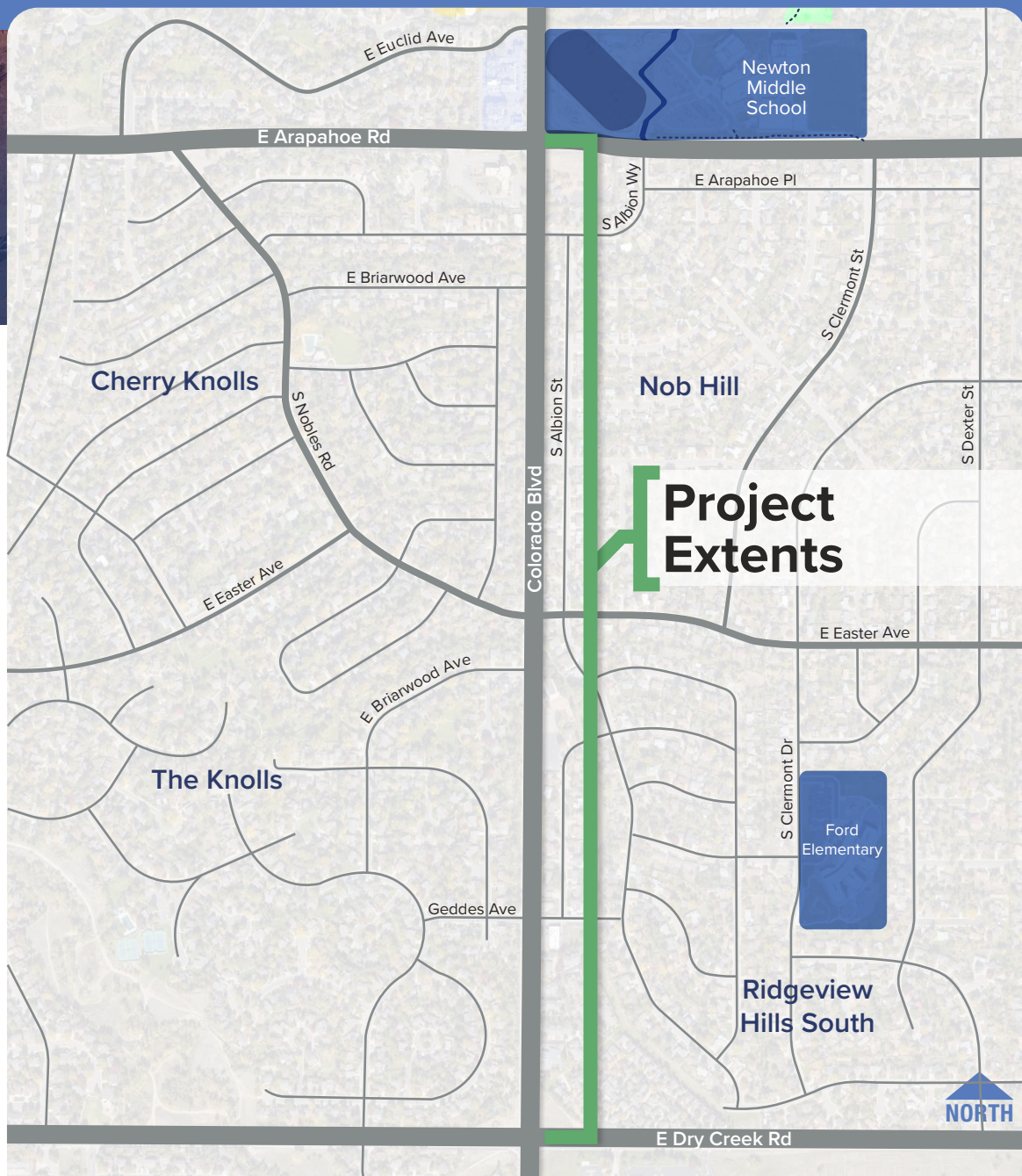




COLORADO BLVD MULTIMODAL IMPROVEMENTS PROJECT

WELCOME!

Thank you for joining us. Learn more about the project and what to expect as it moves into construction this summer/fall.



CENTENNIALCO.GOV/COLORADOBLVD

GOALS & BENEFITS



Comfort and
accessibility for all



Enhanced safety from slower traffic
and reduced conflict points



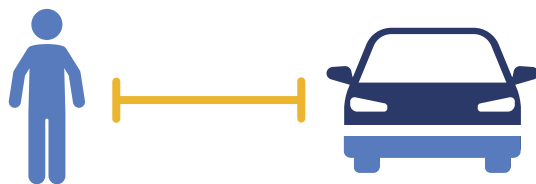
Enhanced visibility
at intersections



Shorter distances
at pedestrian crossings



Multimodal opportunities to walk, bike, roll, drive

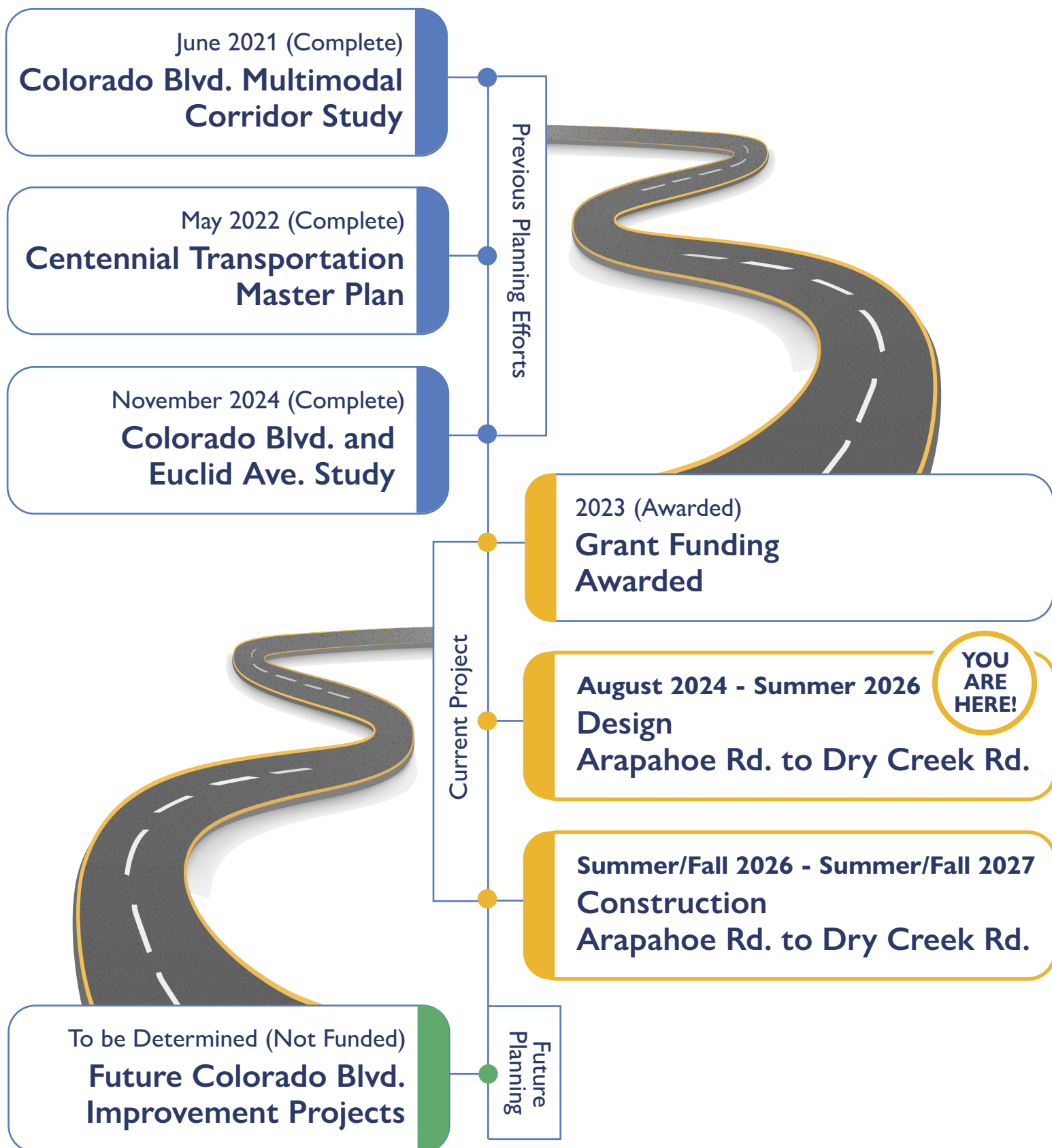


Separation between
vehicles and other users



Enhanced connectivity to
local trails, schools, businesses

TIMELINE



COMMUNITY CONVERSATIONS

Safe Travel to School



QUESTIONS

- Did the traffic study account for the new stadium and pickup/drop-off traffic?
- Will lane reductions cause congestion and create the potential for more crashes?
- Will emergency vehicles be able to navigate the corridor with lane reduction?



ANSWERS

- The corridor study accounted for pick-up and drop-off traffic in the narrower section.
- Reducing the number of lanes may improve safety by requiring drivers to cross fewer lanes of traffic.
- With one lane in each direction and a center lane, vehicles can move aside to allow emergency vehicles to pass.

Traffic Congestion and Capacity



QUESTIONS

- Will lane reductions create more traffic, especially during peak hours?
- Will improvement address how difficult it is to turn left or right out of neighborhood streets?
- Will this project result in neighborhood cut-through traffic?
- Were traffic counts taken since 2019?



ANSWERS

- Traffic analysis shows the corridor can handle current and future peak-hour traffic with fewer lanes, while improving traffic flow.
- ***See the Intersection Improvements board***
New configurations make it much easier to see in both directions for safer turning.
- Analysis indicates cut-through traffic is unlikely to increase based on traffic patterns and available alternative routes.
- ***See Traffic board for more info*** Counts have been taken at various times since 2019 and show similar.

Biking and Walking



QUESTIONS

- Will the improvements truly make it more comfortable to bike the corridor?
- Will there be conflicts between bicyclists and pedestrians on the shared-use path? Is there enough space for everyone?



ANSWERS

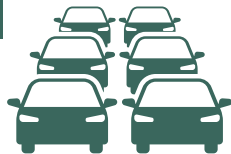
- The new 10–12-foot shared-use paths on both sides of the road provide a wider, more comfortable space for users and eliminate the need to cross Colorado Blvd.
- ***See the rollplot and sight line board***
The design improves visibility at intersections, adds clear crosswalk striping, and includes signage to alert drivers to two-way shared-use path users.

TRAFFIC ANALYSIS

Three lanes can safely handle future traffic.

Existing Traffic Volumes

Year	Vehicles Per Day
2019	11,400
2023	10,457
2024	11,407



Projected Traffic Vehicles Per Day

Traffic has **stayed steady** over the past 5 years and is expected to grow modestly; well within what three lanes can handle.

Year 2040:
14,400
vehicles per day

Why This Data Matters

High speeds and inconsistent driver behavior today can contribute to **stop-and-go conditions** and **crashes**.

Three lanes provide enough capacity for future traffic.
A right-sized roadway helps:



Reduce speeding and erratic driving.



Improve safety for people walking and biking.



Make turns and crossings easier.

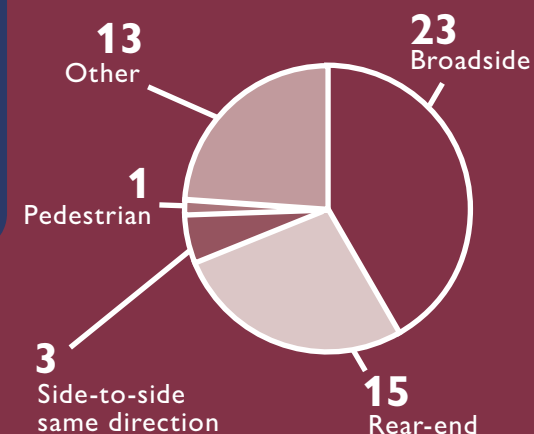
Crashes Over 5-Year Period

2014-2018 crash data

55 
CRASHES

2 injuries, 1 fatality,
52 property damage only

Crashes between Dry Creek Rd.
and Arapahoe Rd.



Traffic Speeds

Direction	Average Speed	% of Vehicles Over Speed Limit
NB	39 mph	30%
SB	45 mph	89%

CORRIDOR FEATURES

CROSS SECTIONS



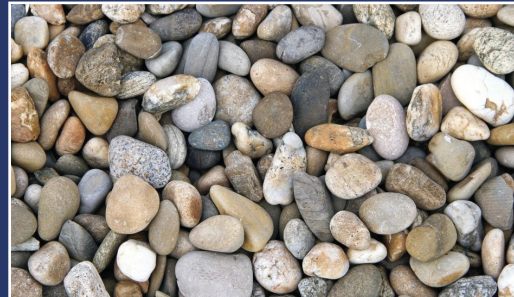
KEY BENEFITS

- Improves safety for all users by reducing conflict points and simplifying how drivers move through the corridor.
- Reduces speeding and encourages calmer traffic that better matches the surrounding neighborhood.
- Shortens crossing distances to make it safer and easier for people walking and biking.
- Encourages more consistent speeds, which can lower the risk of crashes.
- Creates space for wider buffers and multimodal facilities to separate vehicles from people walking and biking.

EXAMPLE TREATMENTS



NEW RAILING AT NOBLES TRIBUTARY



ROCK MULCH



PATTERNED CONCRETE
(AT INTERSECTIONS ONLY)

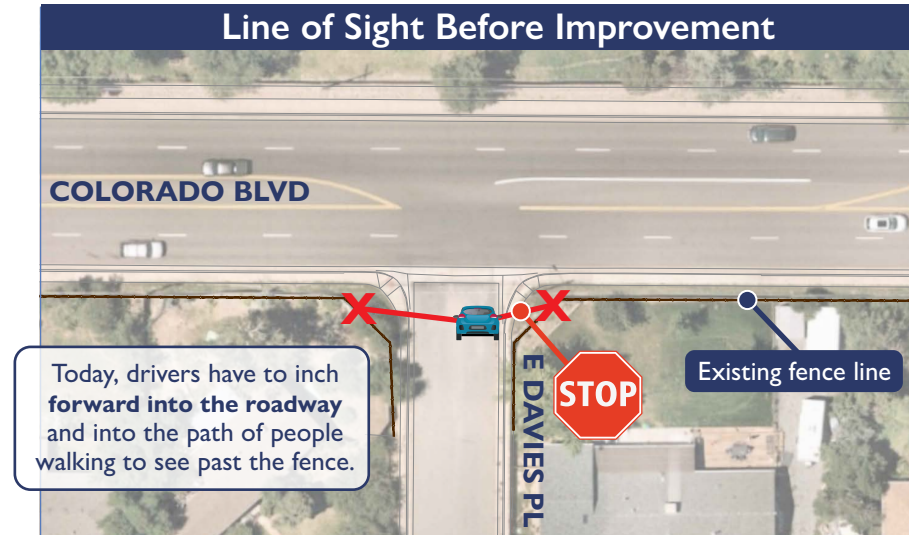
INTERSECTION IMPROVEMENTS

Current
Left Turn View
(Approximate)



BEFORE

Line of Sight Before Improvement

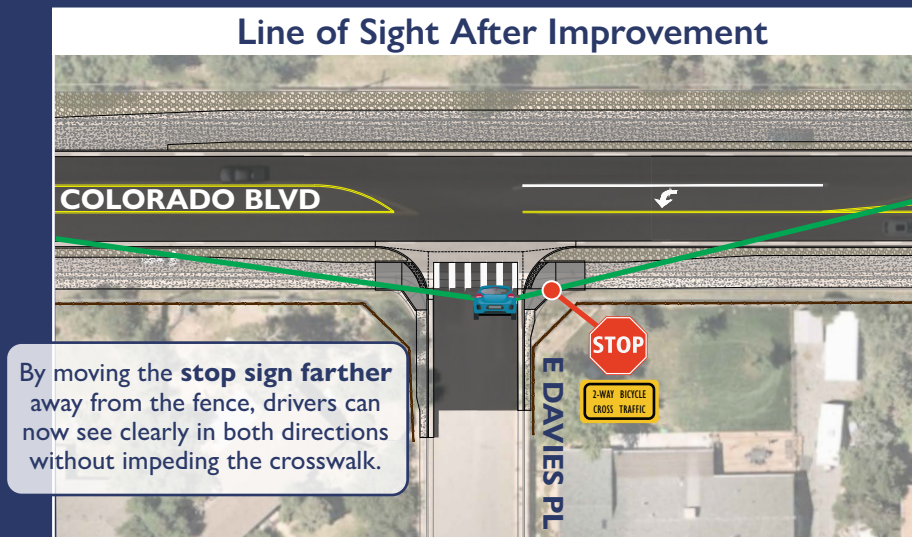


Current
Right Turn View
(Approximate)



AFTER

Line of Sight After Improvement



Future
Left Turn View
(Approximate)



Future
Right Turn View
(Approximate)



CONSTRUCTION IMPACTS



ANTICIPATED TIMING

- Begins Summer/Fall 2026
- Duration is one year
- Occurring in phases

MAINTAINED AT ALL TIMES

- Access for residential, business, emergency services & pedestrians
- One lane in each direction
- Signal operations

DETOURS

- Pedestrian (watch for signs)
- Some access points may be partially closed (detours provided)

CONSTRUCTION QUESTIONS/CONCERNS

What questions/concerns do you have about construction?

