 England Park Corridor Master Plan](#) outlined desired improvements for the site. The 72nd Avenue Corridor Study project team shared desired streetscape upgrades (including a multi-use path facility and tree lawn) for the corridor area abutting England Park, which will be incorporated during Phase 1 development, beginning in 2025. A new park access road will be installed within this segment too.

### 2 Vacant Gas Station at Northwest Corner of 72nd Avenue and Irving Street

Identified as a catalytic site for mixed-use development.

# EXISTING CONDITIONS

## 3 Vacant Building and Site North of Gas Station Site

Defined as “Character Area 6” in the [Harris Park Community Vision Plan](#), this area contains some small commercial buildings, but most are vacant or underutilized. This area is primed for commercial, mixed-use, and residential uses, with potential for flexible community spaces and adaptive reuse of existing buildings. Identified as a potential candidate for live-work development.

## 4 Existing Recreation Center At 72nd Street and Irving Street

Identified as a renovation project, with a planned expansion to offer increased amenities.

## 5 Westminster TOD Project

The [2017 Westminster Station Area Specific Plan](#) identifies a potential new “mixed-use urban neighborhood and regional destination” within underutilized land, capitalizing upon adaptive reuse, redevelopment, and placemaking within the Station Area. The Station Area includes the area south of 72nd Avenue between Lowell Boulevard and Federal Boulevard (south to 69th/68th Avenues).

## 6 Northgate Residential Development Housing Infill

The Northgate property, south of 72nd Avenue between Federal Boulevard and Clay Street, is designated as residential medium density and has potential for housing infill.

# EXISTING CONDITIONS



Figure 14: England Park Corridor Final Master Plan - W 72nd Avenue Area



Figure 15: Westminster Station