



ARAPAHOE COUNTY
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Comprehensive Safety Action Plan

Board of County Commissioners Study Session

April 28, 2026

Jim Katzer & Steven Buckley – Public Works and Development



Purpose and Overview



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Overview

The Department of Public Works and Development is developing a Comprehensive Safety Action Plan to **reduce and eliminate serious and fatal crashes** and make travel safer for everyone **in the unincorporated areas of the County**, guided by the **Safe System Approach**.

Definitions:

Serious Crash: Serious injury crashes are those that involve evident incapacitating injuries that prevent a person from walking, driving, or performing normal pre-collision activities

Fatal crash: Crash that results in a death within 30 days



Safe Systems Approach – Core Principles



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Figure 1. Six Core Principles of the Safe System Approach

	<p>1. Fatalities and serious injuries are unacceptable</p>	<p>Traditional transportation frameworks often treat traffic deaths as inevitable. In contrast, the Safe System Approach recognizes that any loss of life or serious injury is unacceptable. It emphasizes that preventing such outcomes is a moral responsibility and must remain the highest priority.</p>
	<p>2. Humans make mistakes</p>	<p>Because people are inherently fallible, errors will always occur. Rather than viewing these mistakes as unavoidable failures, the Safe System Approach provides a proactive framework that anticipates human error. It ensures that when mistakes happen, the transportation system is designed to prevent them from resulting in death or serious injury.</p>
	<p>3. Humans are vulnerable</p>	<p>The human body has physical limits to what it can withstand. The Safe System Approach acknowledges this vulnerability and strives to eliminate crashes that generate forces beyond what the body can survive.</p>
	<p>4. Responsibility is shared</p>	<p>Ensuring a safer transportation network requires collective effort. Government leaders, researchers, industry professionals, and the public all play a role in creating a safer transportation system.</p>
	<p>5. Safety is proactive</p>	<p>The goal is to prevent crashes before they occur. To achieve this, the Safe System Approach relies on proactive, data driven decision making to identify risks and guide the implementation of effective safety treatments.</p>
	<p>6. Redundancy is crucial</p>	<p>A resilient transportation system uses multiple layers of safety. If one safeguard fails, others remain in place to reinforce protection and prevent tragedy.</p>



Safe Systems Approach



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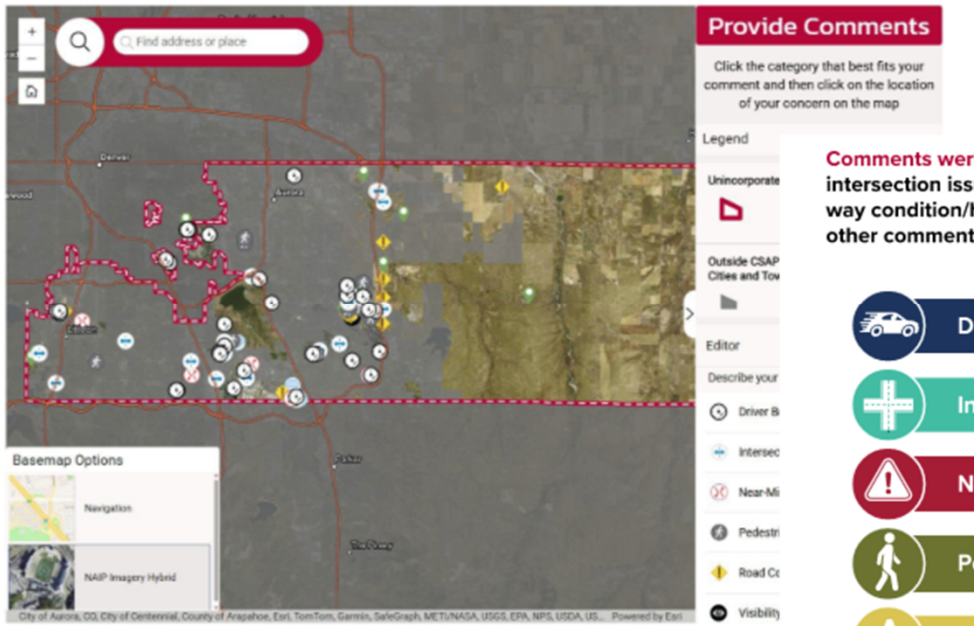


Public Engagement Results

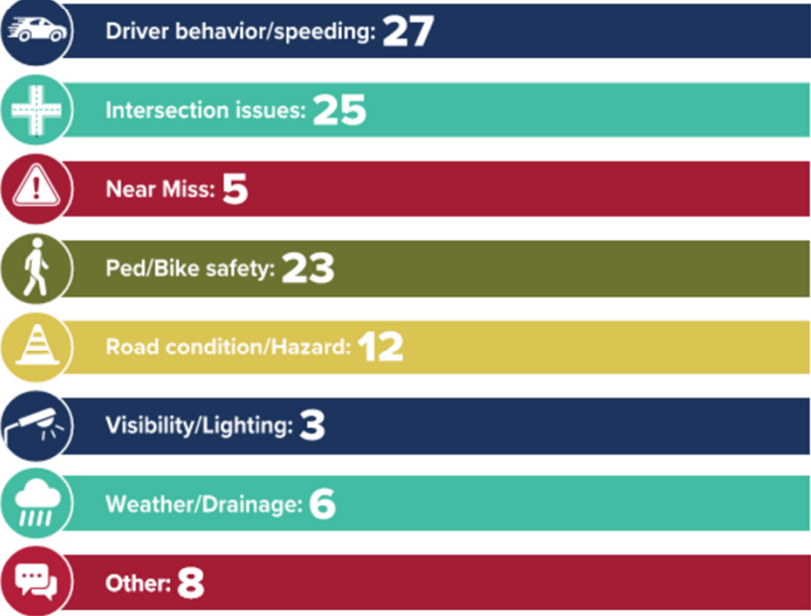


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Figure 9. Engagement Point 1 Interactive Online Map



Comments were categorized into eight buckets: driver behavior/speed concerns, intersection issues, near-miss experiences, pedestrian/bicycle safety concerns, roadway condition/hazard concerns, visibility/lighting issues, weather/drainage issues, and other comments.



“ Any improvements along Parker Road should be prioritized. ”

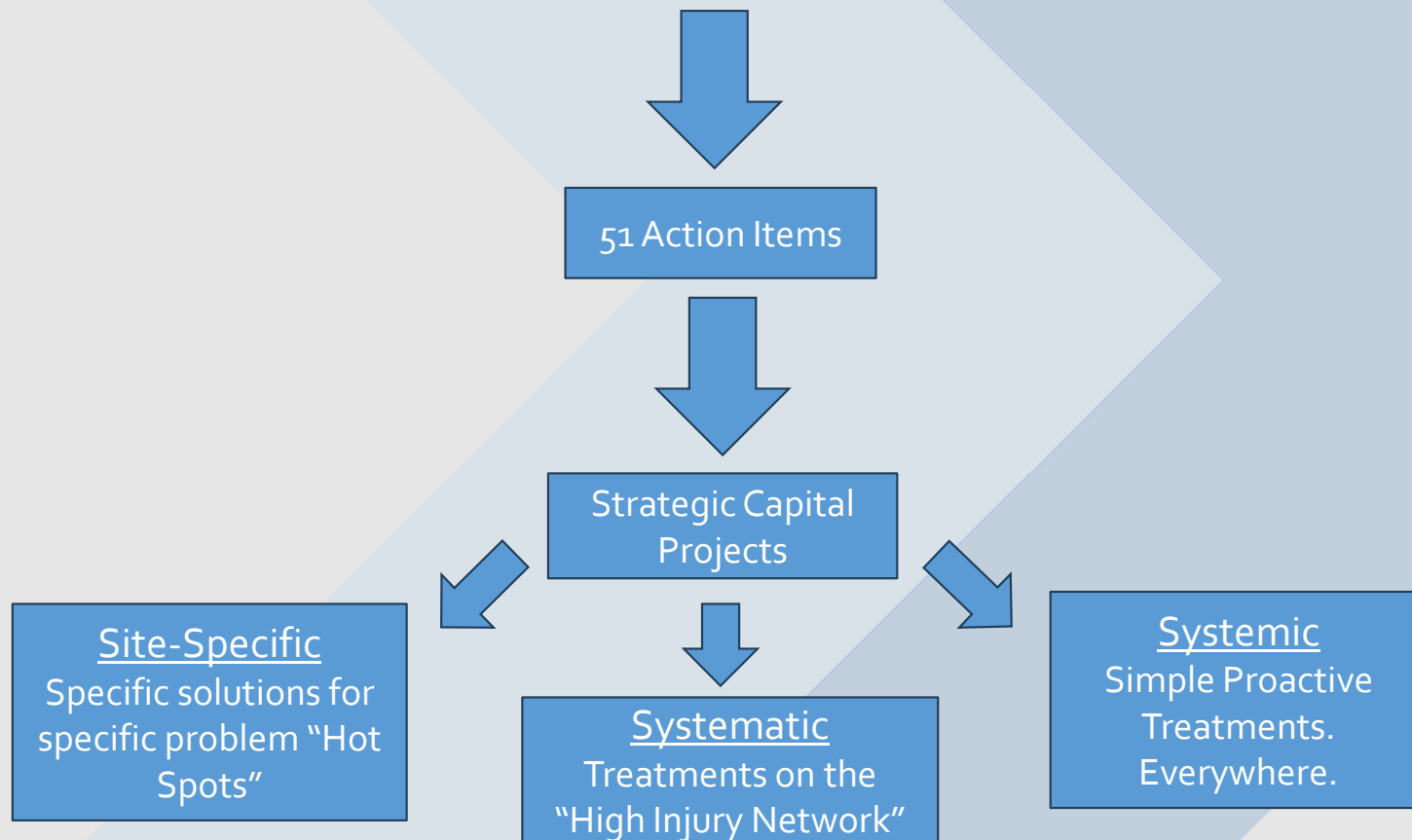


Plan Organization



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5 Core Strategies



Five Core Strategies



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STRATEGY 1

Safe System Structure



STRATEGY 2

Promote a Culture of Safety



STRATEGY 3

Policy and Process Alignment with the Safe System Approach



STRATEGY 4

Strategic Project Selection for Safe Streets



STRATEGY 5

Progress, Transparency, and Accountability



Strategy 1 – Safe System Structure



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No.	2026 Objectives/Action Item	Involved Agencies	Term
1.1	Establish a programmatic structure to deliver the Comprehensive Safety Action Plan (CSAP).		
1.1.1	Establish the Safety Analysis Program by implementing a standardized five year crash data review and High Injury Network (HIN) analysis for all projects and evaluations, adopting the BOCC resolution statement, developing a systemic improvement strategy that deploys the Federal Highway Administration's (FHWA) Proven Safety Countermeasures, and creating the Rapid Response Program.	Arapahoe County (AC) Public Works	Short-term
1.1.2	Clearly define the roles and responsibilities of Project Advisory Committee (PAC) members, including designating a Safety Champion and a policy/program evaluator responsible for ensuring that all policies and programs align with the Safe System Approach.	AC Public Works	Short-term
1.1.3	Provide safety updates to leadership and the PAC during quarterly Transportation Division meetings to support consistent progress tracking and issue resolution.	AC Public Works	Short-term
1.1.4	Conduct a thorough review of existing Public Works programs and align them to Vision Zero and Safe System goals, ensuring each program directly supports measurable safety outcomes.	AC Public Works	Long-term
1.2	Develop a field visit cadence and data collection process.		
1.2.1	Establish the Rapid Response Program to address all KSI crashes in real time and deliver targeted engineering solutions on the HIN and other priority locations, using internal assessments, site visits, stakeholder collaboration, and partnerships - including state patrol, the Sheriff's Office, and local advocacy groups - to quickly resolve safety and operational issues.	AC Public Works, State Patrol, Sheriff's Office, local advocacy groups	Short-term
1.2.2	Establish a Road Safety Audit (RSA) program and complete RSAs on the HIN to confirm crash trends and identify underlying safety issues only visible through field visits.	AC Public Works, CDOT, DRCOG, Neighboring jurisdiction representatives (Denver, Aurora, etc.), Consultant, State Patrol/Sheriff's Office, Emergency response groups, Relevant SWG representatives	Short-term
1.2.3	Develop and implement a speed data collection program that covers urban and rural roads owned by the County as well as the HIN to create baseline data for project evaluation.	AC Public Works, Consultant	Long-term

No.	2026 Objectives/Action Item	Involved Agencies	Term
1.3	Identify funding sources for projects and plans.		
1.3.1	Identify and pursue federal, state, regional, and local funding opportunities to support the safety program, including programs such as Safe Streets for All (SS4A), the Highway Safety Improvement Program (HSIP), and the Road to Zero Community Traffic Safety Grants.	AC Public Works	Short-term
1.3.2	Develop a grant funding calendar to track when expected Notice of Funding Opportunities (NOFO) are to be announced to prepare likely projects and data for applications.	AC Public Works	Short-term
1.4	Complete general safe system structure tasks.		
1.4.1	Develop and integrate transportation safety learning modules into onboarding for both new and existing County staff and require biannual refresher trainings to ensure all personnel remain current with national best practices.	AC Public Works, Risk Management Group, Consultant	Short-term
1.4.2	Review progress and provide an updated CSAP in 2031.	AC Public Works, TAC, Consultant	Short-term



Strategy 2 – Promote a Culture of Safety



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No.	2026 Objectives/Action Item	Involved Agencies	Term
2.1	Collaborate with regional partners to promote, advocate, and deliver multi-disciplinary safety improvements		
2.1.1	Attend and participate in regional safety meetings and events, including Denver Regional Council of Governments' (DRCOG) Regional Vision Zero Working Group and CDOT's biennial joint engineer and police training events.	AC Public Works, DRCOG, CDOT	Short-term
2.1.2	Meet with State Patrol to align on data sharing, targeted enforcement strategies, and safety messaging.	AC Public Works, State Patrol	Long-term
2.1.3	Establish a partnership between the County and CDOT to address CDOT-owned locations identified through the CSAP's project selection process.	AC Public Works, BOCC, CDOT	Long-term
2.1.4	Develop partnerships with neighboring jurisdictions to collaborate with trauma centers and hospitals to improve data on fatalities and serious injuries.	AC Public Works, DRCOG, Trauma centers, Hospitals	Long-term
2.1.5	Establish a partnership between the County, districts, and Homeowners Associations (HOA) to develop a map identifying lighting gaps and create a lighting policy that enables proactive streetlight enhancements along entire corridors, not only at signalized intersections.	AC Public Works, Districts, HOAs	Long-term
2.2	Promote transportation safety through public education and consistent messaging, using a coordinated multi level approach including education, enforcement, and engineering strategies to deliver targeted and effective communications.		
2.2.1	Engage with the community and partners on transportation safety improvements on a project-by-project basis through public meetings and outreach opportunities.	AC Public Works, AC Office of Communication, Consultant	Short-term
2.2.2	Create multimedia traffic safety campaigns focused on impaired driving, distracted driving, seat belt use, car seat use, and helmet use.	AC Public Works, AC Office of Communication, Consultant	Long-term
2.2.3	Create and share videos and informational materials on new street design elements or safety strategies through social media, websites, and public outreach.	AC Public Works, AC Office of Communication, Consultant	Short-term
2.2.4	Develop standard language regarding traffic safety for use by all County employees when interacting with the media and with the public directly.	AC Public Works, AC Office of Communication	Long-term



Strategy 3 – Policy and Process Alignment



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No.	2026 Objectives/Action Item	Involved Agencies	Term
3.1	Advocate and implement policy changes to enhance transportation safety with partnering departments and agencies.		
3.1.1	Create a Universal Safety Policy that supersedes all other Public Works and Development (PWD) policies and reaffirms the County's commitment to FHWA Safe System Principles. Under this governing policy, any proposed policy updates or new policies will be evaluated for consistency with FHWA's Safe System Approach prior to approval.	Arapahoe County (AC) Public Works, AC Legal Team	Long-term
3.1.2	Develop a Safe System compliance checklist for all PWD projects, modeled on the FHWA Safe System Policy Based Alignment Framework matrix.	AC Public Works, AC Legal Team	Long-term
3.2	Update the Traffic Operations Policies and Procedures (TOPP) Manual to align with the Safe System Approach.		
3.2.1	Amend the TOPP to include a statement that aligns the manual with the updated BOCC resolution.	AC Public Works	Short-term
3.2.2	Update the Crash Analysis Program into the Safety Analysis Program to reflect the County's proactive safety focus. Align program requirements with the components outlined for the Safety Analysis Report in the Infrastructure Design and Construction Standards (IDCS).	AC Public Works	Short-term
3.2.3	Develop a left-turn policy that prioritizes the use of Flashing Yellow Arrows (FYA) for all protected-permissive or protected-only left-turn movements.	AC Public Works, Consultant	Short-term
3.3	Upgrade the IDCS to ensure stronger alignment with Safe System Principles.		
3.3.1	Create a Safety Assessment Report requirement within the project submittals process, incorporating a detailed five year crash analysis for each project location and recommending engineering improvements to deliver targeted safety measures.	AC Public Works, Consultant	Short-term
3.3.2	Develop an updated speed setting policy grounded in context sensitive analysis. The policy should consider variables such as land use, roadway characteristics (including number of lanes and lane widths), existing or projected traffic volumes, proximity to school zones, and the presence or anticipated activity of vulnerable road users.	AC Public Works, Consultant	Short-term
3.3.3	Review and update the access management section of the IDCS to evaluate appropriate locations for driveway installation. Establish criteria such as prohibiting driveways at receiving corners and permitting them only at approaching corners.	AC Public Works, Consultant	Short-term

3.4	Establish clear developer guidelines within the Traffic Impact Study portion of the IDCS for all private developments that are approved by the County.		
3.4.1	Include a requirement within the development guidelines for streetlight installations as a part of new developments, including ongoing maintenance of lighting.	AC Public Works, Consultant	Short-term
3.4.2	Develop a comprehensive roundabout policy within the developer guidelines. Initial considerations must include a roundabout before a signalized intersection policy for new or capital projects and establishing expected Annual Average Daily Traffic (AADT) thresholds, speed limit criteria, and corridor length requirements. This could be modeled off NY State Department of Transportation's Roundabout First policy.	AC Public Works, Consultant	Long-term
3.4.3	Include access management requirements as a part of the developer guidelines.	AC Public Works, Consultant	Short-term
3.5	Revise standard roadway cross sections and details in the IDCS to integrate Safe System Principles.		



Strategy 4 – Strategic Project Selection



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No.	2026 Objectives/Action Item	Involved Agencies	Term
4.1	Complete the design and implementation of site-specific projects identified by historic safety analysis.		
4.1.1	Reevaluate all projects identified in Arapahoe County's 2020 Local Road Safety Plan and advance the design and implementation of those that continue to demonstrate safety benefits.	AC Public Works, Consultant, CDOT, SWG	Long-term
4.1.2	Complete the design and implementation of all site-specific projects identified via historic crash analysis within Appendix D.	AC Public Works, Consultant, CDOT, SWG	Long-term
4.2	Provide targeted engineering treatments at a systematic level for high-crash corridors on the County's HIN including Parker Road and Florida Avenue to address recurring safety issues. Specific details can be found in Appendix D.		
4.2.1	Evaluate Parker Road for corridor-wide safety improvements based on the County's 2025 Parker Road Corridor Study.	CDOT, AC Public Works, Consultant	Long-term
4.2.2	Assess Florida Avenue for safety improvements that enhance pedestrian safety, such as median refuge islands and potential lane reductions. Recommended improvements should be incorporated into DRCOG's 2026 Florida Avenue Corridor Study and implemented.	AC Public Works, Consultant	Short-term
4.2.3	Evaluate Iliff Avenue crash picture after 2022 installation of upgraded treatments to refine and fully eliminate crash picture. Improvements could include signal timing, lane width analysis, etc.	AC Public Works, Consultant	Short-term
4.2.4	Advocate for a regional Hampden Avenue Corridor Study to address the systematic crash picture.	AC Public Works, CDOT, DRCOG, neighboring jurisdictions	Long-term
4.3	Promote transportation safety through systemic improvements within the urban area of the County using FHWA's Proven Safety Countermeasures, and Complete Street principles.		
4.3.1	Upgrade eligible signalized intersections on the HIN to FYA signal heads to protected-only or protected-permissive phasing for left-turn movements.	AC Public Works, Operations and Maintenance	Short-term
4.3.2	Install retroreflective backplates and leading pedestrian intervals (LPIs) at all signalized locations within the urban areas of the County's HIN.	AC Public Works, Operations and Maintenance, Neighboring jurisdictions, CDOT	Short-term
4.3.3	Evaluate major corridors for opportunities to implement median upgrades, lane reductions, and other corridor-wide safety improvements that proactively strengthen overall safety.	AC Public Works	Long-term

No.	2026 Objectives/Action Item	Involved Agencies	Term
4.3.4	Conduct a countywide analysis of intersections adjacent to schools, parks, and other locations that generate high volumes of vulnerable road users, to determine systemic pedestrian treatments such as enhanced crossing treatments.	AC Public Works	Long-term
4.4	Promote transportation safety through systemic improvements within the rural area of the County using FHWA's Proven Safety Countermeasures, and Complete Street principles.		
4.4.1	Strategically deploy traffic-calming and engineering treatments at rural intersections aligned with FHWA's Proven Safety Countermeasures to slow speeds and increase visibility to prevent KSI crashes, including but not limited to larger and more visible signage, advance warning signs, speed-reduction markings, overhead flashing beacons, and rumble strips.	AC Public Works, Operations and Maintenance, County Fleet	Long-term
4.4.2	Install guardrail, rumble strips, edge-line markings and shoulder widening along high-priority rural roadways receiving major pavement and maintenance reconstruction to reduce roadway-departure crashes.	AC Public Works, Operations and Maintenance, County Fleet	Long-term
4.5	Maximize safety gains by using routine maintenance and repaving activities as opportunities to upgrade existing infrastructure to current best-practice standards.		
4.5.1	Restripe pavement markings to current standards and replace noncompliant signage to meet retro-reflectivity standards as a part of all repaving activities.	AC Public Works	Short-term
4.5.2	Install emergency preemption devices at signalized intersections to support and increase emergency response times.	AC Public Works	Long-term
4.6	Project evaluation, selection, and inspection for continuous improvement.		
4.6.1	Develop metrics to evaluate projects, including leading indicators such as operating speed and yielding behavior. Collect and geocode data before and after projects are completed.	AC Public Works	Long-term
4.6.2	Conduct inspections of HIN corridors to ensure all signs and markings remain present, visible, and adequate.	AC Public Works, Operations and Maintenance, County Fleet	Short-term



Strategy 5 – Progress, Transparency, Accountability



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No.	2026 Objectives/Action Item	Involved Agencies	Term
5.1	Report transportation safety efforts and effectiveness to the BOCC and public.		
5.1.1	Document effects of infrastructure projects, including speed reduction along the High Injury Network (HIN), pre- and post-crash trends, and share findings with the public.	AC Public Works	Short-term
5.1.2	Provide updates to the BOCC to maintain transparency and alignment.	AC Public Works	Short-term
5.1.3	Develop a reporting framework aligned with Vision Zero goals and Safe System Principles to track progress through quarterly internal reviews and annual public reporting, with the annual update posted on the County's website as part of the PWD annual report card.	AC Public Works	Short-term
5.1.4	Develop a public dashboard mapping where projects are planned, in progress, and complete as well as mapping where KSI crashes have occurred throughout the County.	AC Public Works, Consultant	Long-term

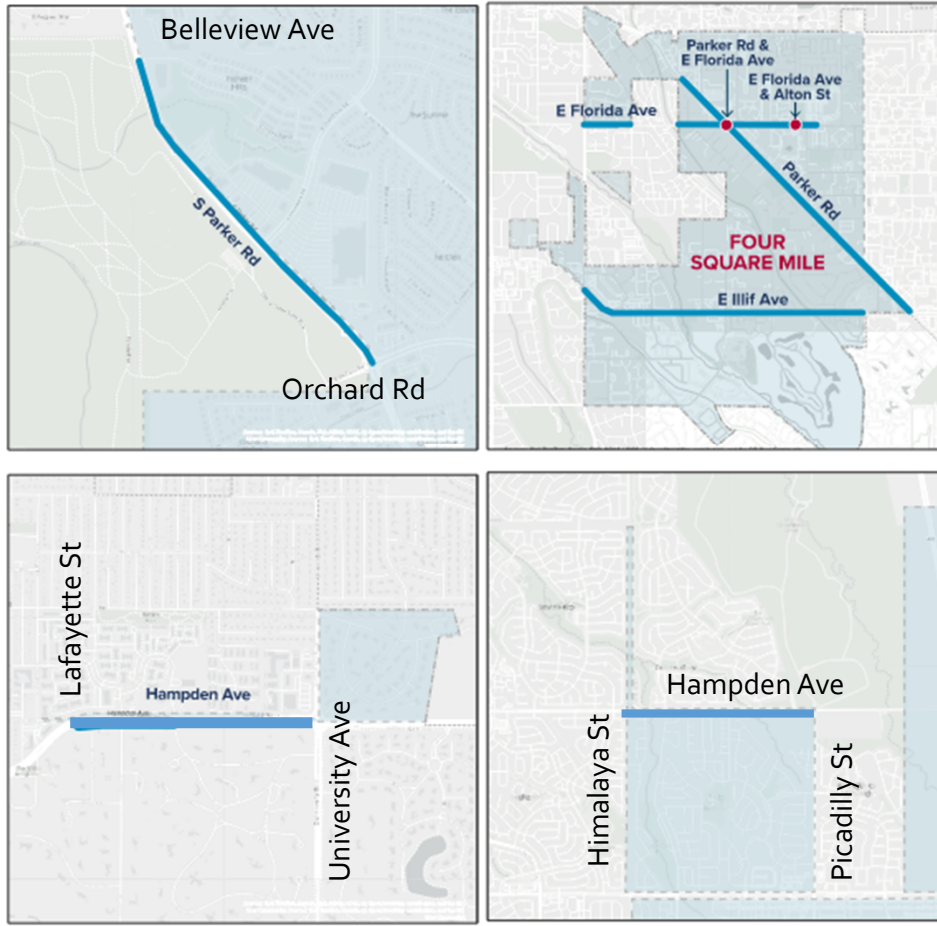


Urban High Injury Network – Systematic Analysis



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Figure 6. Urban HIN Original and Cleaned



Signal Improvements



Retroreflective Backplates: Adding backplates to signal heads provides a contrasting background that makes signal indications more visible. Retroreflective borders – often using yellow tape illuminated by vehicle headlights – further enhance visibility during periods of glare, low light, or nighttime conditions.



Leading Pedestrian Intervals (LPI): LPis adjust signal timing to give pedestrians a brief head start before vehicles receive a green indication. This improves pedestrian visibility and reduces conflicts with turning vehicles. LPis are particularly effective in high activity areas, such as near schools and parks.



Flashing Yellow Arrows (FYA): FYAs provide both protected and permissive left-turn phases at intersections with moderate left-turn volumes. These signal indications are less confusing than traditional protected permissive signal heads and more clearly convey when a left-turn movement has the right of way or must yield to oncoming traffic. During the permissive phase, drivers must yield to oncoming traffic. FYAs improve intersection efficiency while maintaining safe left-turn operations.

Roadway Improvements



Rectangular Rapid Flashing Beacons (RRFB): RRFBS enhance midblock pedestrian crossings through high visibility crosswalk markings, advanced yield markings, signage, and push button activated flashing beacons. When activated, the beacons alert drivers to yield and watch for pedestrians entering the crosswalk.



Streetlight Upgrades: The County can install or upgrade streetlighting at signalized locations under its ownership. Improved lighting enhances visibility for all road users, particularly VRUs, during nighttime hours.



Pedestrian Refuge Islands: Pedestrian refuge islands are concrete medians that allow VRUs to cross roadways in two stages by providing a safe waiting area for two phase crossings. Raised refuge islands must include Americans with Disabilities Act (ADA) compliant ramps and are always paired with marked crosswalks.



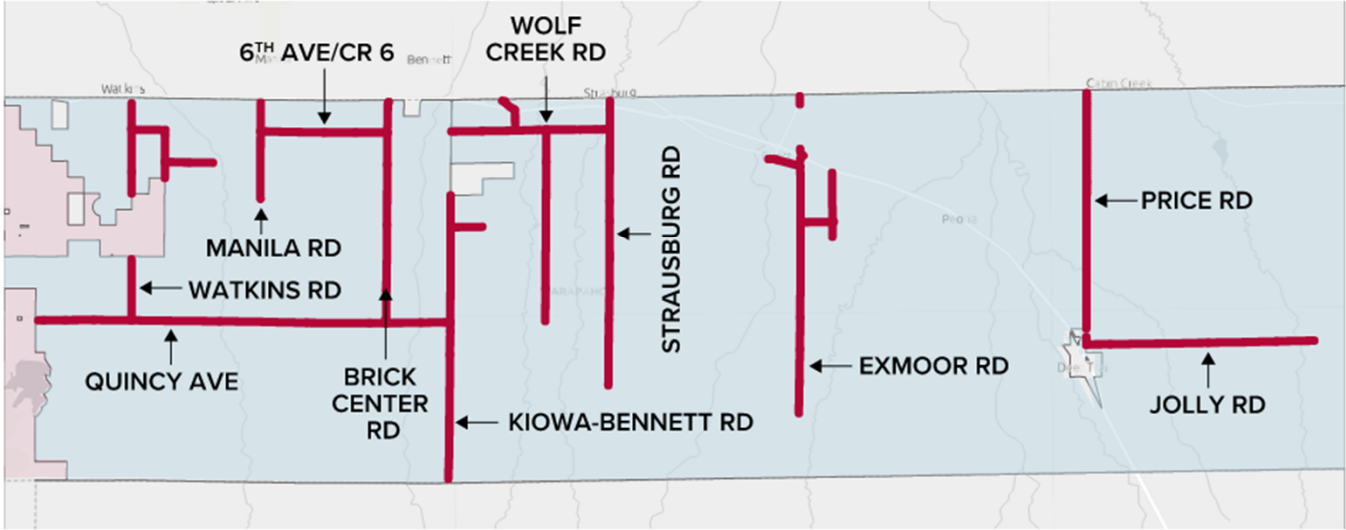
Median Barriers: Longitudinal median barriers separate opposing travel lanes on divided highways and are designed to redirect vehicles upon impact. Median barriers greatly reduce the likelihood of fatal and serious cross median crashes, which are common on higher speed divided facilities.

Rural Systemic Safety Treatments



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Figure 7. Systemic Safety Analysis for Rural Areas



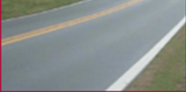
Rural Roadway Improvements



Guardrail: Guardrails are protective barriers that prevent roadway departure crashes by containing and redirecting vehicles upon impact. They are installed only where they reduce crash severity compared to striking a nearby hazard and where adequate clear zone is available. The clear zone is the unobstructed, traversable area beyond the edge of the roadway that allows drivers to safely recover if they leave the travel lane.



Rumble Strips: Rumble strips are milled pavement features designed to alert drivers through vibration and audible feedback that their vehicle is departing the travel lane. They are typically installed on roadway shoulders or along edge lines. Rumble strips are especially effective on long, monotonous corridors, where they help reduce roadway departure crashes and mitigate the effects of driver fatigue or highway hypnosis.



Wider Edge Lines: Wider edge lines – up to six inches in width – provide a clearer visual cue to drivers about the boundary of the travel lane. By enhancing lane definition especially in low visibility conditions, they help reduce the likelihood of roadway departure crashes.

Intersection Visibility Improvements



Flashing Beacons: Flashing beacons, mounted either directly on signs or overhead on span wire, enhance the visibility of unexpected changes in roadway conditions, particularly at stop controlled intersections. In rural areas, where long stretches of roadways are often monotonous and sparsely lit, these beacons play a crucial role in alerting drivers to sudden changes and improving overall intersection safety.

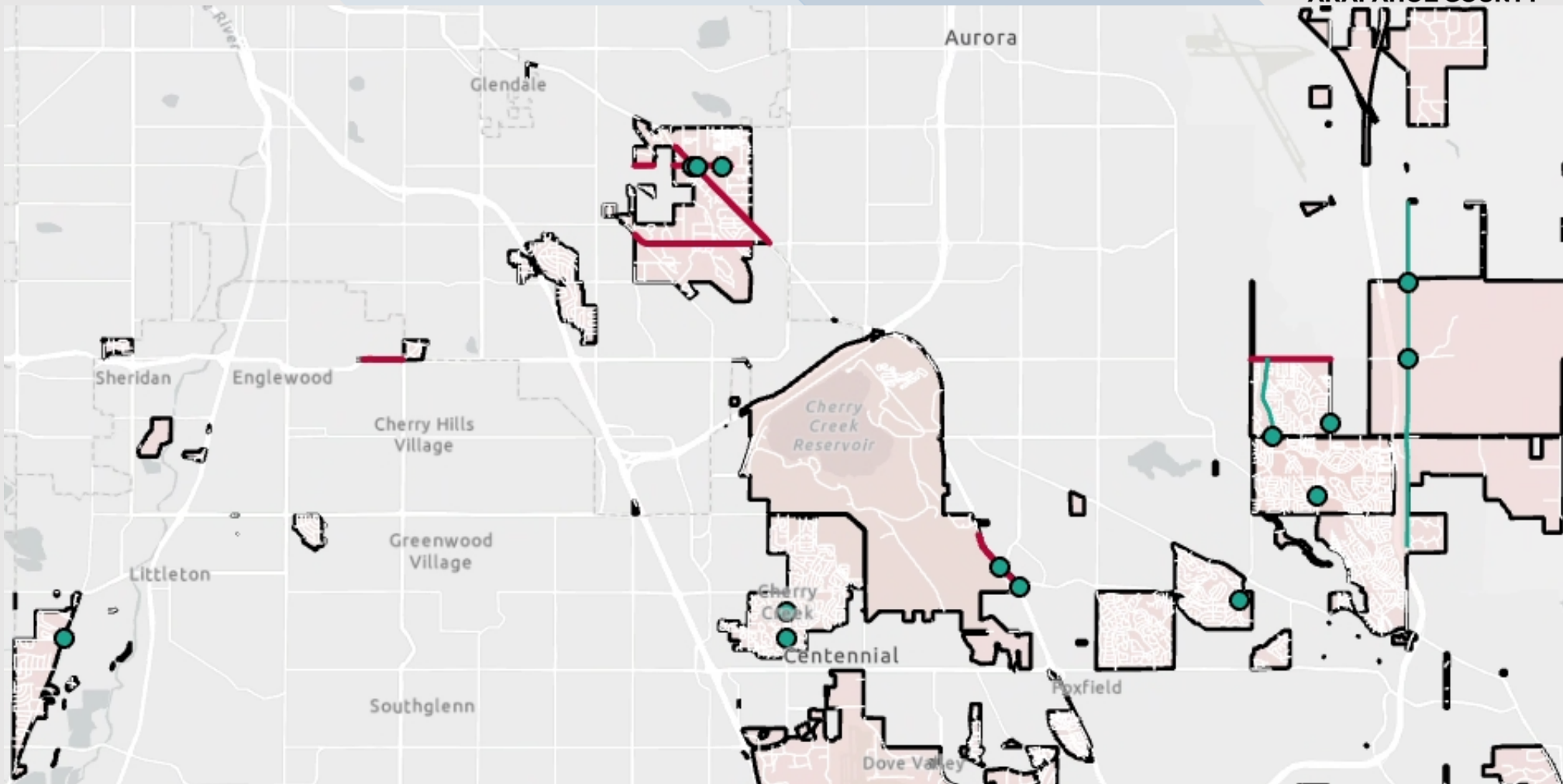


Rumble Strips: Rumble strips are milled pavement features Light-Emitting Diode (LED) Stop Signs: Similarly, stop signs equipped with embedded flashing LED lights are used at stop controlled locations where driver compliance or sign visibility is low. The added illumination increases sign conspicuity and helps reduce the likelihood of missed or disregarded stop controls.

Site Specific Project Selection



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Site Specific Project Selection



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Outstanding LRSP Projects

The following projects were identified through the County's 2020 LRSP and are recommended for inclusion in the 2025 CSAP.

TABLE D-1: Outstanding LRSP Projects

Location	Description
Chenango Ave/Copperleaf Blvd and Picadilly St	<ul style="list-style-type: none">▶ Fully Protect Lefts from NB and WB▶ Street Lighting
Florida Ave and Willow St	<ul style="list-style-type: none">▶ Add Side Pole Heads EB and WB
Gun Club Rd, Crestline Circle to Quincy Ave	<ul style="list-style-type: none">▶ Major Widening
Gun Glub Rd, Quincy Ave to Jewell Ave (SH 030A MP 17.31-20.42)	<ul style="list-style-type: none">▶ Rumble Strips▶ Major Widening



Site Specific Project Selection



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TABLE D-2: Top KSI Locations

Location	Crash Trends	Description	Owner	Supporting Stakeholders
Parker Road & Florida Avenue	<ul style="list-style-type: none"> ▶ Seven KSI crashes including one fatality and six serious injury crashes ▶ Four of six serious injury crashes involved left-turning vehicles ▶ 37% of crashes were approach-turn or broadside collisions, primarily involving northbound or southbound traffic ▶ 33% percent of crashes were rear-end collisions 	<ul style="list-style-type: none"> ▶ Protect lefts from NB and SB ▶ Signal timing upgrades ▶ Reconfigure NB and SB left-turn lanes and medians to create positive offset and improve sight distance in the left-turn lane, per the 2025 Parker Road Corridor Study recommendations. ▶ Add curb extensions and reconfigure islands per Parker Road corridor Study recommendations 	CDOT	Arapahoe County
Parker Road & Chambers Road	<ul style="list-style-type: none"> ▶ Six KSI crashes, including two fatalities and four serious injury crashes ▶ Four of six KSI crashes occurred during dark or dusk conditions ▶ Two KSI crashes involved red-light running on Parker Road ▶ Two KSI crashes resulted from vehicles running off-road and striking fence posts ▶ 35% of crashes were approach-turn or broadside collisions ▶ 46% were rear-end crashes involving northbound or southbound traffic 	<ul style="list-style-type: none"> ▶ Retroreflective borders on signal heads ▶ Signal timing upgrades ▶ Enhance striping and shoulder improvements / rumble strips ▶ Protect lefts from SB ▶ Streetlighting 	CDOT, Aurora	Arapahoe County
Parker Road & Orchard Avenue	<ul style="list-style-type: none"> ▶ Five serious injury crashes ▶ Existing signal operates on slip-fit hardware ▶ Two serious injury crashes involved red-light running on Parker Road ▶ Three serious injury crashes occurred during dark or low-light conditions ▶ 56% of crashes were rear-end crashes, primarily northbound 	<ul style="list-style-type: none"> ▶ Signal rebuild ▶ Signal timing upgrades ▶ Streetlighting 	CDOT	Arapahoe County
Colfax Avenue & Powhatan Road	<ul style="list-style-type: none"> ▶ Four serious injury crashes ▶ Three of four crashes involved failure to stop or yield on Colfax Avenue ▶ 90% of crashes were approach-turn or broadside collisions ▶ 21% occurred under dark, unlit conditions 	<ul style="list-style-type: none"> ▶ Intersection reconfiguration ▶ Enhance signage and striping ▶ Consider all-way stop 	CDOT	Aurora, Arapahoe County
Florida Avenue & Alton Street	<ul style="list-style-type: none"> ▶ Four KSI crashes, including one fatality and three serious injury crashes ▶ Fatal crash involved a midblock pedestrian crossing approximately 150 feet east of the intersection ▶ Two serious injury crashes involved pedestrians ▶ 14% of all crashes involved pedestrians ▶ 25% involved a vehicle striking a parked vehicle on southbound Alton Street 	<ul style="list-style-type: none"> ▶ Upgrade left-turn and pedestrian signal infrastructure ▶ Signal timing upgrades ▶ Median and curbside upgrades 	Arapahoe County	
Hampden Avenue & Gun Club Road	<ul style="list-style-type: none"> ▶ Three serious injury crashes ▶ 36% of crashes were rear-end collisions 	<ul style="list-style-type: none"> ▶ Signal rebuild ▶ Enhance signage and striping 	CDOT	Arapahoe County

Site Specific Project Selection



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TABLE D-3: Locations Identified by Public Comment

Location	Public Feedback & Crash Trends	Description	Owner
Alameda Avenue & Gun Club Road	<ul style="list-style-type: none"> Public comments expressed concerns related to congestion and poor traffic flow Approximately 66% (14/21) of crashes were approach-turn or broadside. Typically associated with vehicles turning from Alameda Avenue 	<ul style="list-style-type: none"> Intersection reconfiguration Signalize intersection 	Arapahoe County
Maplewood Avenue & Havana Street	<ul style="list-style-type: none"> Multiple comments cited stop-sign violations and concerns regarding pedestrian safety, particularly due to the nearby school 57% (4/7) of crashes occurred during dark conditions 	<ul style="list-style-type: none"> Enhance signage and striping Retroreflective delineators Pedestrian treatments such as pedestrian refuge islands Landscape maintenance 	Arapahoe County
Havana Street & Caley Avenue	<ul style="list-style-type: none"> Multiple comments raised concerns regarding pedestrian safety, including limited visibility of existing signage and inadequate crosswalk markings Pedestrians or bicyclists are involved in 50% (3/6) of reported crashes 	<ul style="list-style-type: none"> Enhance signage and striping Landscape maintenance Retroreflective delineators Pedestrian treatments such as pedestrian refuge islands 	Arapahoe County
Genoa Street & Orchard Road	<ul style="list-style-type: none"> Comments requested improved visibility of the existing traffic signal and enhanced pedestrian infrastructure, citing the nearby school 	<ul style="list-style-type: none"> Retroreflective borders to all signal heads Upgrade left-turn signal infrastructure Signal timing upgrades Landscape maintenance Enhance signage and striping or Reconfigure intersection as roundabout 	Arapahoe County
Picadilly Street & Oxford Avenue	<ul style="list-style-type: none"> Community members requested installation of a traffic signal 80% (4/5) of crashes were broadside collisionst 	<ul style="list-style-type: none"> Intersection reconfiguration 	Arapahoe County, Aurora
Himalaya Street between Hampden Avenue & Quincy Street	<ul style="list-style-type: none"> Multiple comments noted speeding along this corridor More than 10% of reported crashes involved bicyclists All approach-turn and broadside crashes occurred at the intersection of Himalaya Street and Hampden Avenue 	<ul style="list-style-type: none"> Asset improvements – add striping to unstriped portion of corridor Left-turn upgrades for EB and WB 	Arapahoe County
Gun Club Road between Yale Avenue & Crestline Circle	<ul style="list-style-type: none"> Multiple comments requested roadway widening due to congestion and high traffic volumes, with bottlenecking observed near the E-470 ramp intersection Comments also noted poor shoulder conditions Approximately 58% of crashes were rear-end collisions About 10% of crashes were off-road incidents 	<ul style="list-style-type: none"> Widen to four lane divided section with curb and gutter, multi-use trails, and raised medians, upgrade signal at Belleview, improved access management 	Arapahoe County, Aurora



Safety Commitment



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The County's Commitment to Safer Streets

In 2026 the BOCC issued an updated resolution reaffirming the County's commitment to safety across its transportation network.

The complete updated resolution, including Board member signatures, is provided in **Appendix B: 2026 Board of County Commissioners' Resolution Statement**.

Arapahoe County commits to the goal of zero fatalities and serious injuries on roads within the unincorporated County by 2040 through completing the strategies identified in our 2026 Comprehensive Action Plan while advocating for our partners and other stakeholders to adopt the Safe Systems Approach principals.





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Discussion

