



ARAPAHOE COUNTY

Arapahoe County Comprehensive Safety Action Plan

May 2026



ARAPAHOE COUNTY



COMPREHENSIVE SAFETY ACTION PLAN

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FORWARD

Arapahoe County's *2026 Comprehensive Safety Action Plan* builds on a longstanding commitment to roadway safety for all users. In September of 2017, the Board of County Commissioners adopted a Resolution in support of the Colorado Department of Transportation's *Moving Towards Zero Deaths* Partnership. After adopting the goal of moving towards zero deaths, the County created a Local Road Safety Plan in 2020 and has since implemented most of the projects within the unincorporated areas of the County identified in that plan.

With this current *Comprehensive Safety Action Plan*, it is the intention of the Board of County Commissioners to once again commit to the goal of moving towards zero deaths and serious injuries by 2045 on the roadways that the County has the most direct control over – the ones in the unincorporated areas of the County. By adopting the Federal Highway Administration's Safe Systems Approach framework, this plan aligns with national best-practices in roadway safety.

The Comprehensive Safety Action Plan has been thoughtfully developed under the guidance and leadership of the Board of County Commissioners. Continued support by future Boards is essential to achieving the goals set forth within this plan, and the County will continue to seek opportunities with local, state, and federal partners to deliver the projects outlined within.

It is the County's intent to issue a public report on progress made in implementing this plan annually, and to make a major update to the plan every five years. These major updates will allow for the incorporation of new crash data, document effectiveness of implemented action items, and refine or add projects based on new data and trends. This periodic review ensures that Arapahoe County's safety strategies remain responsive, effective, and aligned with evolving community needs, and on track towards the ambitious goal of eliminating death and serious injury on our roadways.

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GLOSSARY OF ABBREVIATIONS

AADT	Average Annual Daily Traffic	MP	Metropolitan Planning Organization
AC	Arapahoe County	NACT	National Association of City Transportation Officials
ACCP	Arapahoe County Comprehensive Plan	NOFO	Notice of Funding Opportunities
ADA	Americans with Disabilities Act	NTMP	Neighborhood Traffic Management Program
B/C	Benefit-Cost	PAC	Project Advisory Committee
BOCC	Board of County Commissioners	PEDSAFE	Pedestrian Safety Guide and Countermeasure Selection System
BPP	Bicycle and Pedestrian Master Plan	PHB	Pedestrian Hybrid Beacon
CDOT	Colorado Department of Transportation	PROWAG	Public Rights-of-Way Access Guidelines
CMF	Crash Modification Factor	PWD	Public Works and Development
CSAP	Comprehensive Safety Action Plan	RRFB	Rectangular Rapid Flashing Beacon
DRCOG	Denver Regional Council of Governments	RSA	Road Safety Audit
FHWA	Federal Highway Administration	SAP	Sub-Area Plan
FYA	Flashing Yellow Arrow	SBI	Serious Bodily Injury
GIS	Geographic Information System	SOP	Standard Operating Procedure
HIN	High Injury Network	SRTS	Safe Routes to School
HOA	Homeowners Association	SS4A	Safe Streets for All
HSIP	Highway Safety Improvement Program	SSA	Systemic Safety Analysis
IDCS	Infrastructure Design and Construction Standards	SWG	Stakeholder Working Group
KPI	Key Performance Indicator	TAC	Technical Advisory Committee
KSI	Killed or Seriously Injured	TIA	Traffic Impact Analysis
LED	Light-Emitting Diode	TIS	Traffic Impact Study
LOS	Level of Service	TMP	Transportation Master Plan
LPI	Leading Pedestrian Interval	TOPP	Traffic Operations Policies and Procedures
LRSP	Local Road Safety Plan	VRU	Vulnerable Road User
MUTCD	Manual of Uniform Traffic Control Devices		

Setting the Foundation for a Safer Future









The Arapahoe County Comprehensive Safety Action Plan (CSAP) aims to eliminate fatalities and serious injuries for all road users across **unincorporated Arapahoe County** (County). This plan advances the Arapahoe Board of County Commissioners' (BOCC) commitment to the Federal Highway Administration's (FHWA) Safe System Approach by applying data-driven strategies to prevent fatal and serious injury (KSI) crashes. It also aligns the County with regional and statewide initiatives, including the Denver Regional Council of Governments' (DRCOG) *Taking Action on Regional Vision Zero: Safer Streets for Metro Denver* plan and the Colorado Department of Transportation's (CDOT) *Moving Towards Zero Deaths* initiative.

Understanding the Safe System Approach

The FHWA's Safe System Approach is a guiding framework for improving roadway safety in a proactive and holistic manner¹ **The foundation of this approach recognizes that people will inevitably make mistakes; however, these mistakes should never result in death or serious injury.** Serious injury crashes are those that prevent a person from walking, driving, or performing normal pre collision activities, such as in cases involving fractures or severe lacerations.

Central to the Safe System Approach are **six core principles**:

Figure 1. Six Core Principles of the Safe System Approach






	1. Fatalities and serious injuries are unacceptable	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.
	2. Humans make mistakes	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.
	3. Humans are vulnerable	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.
	4. Responsibility is shared	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.
	5. Safety is proactive	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.
	6. Redundancy is crucial	A resilient transportation system uses multiple layers of safety. If one safeguard fails, others remain in place to reinforce protection and prevent tragedy.

¹ U. D. o. Transportation, "What Is a Safe System Approach?," [Online]. Available: <https://www.transportation.gov/safe-system-approach> .

Additionally, the Safe System Approach involves **five components**:

Figure 2. Safe System Approach



	1. Safer People	Encourage safe, responsible behavior among all road users through education, public awareness, and strong community engagement.
	2. Safer Vehicles	Advance the use of vehicle technologies and safety features that help prevent crashes and reduce harm to occupants and vulnerable road users (VRU).
	3. Safer Speeds	Support appropriate speed management across all roadway environments through thoughtful roadway design, targeted enforcement, and effective public education initiatives.
	4. Safer Roads	Enhance roadway design to reduce the likelihood of human error and minimize the severity of crashes when they do occur.
	5. Post Crash Care	Increase crash survivability by ensuring rapid access to emergency medical services and providing a safe, well managed environment for first responders through robust traffic incident management strategies that help prevent secondary crashes.

Unlike traditional approaches that focus primarily on reacting to crashes after they occur, Vision Zero and the Safe System Approach emphasize proactive, preventative strategies. By analyzing crash data and identifying high risk locations, jurisdictions can take targeted action to reduce danger before tragedies occur.

With this guiding philosophy, every person traveling within the County (whether walking, biking, riding a motorcycle, or driving) can move through the transportation system safely and confidently.

The Path That Led Us Here

As part of the development of the CSAP, the County conducted an extensive review of existing plans to ensure alignment with previously established goals.

The CSAP builds upon the **2040 Arapahoe County Transportation Master Plan** by broadening its focus to create a safer, more accessible transportation network for bicyclists and pedestrians. It advances this commitment by placing the safety of all road users at the forefront of the County's priorities.

In 2017, the BOCC issued a resolution committing the County as a partner with CDOT on their *Moving Towards Zero Deaths* initiative. This action was driven by data showing that Arapahoe County ranked among the top five counties in Colorado for several severe crash indicators, including serious injury crashes (#2), fatalities involving high blood alcohol levels (#5), speed related fatalities (#4), fatalities involving drivers age 20 or younger (#1), and pedestrian fatalities (#4). These rankings underscored an urgent need for focused, coordinated safety improvements across Arapahoe County.

In 2020, the **Arapahoe County Local Road Safety Plan (LRSP)** further examined these safety challenges by identifying 77 potential safety projects across the County. Of the locations identified, 36 percent were within unincorporated Arapahoe County, and **25 percent of the top 20 highest priority sites were also located in these unincorporated areas.** These findings show that targeted improvements in unincorporated Arapahoe County are essential to meaningfully reducing crash frequency and severity.

In 2024, DRCOG established its region wide long range plan, **Taking Action on Regional Vision Zero: Safer Streets for Metro Denver**, which identified Arapahoe County as a partner agency supporting the region's Vision Zero goals. Many of the corridors highlighted in the plan – such as Parker Road and Hampden Avenue – align with those identified by the CSAP as High Injury Corridors, where safety improvements should be prioritized.

A comprehensive literature review is provided in [Appendix A. Literature Review](#).

What We Have Achieved So Far

As part of the LRSP, a data-driven assessment was conducted across the entire County. Using DiExSys' Vision Zero Suite, the evaluation integrated crash history, statistical modeling, diagnostic pattern recognition analysis, economic analysis, and information provided by County staff to generate suggestions for cost-effective safety improvements.

The LRSP primarily focuses on crash types that can be effectively addressed through engineering countermeasures. These include roadway-departure crashes on rural segments, approach-turn and broadside crashes at intersections, rear-end collisions at or near intersections, and pedestrian and bicycle crashes occurring at intersections.

The County has completed 19 of the 26 improvements identified by the LRSP since 2020 within unincorporated Arapahoe County. **Table 1** outlines these projects.

TABLE 1. Completed LRSP Projects within Unincorporated Arapahoe County

Project Location	Completed Improvement(s)
S Parker Road (SH 083 MP 66.92) and S Chambers Road	▶ Fully protect lefts from Parker (11AM-7PM)
Smoky Hill Road and Versailles Parkway/ Ponderosa Trail	▶ Review signal timing (yellow + all red) ▶ Fully protect lefts from Smoky Hill (6AM-midnight)
E Iliff Avenue/E Evans Avenue and S Quebec Street	▶ Fully protect lefts, 4-ways
Gun Club Road, Quincy Avenue to Jewell Avenue (SH 030A MP 17.31-20.42)	▶ Shoulder widening
Iliff Avenue and Wabash Street	▶ Fully protect lefts from Iliff (7AM-6PM) ▶ Signal replacement with protected lefts from Iliff (7AM-6PM) ▶ Full intersection reconstruction
Chenango Avenue/Copperleaf Boulevard and Picadilly Street	▶ Review signal timing (yellow + all red)
Iliff Avenue and Valentina Street	▶ Review signal timing (yellow + all red) ▶ Replace with continues green T intersection ▶ Full intersection reconstruction
Potomac Street and Chambers Road	▶ Fully protect lefts (4-way, AM and PM peak)
Tempe Street from Progress Avenue to Pennwood Avenue	▶ Roundabout at sharp curve
Iliff Avenue and Trenton Street	▶ Upgrade pedestrian heads and review pedestrian interval timing ▶ Reflective signal backplates ▶ Full intersection reconstruction
Iliff Avenue and Rosemary Street	▶ Update signal progression on Iliff ▶ Full intersection reconstruction

The County aims to further identify safety gaps within its transportation network and implement targeted solutions that advance the goal of eliminating traffic deaths and serious injuries.

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 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 2045 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 principles.



Safety Analysis



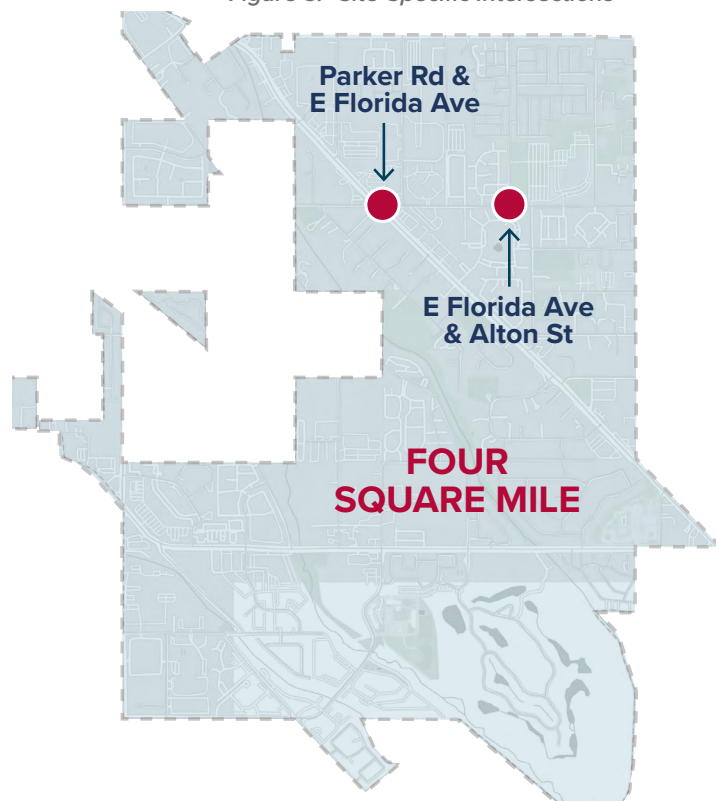
The County conducted a thorough, **three-phased, data-driven safety analysis** consisting of:

- ▶ **Site-specific analysis**, to address high-risk locations
- ▶ **Systematic analysis**, to identify patterns across similar facilities
- ▶ **Systemic analysis**, to address broader network-level safety risks

These methods were used to evaluate unincorporated areas and identify CSAP safety treatments.

A **site-specific**² analysis or hot-spot analysis focuses on individual locations where crashes have already occurred at elevated frequencies, with high severity, or with clearly identifiable patterns. This approach targets specific intersections or roadway segments that demonstrate a concentration of KSI crashes. Agencies typically rely on detailed crash reports, roadway geometry, traffic control devices, and operational conditions to diagnose the underlying safety issues at each location and determine the most effective corrective actions. **Figure 3** shown some of the high KSI site- specific locations within Four Square Mile.

Figure 3. Site-Specific Intersections



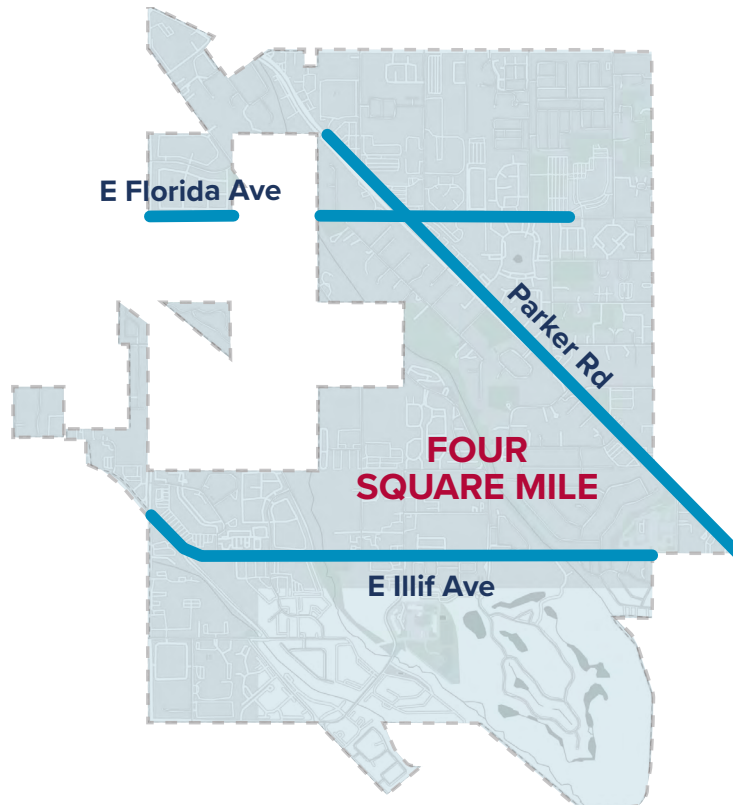
For this study, each location was assessed using multiple sources of information, including crash contributing factors, driver actions, traffic control type (e.g., stop-controlled, signalized), and public comments gathered through community engagement efforts. This multifaceted review helped identify localized safety concerns – such as visibility limitations, turning-movement conflicts, inadequate traffic control, or speeding issues – and informed the selection of focused safety interventions for the highest-priority sites.

² U. D. o. T. F. H. Administration, "Applying the Systemic Safety Approach on Local Roads," 2026. [Online]. Available: <https://highways.dot.gov/safety/data-analysis-tools/systemic/applying-systemic-safety-approach-local-roads>. [Accessed 9 March 2026].

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A **systematic analysis** is typically a procedural, data-driven method used to review crash problems and safety performance across locations using consistent processes. In many FHWA and Safe Streets for All (SS4A) contexts, “systematic” refers to structured methods for identifying priority crash types, data needs, and potential countermeasures.

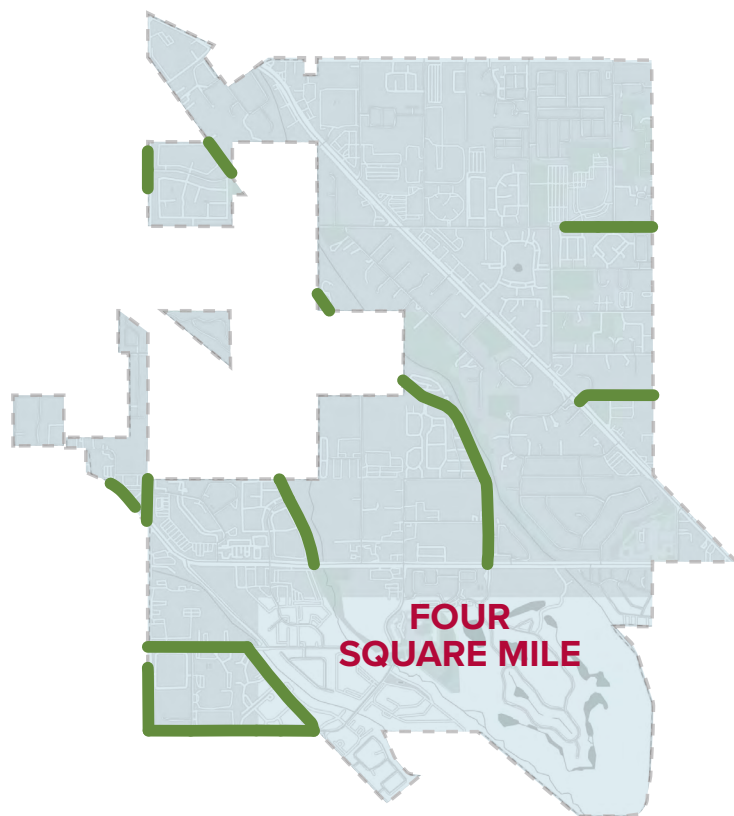
Figure 4. Systematic HIN Intersections



For this analysis, separate High-Injury Networks (HIN) were developed for urban and rural areas to better reflect the differing roadway contexts. This is further explained in *The High Injury Network – A Data Driven Approach*. **Figure 4** shows the portion of the urban HIN that falls within Four Square Mile as an example of this type of analysis.

A **systemic analysis** is a proactive, risk-based approach that examines safety across the entire roadway network, particularly in areas where fatal and serious injury crash patterns are too dispersed to be identified through traditional hot-spot or site-specific screening methods. Rather than relying solely on locations with a history of multiple fatal or serious injury crashes, a systemic approach evaluates roadway characteristics, traffic patterns, and contextual risk factors that are known to be associated with an elevated likelihood of KSI crashes. This allows agencies to identify locations with similar crash pictures even if they have experienced few or no crashes and to deploy low-cost, widely applicable countermeasures across the network.

Figure 5. Entire Network of Systemic Locations



Following completion of the systematic HIN analysis, a systemic analysis was conducted to address the more dispersed crash patterns observed in the rural areas of the County, where low population density and limited crash frequency make traditional hot-spot identification less effective. This analysis focused on identifying common crash types and contributing factors that disproportionately affect rural areas: run-off-the-road crashes, lane-departure incidents, and loss-of-control events. By identifying these systemic risk patterns, the County can prioritize proven, low-cost countermeasures such as enhanced curve delineation, shoulder improvements, rumble strips, and targeted speed management strategies across multiple rural corridors rather than at isolated locations.

A detailed description of the data cleaning and analysis process is provided in [Appendix C. Safety Analysis](#).

Key Findings from the Data

The County conducted a comprehensive analysis using CDOT crash data for incidents occurring within unincorporated Arapahoe County between 2018 and 2024. While crash analyses typically cover a five-year period, the timeframe for this study was extended to seven years to offer a more nuanced analysis of the impact of the shift to remote-work on traffic patterns and safety. **Over the study period, there were a total of 128 (3 percent) crashes that resulted in serious injury and 22 (0.5 percent) crashes that resulted in a fatality.**

Furthermore, comparing the commuting characteristics³ in **Figure 6** with crashes by travel mode shows that while VRUs (those who walk, bicycle, or motorcycle) represent only a small share of total crashes, they account for a disproportionately large share of fatal and serious outcomes, representing more than 30 percent of all KSI cases as shown in **Figure 7**.

Figure 6. 2023 Unincorporated Commuting Characteristics

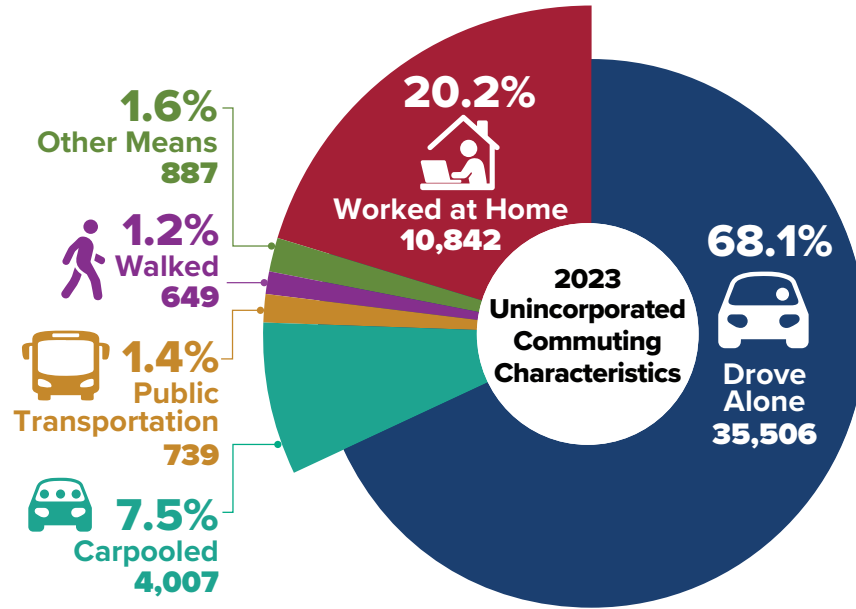
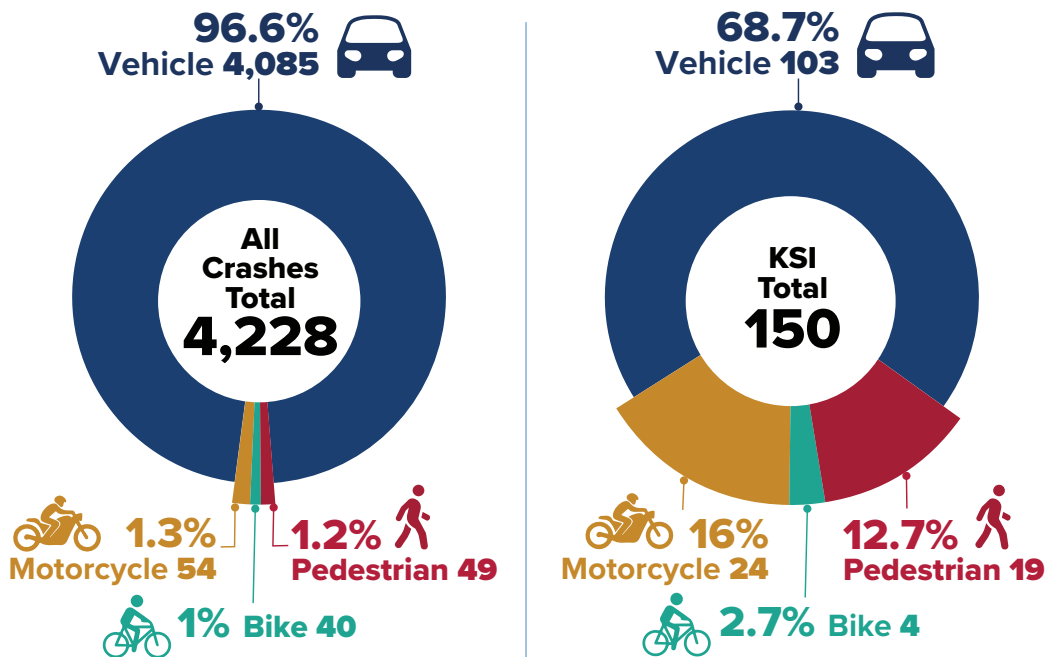


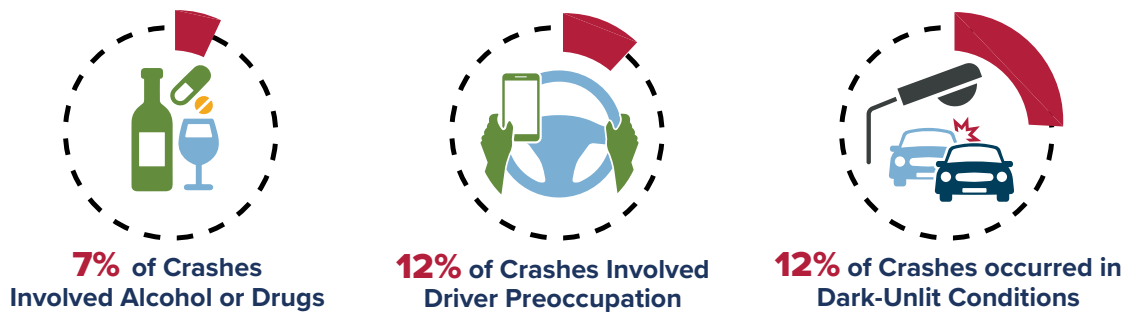
Figure 7. Crashes by Travel Mode



Source: CDOT Crash Data 2018-2024

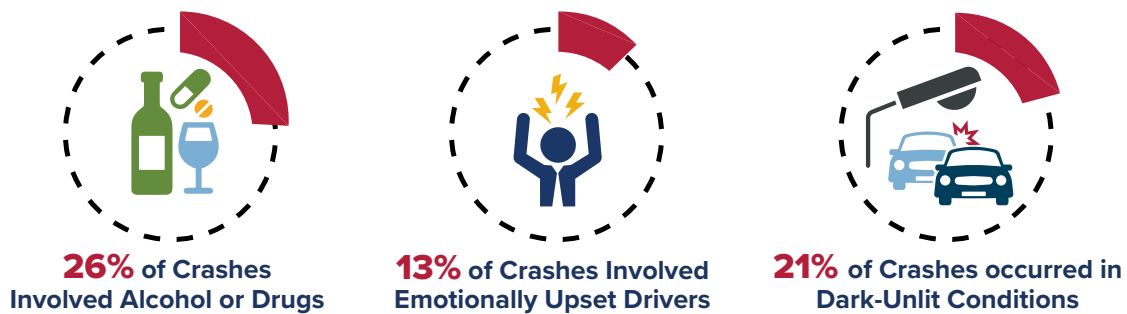
To better understand data trends, the County compared the top contributing factors for all crashes with those associated specifically with KSIs and found substantial overlap between the two, as shown in **Figures 8** and **9**. Crashes that occurred in dark, unlit conditions, and those involving alcohol or drug-impaired occupants accounted for a significant share of both KSI and property damage only crashes. It is worth noting that speeding is frequently a leading contributing factor in crashes, particularly those that result in fatal and serious injuries.

Figure 8. Top Contributing Factors to Crashes in the County



Source: CDOT Crash Data 2018-2024

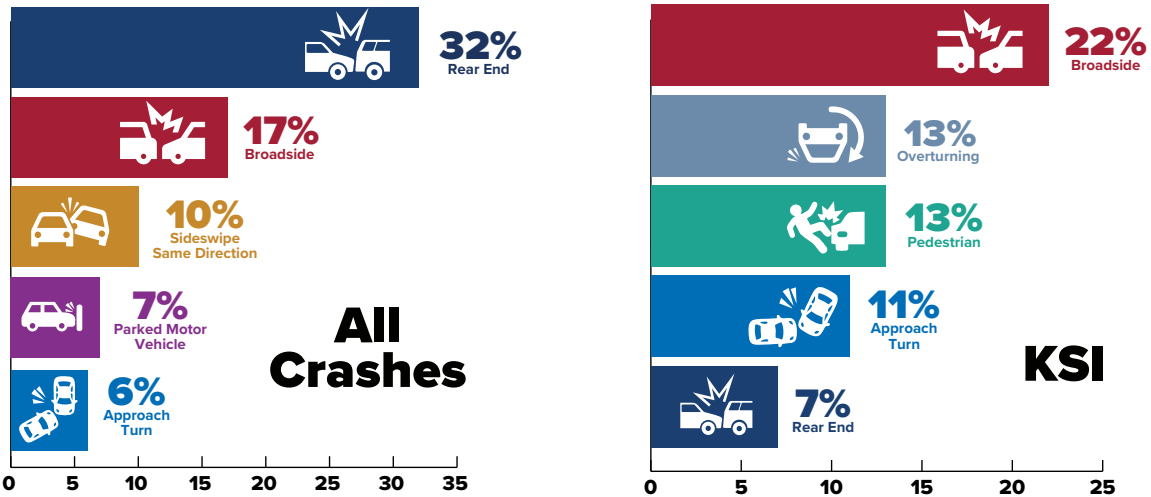
Figure 9. Top Contributing Factors to KSI Crashes in the County



Source: CDOT Crash Data 2018-2024

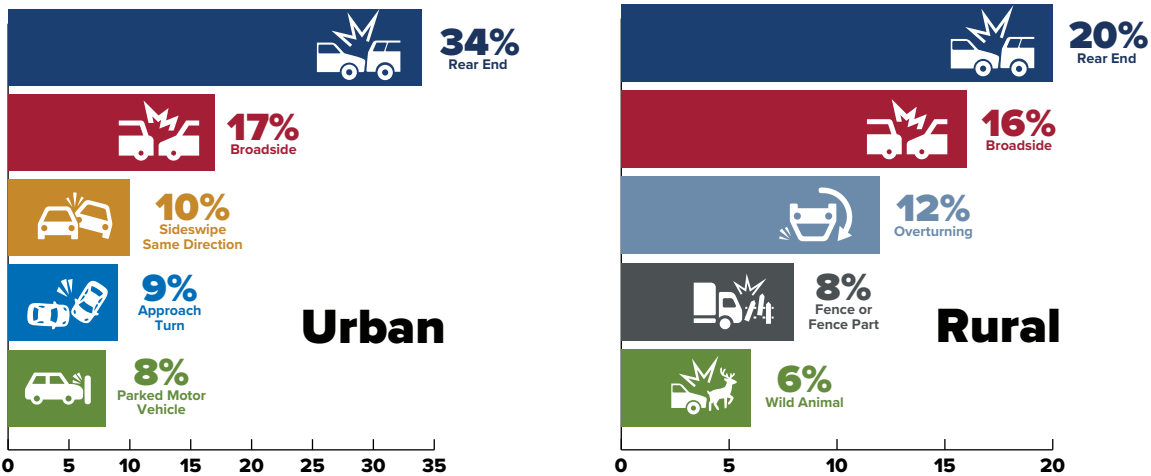
The County compared the most common crash types across all crashes with those resulting in KSI, as shown in **Figure 10**. In addition, the County analyzed crash types in urban versus rural areas to assess how differing roadway environments contribute to observed crash patterns, shown in **Figure 11**.

Figure 10. Top Five Crash Types by Percent of Total



Source: CDOT Crash Data 2018-2024

Figure 11. Top Five Urban and Rural Crash Types by Percent of Total



Source: CDOT Crash Data 2018-2024



Insights on Vulnerable Road User Crash Trends

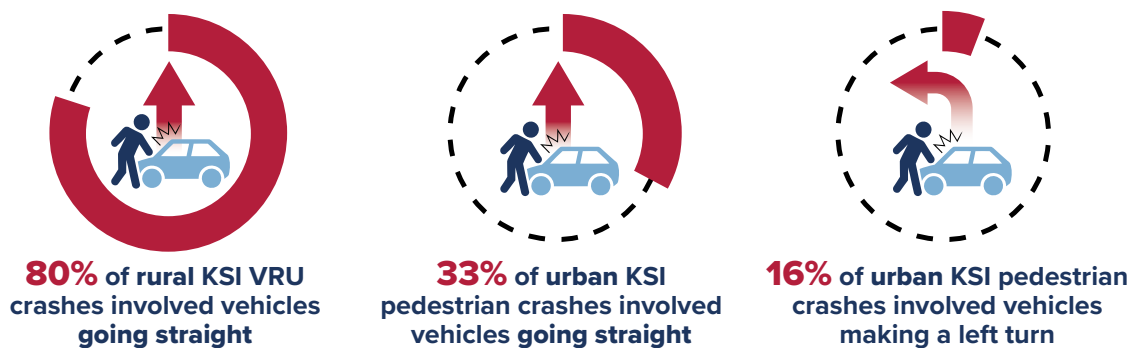
Countywide, 143 crashes involved VRUs, with 91 percent (130 crashes) of these occurring in urban areas. Of the total VRU crashes, 49 involved pedestrians, 54 involved motorcycles, and the remaining 40 involved bicyclists.

Among the 47 KSI VRU crashes, 40 (85 percent) occurred in urban areas. Pedestrians were involved in 19 of all KSI VRU crashes, motorcyclists were involved in 24, while bicyclists accounted for the remaining 4.

Within the urban network, crashes cluster along a few key corridors: **Iloff Avenue, Parker Road, and Florida Avenue together account for about 27 percent of all VRU crashes.** These same roadways also experience 36 percent of all KSI VRU crashes, showing that they function as high-injury corridors for pedestrians, bicyclists, and motorcyclists.

These concentrations and contributing factors highlight systematic safety improvements can most effectively reduce harm to pedestrians, bicyclists, and motorcyclists. The primary contributing factors for KSI VRU crashes by urban and rural settings can be seen in **Figure 12.**

Figure 12. Percentage of KSI VRU Crashes by Vehicle Movement



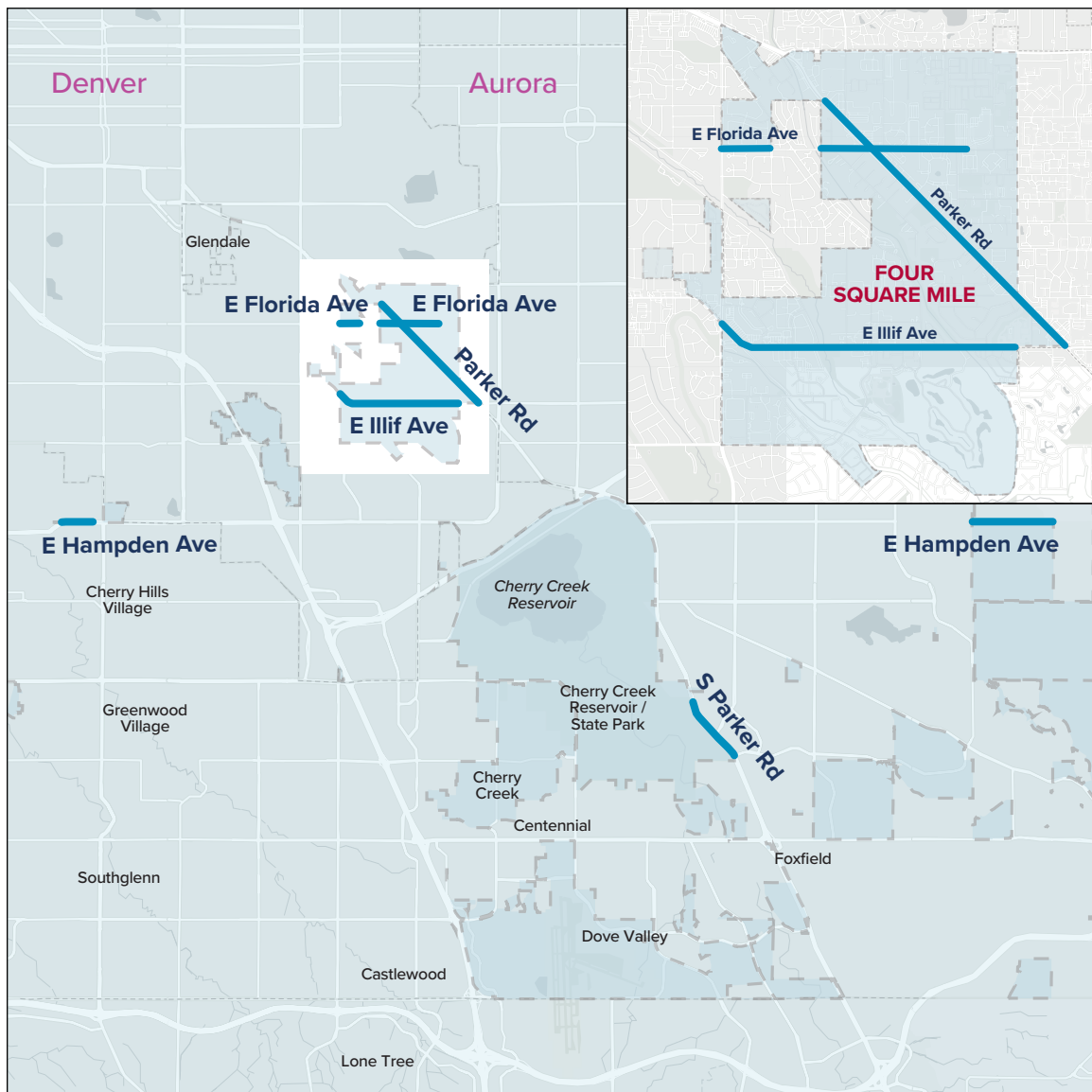
Source: CDOT Crash Data 2018-2024

The High Injury Network – A Data Driven Approach

Distinct HINs were created for both urban and rural areas to account for the unique characteristics of each roadway environment. **The goal of the HINs is to identify the roads where the most severe crashes, specifically KSI crashes, are concentrated,** which allows agencies to prioritize improvements to road segments with the greatest impact. To generate urban and rural HINs, both the roadway layer and crash data were filtered to include only features located within their respective geographies, as defined by the U.S. Census Urbanized Areas polygon layer.

In urban areas within the unincorporated parts of the County, the HIN generally follows major collectors and arterials with higher traffic volumes, and complex intersections like **Parker Road, Iliff Avenue, Florida Avenue, and Hampden Avenue** that create quickly changing road environments with frequent conflict points. The HIN analysis relied on the same crash analysis period used in the preceding tables – between 2018 and 2024 – and includes crash data from before the Iliff Avenue improvements were completed. A comparison of crash data from before and after the completion of these improvements indicates that Iliff Avenue is trending toward removal from the HIN, provided current crash trends continue. These improvements are described further in the *Project Highlight: Iliff Avenue Corridor Improvements* section.

Figure 13. Cleaned Urban HIN

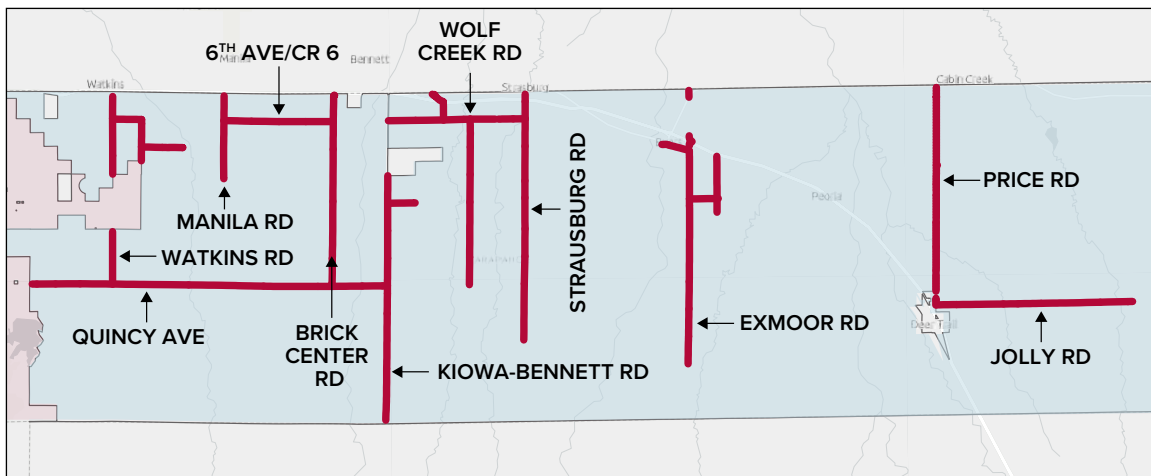


In the rural areas of the County, the HIN analysis resulted in more dispersed segments due to lower traffic volumes resulting in fewer total crashes. These longer distances between intersections lead to fewer conflict points that would result in a higher rate of KSI crashes. Instead, the rural HIN reflects systemic crash factors like higher travel speeds, curves, limited lighting, and isolated segments or spots where run-off the road or high-speed crashes occur, resulting in a fatality or serious injury.

Systemic Analysis for the Rural Areas

The Systemic Safety Analysis (SSA) for rural roads complements the HIN analysis on urban roads by applying a proactive, network wide approach to preventing severe crashes. Whereas the HIN analysis targets locations with a documented history of KSI crashes, the SSA focuses on identifying roadway and environmental risk factors that contribute to severe outcomes across an entire system, as shown in **Figure 14**. Instead of reacting to known hotspots, this method evaluates features such as roadway geometry, traffic control elements, and historic crash patterns to pinpoint conditions associated with elevated risk. The approach emphasizes **low cost, high impact countermeasures** – including improved signage, pavement markings, and rumble strips – that can be deployed broadly to reduce the likelihood of severe crashes before they occur.

Figure 14. Systemic Safety Analysis for Rural Areas



Key Project Opportunities

Given the diverse land use contexts – from urban to rural – within unincorporated Arapahoe County, recommended treatments were tailored to address the specific needs of each area. The selection of these treatments was guided by [FHWA Proven Safety Countermeasures](#), a nationally recognized set of strategies demonstrated to be effective in reducing KSI crashes. While not exhaustive, these treatments provide a strong starting point for the County to consider to advance safety improvements.

The **urban portions** of the County feature intersection dense areas that are frequently signalized and utilized by VRUs. Recommended treatments for these locations fall into three categories: **signal improvements**, **roadway improvements**, and **asset improvements**.



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 headlight, 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.

Asset Improvements

- ▶ **Refreshed Pavement Markings:** Regularly refreshed markings such as crosswalks, stop bars, centerlines, and edge lines ensure visibility for both drivers and VRUs.
- ▶ **Consistent Signage:** Installing and maintaining proper signage helps road users understand roadway conditions. This includes advance warning signs (e.g., upcoming crosswalks, signals, or speed changes) as well as regulatory signs such as speed limit postings. Clear, consistent signage helps users navigate the transportation network safely and correctly.

Within the rural areas of the County, VRU activity is significantly lower. Roadways are typically long and uninterrupted, with intersections spaced far apart. Because run off the road crashes are the prevailing crash type in these areas, recommended treatments are grouped into two categories: **rural roadway improvements and intersection visibility enhancements.**

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.



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.

A detailed exploration of project opportunities is provided in **Appendix D. Project Selection.**

Project Highlight: Iliff Avenue Corridor Improvements

To better understand the safety impacts of recent systemic improvements, a corridor analysis was completed for Iliff Avenue between South Parker Road and Quebec Street. This review assessed changes in KSI crashes before and after the major capital improvements completed by Arapahoe County in Fall 2023. **Figure 15** illustrates site conditions at Iliff Avenue and Rosemary Street after the improvements were implemented.

Figure 15. Iliff Avenue Improvements



Project Overview

The Iliff Avenue Corridor Construction Project was a \$30 million effort to modernize this two-mile segment. Construction was substantially completed in September–October 2023 and included:

- ▶ **New raised medians**
- ▶ **Continuous green T-intersection at Valentia Street**
- ▶ **New acceleration and deceleration lanes**
- ▶ **Intersection and signal upgrades**
- ▶ **Improved pedestrian and bicycle facilities, including sidewalks, bike lanes, and multi-use paths**
- ▶ **Enhanced transit stops and updated signal detection/communications**

Crash Data Findings

A review of crash data from 2018 to 2020 (pre project) compared with post construction years (October 2023 to 2024) demonstrates measurable reductions in fatal and serious injury crashes resulting from the implemented safety improvements, as summarized in the following key takeaways:

- ▶ **Serious injury crashes decreased (about 2/year to 1/year) after the corridor upgrades.**
- ▶ **Pedestrian KSI crashes declined from representing 50% of all KSI crashes in the pre-project period to none in the post-project period. Notably, half of pedestrian crashes occurred at intersections that received reduced crossing length treatments during construction, which may be associated with the observed reduction in pedestrian crashes. Left-turn-related crashes fell (from 22% to 10%), because of the reduction in conflict points through the implementation of raised medians and continuous green T-intersections.**
- ▶ **Rear-end crashes remain the top issue and increased in share (43% to 50%), pointing to ongoing stop-and-go/queuing dynamics. However, despite the increased share, the majority of rear-end crashes pre and post installation remain property damage only.**
- ▶ **Crash patterns shifted toward merging and weaving conflicts post-project, with sideswipe and broadside crashes remaining present. This pattern suggests a possible tradeoff in which KSI left-turn crashes were reduced, while property damage only sideswipe and weaving crashes became more common.**



What We Heard from the Community

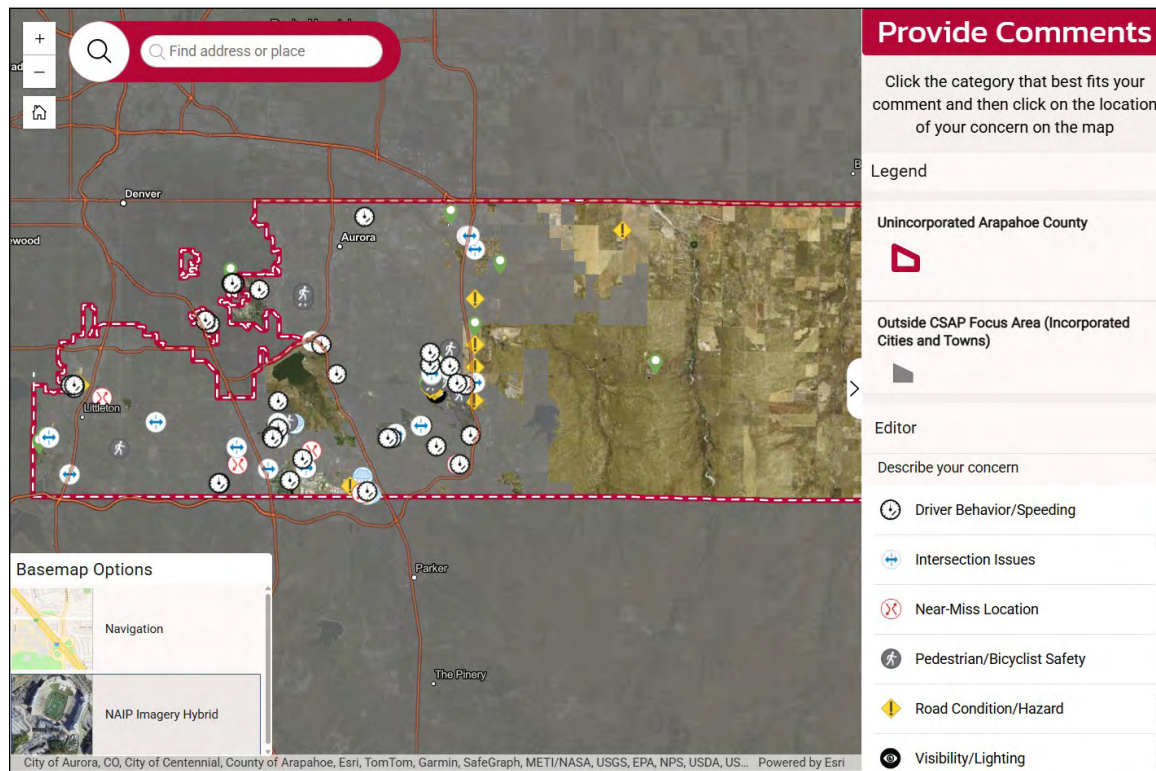


The County conducted two primary engagement points, supplemented by a series of in-person meetings, to inform the public about the upcoming plan, clarify its focus, and gather meaningful community feedback.

Engagement Point 1

The first public engagement effort for the CSAP centered on an online outreach approach designed to introduce the planning process and gather community input on existing safety concerns in unincorporated Arapahoe County. From December 1 through 21, 2025, residents accessed an interactive Geographic Information System (GIS) Hubs platform through the County’s project webpage. The site provided an overview of the CSAP, opportunities to submit both location specific and general comments, options to join the project contact list, and project team contact information.

Figure 16. Engagement Point 1 Interactive Online Map



Participants navigated an interactive countywide map (shown in **Figure 16**) and placed comments using icons representing categories such as driver behavior, intersection issues, near misses, pedestrian and bicyclist safety, road hazards, visibility concerns, weather or drainage issues, and other safety topics. Submitted comments appeared on the map in real time, and the platform met digital accessibility standards with content available in both English and Spanish. Additional feedback was accepted via email, phone, and mail.

Comments were categorized into eight buckets:

- 1. Driver behavior/Speeding**
- 2. Intersection issues**
- 3. Near miss**
- 4. Ped/Bike safety**
- 5. Roadway condition/Hazard**
- 6. Visibility/Lighting**
- 7. Weather/Drainage**
- 8. and other comments.**

Figure 17. Types of comments received during Engagement Point 1

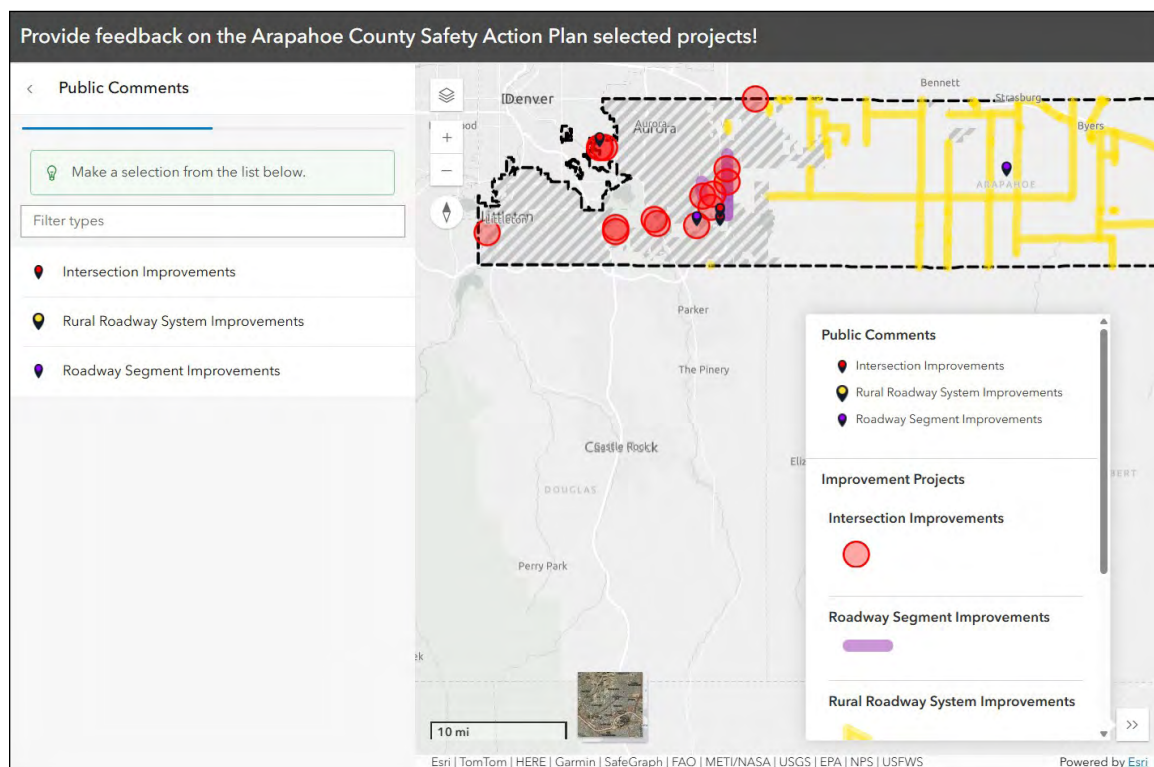


Engagement Point 2

The second public engagement effort for the CSAP offered both in-person and online opportunities for residents to review recommended safety improvements and share input on priorities for implementation and future funding. For three weeks, from February 9 through March 1, 2026, community members accessed an interactive GIS Hubs platform through the County’s project webpage.

The site provided a project overview, focus area map, timeline, descriptions of potential improvement types, an interactive commenting map, and project team contact information, as shown in **Figure 18**.

Figure 18. Engagement Point 2 Online Interactive Map

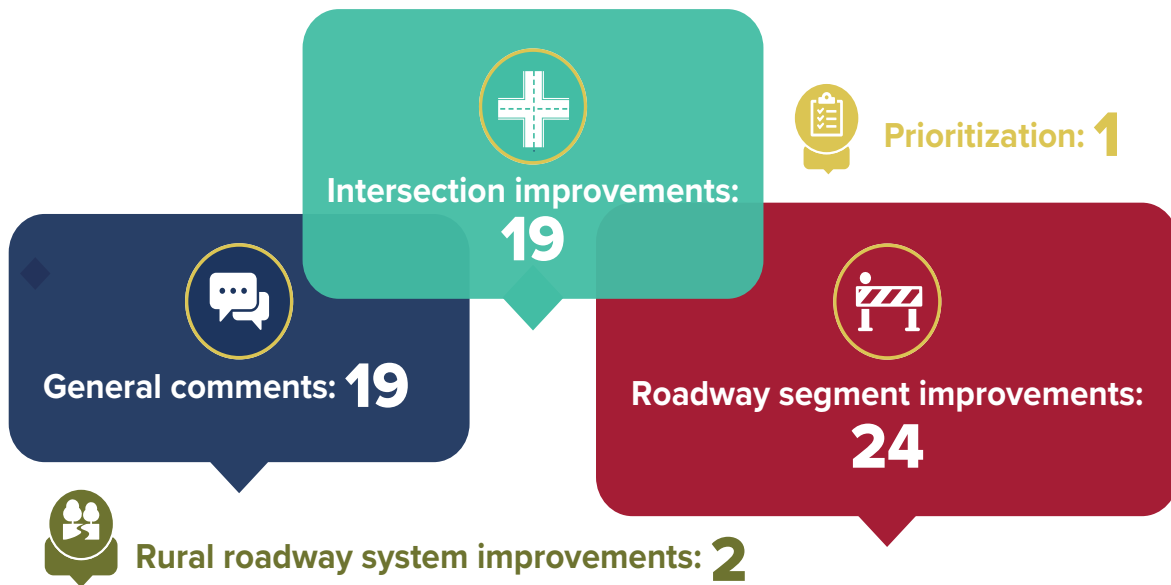


The online map displayed the locations and categories of proposed improvements, allowing participants to explore recommended projects and leave location-based or general comments using icons for intersection, roadway segment, or rural roadway system improvements. As comments were submitted, they appeared in real time for public viewing. The platform met digital accessibility standards, with screen reader friendly formatting and bilingual English Spanish text. Additional feedback was accepted by email, phone, and mail.

Comments were categorized into five buckets:

1. Intersection improvements
2. Roadway segment improvements
3. Rural roadway system improvements
4. Prioritization requests
5. and general comments.

Figure 19. Types of comments received during Engagement Point 2



Three in-person public meetings were conducted at Sheridan Library, Eloise May Library, and Byers Library to engage the urban and rural parts of the County:

- ▶ **February 10th, 2026 – Transit Oriented Communities Open House at Sheridan Library:** Staff connected with attendees, shared project information, and promoted upcoming engagement opportunities.
- ▶ **February 11th, 2026 – Four Square Mile Neighborhood Meeting at Eloise May Library:** The meeting included a project presentation and display boards, with staff available to answer questions and engage with community members for one hour before the meeting and 30 minutes after it concluded.
- ▶ **February 12th, 2026 – Open House at Byers Library:** Exhibits were arranged throughout the room, and staff were available to answer questions and gather feedback from attendees.

Figure 20. Four Square Mile Neighborhood Meeting Presentation



These events provided opportunities for constituents to engage directly with the project team and share their feedback and insights. Steven Buckley (Arapahoe County, right) and Mike King (AtkinsRéalis, left) presented the CSAP at the Four Square Mile Neighborhood Meeting, shown in **Figure 20**.

A comprehensive summary of all outreach activities and findings is included in **Appendix E. Public Outreach Report**.

“ Any improvements along Parker Road should be prioritized. ”

“ Thank you for doing this study and allowing residents to comment. ”

Our Collaborative Approach



In addition to broad public outreach efforts, the County has established both internal and external collaborative forums to advance the CSAP and ensure alignment with key partners on shared goals and the overall mission of the CSAP. These groups create structured channels for communication, technical coordination, and shared accountability.

The Project Advisory Committee

The Project Advisory Committee (PAC) is composed of core team members from within the County’s Public Works Department. Its primary roles include:

<p>Guiding the development, implementation, and long-term stewardship of the CSAP</p>	<p>Ensuring Safe System Principles are incorporated into departmental processes</p>	<p>Maintaining internal alignment and providing technical oversight across all action items</p>
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The PAC serves as the foundational leadership body that carries the CSAP forward across departments and future planning cycles.

Stakeholder Working Group

The Stakeholder Working Group (SWG) expands coordination efforts to include external partners alongside PAC members. Participating agencies include:

<p>Colorado State Patrol</p>	<p>DRCOG</p>	<p>CDOT</p>	<p>Sheriff’s Office</p>
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The purpose of the SWG is to promote regional consistency in policies, engineering decisions, and safety investments. The group works together to enhance awareness of ongoing initiatives across jurisdictions and strengthen partnerships that support safe mobility for all roadway users.

This group ensures that County efforts remain connected to broader regional safety strategies.

Regional Collaboration

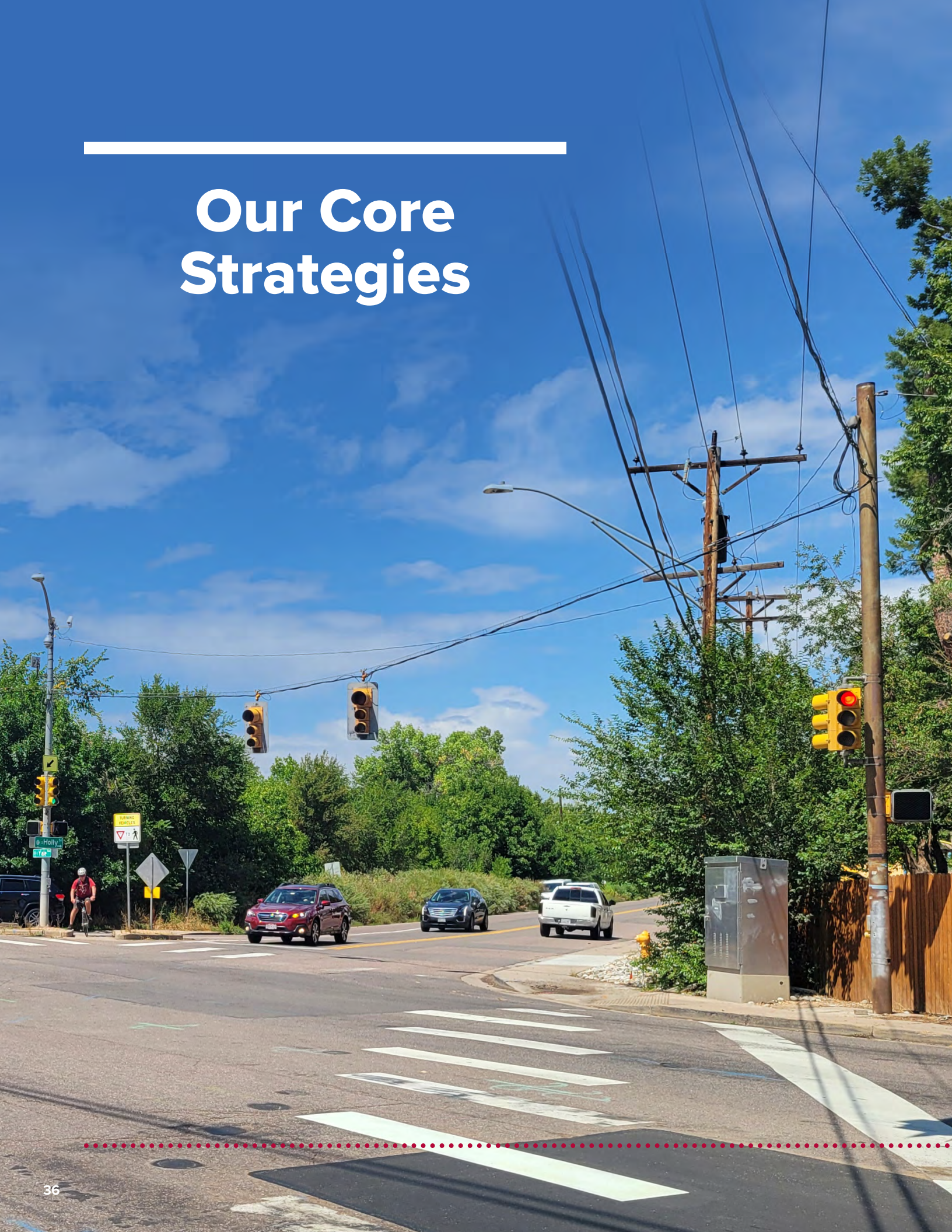
To deepen collaboration and gather insight from neighboring jurisdictions, the County convened a Regional Summit to introduce the CSAP to regional partners. Invited agencies included:

<p>CDOT</p>	<p>City of Centennial</p>	<p>City of Englewood</p>
<p>City of Aurora</p>	<p>City and County of Denver</p>	<p>DRCOG</p>

During the summit, the County shared the CSAP mission, objectives, and upcoming project locations. Input was gathered on regional challenges, coordination needs, and shared priorities. These insights were used to build alignment and momentum on projects that cross jurisdictional boundaries or involve multiple infrastructure owners.

This summit laid the groundwork for ongoing collaboration and a unified regional approach to roadway safety.

Our Core Strategies



The County is advancing **five core strategies** to eliminate KSI crashes. Together, these strategies reaffirm our commitment to placing transportation safety at the center of every decision, fostering a strong culture of safety, and deepening our partnerships to achieve this shared vision. They guide us in prioritizing safety within our policies, designing streets that align with SS4A, and ensuring continued progress, transparency, and accountability.



To maintain sustained progress, the County has identified several funding opportunities to support their goal of eliminating traffic fatalities and serious injuries. These opportunities are detailed in [Appendix F. Funding Sources](#).

Short-term action items are intended to be completed by the next action plan update, while long-term actions are planned for completion by 2045, consistent with the Board of County Commissioners’ goal to eliminate fatal and serious injury crashes in unincorporated Arapahoe County.



STRATEGY 1

Safe System Structure

The County recognizes that meaningful change must begin within our own organizational framework and priorities. By institutionalizing safety through a dedicated Safety Analysis Program, the County ensures that safety becomes a standard, inherent element of all projects.

Key objectives are:

- ▶ Establishing a Rapid Response Program to review all KSI crashes within unincorporated County areas.
- ▶ Developing sustainable funding sources to support projects that advance the CSAP mission.

Additionally, action items under this strategy emphasize the need for consistent collaboration across Public Works divisions. Through this regular collaboration, Safe System Principles will remain at the forefront of all planning, design, and implementation efforts.



TABLE 2. Strategy 1 Objectives and Action Items

No.	Objectives/Action Items	Involved Agencies	Term	Resources Needed
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 Board of County Commissioners' (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	Possible with existing resources
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	Possible with existing resources
1.1.3	A PAC member will 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	Possible with existing resources
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	Requires additional resources
1.2	Develop a field visit cadence and data collection process.			
1.2.1	Establish the Rapid Response Program to address all fatal and serious injury (KSI) crashes in real time and deliver targeted engineering solutions on the High-Injury Network (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	Requires additional resources



STRATEGY 1

TABLE 2. Strategy 1 Objectives and Action Items (continued)

No.	Objectives/Action Items	Involved Agencies	Term	Resources Needed
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	Requires additional resources
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	Possible with existing resources
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 and Roads for All (SS4A), the Highway Safety Improvement Program (HSIP), and the Road to Zero Community Traffic Safety Grants.	AC Public Works	Short-term	Possible with existing resources
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	Possible with existing resources
1.4	Complete general safe system structure tasks.			
1.4.1	Develop and integrate Vision Zero learning modules into onboarding for both new and existing Transportation Division 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	Possible with existing resources
1.4.2	Review progress and provide an updated CSAP in 2031.	AC Public Works, TAC, Consultant	Short-term	Possible with existing resources

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STRATEGY 2

Promote a Culture of Safety

Achieving zero deaths and serious injuries will require strong collaboration beyond County departments. The County will rely on partnerships that broaden our reach and strengthen coordinated efforts. Key partnerships the County will maintain are:

- ▶ CDOT and other neighboring jurisdictions
- ▶ Incorporated cities within Arapahoe County
- ▶ Colorado State Patrol

The County will apply the Safe System Approach, with a specific focus on safer people, and prioritize the delivery of targeted initiatives within each area.

TABLE 3. Strategy 2 Objectives and Action Items

No.	Objectives/Action Items	Involved Agencies	Term	Resources Needed
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, such as the 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	Possible with existing resources
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	Possible with existing resources
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	Possible with existing resources
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	Requires additional resources
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	Requires additional resources
2.2	Promote transportation safety through public education and consistent Vision Zero 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	Possible with existing resources
2.2.2	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	Possible with existing resources



STRATEGY 3

Policy and Process Alignment with the Safe System Approach

The County will examine all current and future policies, standards, and procedures through the lens of the Safe System Approach.

Key objectives include:

- ▶ Developing clear guidelines addressing access control, street-lighting, and other key safety requirements for new private developments.
- ▶ Creating a Universal Safety Policy that supersedes existing standards and reinforces the County's commitment to Safe System Principles.
- ▶ Requiring that all new policies and updates be evaluated for alignment with the FHWA Safe System Approach prior to adoption.

A review of current policies was conducted to inform the development of action items for this strategy. Additional details are provided in Appendix G. Policy and Process Review.

TABLE 4. Strategy 3 Objectives and Action Items

No.	Objectives/Action Items	Involved Agencies	Term	Resources Needed
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.	AC Public Works, AC Legal Team	Long-term	Possible with existing resources
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	Possible with existing resources
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	Possible with existing resources
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	Possible with existing resources
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	Possible with existing resources



TABLE 4. Strategy 3 Objectives and Action Items (continued)

No.	Objectives/Action Items	Involved Agencies	Term	Resources Needed
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	Requires additional resources
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 (VRUs).	AC Public Works, Consultant	Short-term	Requires additional resources
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	Requires additional resources
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	Requires additional resources
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	Requires additional resources

TABLE 4. Strategy 3 Objectives and Action Items (continued)

No.	Objectives/Action Items	Involved Agencies	Term	Resources Needed
3.5	Revise standard roadway cross sections and details in the IDCS to integrate Safe System Principles.			
3.5.1	Updated roadway cross sections should: eliminate five-lane arterial standard cross section in favor of four lanes with a raised median as the standard section, eliminate four-lane collector standard cross section in favor of a three lane cross section, and add wider shoulders, rumble strips, safety edges, and 6" edge stripes as standard for rural two lane arterials.	AC Public Works, Consultant	Short-term	Possible with Existing Resources
3.5.2	Create standard detail in the IDCS for curb extensions at local street intersections, to reduce pedestrian crossing distances and to improve sight distance by preventing parking from occurring too close to the corners, and reduce speeds through intersections.	AC Public Works, Consultant	Short-term	Requires Additional Resources
3.5.3	Create standard detail in the IDCS for improved right-turn slip-lane design modeled off PEDSAFE countermeasures.	AC Public Works, Consultant	Short-term	Requires Additional Resources
3.5.4	Create standard detail in the IDCS for raised crosswalks for usage at multi-lane entrances and exits to roundabouts, and certain driveway accesses.	AC Public Works, Consultant	Short-term	Requires Additional Resources
3.5.5	Develop a standard detail to determine how and when to use paint and posts to address safety.	AC Public Works, Consultant	Short-term	Requires Additional Resources



STRATEGY 4

Strategic Project Selection for Safe Streets

The County will enhance transportation safety through site-specific, systematic, and systemic treatments aligned with FHWA's Proven Safety Countermeasures. Treatments will be tailored based on land use – urban or rural – and major corridors on the County's HIN will be evaluated for safety enhancements.

Recommended treatments include:

- ▶ Updating left-turn signal infrastructure, including FYA signal heads
- ▶ Signal timing improvements
- ▶ Installing median refuge islands

The County will partner with maintenance and operations crews to regularly inspect problem areas and integrate safety upgrades into routine maintenance to ensure continuous improvement.

TABLE 5. Strategy 4 Objectives and Action Items

No.	Objectives/Action Items	Involved Agencies	Term	Resources Needed
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	Possible with existing resources
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	Possible with existing resources
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	Possible with existing resources
4.2.2	Assess Florida Avenue for safety improvements that enhance pedestrian safety, such as median refuge islands. Recommended improvements should be incorporated into DRCOG’s 2026 Florida Avenue Corridor Study, and implemented.	AC Public Works, Consultant	Short-term	Possible with existing resources
4.2.3	Evaluate Iliff Avenue crash picture after 2022 major reconstruction project to understand new crash picture. Make small refinements such as signal timing adjustments as needed to further reduce crashes.	AC Public Works, Consultant	Short-term	Possible with existing resources
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	Possible with existing resources



STRATEGY 4

TABLE 5. Strategy 4 Objectives and Action Items (continued)

No.	Objectives/Action Items	Involved Agencies	Term	Resources Needed
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 with protected-only or protected-permissive phasing for left-turn movements.	AC Public Works, Operations and Maintenance	Short-term	Possible with existing resources
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	Possible with existing resources
4.3.3	Conduct a countywide analysis of intersections adjacent to schools, parks, and other locations that generate high volumes of VRUs, to determine systemic pedestrian treatments such as enhanced crossing treatments.	AC Public Works	Long-term	Requires additional resources
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	Requires additional resources
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	Requires additional resources

TABLE 5. Strategy 4 Objectives and Action Items (continued)

No.	Objectives/Action Items	Involved Agencies	Term	Resources Needed
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	Requires additional resources
4.5.2	Install emergency preemption devices at signalized intersections to support and decrease emergency response times.	AC Public Works	Long-term	Requires additional resources
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	Requires additional resources
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	Requires additional resources



STRATEGY 5

Progress, Transparency, and Accountability

The County will enhance transportation safety through site-specific, systematic, and systemic treatments aligned with FHWA's Proven Safety Countermeasures. Treatments will be tailored based on use, whether urban or rural, and major corridors on the County's HIN will be evaluated for safety enhancements.

Recommended treatments include:

- ▶ Publishing an annual public-facing report detailing progress on all action items.
- ▶ Providing routine updates to the BOCC to ensure visibility into achievements, challenges, and ongoing efforts.



TABLE 6. Strategy 5 Objectives and Action Items

No.	Objectives/Action Items	Involved Agencies	Term	Resources Needed
5.1	Report Vision Zero efforts and effectiveness to the BOCC and public.			
5.1.1	Document effects of infrastructure projects, including speed reduction along the HIN, pre- and post- crash trends, and share findings with the public.	AC Public Works	Short-term	Requires additional resources
5.1.2	Provide updates to the BOCC to maintain transparency and alignment.	AC Public Works	Short-term	Possible with existing resources
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	Possible with existing resources

Putting Our Plan into Action



To successfully execute the action items identified in this plan, the County developed an implementation framework to effectively translate initiatives into action. Key components of the framework include:

<p>Establishing clear, measurable key performance indicators (KPI) for each action item to enable consistent progress tracking.</p>	<p>Prioritizing the most critical initiatives to focus efforts where they will have the greatest impact.</p>
<p>Identifying resource needs to ensure each action item can be delivered successfully.</p>	<p>Understanding interdependence among action items to support coordinated and efficient implementation.</p>

Through this structured approach, the County will be able to monitor progress, maintain momentum, and continue advancing future initiatives.

How We Will Remain Accountable

To promote transparency and accountability in the implementation of the CSAP, the County will include an **annual CSAP progress report** within its existing annual report card, detailing advancements in key safety metrics and programmatic initiatives. This report will track advancement toward the County’s goal of reaching zero traffic fatalities and serious injuries by 2045 and provide stakeholders with clear, accessible data to support continued engagement and investment in safety efforts. By highlighting successes, identifying areas that require adjustment, and documenting lessons learned, the annual report will help sustain momentum, reinforce shared responsibility, and demonstrate the measurable impact of safety strategies across the County.

Below are examples of performance measures that can be used to track progress:

<p>Fatalities and Serious Injuries: Annual frequency of KSI crashes.</p>	<p>Infrastructure Projects: Number of completed infrastructure improvements (e.g., intersection upgrades, speed management measures, pedestrian enhancements) targeting HIN corridors and rural areas.</p>
<p>Year-Over-Year Trends: Comparison of annual KSIs and combined KSI totals against the previous five year average, including percent change to highlight progress or areas needing attention.</p>	<p>Programs and Projects: Number of safety programs and projects initiated or completed annually, including education campaigns, internal trainings, and planning efforts.</p>

The CSAP will be revisited every five-years to ensure the County stays on track to achieve zero traffic fatalities and serious injuries by 2045.

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Appendices



APPENDIX A. Literature Review

Introduction

A comprehensive literature review was completed to determine how current efforts influence traffic safety within unincorporated Arapahoe County. All documents, except for the Four Square Mile Sub-Area Plan, provided recommendations for the entirety of the County; however, only recommendations and projects within unincorporated Arapahoe County were included within this review.

The following documents were reviewed:

- ▶ **2040 Arapahoe County Transportation Master Plan**
- ▶ **2020 Arapahoe County Local Road Safety Plan**
- ▶ **2018 Arapahoe County Comprehensive Plan**
- ▶ **2017 Arapahoe County Bicycle & Pedestrian Master Plan**
- ▶ **2005 Arapahoe County Four Square Mile Sub-Area Plan**

It should be noted that most of the plans are outdated; therefore, some of their proposed project recommendations have already been implemented. As part of this review, best practices, effective strategies, and lessons learned from each plan were identified. When possible, explanations of how the plans related to the SS4A requirements were made.

Additionally, the 2017 BOCC Moving Towards Zero Death Initiative resolution was reviewed to determine how it aligns with the leadership commitment and goal setting portion of the SS4A Comprehensive Safety Action Plan guidelines.

By reviewing current plans, projects, federal guidance, and emerging trends, this document provides a foundation for building the County's safety action plan to ensure it will align with proven safety practices and established regional goals. Summaries and key components of each document are as follows.

2017 Board of County Commissioners Moving Towards Zero Death Initiative Resolution

The Arapahoe County BOCC Moving Towards Zero Deaths Initiative resolution was reviewed to identify if the resolution language aligned with the SS4A leadership and commitment language, which states that leadership commitment and goal setting is an official public commitment (e.g., resolution, policy, ordinance) by a high-ranking official and/or governing body (e.g., mayor, city council, Tribal council, metropolitan planning organization [MPO] policy board) to an eventual goal of zero roadway fatalities and serious injuries. The commitment must include a goal and timeline for eliminating roadway fatalities and serious injuries achieved through one, or both, of the following:

- a. **The target date for achieving zero roadway fatalities and serious injuries, or**
- b. **A percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries.**

Neither of these criteria were met by the 2017 BOCC resolution. The resolution focuses on the County becoming a certified partner of CDOT's Moving Towards Zero Deaths initiative. While there are several safety components to becoming a member of this program, a clear timeline for eliminating all traffic related deaths and serious injuries is not mentioned.

The resolution incorporates the following themes that align with the SS4A components for CSAPs and the FHWA's Safe System Approach.



► **Emphasis on VRUs:**

- » The resolution lists the criteria that must be met to become a part of CDOT's Moving Towards Zero Deaths Initiative, such as targeted outreach for aging road users, bicyclists, and pedestrians, and details ways that the County is already meeting the necessary criteria.

► **Data-driven decision making:**

- » The resolution places an emphasis on using data-driven decisions to prioritize infrastructure improvements at targeted, high crash locations.

► **Strategic partnerships and collaboration:**

- » The resolution underscores the importance of partnering with the Sheriff's Office for targeted outreach campaigns, such as those for distracted driving and youth drivers.

2040 Arapahoe County Transportation Master Plan

The 2040 Transportation Master Plan (TMP) emphasizes a long-range transportation vision for the entire County, with a stated vision to specifically:

Provide a balanced, safe, and environmentally and fiscally sustainable transportation system that elevates the quality of life in the County and integrates mobility needs throughout the County and its municipalities by providing vehicle, transit, biking, and walking options through equitable and forward-thinking planning.



APPENDIX A. LITERATURE REVIEW

Paired with the vision statement, the TMP promotes the following main goals:

- 1. Promote an efficient and balanced transportation system:** Primarily, the County desires to foster interagency cooperation, improve the north-south and east-west connectivity in the rural part of the County, and continue implementing planned future transportation services.
- 2. Promote alternative transportation solutions:** The County encourages multimodal travel and the incorporation of emerging technology, supports public transit, and provides a connected and accessible bicycle and pedestrian network. While enhancing VRU safety is not mentioned specifically in this goal, the promotion of multimodal travel and an effective bicycle and pedestrian network implies that addressing VRU needs is key.
- 3. Coordinate land use and transportation:** The County's objective is to urge an efficient transportation system through applicable land use and ensure acceptable transportation facilities for new developments (i.e., requiring adequate roads to be built in tandem with development). Although not stated directly in the TMP, encouraging acceptable transportation facilities shows that the County is proactively designing new developments that promote safety.
- 4. Continue a strategic management and tracking approach to the County's transportation system:** The County desires to monitor transportation-related maintenance and operational needs, maintain rural roadways to an established standard, promote improved traffic signal operations, and continue performance management systems. The promotion of these monitoring systems should be integrated into the CSAP to address the SS4A's criteria of progress and transparency.

The TMP highlights several policies and projects that aid in the overarching goal of providing a more efficient and safe transportation system. The short- and long-term recommendations provided by the TMP will be utilized to determine specific strategies and projects for the Arapahoe CSAP.

Community and stakeholder outreach was conducted through various virtual public meetings, public surveys, and web based interactive platforms. The primary concern for citizens was congestion, and nearly half of all safety comments were related to the promotion of mobility options. After receiving input from the community, 24 key corridors within unincorporated portions of the County were identified in Section Four of the TMP's Recommendation Transportation Plan. **For each corridor, ways to improve the experience of VRUs were identified, which is a key priority in FHWA's Safe System Approach.** Most of the recommendations for each corridor include roadway, bike/pedestrian, and transit improvements. Specific recommendations for some corridors include widening roads, including side paths or protected bike lanes, establishing mobility hubs, and signal timing improvements.

The **24 key corridors** are as follows:

- 1. 6th Ave/Stephen D. Hogan Pkwy; Havana St to Watkins Rd**
- 2. Arapahoe Rd; Broadway to Powhaton Rd**
- 3. Belleview Ave; Lowell Blvd to Yosemite St**
- 4. Bowles Ave/Littleton Blvd; Sheridan Blvd to Broadway**
- 5. Broadway; Yale Ave to County Line Rd**
- 6. Buckley Rd/Airport Blvd; Colfax Ave to Arapahoe Rd**
- 7. Colfax Ave; Yosemite St to Powhaton Rd**
- 8. E-470; County Line to I-70**
- 9. Gun Club Rd/Aurora Pkwy; I-70 to Parker Rd (future extension)**

10. Hampden Ave; Knox Ct to Dahlia St
11. I-25; I-225 to County Line Rd
12. I-70; E-470 to Strasburg Rd
13. I-225; I-25 to Colfax Ave
14. Iliff Ave/Jewell Ave; Quebec St to Watkins Rd
15. Mineral Ave/Dry Creek Rd/Easter Ave/
Broncos Pkwy; Broadway to Parker Rd
16. Mineral Ave; Platte Canyon Rd to Broadway
17. Mississippi Ave; Parker Rd to Tower Rd
18. Parker Rd; Colorado Blvd to County Border
19. Platte Canyon Rd/Federal Blvd; Hampden
Ave to Mineral Ave
20. Quincy Ave; Parker Rd to Watkins Rd
21. Santa Fe Drive; Yale Ave to County Line Rd
22. Smoky Hill Rd; Quincy Ave to Monaghan Rd
23. University Blvd; Floyd Ave to County Line Rd
24. Watkins Rd; Quincy Ave to I-70

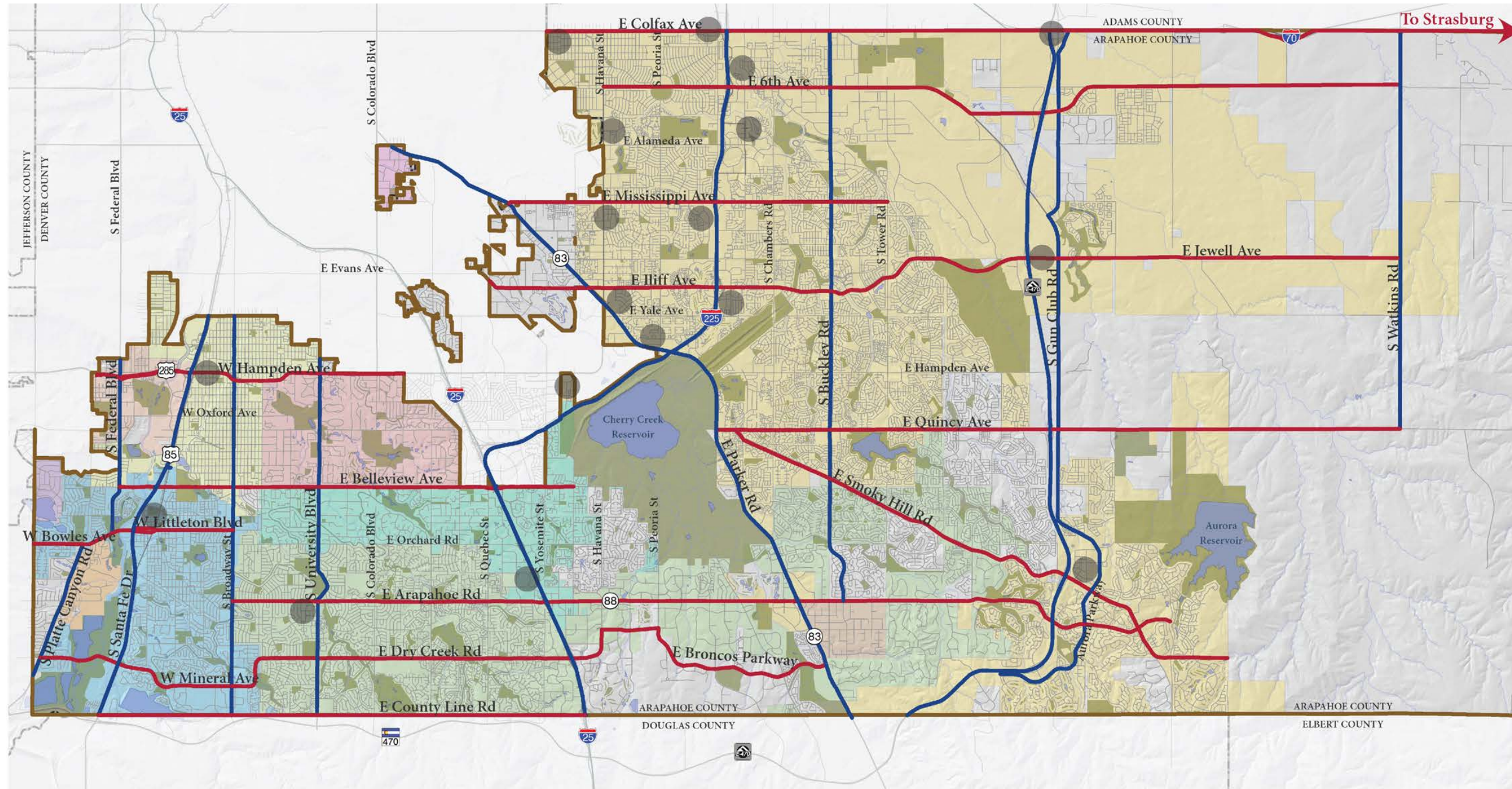
Although not explicitly stated in the TMP, the principles align with FHWA’s Safe System Approach by mitigating crashes, particularly those involved with VRUs, and encouraging safer speeds. Under these principles, other general propositions for the County were made, such as short- and long-term recommendations for the unincorporated communities of Strasburg and Byers. For the entirety of unincorporated Arapahoe County, the TMP provided a list of potential gravel roads to be paved, identified 12 intersection hotspots, recommended placements for shoulder bikeways and side paths, and explored the possibility of adding mobility hubs and extending public transit to the north-east side of the County. The 13 intersection hotspots are shown in orange in **Table A-2.**

Overall, roadway, bike/pedestrians, and transit recommendations for each corridor were provided in the TMP. A general overview of the corridors is provided in **Figure A-1.**

When planning for the unincorporated County roadway system, the TMP focused on the guiding principles listed below:

- ▶ Ensure vehicular, pedestrian, and bicycle access
- ▶ Minimize trips on collector and local streets
- ▶ Control access to arterials
- ▶ Discourage speeding
- ▶ Minimize pedestrian-vehicular conflicts
- ▶ Minimize space devoted to street use
- ▶ Relate street to topography
- ▶ Layout street to achieve optimum subdivision of land

FIGURE A-1: Key Corridors Highlighted in the TMP



Legend

- North/South Key Interjurisdictional Corridors
- East/West Key Interjurisdictional Corridors
- Metrovision Designated Urban Centers and Transit Station Areas
- Roads
- Light Rail
- County Boundary
- River/Stream
- Lakes
- Parks & Open Space
- Aurora
- Bow Mar
- Centennial
- Cherry Hills Village
- Columbine Valley
- Englewood
- Foxfield
- Glendale
- Greenwood Village
- Littleton
- Sheridan
- Unincorporated Area

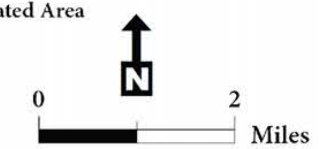
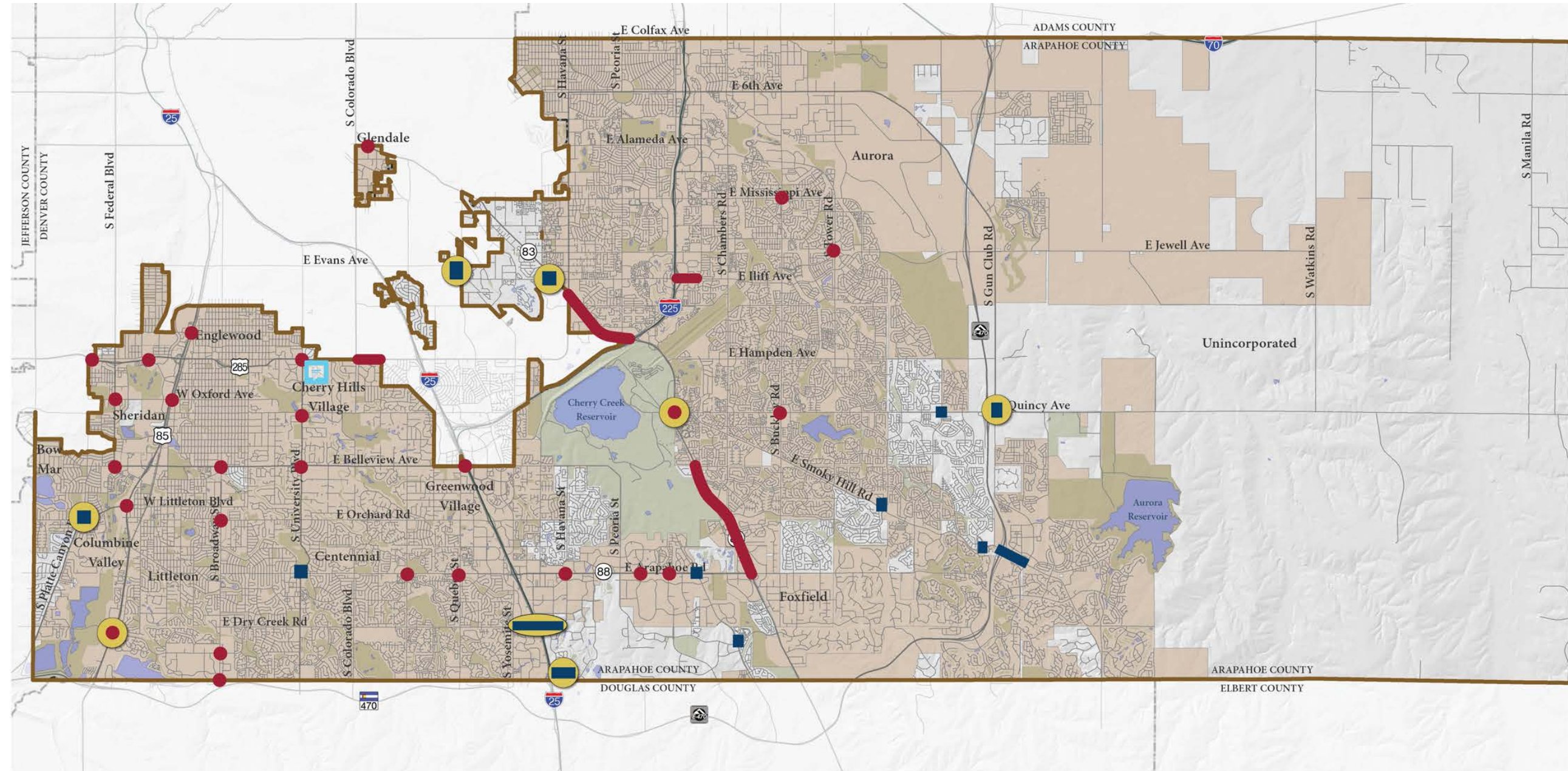
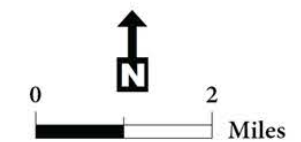


FIGURE A-2: Intersection and Roadway Hotspots in the TMP



Legend

- Highways
- Roads
- Light Rail
- County Boundary
- River/Stream
- Lakes
- Parks & Open Space
- Incorporated Areas
- Arapahoe County Boundary
- Unincorporated (wholly or partially)
- Cities on Key corridors
- Recent or Programmed Improvements



intersection congestion & safety hot spots | 8-294 08/27/21

2020 Arapahoe County Local Road Safety Plan

As part of the 2020 Arapahoe County Local Road Safety Plan (LRSP), a data-driven decision assessment was conducted for the entire County. The evaluation utilized DiExSys’ Vision Zero Suite to incorporate crash history, statistical modeling, diagnostic pattern recognition analysis, economic analysis, and information provided by County staff to generate suggestions for cost-effective safety improvements. These recommendations provide an important starting point in the development of the safety analysis for the Arapahoe CSAP. The following summarizes the analysis performed in the LRSP.

Safety Analysis

The study first chose known crash countermeasures before searching for sites where they could cost-effectively be applied. The LRSP primarily focused on the following crash types that are generally deemed correctable through engineering mitigations:

- ▶ **Roadway departure crashes on rural segments (i.e., head-on and sideswipe opposite crashes, overturning, fixed object crashes)**
- ▶ **Approach turn (left-turn opposite) crashes at intersections**

- ▶ **Broadside crashes at intersection**
- ▶ **Rear end collisions at and near intersections**
- ▶ **Pedestrian and bicycle crashes at intersections**

Strategy and Project Selections

Out of 77 potential safety projects, 26 were located within an unincorporated area of the County. The projects were ranked using a Benefit-Cost (B/C) ratio, which is the ratio of benefits gained from reducing crashes expressed as dollars over the project’s cost of construction and maintenance throughout its life cycle. Three unincorporated projects ranked within the Top 10 for the B/C ratio:

- ▶ **R03A - Parker Rd S (SH 083 MP 66.92) and Chambers Rd S**
- ▶ **B10 - Smoky Hill Rd and Versailles Pkwy/ Ponderosa Tr**
- ▶ **A11 - Iliff Ave E/Evans Avenue E and Quebec St S.**

The unincorporated project R03A scored first among all 77 potential safety projects for its B/C ratio. **Table A-1** lists the 26 unincorporated projects ranked in descending order by their B/C.

TABLE A-1: LRSP’s Recommended Projects Within Unincorporated Arapahoe County, Ranked by Descending B/C

Project Number and Location	Proposed Improvement	Cost to Implement	B/C
R03A: Parker Rd S (SH 083 MP 66.92) and Chambers Rd S	Fully Protect Lefts from Parker – 11AM-7PM (Existing Equip)	\$1,000	3,713
B10: Smoky Hill Rd and Versailles Pkwy/Ponderosa Tr	Review Signal Timing (Yellow + All Red)	\$1,000	421
A11: Iliff Ave E/Evans Avenue E and Quebec St S	Fully Protect Lefts, 4-Ways	\$20,000	417
B10A: Smoky Hill Rd and Versailles Pkwy/Ponderosa Tr	Fully Protect Lefts from Smoky Hill 6AM-Midnight	\$10,000	385
S02B: Gun Glub Rd, Quincy Ave to Jewell Ave (SH 030A MP 17.31-20.42)	Centerline Rumble Strips	\$6,000	215
C19: Iliff Ave and Wabash St	Fully Protect Lefts from Iliff, 7AM-6PM	\$10,000	159.3

Project Number and Location	Proposed Improvement	Cost to Implement	B/C
C24A: Chenango Ave/Copperleaf Blvd and Picadilly St	Review Signal Timing (Yellow + All Red)	\$1,000	150.6
C08: Iliff Ave and Valentina St	Review Signal Timing (Yellow + All Red)	\$1,000	131.2
C24: Chenango Ave/Copperleaf Blvd and Picadilly St	Fully Protect Lefts from NB and WB (6AM-8PM School Days)	\$10,000	111.8
C17: Potomac St and Chambers Rd	Fully Protect Lefts (4-Way, AM and PM Peak) (2 new heads)	\$10,000	66.6
C11: Florida Ave and Willow St	Add Side Pole Heads EB and WB, Review Signal Timing (Y=AR)	\$11,000	36.3
S01B: Gun Club Rd, Crestline Circle to Quincy Ave	Centerline Rumble Strips	\$3,000	30.5
S06: SH 36D MP 96.27 to 100.90 (County Line to Byers)	Centerline Rumble Strips	\$9,340	22.8
S04: Tempe St. from Progress Ave to Pennwood Ave	Feedback Curve Speed Warning System	\$30,000	14.20
C20A: Iliff Ave and Trenton St	Upgrade Pedestrian Heads and Review Pedestrian Intervals Timing	\$9,000	14.0
C24B: Chenango Ave/Copperleaf Blvd and Picadilly St	Street Lighting	\$50,000	7.63
S01A: Gun Club Rd, Crestline Circle to Quincy Ave	Widening to 8-Foot Shoulders with Rumble Strips	\$1,500,000	6.32
S04A: Tempe St. from Progress Ave to Pennwood Ave	Raised Center Median	\$75,000	5.91
C19A: Iliff Ave and Wabash St	Signal Replacement with Protected Lefts from Iliff 7AM-6PM	\$600,000	4.71
S02A: Gun Club Rd, Quincy Ave to Jewell Ave (SH 030A MP 17.31-20.42)	Widening to 8-Foot Shoulders with Rumble Strips	\$3,000,000	4.42
S01: Gun Club Rd, Crestline Circle to Quincy Ave	Major Widening to 4-Lane	\$3,000,000	4.12
C20: Iliff Ave and Trenton St	Reflective Signal Backplates	\$10,000	3.99
C23A: Iliff Ave and Rosemary St	Update Signal Progression on Iliff	\$100,000	3.51
S02: Gun Club Road, Quincy Ave to Jewell Ave (SH 030A MP 17.31-20.42)	Major Widening to 4-Lane	\$6,000,000	2.46
C08A: Iliff Ave and Valentina St	Replace with Continuous Green T Intersection	\$500,000	1.96
C23B: Iliff Ave and Rosemary St	Replace with Continuous Green T Intersection	\$500,000	1.59

2018 Arapahoe County Comprehensive Plan

The 2018 Arapahoe County Comprehensive Plan (ACCP), as amended through September 2022, is an advisory document for land use, growth, and development decisions. Factors such as population growth trends and projections, historical land use patterns, special district capacities, and more were analyzed. To facilitate stakeholder collaboration, the public also had the opportunity to submit comments and suggestions online.

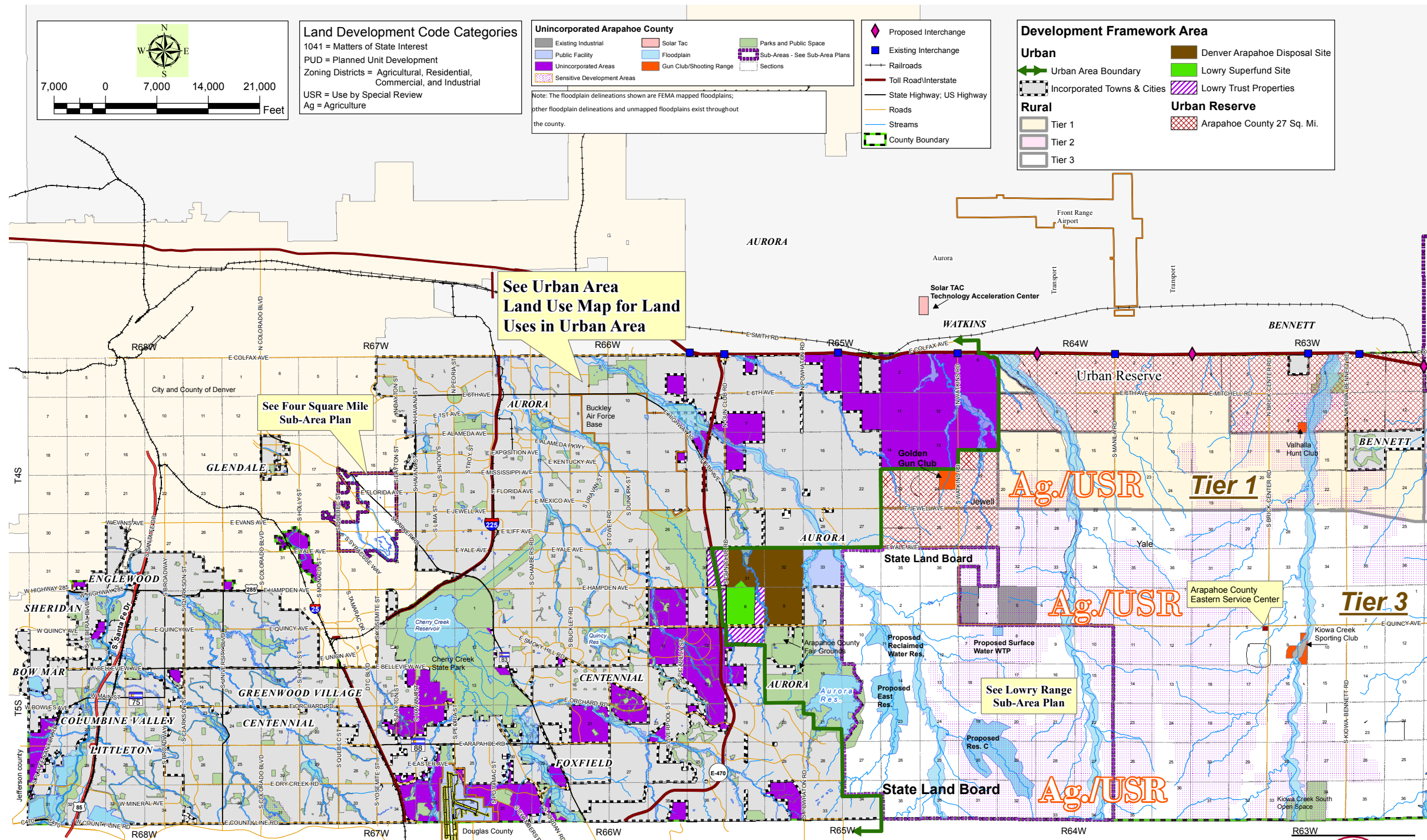
In developing the Arapahoe CSAP, understanding the unincorporated land use patterns and anticipated growth will be essential in goal setting, creating a safety analysis, addressing policy and process changes, and engaging with local communities. **The primary focus of the ACCP was growth, rather than safety-related issues.** While transportation safety is briefly mentioned, the ACCP mainly covered the general idea of safety in terms of public protection (e.g., police and fire prevention). The plan promotes continued collaboration with the Sheriff's Office, fire district, and natural disaster agencies. As part of this goal, the ACCP also suggests working with fire districts in the eastern side of the County to develop fire protection and EMS standards, ensuring new development is met with adequate law enforcement service and fire protection, and improving the emergency response program.

Key elements of the ACCP include:

- ▶ **Development Framework:** The ACCP lays out a framework for the preferred concentration of future urban development within the County. For example, the towns of Strasburg and Byers are targets for prospective urban development. Other unincorporated regions are planned for a variety of uses, such as residential and employment uses. Certain rural areas were divided into three tiers. The location of the three tiers, as well as the County's overall land use, are provided in **Figure A-3** through **Figure A-5** and are defined as:
 - » **Tier 1:** This tier includes an Urban Reserve sub-area, as well as several square miles of single-family homes. There are multiple challenges in accommodating urban density growth because the existing land uses conflict with attempts to establish a suitable road network.
 - » **Tier 2:** Excluding the rural town centers of Strasburg and Byers, as well as the Town of Deer Trail, this tier is largely agricultural. The County intends to keep the area rural.
 - » **Tier 3:** While it is expected for some large-lot residential development to take place, the area will primarily remain agricultural. To conserve agricultural and open space, the County plans to encourage cluster residential development instead of dispersed development.
- ▶ **Comprehensive Plan Guiding Principles:** The County's vision for the next 20 years is to create sustainable, resilient, and healthy communities. The ACCP provides six principles: growth management, public facilities and services, neighborhood livability, economic health, transportation and mobility, as well as natural and cultural resources and environmental quality.

- ▶ **Goal, Policies, and Strategies:** The goals and policies are separated into two major categories, countywide and rural area. Since the CSAP centers on the unincorporated region of the County, only the ACCP's rural area Goal and Policies were summarized. Primarily, the County strives to set a direction for unincorporated portions of Arapahoe County to develop and grow. The goals are organized in the following categories:
 - » **Growth Management:** Preserve the rural character of the area, encourage development that offers an alternative to dispersed development on 35-acre parcels, prohibit urban and large-lot residential development, and discourage linear development along I-70 and large arterials outside designated growth areas.
 - » Regarding Tiers 1 and 2, the County desires to retain very large residential and agricultural uses and to discourage the location of regional utility facilities. The County also desires to prepare a sub-area plan for Tier 1. The County plans to preserve the rural, agricultural makeup for Tier 3.
 - » **Public Facilities and Services:** Ensure adequate facilities and services are provided in the rural area.
 - » **Neighborhood Livability:** Provide a high quality of life that maintains the atmosphere of rural Arapahoe County while ensuring railroad related impacts are mitigated for all new lands uses located near the existing railroad network.
 - » **Economic Health:** Maintain the agricultural operations of the County, create cultural and heritage tourism and recreation attractions, support resource-based recreation.
- » **Transportation and Mobility:** Promote multi-modal transportation by maintaining rural roads to an established standard, improve the north-south and east-west road connectivity in the rural area, and promote safe corridors for VRUs. The ACCP frequently references the TMP for its goals, policies, and strategies.
- » **Natural Cultural Resources and Environmental Quality:** Preserve lands of agricultural importance.
- ▶ **Implementation Approach:** The ACCP provides a list of priority items for the entire County. Items that may be of particular interest for the CSAP include:
 - » Prepare a sub-area Plan for Tier 1.
 - » Evaluate the lot size requirement of the A-E zone district and consider either amending the minimum lot size or creating a new agricultural district. Rezone Tier 3 areas currently designated as A-1 to A-E.
 - » Revise Zoning and Subdivision Regulations to encourage economic development in the Rural Town Centers.
 - » Continue to work with the Open Space Advisory Committee on developing County-wide open space and trail systems.
 - » Update and use the Fiscal Impact Model to analyze impacts from new development.
 - » Work with landowners and business owners to develop tourist-based attractions, including cultural resources and agri-tourism uses.
 - » Initiate Capital Improvement Projects to implement priority recommendation of the Bicycle and Pedestrian Master Plan. Said plan is covered in Section 6 of this memo.
 - » Amend the Land Development Code to advance sustainable development practices.

FIGURE A-3: West Half Development Framework Provided in the ACCP



Map 1 DEVELOPMENT FRAMEWORK (WEST HALF)

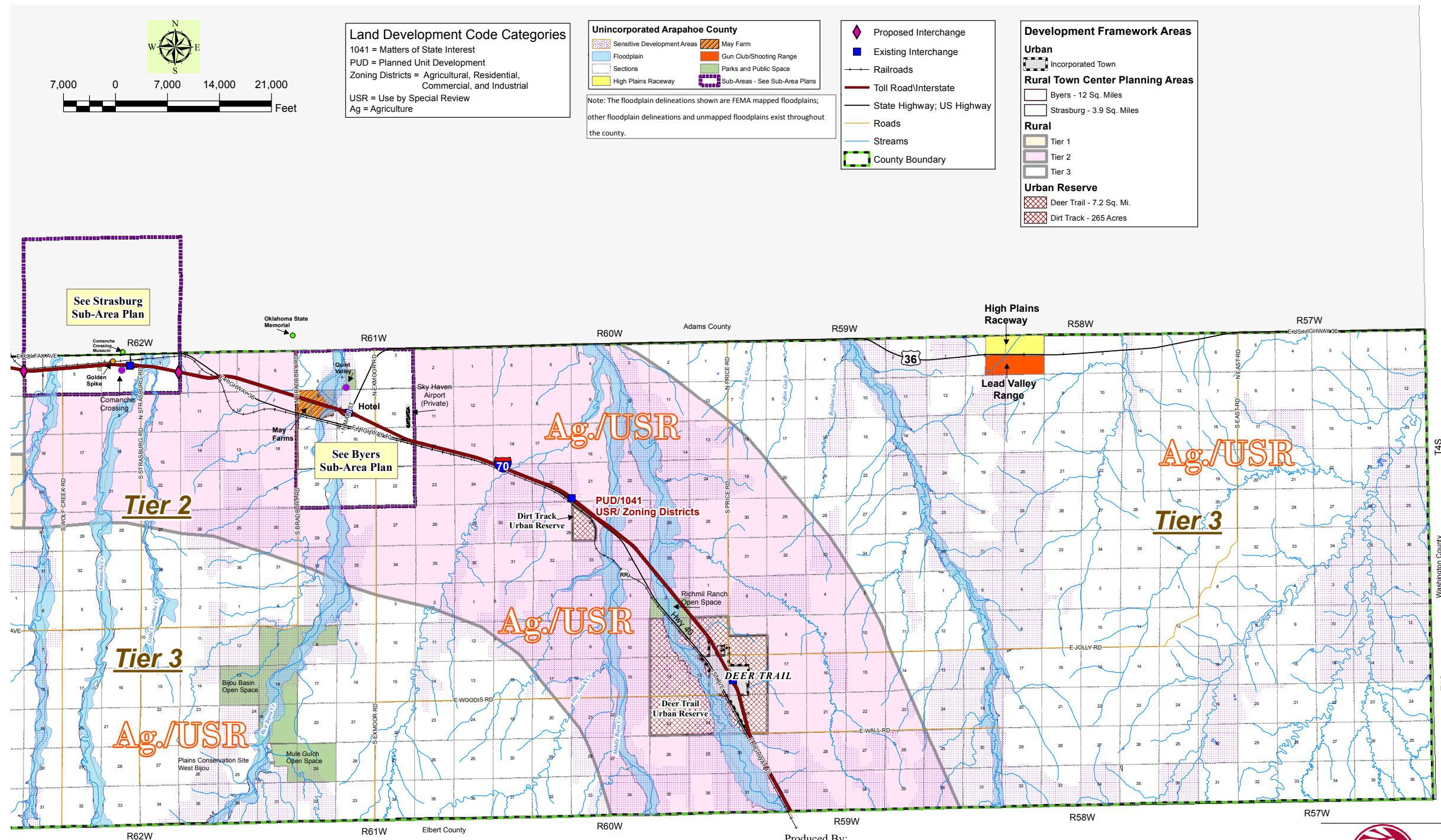
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FIGURE A-4: West Half Development Framework Provided in the ACCP



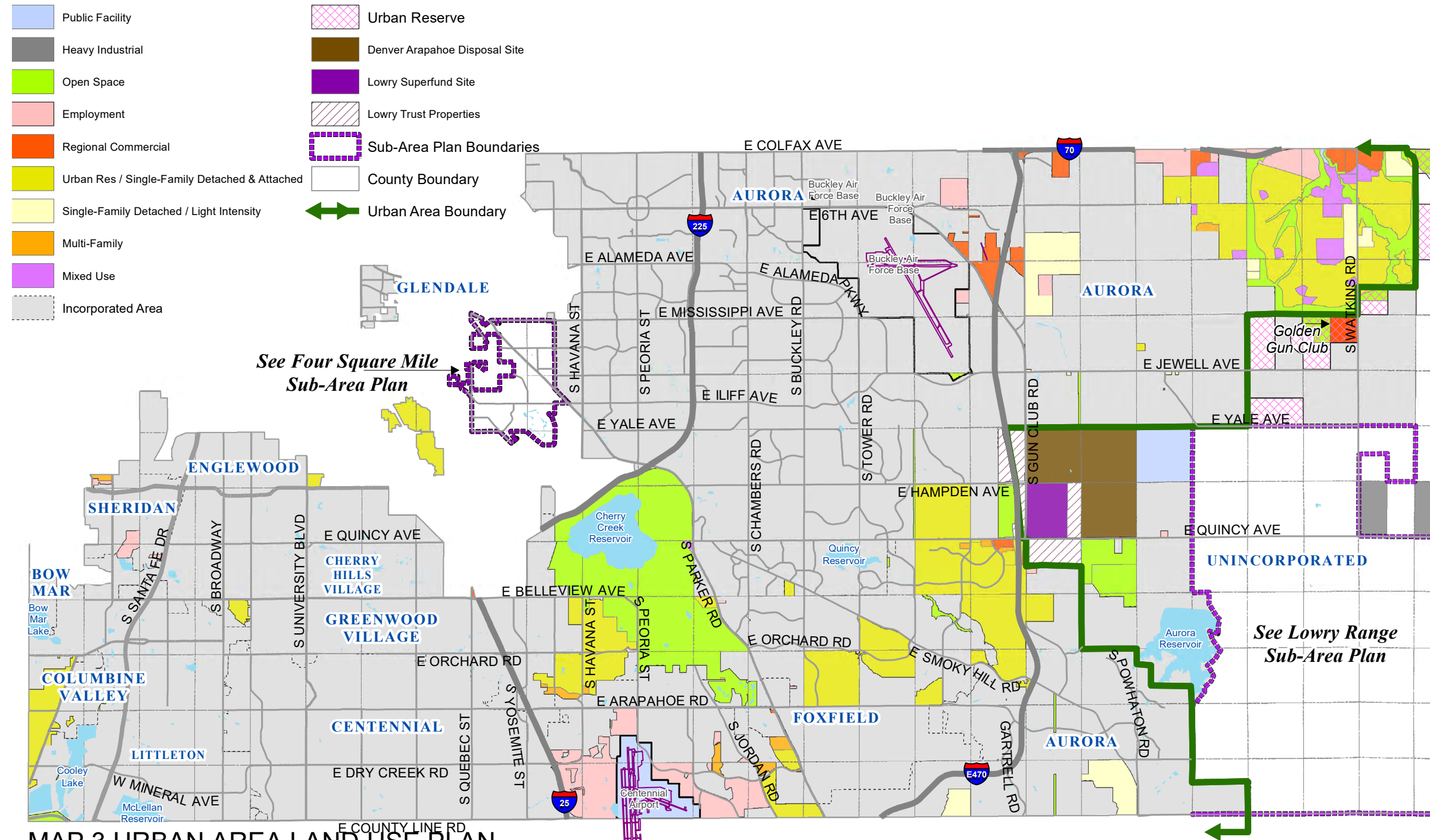
Map 2 DEVELOPMENT FRAMEWORK (EAST HALF)

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FIGURE A-5: Urban Area Land Use Plan Provided in the ACCP



MAP 3 URBAN AREA LAND USE PLAN

EFFECTIVE DATE 02/12/2018

AMENDED 05/16/2018 CASE # LR18-003

AMENDED 11/08/2018 CASE # LR18-004

AMENDED 02/01/2022 CASE # LR22-001

AMENDED 07/19/2022 CASE # LR22-002



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2017 Arapahoe County Bicycle & Pedestrian Master Plan

The 2017 Arapahoe County Bicycle and Pedestrian Master Plan (BPP) provides an overview of the current bicycling and walking status within the entire County. The BPP provides direction on future bicycle and pedestrian growth; outlines goals, policies, strategies, and performance measures; and identifies potential projects needed to create a connected bicycle network and to fill missing sidewalk segments. The main vision of the BPP is stated below:

Arapahoe County’s bicycle and pedestrian network will be a comprehensive system of on-street and trail facilities that safely connects neighborhoods and destinations and encourages walking and bicycling for travel and recreation.

To achieve this vision, the BPP’s goals are to develop a connected and accessible bicycle and pedestrian network that achieves the following:

- ▶ **Increases biking, walking, and public transportation access to relieve congestion.**
- ▶ **Integrates with the regional bicycle, pedestrian, and transit system.**
- ▶ **Safely accommodates all users to support personal health and well-being.**
- ▶ **Educates the public about safe operating behaviors for bicyclists, pedestrians, trail users, and motorists.**
- ▶ **Compatibility with adjacent land uses and supports economic vitality and community prosperity.**
- ▶ **Connects biking and walking routes across boundaries and leverages both public and private partnerships.**

While not explicitly stated, the BPP focuses on VRU safety. This document will be essential when developing the Arapahoe CSAP since the BPP provides a framework on how to integrate safety with bicyclists and pedestrians. The BPP mainly emphasizes community engagement, a core component of the SS4A Comprehensive Safety Action Plan guidelines.

Key elements of the BPP include:

▶ **Stakeholder Engagement and Collaboration**

- » To develop the BPP, various outreach activities were conducted. Examples include presenting to elected officials and advisory boards, developing a public commenting map to allow users to make location-specific recommendations, sending out surveys (hard copy and online forms), creating collateral materials (i.e., posters and flyers), using social media, and participating in community events and meetings.
- » Specifically related to transportation and safety, the BPP highlighted the public’s concern regarding safety and access on major road crossings such as County Line Road, Arapahoe Road, Santa Fe Drive, and I-25. Landowners were also concerned about the alignments of future trail corridors in the eastern part of the County.
- » Safety-based recommendations included educating the public on pedestrian safety, driver distractions, hit-and-run crashes; hosting school safety, influencer, and bicycle law education campaigns; and encouraging community collaboration through CDOT’s Highway Safety Office, the County’s Sheriff’s Office, and other agencies.
- » The County supports Safe Routes to School (SRTS) programs that use education, enforcement, and engineering strategies to make it safer for children to walk and bike to/from school. Recommendations specifically tied with this program are to formalize relationships with school districts, add walk/bike-to-school-days to school district calendars, implement crossing guard programs, develop SRTS maps, conduct walk audits to assess walking/ biking conditions, and emphasize bicycle and pedestrian safety education in school.

▶ **Current Conditions**

- » The BPP analyzed the crash history of VRUs and found that between 2011 and 2015, the total number of reported crashes between bicycles/pedestrians and vehicles increased 24% for the entire County. In fact, using data from 2012 to 2015, the increase in bicycle and pedestrian crashes has outpaced the County’s population growth.
- » The BPP investigated the current land use and demographic makeup of the entire County as well as the existing trail and on-street bicycle network. Existing trails, on-street bicycle network, and major missing sidewalk portions in the County are presented in **Figure A-6** through **Figure A-8**.

▶ **Performance Measures**

- » Out of the 13 performance measures used to aid in planning and developing policy, two are directly related to safety: fatal and serious injury bicycle crashes reported per 10k commuting bicyclists and fatal and serious injury pedestrian crashes reported per 10k commuting pedestrians. For each specified goal, the BPP had a specific performance measure tied to it. The safety-related measures were used to evaluate the goal of creating a safe and comfortable bicycle and pedestrian network that accommodates all users and supports personal health and well-being.
- » To evaluate levels of traffic stress among bicyclists, a rural bicycle facility assessment tool was used to evaluate the major paved roads east of E-470. One-third of the rural roadways were labeled as “poor.” For example, some roadways like Kiowa-Bennett Road north of Quincy Avenue have narrow paved shoulders that do not provide adequate separation between cyclists and vehicular traffic. **Figure A-9** depicts the findings of the rural road bicycle assessment.

- » A Pedestrian Demand Index was developed to identify locations that would have “high” or “very high” pedestrian demand. See **Figure A-10** for the summarized results.

▶ **Policy and Process Changes**

- » A total of 20 policy recommendations and strategies were included in the plan, focusing on three themes: that modifications to the County’s Land Development Code should require developers in the unincorporated areas to construct bicycle and pedestrian amenities, to adjust the County’s standards and processes to facilitate implementation of bicycle/pedestrian-specific projects in unincorporated areas, and to encourage coordination between the County and other agencies.

▶ **Strategy and Project Selections**

- » Due to the lack of data regarding future alignment for trail corridors, the BPP emphasized that further evaluation is needed to identify future on-street bike and trail projects for the eastern part of the County. Close coordination with property owners in unincorporated areas will be needed.
- » Proposed future on-street bike projects and sidewalk projects are presented in **Figure A-11** through **Figure A-13**.
- » The BPP evaluated projects in five categories: trails, on-street bike lanes, sidewalks, grade-separated crossings, and trailheads. Evaluations were based on the projects addressed the plan’s goals. A GIS spatial analysis was also conducted. High priority bicycle/pedestrian-specific projects in unincorporated areas of the County are found in **Table A-2**.

» A total of 12 on-street bike lane projects were proposed for unincorporated Arapahoe County in Appendix H of the BPP. The location for these proposed projects is listed below.

1. **Holly Street:** Yale Avenue to High Line Canal
2. **Yale Avenue:** Holly Street to Kearney Street
3. **Dahlia Street:** Yale Avenue to Vassar Lane
4. **Florida Avenue:** Dayton Street to Quebec Street
5. **Himalaya Street:** Quincy Avenue to Reservoir Road
6. **Picadilly Street:** Quincy Avenue to Netherland Street
7. **Tempe Street/Powers Avenue:** Copperleaf Boulevard to Rivera Way
8. **Orchard Road:** Cherry Creek Drive to Kenton Street
9. **Havana Street:** Peakview Avenue to Belleview Avenue
10. **Inverness Drive West**
11. **Inverness Drive East**
12. **Lima Street:** Inverness Drive East to Easter Avenue

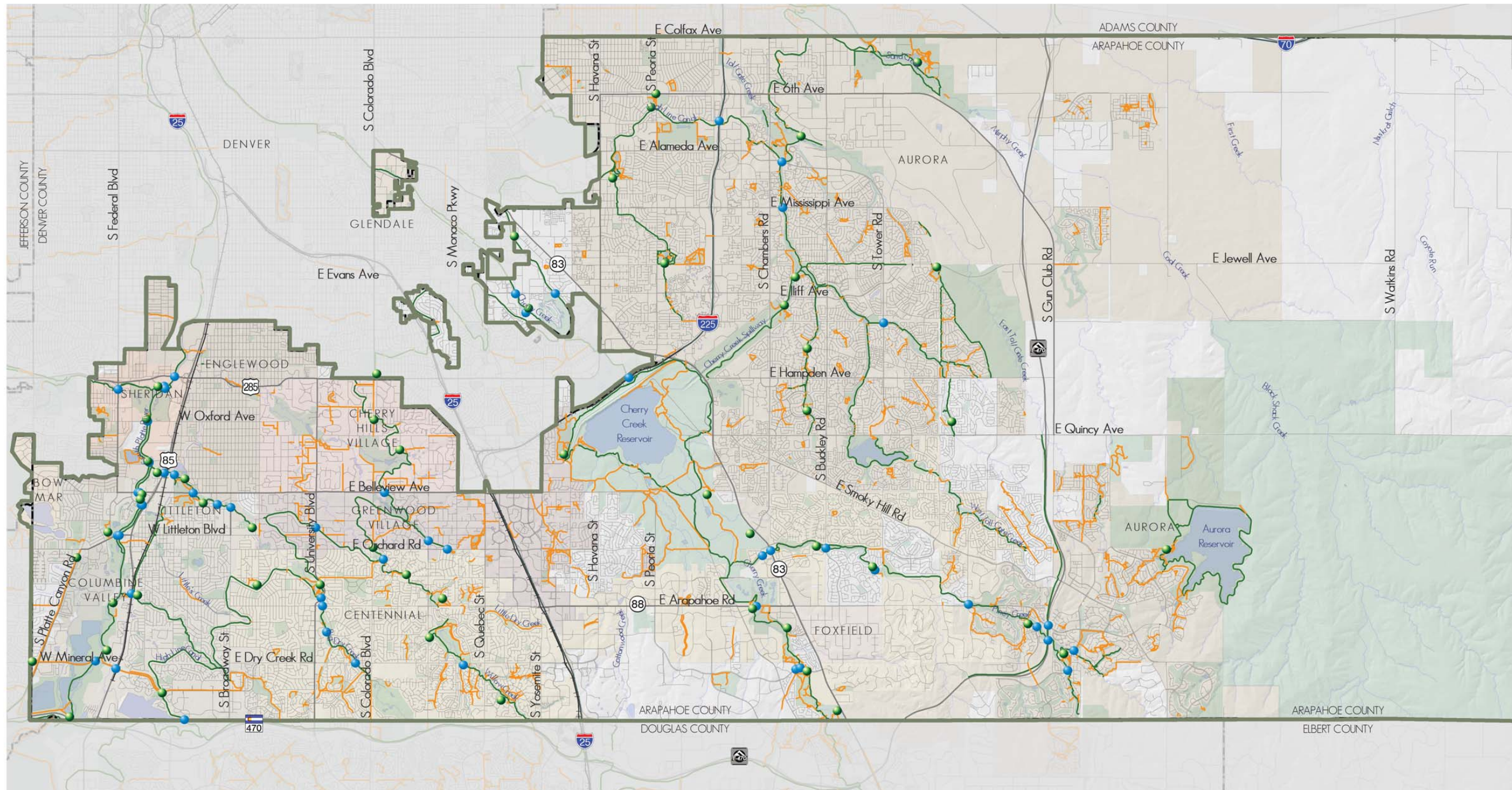
» A total of 16 shared roadway projects were proposed for unincorporated Arapahoe County in Appendix H of the BPP. The location for these proposed projects is listed below.

1. **Danube Street/Biscay Street/Maplewood Avenue:** Smoky Hill Road to Genoa Street
2. **Waco Street/Caley Avenue/Ouray Street:** Arapahoe Road to Buckley Road
3. **Yale Avenue/Wabash Street:** Syracuse Way to Iliff Avenue
4. **Tower Road:** Waco Street to Orchard Road
5. **Maplewood Avenue/Pinewood Avenue:** Lima Way to Boston Circle
6. **Plains Parkway/Lehigh Avenue:** Quincy Avenue to Himalaya Street
7. **Genoa Street:** Maplewood Avenue to Fair Avenue
8. **Holly Place:** Yale Avenue to Dartmouth Avenue
9. **Kearney Street/Cornell Avenue:** Yale Avenue to Monaco Parkway
10. **Dahlia Street:** Vassar Lane to Iliff Avenue
11. **Berry Avenue:** Havana Street to Cherry Creek Drive
12. **Main Street:** Front Street to Thomas Avenue
13. **Thomas Avenue:** Main Street to Exmoor Road
14. **Wolf Creek Drive/Tomahawk Avenue:** 6th Avenue to Arrowhead Street
15. **Arrowhead Street:** 6th Avenue to County Road 183
16. **Prosper Road:** Prosper Road M

TABLE A-2: BPP’s Recommended Projects within Arapahoe County’s Unincorporated Areas

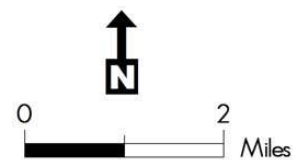
Project Type	Project ID	Trail/ Street/ Sidewalk/ Grade Separation/ Trailhead	Location	Type	Estimated Project Cost	Responsible Agency(ies)
High Priority Trail Projects	T-11	Mary Carter Greenway Trail	Bowles to Dartmouth	Widening	\$1,040,000	Arapahoe County, Sheridan, Englewood, Littleton, SSPRD
High Priority Trail Projects	T-151	Trail Connector	West Toll Gate Creek Trail to Gun Club	Connector	\$140,000	Arapahoe County
High Priority Trail Projects	T-145	East Toll Gate Creek Trail	Hampden to Quincy	Connector	\$560,000	Arapahoe County, Aurora
High Priority Trail Projects	T-32	Trail Connector	Southwest of Hampden and Himalaya	Connector	\$40,000	Arapahoe County
High Priority Trail Projects	T-142	Antelope Creek Trail	E-470 to north of Arapahoe Road	Connector	\$930,000	Centennial, Arapahoe County, Aurora
High Priority Street Projects	340	Florida Avenue	Quebec to Havana	Bike Lane	\$190,000	Arapahoe County, Aurora
High Priority Street Projects	371	Broncos Parkway	Potomac to Jordan	Side path	\$3,050,000	Arapahoe County
High Priority Street Projects	7	Lowell Boulevard	Chenango to Yale	Bike Lane	\$280,000	Arapahoe County, Sheridan, Denver
High Priority Street Projects	189	Kenyon Avenue	Tower to Hampden	Shared Roadway	\$40,000	Arapahoe County, Aurora
High Priority Street Projects	98	Havana Street	Peakview to Belleview	Buffered Bike Lane	\$340,000	Arapahoe County, Greenwood Village
High Priority Arterial Sidewalk Projects	S-46	Belleview Avenue	Fulton to Havana	N/A	\$170,000	Arapahoe County
High Priority Arterial Sidewalk Projects	S-49	Arapahoe Road	Jordan to the east	N/A	\$290,000	Arapahoe County, Centennial
High Priority Arterial Sidewalk Projects	S-83	University Boulevard	Floyd to Flora	N/A	\$20,000	CDOT, Arapahoe County
High Priority Arterial Sidewalk Projects	S-90	South Platte Canyon Avenue	Christiansen to Mineral	N/A	\$990,000	CDOT, Arapahoe County, Columbine Valley
High Priority Arterial Sidewalk Projects	S-3	Hampden Avenue	Conservatory Park-way to Piccadilly	N/A	\$70,000	Arapahoe County, Aurora
High Priority Grade Separation Projects	T-270	High Line Canal Line at Yale/Holly		N/A	N/A	Arapahoe County, Denver
High Priority Grade Separation Projects	T-239	East of I-25 at Dry Creek		N/A	N/A	Arapahoe County, Centennial
High Priority Grade Separation Projects	T-269	High Line Canal Trail at Florida		N/A	N/A	Arapahoe County, Denver
High Priority Grade Separation Projects	T-267	E-470 Trail at Quincy		N/A	N/A	Arapahoe County
High Priority Grade Separation Projects	T-233	Belleview at E-470		N/A	N/A	Arapahoe County
High Priority Trailhead Projects	T-178	Byers		N/A	N/A	Arapahoe County, Byers
High Priority Trailhead Projects	T-179	Strasburg		N/A	N/A	Arapahoe County, Strasburg
High Priority Trailhead Projects	T-180	Bennett		N/A	N/A	Arapahoe County, Bennett

FIGURE A-6: Existing Trails, Mapped in the BPP



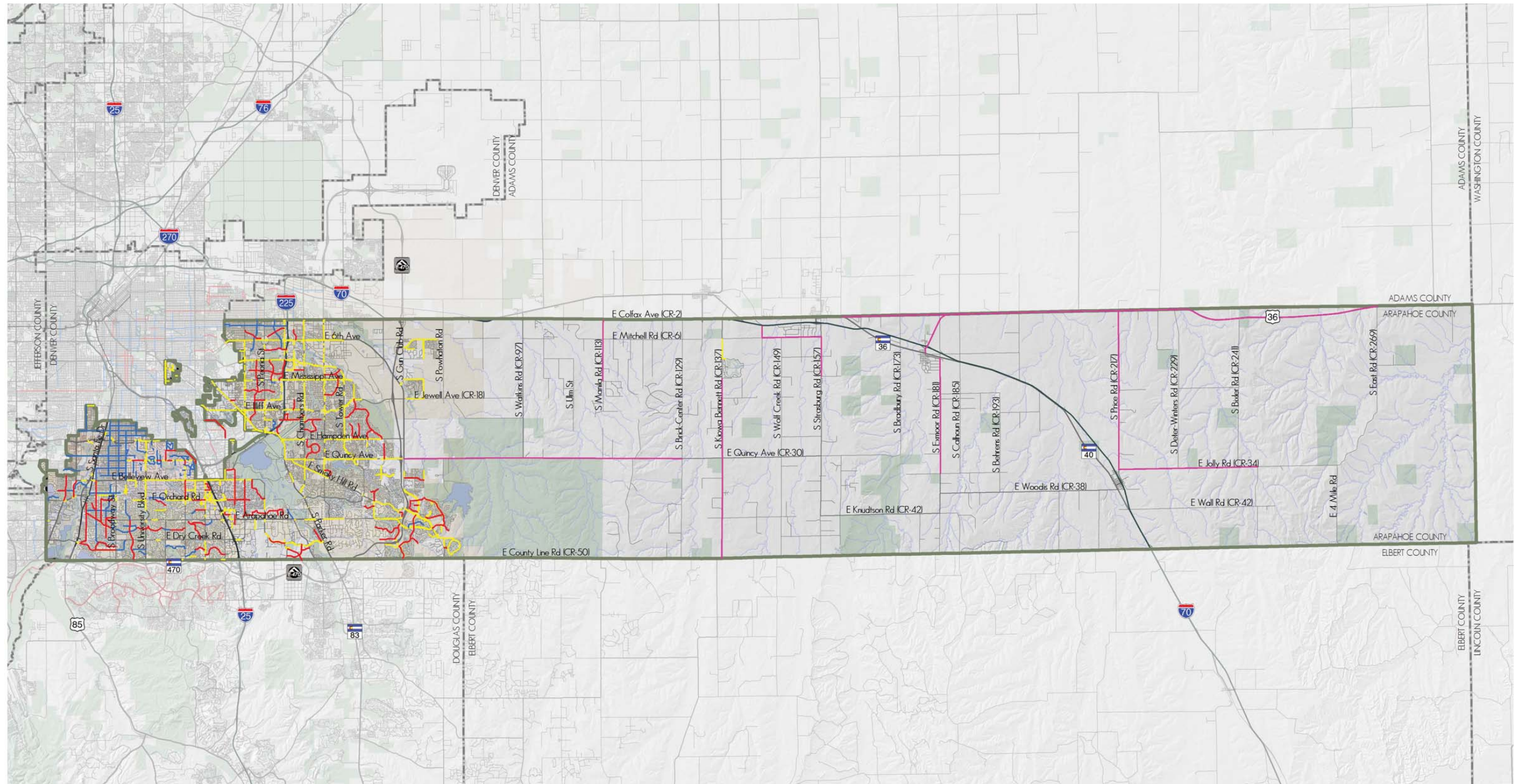
Legend

- Existing Trail Head
- Existing Bike & Ped Overpass/Underpass
- Major Trails
- Connector Trails
- Lake
- Parks & Open Space
- Arapahoe County Boundary



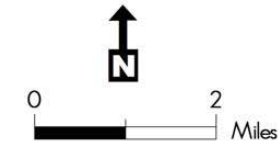
Felsburg Holt & Ullevig

FIGURE A-7: Existing On-street Bicycle Network, Mapped in the BPP



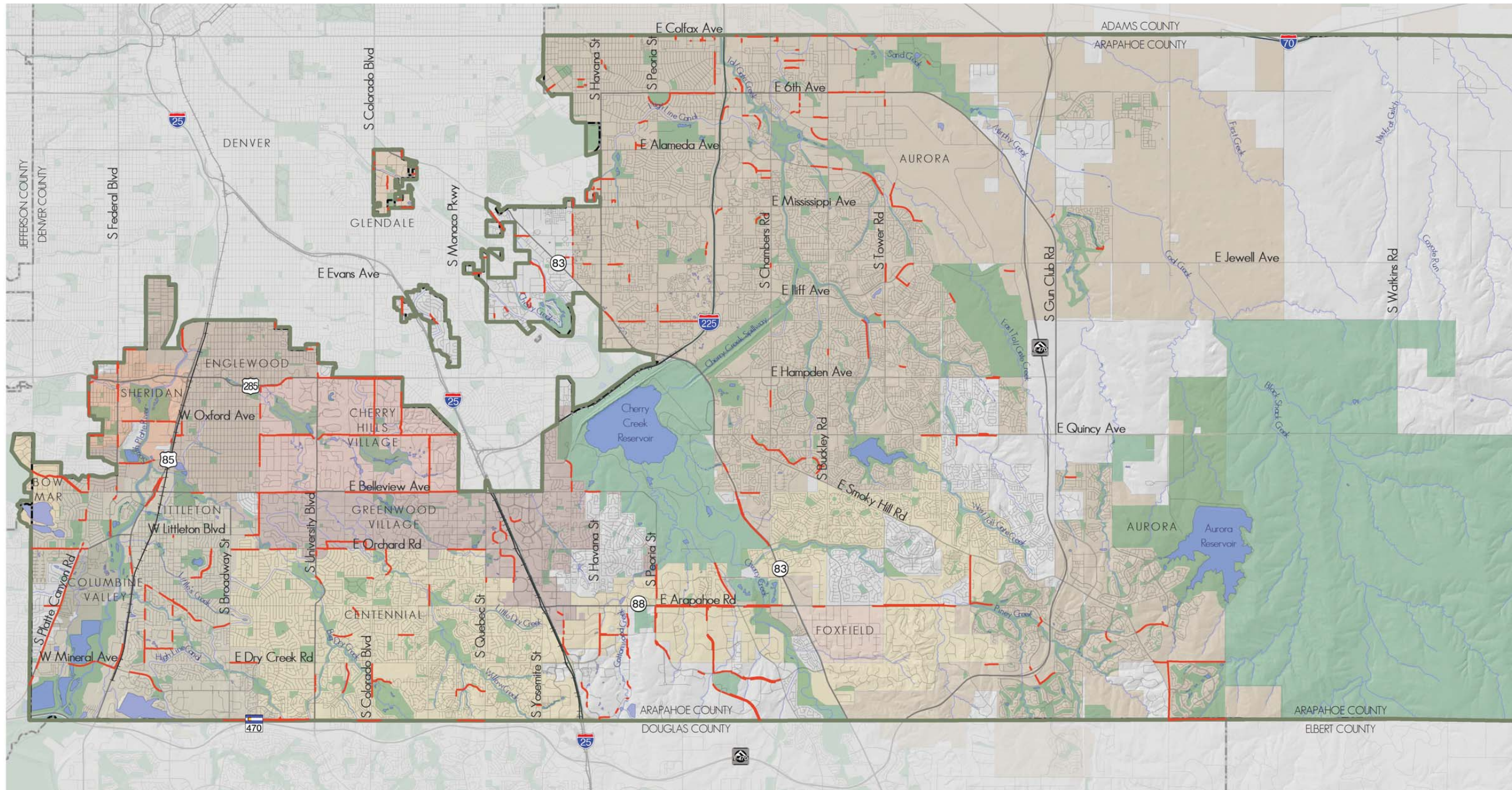
Legend

-  Bike Lanes
-  Shared Roadway
-  Buffered Bike Lanes
-  Sidepath
-  Shoulder Bikeway



Felsburg Holt & Ullevig

FIGURE A-8: Missing Portions of Sidewalk along Major Collectors and Arterials, Mapped in the BPP



Legend

- Missing Sidewalk Link
- Highway
- Major Road
- Road
- River/Stream
- County Boundary
- Light Rail
- Lake
- Parks & Open Space
- Arapahoe County Boundary

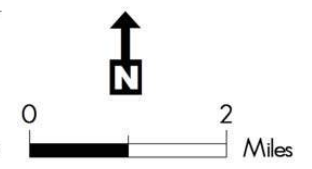
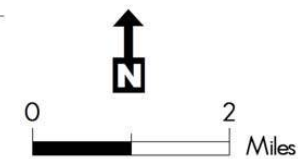
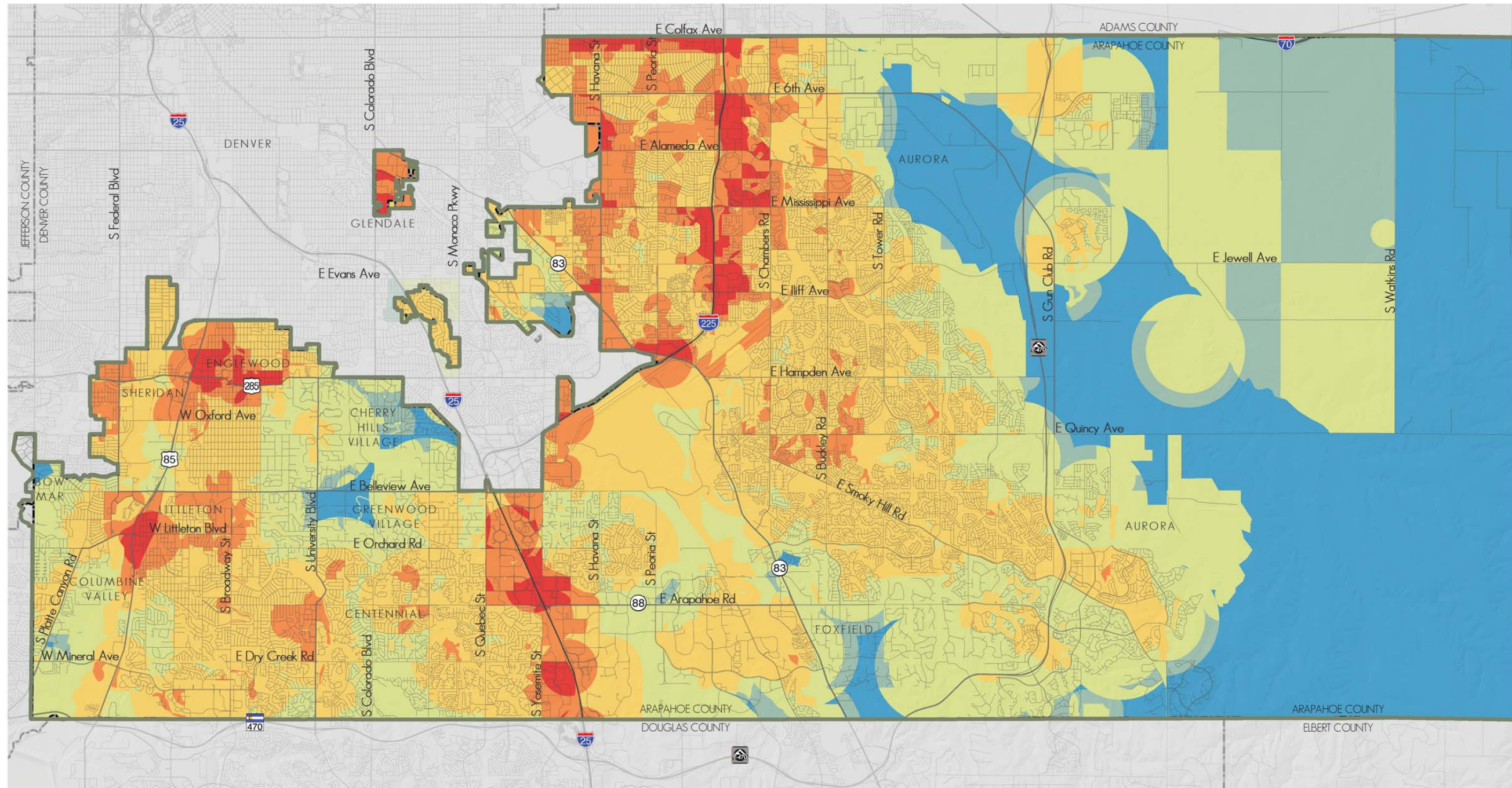
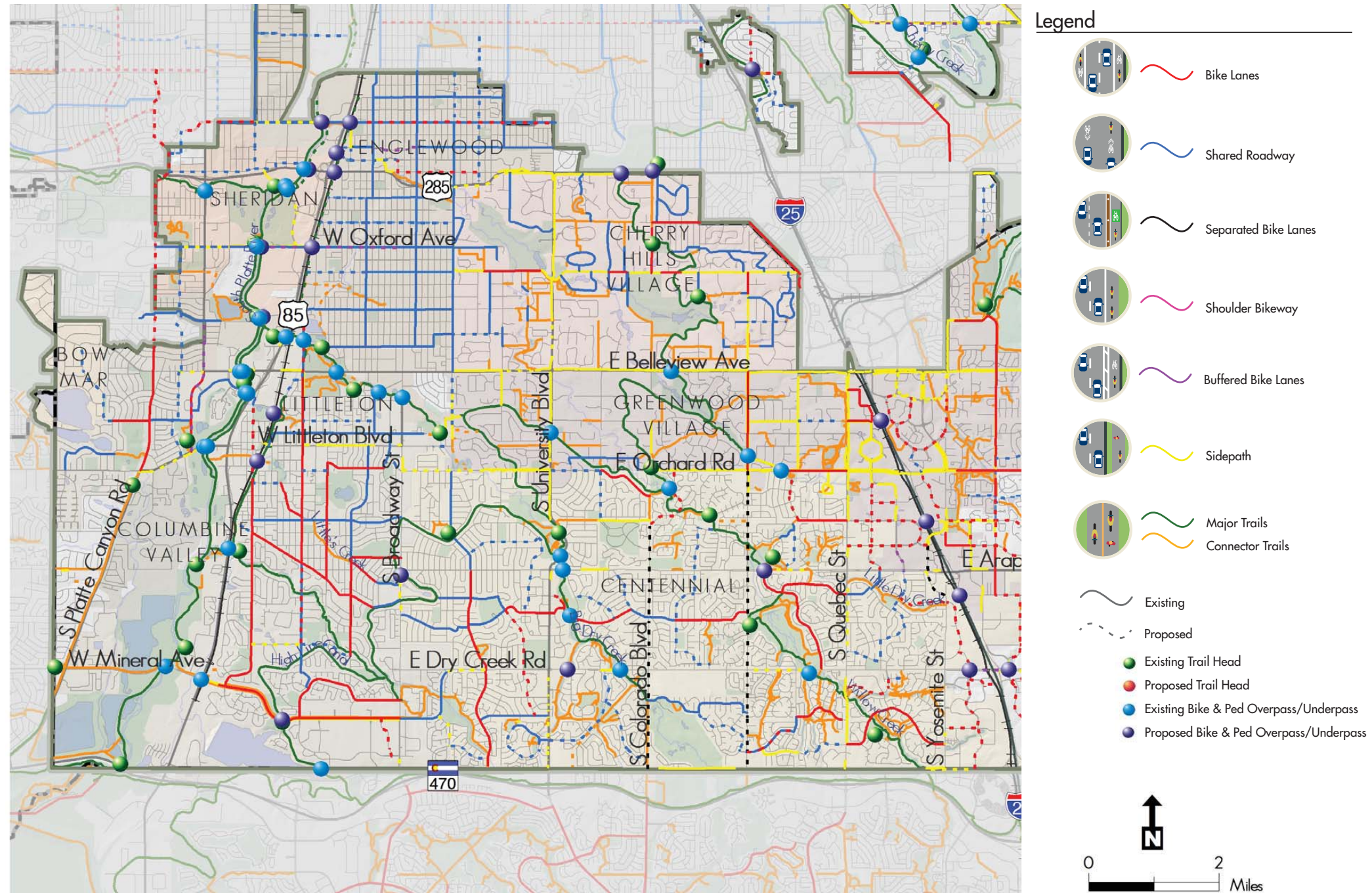


FIGURE A-10: Future Pedestrian Demand, Mapped in the BPP



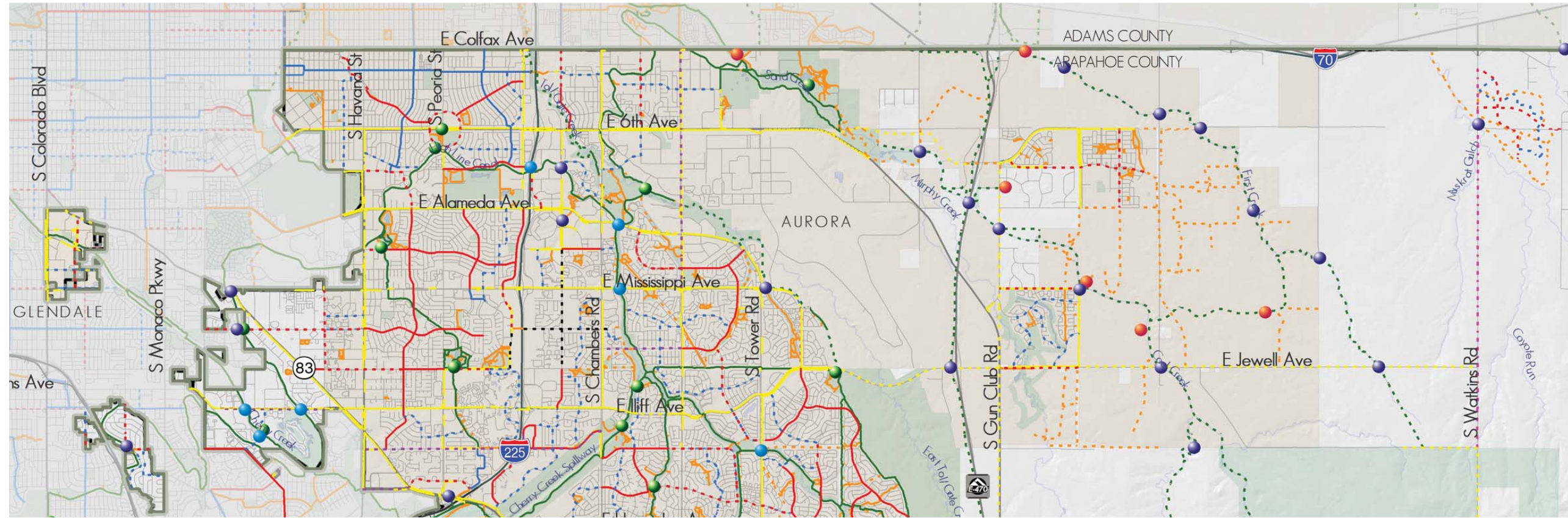
Felsburg Holt & Ullevig

FIGURE A-11: BPP Map 1 of Proposed On-street Bike and Trail Network

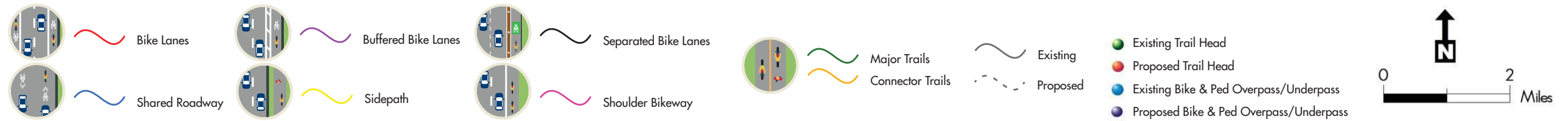


The facility types are subject to change based on additional traffic and design analysis at the time of design and implementation. The trail alignments shown are conceptual; specific alignments will be determined when detailed site plans for construction of the trails are prepared in the future.

FIGURE A-12: BPP Map 2 of Proposed On-street Bike and Trail Network

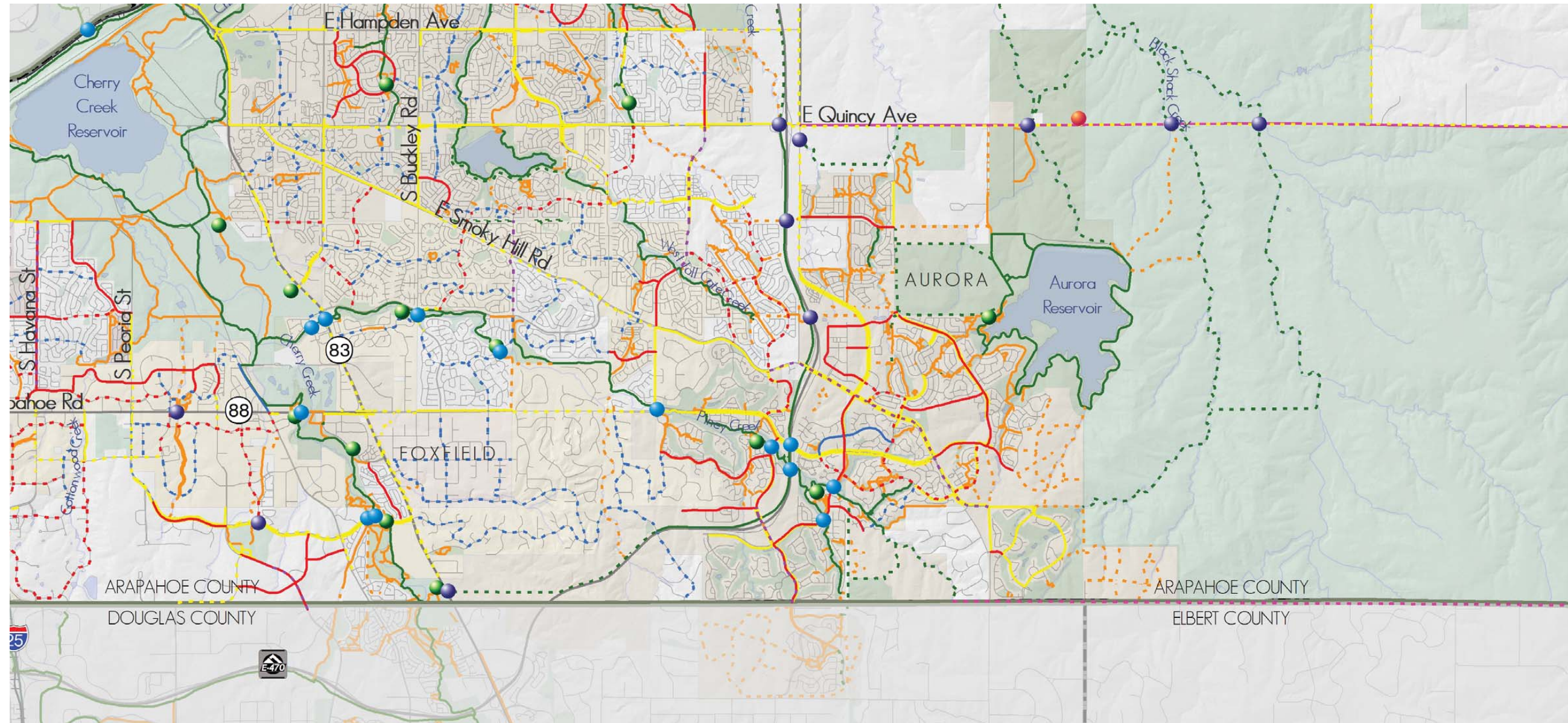


Legend

















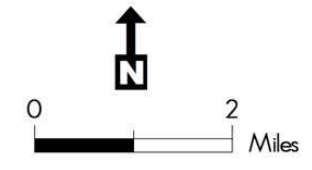
The facility types are subject to change based on additional traffic and design analysis at the time of design and implementation. The trail alignments shown are conceptual; specific alignments will be determined when detailed site plans for construction of the trails are prepared in the future.

FIGURE A-13: BPP Map 3 of Proposed On-street Bike and Trail Network



Legend

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The facility types are subject to change based on additional traffic and design analysis at the time of design and implementation. The trail alignments shown are conceptual; specific alignments will be determined when detailed site plans for construction of the trails are prepared in the future.



Felsburg Holt & Ullevig

2005 Arapahoe County Four Square Mile Sub-Area Plan

Most recently amended in 2024; the 2005 Arapahoe County Four Square Mile Sub-Area Plan (SAP) is a supplement to the Arapahoe County Comprehensive Plan that specifically focuses on an unincorporated portion of land called Four Square Mile.

The Four Square Mile Area (Area) is a suburban enclave surrounded by Aurora and Denver, and the Area is bisected by South Parker Road (State Highway 83) from northwest to southeast. The Four Square Mile Area is 2.6222 square miles and contains portions of the Cherry Creek Channel, Public Trail, and the High Line Canal and Public Trail. The Area has grown to include more suburban populations since it has experienced the same population growth and shifting land use patterns as the rest of the County’s western side. However, even with the added suburban areas, large portions of the Area still retain a rural or semi-rural aspect.

The SAP provides a list of goals to guide land use and development decisions that impact the Area. While safety is not mentioned in detail within the SAP, the goals, policies, and strategies could be categorized within some components of SS4A’s Safety Action Plan, as follows:

► Engagement and Collaboration

- » Work closely with the City and County of Denver as well as community groups to complete the Wabash/Yale two-lane bridge. Recognize that there are varying opinions on the bridge and build on public safety issues related to the project.
- » Establish a community identity for the Area by coordinating with existing homeowners’ associations (HOAs), business groups, and other local communities.

- » Establish a community goal to make streets safer and to encourage Xcel Energy to provide local street lighting. As part of a community engagement and outreach, coordinate with HOAs and business groups, build a greater working relationship with the County’s Sheriff office and fire protection district.
- » Consider local districts as mechanisms to construct public safety improvement projects.
- » Limit the intensity of new commercial development by recognizing limited possibilities for new retail and service uses as well as avoiding the “strip mall” look. Foster a greater sense of community by addressing existing needs, such as incompatible site lighting, inadequate on-site parking, and incompatible buffers with adjacent residential uses.
- » Work with the High Line Canal Trail Preservation group to encourage and improve trail safety and usability.

► Policy and Process Changes

- » Limit new residential development on local streets by advocating for the preservation of existing and stable residential neighborhoods and considering new residential zoning districts.
- » Limit higher density residential development by recognizing traffic capacity limits.
- » Re-analyze the commercial potential on the Parker Road and Iliff Avenue corridors, considering restraint for intense commercial uses and promote mixed-use development.

.....

► **Strategy and Project selections**

- » Improve traffic flow, signal timing operations, and other traffic management devices. Consider improving signal timing, strategically placing center medians to avoid illegal left-turns, and improving pedestrian crosswalks by State Highway 83 (South Parker Road).
- » Develop a traffic study with the City and County of Denver for the Yale Avenue/ Syracuse Street intersection to determine the impacts on the Yale Avenue corridor west of Cherry Creek.
- » Address inadequate transportation corridors in the Capital Improvements Program to increase traffic flow around the Area.
- » Consider the need for implementing access control at major intersections along Parker Road (i.e., Mississippi Avenue, Florida Avenue, Iliff Avenue).
- » Along major arterial streets and the Parker Road corridor, recognize the transitional commercial areas by considering the viability of local streets as dividing lines and the potential for land use changes.
- » Enhance the usability and access to the High Line Canal Trail and Cherry Creek Trail from the Area's neighborhoods by improving pedestrian and bicycle access.

Lessons Learned

While the plans do not directly relay safety-related improvements to the SS4A CSAP guidelines, they were used as a reference for the development of the CSAP. It should be noted again that most of the plans are dated and, therefore, some improvements have already been made. The lessons gleaned from each plan are noteworthy and summarized below.

2017 Board of County Commissioners Resolution

Collaboration between CDOT, State Patrol, and the Sheriff's Office is crucial in establishing a safety-oriented vision for the County. These partnerships will be integrated and reinforced in the CSAP, with a clearer goal-oriented vision statement that aligns with the SS4A's leadership commitment and goal setting requirement.

2040 Transportation Master Plan

There are several short- and long-term recommendations for continuing to promote a safe and efficient transportation system within the County. The recommendations work to mitigate crashes (particularly among VRUs), address the public's concern about congestion, and encourage safer speeds. The recommendations served as a foundation in addressing the SS4A's strategy and project selection requirement for the CSAP.

2020 Local Road Safety Plan

The data-driven assessment provides insight into which projects will be the most cost-beneficial in addressing the County's current transportation issues. The plan's methodology serves as a steppingstone in developing the safety analysis for the CSAP. The LRSP's project recommendations, such as improving signal timing operation, roadway widening, and adding fully protected left-turns, have guided project and strategy selection for the CSAP.

APPENDIX A. LITERATURE REVIEW

2018 Arapahoe County Comprehensive Plan

There is a strong desire to maintain the overall rural atmosphere of the eastern side of the County. This part of the County is mostly divided into three tiers for future land use and development. The information on land use and development was used in the development of the CSAP, especially when addressing the SS4A's policy and process changes requirement.

2017 Arapahoe County Bicycle & Pedestrian Plan

Collaboration with schools, local communities, advisory boards, and other agencies are essential in developing a safety vision that addresses VRU concerns. Overall, this plan guided the CSAP to follow the SS4A's requirements for goal setting, engagement and collaboration, and strategy and project selections, specifically as it relates to VRUs like bicyclists and pedestrians.

2005 Arapahoe County Four Square Mile Sub-Area Plan

There is significant development planned within the unincorporated Four Square Mile Area to improve traffic flow and consequently increase safety. Building a greater relationship with the County's Sheriff office, HOAs, fire protection district, and other local agencies are essential in pursuing with the Area's future development. Enhancing these partnerships has been integral to the creation of the CSAP.

APPENDIX B. 2026 Board of County Commissioners' Resolution Statement

The Arapahoe County BOCC is reaffirming the County's commitment to safety on its transportation network by committing to the following endeavor:

Arapahoe County commits to the goal of zero fatalities and serious injuries on roads within the unincorporated County by 2045 through completing the strategies identified in the 2026 Comprehensive Action Plan while advocating for our partners and other stakeholders to adopt the Safe Systems Approach principles.

The Safe System Approach acknowledges that **people are fallible and will make mistakes**; however, these mistakes **should not result in a death or a serious injury**. It encourages municipalities to view transportation safety as **a shared responsibility**, one that involves government leadership, staff, and the people who use the transportation system each day. The County will strengthen its partnerships with the Sheriff's Office, State Patrol, neighboring agencies, and the community to deliver a multifaceted, collaborative approach to transportation safety.

Using this approach, the County will utilize **proactive prevention strategies** by using data-driven decision making to identify ways to prevent crashes before they occur, rather than relying solely on reactive measures. This shift is essential because **people are physically vulnerable** and the human body can withstand only limited crash forces. People who walk, bike, or ride motorcycles, as well as older adults, are especially vulnerable, and transportation design must be forgiving enough to meet their needs.

The Safe System Approach recognizes that transportation safety is complex. When errors occur, they typically involve multiple contributing factors. Because of this complexity, the approach emphasizes that **redundancy is crucial** and multiple layers of safety strategies must work together so that if one measure fails, others can help prevent a fatal or serious injury outcome.

The County selected 2045 as the target date following a comprehensive cost analysis that considered average annual budgets and potential grant opportunities.

APPENDIX C. Safety Analysis

High Injury Network Methodology

The HINs were created using the Calculate Crash Rate field tool within ArcGIS Pro as part of the FHWA Network Screening toolbox. The tool operates by allowing the user to insert a streets or intersections layer, overlay crash point data, and assign weights based on crash severity; in this case, only **fatal** and **serious injury crashes** were included, each assigned equal weight. The tool then produces a tiered line layer representing crash frequency along the network.

The rural and urban HIN were analyzed separately due to disparate road conditions, crash types, and severities. The road segment and crash layers were filtered by the *setting* field (urban or rural), which was derived from the Census Urbanized Areas polygon layer.

Data Sources and Transformations

The following tables lay out the data sources used for the safety analyses, how they were used, and the data transformations completed. **Table C-1** lists the original GIS file name, source, and how it was used while **Table C-2** lists the final shapefile names the transformations completed and the last updated dates.

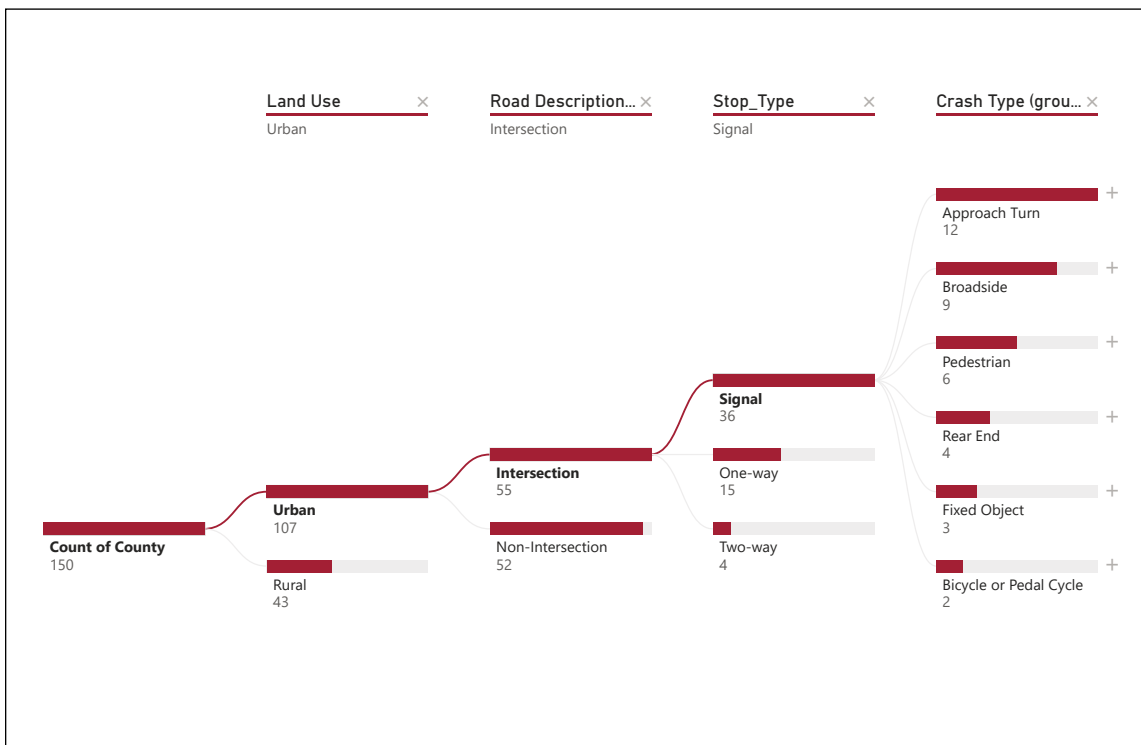
TABLE C-1: Initial Data Sources

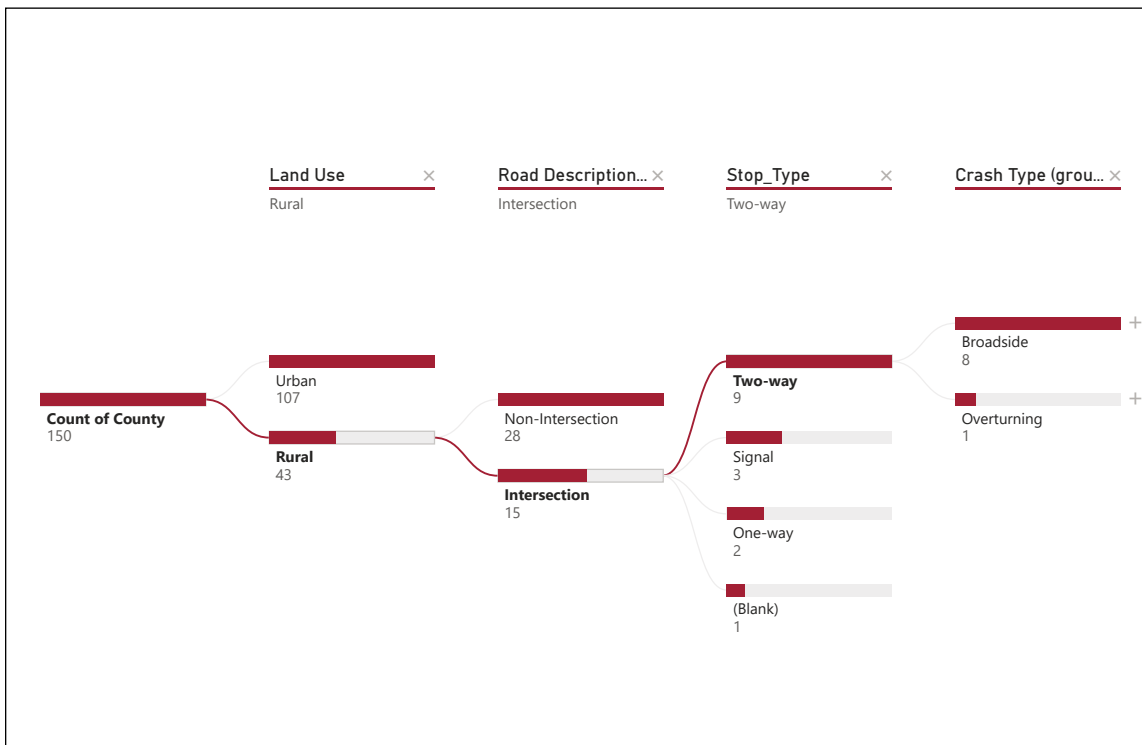
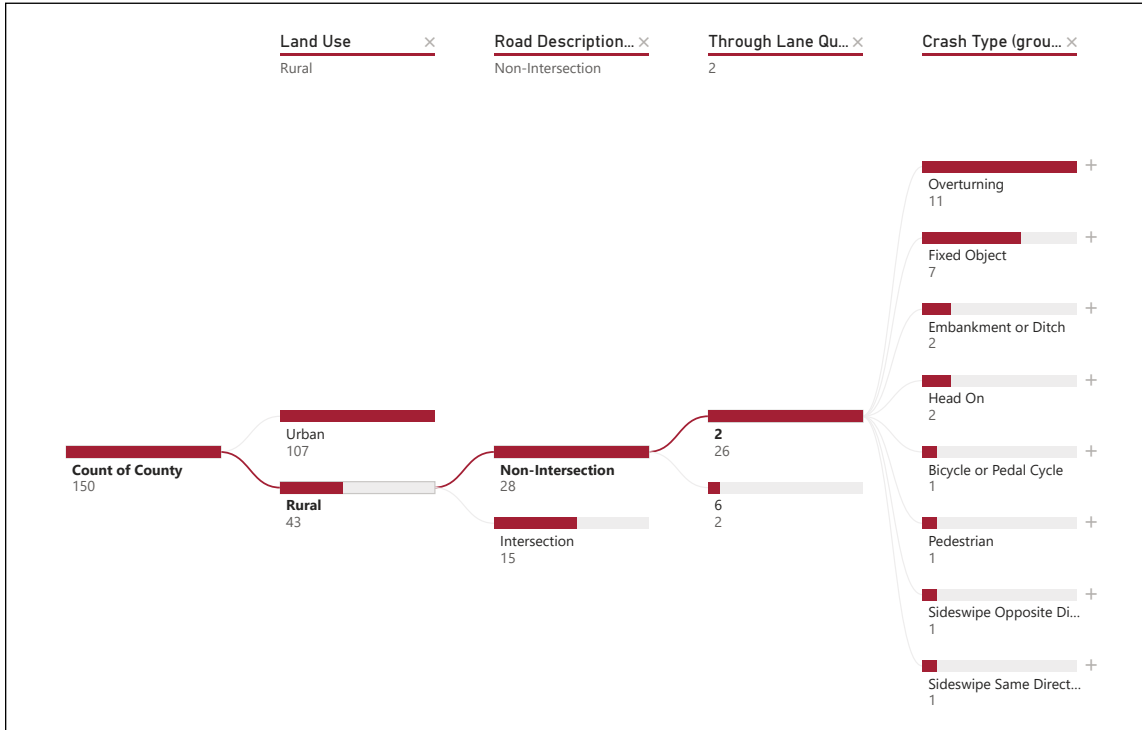
File Name	Source	Use
Jurisdictions_SP	County	Used to create Unincorporated Arapahoe County Polygons combined with the County Boundary layer.
County_Boundary_SP	County	Used to create Unincorporated Arapahoe County Polygons combined with Jurisdiction layer.
Centerlines_SP	County	Used to create a detailed roads layer.
Local_Roads	DRCOG	Used to create a detailed roads layer.
Major_Roads	DRCOG	Used to create a detailed roads layer.
Highways	CDOT	Used to create a detailed roads layer.
Frontage_Roads	CDOT	Used to create a detailed roads layer.
Road and Bridge Signs	County	Used to create the detailed intersections layer.
Intersections_Pts_Dissolve	County	Used to create the detailed intersections layer.
Bridges_Vertical_Clearances	CDOT	Used to create the detailed intersections layer.
Arapahoe_2018_thru_2024_Crashes	County/DiExSys	Used for HIN analysis, historical crash analysis, etc.
FARS Data 2018 - 2022	FARS	Used for SS4A Application

TABLE C-2: Data Transformations

Dataset/File Name	Transformations / Notes	Last Updated
URBAN_HIN_KA_ONLY	Filtered combined crashes + roads to Urban setting.	1/7/2026
	Output: Urban K&A High Injury Network.	
RURAL_HIN_KA_ONLY	Filtered combined crashes + roads to Rural setting.	1/7/2026
	Output: Rural K&A High Injury Network.	
URBAN_HIN_CLEAN	Derived from URBAN_HIN_KA_ONLY and is a simple line layer highlighting the major High Injury Network corridors.	1/26/2026
MERGE_ROADS_COMBINED_TEST	Combined roads layer used to conduct High Injury Network analysis tool.	1/20/2026
Crashes_Urban_and_Rural	Crash layer used for High Injury Network and general analysis purposes.	11/20/2025
Unincorporated_Arapahoe_County	County boundary used to clip data.	11/20/2025
Intersections_Unin_Arap_Draft	Detailed intersections layer created from multiple data-sets (all intersections, signalized intersections, signage).	11/20/2025
Urban_Areas_CensusClip	Polygon layer of urbanized areas clipped to County boundary extent.	11/25/2025

Crash Data Trees





Additional Data Analyses Tables

TABLE C-3: Top intersection characteristics per KSI crashes

Road System	Through Lane Quantity	Land Use	Legs	Stop Type	All Crashes	KSI Crashes
State Highway	4	Urban	4	Signal	117	7
County Road	2	Urban	4	Signal	216	7
County Road	2	Urban	3	One-way stop	161	5
County Road	4	Urban	3	One-way stop	84	5
State Highway	4	Urban	3	Signal	106	4
Frontage Road (State Highway)	2	Rural	4	Two-way stop	28	4

TABLE C-4: VRU KSI by Vehicle Movement

User Type	Movement	Total
Bicycle or Pedal Cycle	Going Straight	1
Bicycle or Pedal Cycle	Making Left-Turn	1
Bicycle or Pedal Cycle	Making Right-Turn	1
Bicycle or Pedal Cycle	Unknown	1
Pedestrian	Changing Lanes	1
Pedestrian	Going Straight	7
Pedestrian	Making Left-Turn	3
Pedestrian	Making Right-Turn	1
Pedestrian	Other	6
Pedestrian	Slowing	1
Grand Total	All	23

TABLE C-5: Top Segments by KSI

Rank	Name	From	To	KSI	PDO
1	Parker Rd	S Ulster St	E Illif Ave	19	167
2	S Parker Rd	E Crestline	E Orchard Rd	12	175
3	E Illiff Ave	S Quebec St	S Dayton St	11	298
4	E Florida Ave	S Utica Ct	S Beeler St	11	90
5	E Hampden Ave	S Himalaya	S Picadilly Rd	7	35
6	E Hampden Ave	County Boundary	E of S University Blvd	3	69
7	E Florida Ave	S Quebec St	S Syracuse St	2	5
8	S Gun Club Rd	Yale Ave	E Quincy	6	74

APPENDIX D. Project Selection

Introduction

The projects identified for inclusion in the County’s CSAP were selected based on documented safety needs and community input. Candidate locations were evaluated based on documented crash patterns, with particular emphasis on locations exhibiting a high frequency of KSI crashes. Additionally, locations were identified through the County’s 2020 LRSP or flagged by the public during the community engagement process. A seven-year crash history (2018 to 2024) was used to assess all locations incorporated as part of this effort.

Several of the identified locations involve multiple owners and stakeholders. To successfully implement improvements at these shared sites, the County will establish strong multi-jurisdictional coordination and partnerships.

Suggested treatments represent planning-level recommendations and will require further evaluation through engineering studies and analysis prior to design or construction.

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

Top KSI Locations

Several locations recommended for CSAP inclusion were identified as high KSI intersections, defined as experiencing three or more fatal or serious injury crashes.

TABLE D-2: Top KSI Locations

Location	Crash Trends	Description	Owner	Supporting Stakeholders
Parker Road & Florida Avenue	<ul style="list-style-type: none"> ▶ Eight KSI crashes including two fatalities 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

Location	Crash Trends	Description	Owner	Supporting Stakeholders
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 mid-block 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

Locations Identified by Public Comment

Additional candidate locations emerged from community and stakeholder feedback and are supported by three or more reported crashes within the seven-year analysis period to substantiate public concerns. These sites are primarily situated along collector and arterial roadways in unincorporated Arapahoe County. Safety concerns identified on local roadways will be referred to the Neighborhood Transportation Management Program and will not be addressed through the CSAP.

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

Location	Public Feedback & Crash Trends	Description	Owner
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 collisions 	<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

Additional locations were requested by the public; however, these locations did not have sufficient crash data, and in some cases had no reported crash data at all. General opportunities were identified and may be pursued through local partnerships for safety enhancements at these locations, noted in **Table D-4**.

TABLE D-4: Public Comment Locations Without a Crash Picture

Location	Public Feedback & Crash Trends	General Opportunities	Owner	Supporting Stakeholders
<p>Platte Canyon Road & Christensen Lane</p>	<ul style="list-style-type: none"> ▶ Comments cited poor signage and markings, school safety concerns, and long signal cycle lengths ▶ No crashes have been reported between 2018 and 2024 	<ul style="list-style-type: none"> ▶ Upgrade left-turn signal infrastructure ▶ Enhance signage and striping improvements ▶ Signal timing upgrades ▶ Intersection reconfiguration 	<p>CDOT</p>	<p>Arapahoe County, Town of Columbine Valley</p>
<p>Quincy Avenue & Himalaya Street</p>	<ul style="list-style-type: none"> ▶ Several comments note this to be a high crash intersection and mention the poor lane alignment for north-bound Himalaya Street ▶ Pedestrian safety is flagged as a concern due to nearby school ▶ Only two reported crashes between 2018 and 2024 	<ul style="list-style-type: none"> ▶ Existing County intersection improvements project with the following components: <ul style="list-style-type: none"> » Restriping the missing crosswalk » Addressing the sidewalk gap » Median improvements » Signal upgrades 	<p>CDOT, Aurora</p>	<p>Arapahoe County</p>

Systematic Suggestions

During review of the County’s HIN, four corridors stood out for having the greatest number of fatal and serious injury crashes within urban parts of the County: Parker Road, Florida Avenue, Iliff Avenue, and Hampden Avenue. Of the four corridors, Iliff Avenue received significant improvements during the analysis period and showed a reduction in fatal and serious injury crashes and Hampden Avenue only included a short segment, which is best suited for a regional, multijurisdictional project. As such, Parker Road and Florida Avenue were the focal points of the systematic safety analysis.

Systematic improvements for Parker Road include:

- ▶ **Left-turn Improvements**
- ▶ **Edge line and visibility improvements**
- ▶ **Treatments encouraging safe speeds**

Systematic treatments recommended on Florida Avenue include:

- ▶ **Asset improvements to enhance pedestrian safety**

Systemic Improvements

Suggested systemic improvements vary by land-use context. These treatments are intended to proactively address safety concerns, rather than reacting to existing crash patterns.

An analysis was done to determine systemic improvements for intersection and non-intersection locations within the urban parts of unincorporated Arapahoe County. Numerous public comments identified gaps in pedestrian infrastructure at both signalized and stop-controlled intersections, particularly near schools. To address these concerns, the County will conduct a countywide analysis of intersections adjacent to schools, parks, and other locations that generate high volumes of vulnerable road users.

Crash analysis showed that the leading KSI crash types at urban intersections included pedestrian related crashes, as well as broadside and approach turn collisions. This analysis will guide the systemic deployment of targeted safety treatments to address these patterns, which may include:

- ▶ **Four-section FYA signal heads to implement protected-only or protected-permissive phasing for left-turning movements**
- ▶ **Retroreflective backplates and borders on all signal heads**
- ▶ **LPIs**
- ▶ **Enhanced streetlighting**
- ▶ **Enhanced crossing treatments, such as RRFBs and PHBs**
- ▶ **Increased pedestrian crossing times during peak periods by applying a walking speed of 3 feet per second**
- ▶ **Installation and refresh of stop bars and crosswalk bars**
- ▶ **Additional warning and stop signage**
- ▶ **Speed reduction markings at stop-controlled intersection located between long segments of uncontrolled roadways**

Typical crash patterns observed on major corridors indicate a need for the following treatments in urban, non-intersection areas. While such crash trends are not currently present on the specific corridors mentioned as examples, a proactive, systemic approach aids in preventing future issues.

- ▶ **Median upgrades on major corridors (such as Parker Road) that are posted at high speeds.**
 - » Currently there is a large stretch of Parker Road with either a two-way left-turn lane or a jersey barrier to act as a divider. This encourages faster operating speeds and should be upgraded to a full median.
- ▶ **An assessment of major corridors (such as Parker Road and Florida Avenue) to evaluate if the number of existing lanes on the corridor are necessary.**

Additionally, systemic crash analysis indicates that fixed object, rear end, and pedestrian related KSI crashes are most prevalent on urban roadways between intersections. To address these patterns, the County will consider the following improvements:

- ▶ **Streetlight enhancements**
- ▶ **Signal timing for speed progression and advance warning signage on major corridors**

In the rural areas of unincorporated Arapahoe County, roadway and lane departure crashes were the predominant crash type at both intersections and non-intersection locations. This trend indicates a need for enhanced roadway infrastructure measures focused on improving driver guidance and reducing the likelihood of vehicles leaving the roadway and lane. Treatments to address these crash patterns along corridors include:

- ▶ **Installation of wider edge lines**
- ▶ **Addition of rumble strips on shoulders and centerlines**
- ▶ **Deployment of delineators and guardrail at curves**
- ▶ **Construction of wider shoulders**

Additionally, most intersection-related crashes in the rural areas of unincorporated Arapahoe County occur at two-way stop-controlled intersections and predominantly involve broadside collisions. This crash type has a higher likelihood of resulting in fatality or serious injury. As a result, taking a proactive and systemic approach to addressing this crash pattern will support the County’s progress toward zero fatal and serious injury crashes. Treatments to improve visibility and safety at stop-controlled intersections include:

- ▶ **Increased visibility of signage**
- ▶ **Advanced warning signage**
- ▶ **Speed reduction markings**
- ▶ **Overhead flashing beacons**

Crash trees identifying prevailing trends for urban and rural intersection and non-intersection crashes are shown on the following pages.

FIGURE D-1: Crash Tree for Urban Intersection Crashes

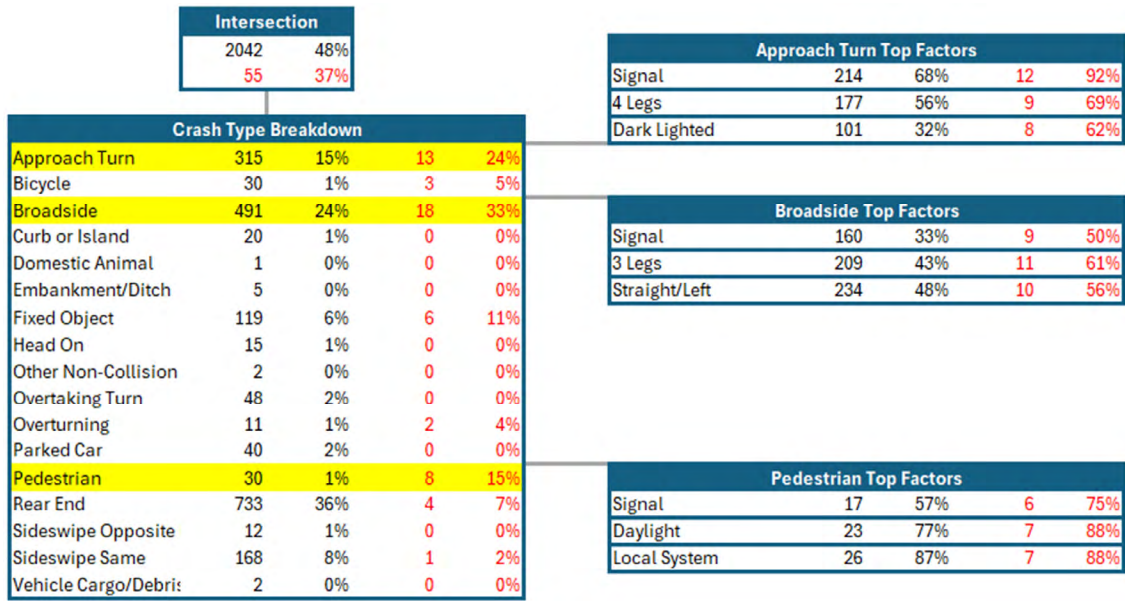


FIGURE D-2: Crash Tree for Urban Non-Intersection Crashes

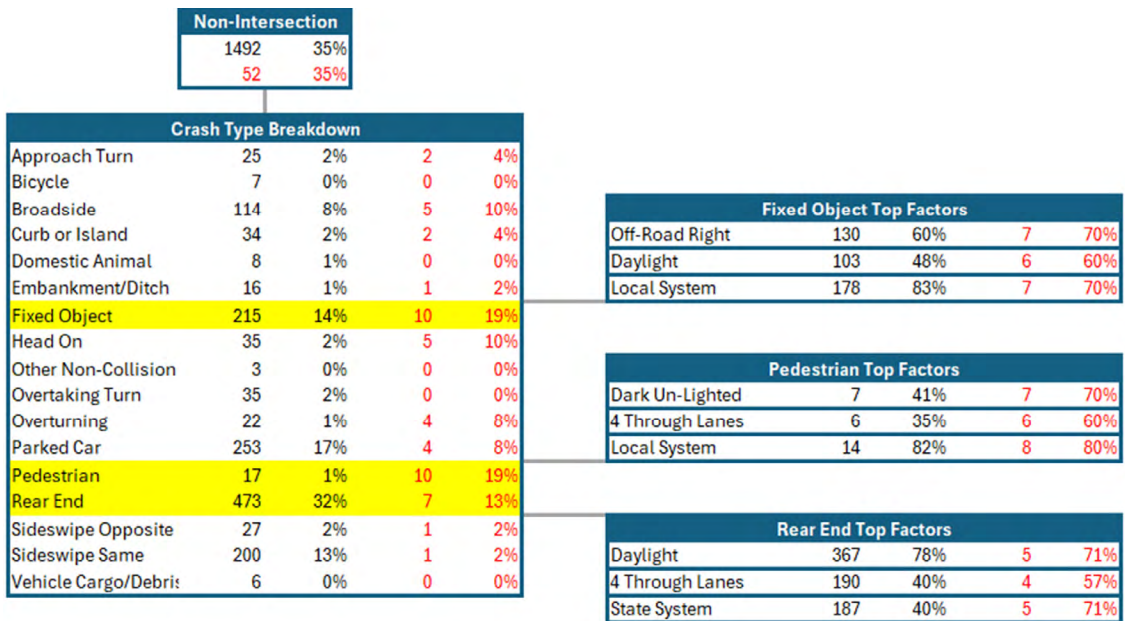


FIGURE D-3: Crash Tree for Rural Intersection Crashes

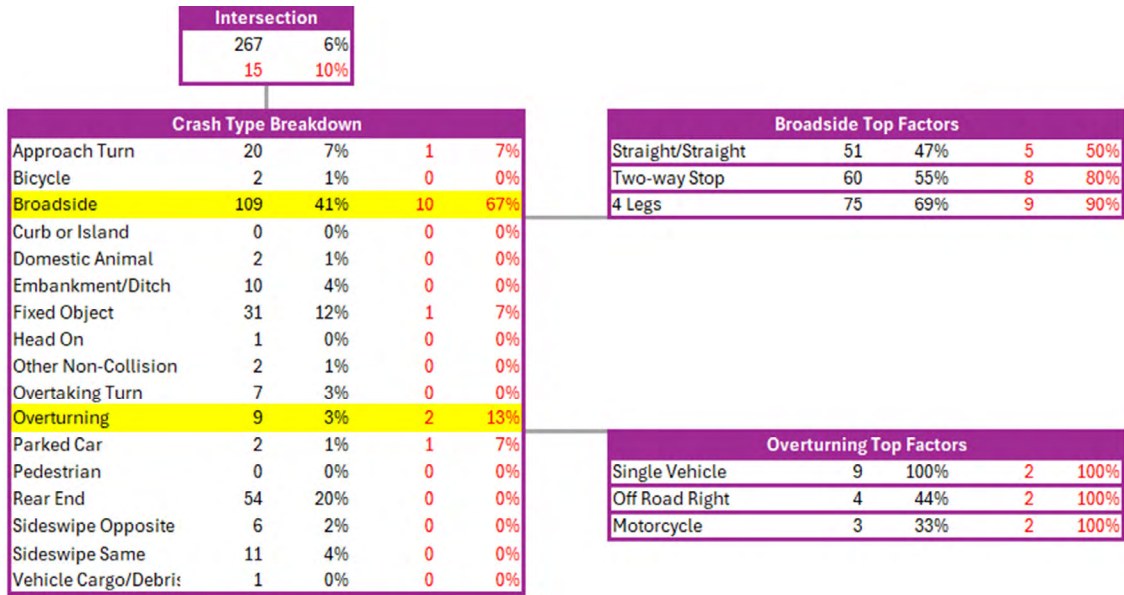
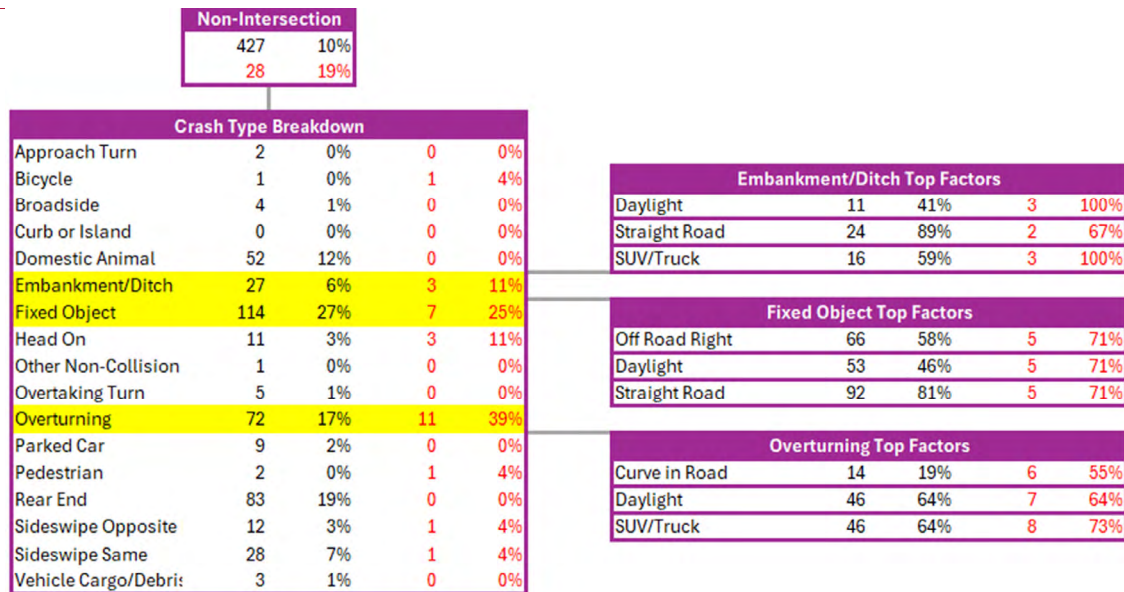


FIGURE D-4: Crash Tree for Rural Non-Intersection Crashes



APPENDIX E. Public Outreach Report

Public Engagement Point #1 Summary

The first public engagement point for the Arapahoe County Comprehensive Safety Action Plan (CSAP) project focused on online engagement. The goal of this engagement was to introduce the CSAP process to community members and gather public input regarding existing safety concerns within unincorporated Arapahoe County.

An online interactive GIS Hubs experience was used to collect community input on existing safety concerns. The Hubs experience was available December 1 through 21, 2025. Members of the public seamlessly connected to this Hubs experience through a link on the project web page on the Arapahoe County website. The Hubs experience included a brief overview of the planning process, options to leave location-based or general comments, and an opportunity to join the project contact list. Project team contact information was also provided. Participants were able to navigate around a map of the County and place comments on specific locations, using icons to identify their comment as one of the following safety concern categories:

- ▶ **Driver behavior/speeding**
- ▶ **Intersection issue**
- ▶ **Near miss**
- ▶ **Pedestrian/bicyclist safety**
- ▶ **Road condition/hazard**
- ▶ **Visibility/lighting**
- ▶ **Weather/drainage issue**
- ▶ **Other**

As comments were submitted, they appeared on the map in real time for others to see. The site met digital accessibility requirements with screen-reader-friendly formatting, and all text was displayed in English and Spanish. Comments were also accepted via email, phone, and mail (only two emailed comments were received).

The online engagement opportunity was advertised during the public comment period, and included the following:

- ▶ **Advertised on the Arapahoe County website and project web page (www.arapahoeco.gov/safetyplan)**
- ▶ **Arapahoe County X post on December 1**
- ▶ **Arapahoe County Nextdoor post on December 1**
- ▶ **The County Line Arapahoe County weekly email newsletter on December 5**
- ▶ **Highlighted at the Community Conversation hosted by Commissioner Jeff Baker at the Byers American Legion (278 W Front Street, Byers, CO 80103) from 6:30-8 p.m. on December 2**
- ▶ **9 News Denver broadcast on December 4**
- ▶ **Denver 7 News story on December 7**
- ▶ **Denver 7 News broadcast on December 8**

Public comments received regarding unincorporated Arapahoe County areas are listed on the subsequent pages, organized by comment type/category. This public input will be considered alongside the project's policy, safety, and data analyses during CSAP development, informing identification of draft safety improvement projects and prioritization. Several public comments focus on speeding and unsafe driver behavior, particularly near pedestrian generators such as schools, parks, and residential areas. Many also cite unsafe or confusing intersection conditions and gaps in pedestrian and bicyclist safety, including missing crosswalks, short walk times, poor visibility, and inadequate lighting. Frequent near-miss experiences reinforce concerns about growing traffic volumes, aging infrastructure, and the need for traffic calming and targeted safety improvements to better protect vulnerable users.

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Public Input

Public comments are presented below as submitted through the public comment map. The nearest cross streets are listed before each comment to identify its location. Comments received outside unincorporated Arapahoe County were excluded from this list and forwarded to the appropriate municipality.

Driver Behavior/Speeding

This category encompasses comments related to vehicles driving too fast, dangerous lane weaving or turning, or red-light running.

- ▶ **Arkansas Avenue between Quebec Street and Quebec Way:** People are driving way over the speed limit.
- ▶ **Arkansas Avenue between Quebec Street and Quebec Way:** Driver Behavior/Speeding concern
- ▶ **Arkansas Avenue between Quebec Street and Quebec Way:** Driver Behavior/Speeding concern
- ▶ **Arkansas Avenue between Quebec Street and Quebec Way:** Many junked out/abandoned cars.
- ▶ **Arapahoe Road and Liverpool Street:** Many illegal right-turns on red from S. Liverpool onto E. Arapahoe Rd.
- ▶ **Otero Avenue and Jordan Road:** Cars park right up next to the stop sign in all directions on this intersection. It makes it nearly impossible to see while you are turning.
- ▶ **Iowa Avenue and Beeler Street:** People speeding 20-30 miles an hour over the speed limit right near a busy park. They come off Parker or off Parker Road and speed, nearly missing kids. Speed bumps down Beeler would be so helpful!
- ▶ **Florence Way and Caley Avenue:** Most drivers run this stop sign especially those rushing to Cherry Creek Academy.
- ▶ **Caley Avenue and Caley Place:** Drivers are constantly speeding using Caley to avoid traffic on Arapahoe when trying to get to I-25.
- ▶ **Holly Street and Holly Place:** Driver Behavior/Speeding concern
- ▶ **Yale Avenue and Jasmine Street:** Driver Behavior/Speeding concern
- ▶ **Smoky Hill Road and Yellowstone Way:** Smoky Hill Road is a race track with ongoing accidents and many deaths from 470 all the way down to where it ends at Quincy!
- ▶ **Havana Street and Bellview Avenue:** Havana heading south (but also north at times) between Belleview and the first stop sign on Havana at Berry is a hotbed of speeding well above the limit, all day long but primarily when nearby schools are dismissed including CCHS, and during normal evening rush hours. I walk this road 3-4 times a day and it is bad and scary. I have asked Arapahoe Sheriff to come out with a radar gun, and on occasion they have. Something should be done before a driver or pedestrian is hurt or worse...This road is used by a significant number of pedestrians and kids on bikes, due to the proximity to three schools. Maybe a radar speed sign positioned along the road would help? I know GWV police monitor stretches of Havana further south, but drivers really get up a head of speed before they enter GWV jurisdiction. Thank you for asking and listening.
- ▶ **Parker Road between I-225 and Hampden Avenue:** Cars typically going 55mph+ when traffic is free flowing.
- ▶ **Quincy Avenue and Picadilly Road:** Drivers fly up and down S Picadilly Rd on a daily basis. This a very dangerous stretch of road for pedestrians.
- ▶ **Telluride Street and Sedalia Street:** People just speed around this bend and it scary when school is in session.

- ▶ **Havana Street and Maplewood Avenue:** Speeding is an issue here - people do not even break at the stop signs. They blow right through. This is a crosswalk for a school. Extremely dangerous.
- ▶ **Peoria Street and Easter Avenue:** To avoid the restricted left-turn movement, i have seen cars drive through intersection to the north and make a U-turn.
- ▶ **General Comment:** Consider speed cameras along Versailles Parkway and Arapahoe Road between Parker Road and Liverpool Road.
- ▶ **General Comment:** Drivers speed near Cheyenne Arapaho park on Beeler St. The park has many families and children crossing the street from nearby apartments and condos. The drivers come off Parker Road and sometimes Florida Ave at very high speeds. This is so unsafe for a busy area like this. A speed bump or two down Beeler would be very helpful in slowing traffic down the street.
- ▶ **General Comment:** This road [no specific location identified] is dangerous for pedestrians with people speeding. There is a playground and dog park at the park, so people cross the street all the time. There are also school bus pick up and drop offs. A light up cross walk and/or speed bumps would be nice.
- ▶ **General Comment:** Speeds on E Alameda Ave are excessive, with a roadway design that encourages speed (newly paved straight road with unobstructed view). Physical traffic calming measures are needed, as traffic signs and enforcement have very limited effects. Roundabouts or speed humps would achieve reduced speeds.
- ▶ **General Comment:** Smoky Hill Road from E470 all the way down to where it ends at Quincy is a 'race track' I don't know the number but there have been a lot of deaths in the last 5 years on Smoky Hill Race Track...I literally NEVER see any police out pulling speeders over and giving them tickets...that would help...but truly something needs to be done...
- ▶ **General Comment:** Accurate description of speeding here
- ▶ **General Comment:** How wonderful it would be to adopt Denver's "20 IS PLENTY" speed limit on our little residential street (s) - with a park, a place of worship, and an elementary school. The Aurora planners from days of old made this street soo wide & soo long - can you please get drivers to "Slow the Funk Down!!"
- ▶ **General Comment:** Why can't the speed limit on residential streets be reduced to 20 - Like Denver did - its plenty! And it should be done without a lot of issues - reduce residential speed limits
- ▶ **General Comment:** Red light running is a huge issue everywhere in Colorado. Often it's not even just one car, it's five or six cars. Arapahoe County should install more red light cameras or otherwise enforce against this extremely dangerous driver behavior that gets worse every year.

Intersection Issue

This category encompasses comments related to skewed intersection, confusing signage, stop sign or traffic signal needs, or poor traffic signal timing.

- ▶ **Havana Street and Orchard Road:** This is a four-way stop, but drivers often run through this intersection. This may be because the stop signs for some directions are not visible, or due to inattentive drivers.
- ▶ **I-225 and Parker Road:** Dangerous intersection of Parker Rd and I-225.
- ▶ **Tower Road and Walden Way:** Left-turns from southbound S. Tower Rd onto S. Walden Way can be dangerous due to sun glare later in the day.



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- ▶ **Orchard Road and Genoa Street:** Cars coming south/southwest on Orchard seem to often stop abruptly at this intersection because the status of the stop light at S. Genoa St is not visible until drivers are close to it. This is an active crossing for drivers/pedestrians going to/from Falcon Creek Middle School, so I've seen some close calls.
- ▶ **Platte Canyon Road and Christensen Lane/Fairway Lane:** The intersection of EB Christensen Lane at Fairway Lane on the west side, which is unincorporated Arapahoe County is not well marked for safe travel, especially with school traffic.
- ▶ **Platte Canyon Road and Christensen Lane/Fairway Lane:** The drainage inlet is sinking, and the asphalt is gradually failing, include the street portions of the Lane. CLE HOA, at our cost, patched this area 3-4 years ago. Christensen Lane west from this point along the curve to where it straightens has no identified ownership. Tract C and Tract D are owned by CLE HOA, Page 3 of 8 of the filing at Reception No. D7 140662, Arapahoe County
- ▶ **Platte Canyon Road and Christensen Lane/Fairway Lane:** The signaling is controlled by CDOT and time cycles for east and west bound traffic at this intersection is ridiculously too long.
- ▶ **Centennial, Arapahoe Road and Syracuse Way:** People heading east to west on Arapahoe frequently u-turn at this intersection. For drivers heading north on S Spruce St turning right at the light there have been many near misses with the drivers doing a U-turn not looking for traffic already turning at the intersection.
- ▶ **Peoria Street and Broncos Parkway:** Light never changes when peds / bikes are present. No easy way to turn left.
- ▶ **Buckley Road and Arapahoe Road:** The intersection of Buckley and Arapahoe is a nightmare - heavy speeders, lights are not timed for traffic so it makes people run yellow and red- speed racers in the midnight hours. I avoid it completely and drive down Parker to Orchard. And coming in to the north end of The Farm. Caley/Waco through street is highly trafficked and the crosswalks and bus tops are dangerous.
- ▶ **Gun Club Road and Alameda Avenue:** A traffic light is needed to help with congestion and improve safety.
- ▶ **Havana Street and Caley Avenue:** This is a four-way stop, but drivers often run through this intersection. This may be because the stop signs for some directions are not visible, or due to inattentive drivers.
- ▶ **Picadilly Road and Quincy Avenue:** This intersection should really have a traffic light. There have been many accidents here and it is dangerous for pedestrians to cross. I believe the East Quincy Highlands HOA has brought this to the city's attention in the past.
- ▶ **Greenwood Village, University Boulevard and Orchard Road:** Drivers turning right from E. Orchard Rd to S. University Blvd. have an obstructed view of southbound traffic due to shrubbery and a utility box on the Aspen Academy property.
- ▶ **Quincy Avenue and Himalaya Street:** Too many accidents at this location. Perhaps need to add longer delay between yellow/red/green as many people run this light. Also, the lanes N/S don't line up and can be confusing as to who is going straight when trying to turn left to go east from the southbound lane.
- ▶ **Quincy Avenue and Himalaya Street:** Unsafe intersection. too many accidents. N/S lanes don't line up which is confusing. Perhaps need to add delay when light is changing as many people run this light.
- ▶ **Quincy Avenue and Himalaya Street:** Need a sidewalk here for kids walking home from SkyVista.

- ▶ **Havana Street and Maplewood Avenue:** Needs a stop bar at the stop sign for southbound Havana St. Nobody stops here. Northbound is no better - this is the crosswalk but it needs to be brighter and more noticeable.
- ▶ **Gun Club Road and Quincy Avenue:** The highly inefficient bottle neck on the 2 lane stretch of Gun Club is horribly unsafe. I have seen and have been victim to numerous close calls because ppl are racing to get ahead. I don't get why the intersection was redone adding extra lanes but then it got reduced back to 1 lane. the whole stretch needs to be made into more than 2 lanes b/c there is room on each side to do so.
- ▶ **Quincy Avenue and Himalya Street:** No crosswalk signals.
- ▶ **Colorado Boulevard and Dry Creek Road:** Can't tell by your map if this is the intersection of Colorado Blvd and Dry Creek Road, but the designation of the right-turn only lane of CO Blvd coming from County Line has not helped the cars backing up at the intersection. It was much better when it was optional straight or right-turn. The single lane crossing of cars has made crossing the intersection even longer and I doubt the bicycle lanes will help students either. The smart ones will bicycle on the sidewalks as usual! And the idiots who think they need to bicycle as fast as a car will end up in crashes.
- ▶ **Clinton Street and Fulton Street:** No crosswalk.
- ▶ **Arapahoe Road and Lima Street:** Greetings! A protected left-turn arrow at the intersection of Lima St and Arapahoe Rd would be grand for those leaving the Lima Arapahoe County Government Offices and heading west onto Arapahoe Rd. Thanks!
- ▶ **General Comment:** Windermere and Ridge Road intersection: poor visibility from north and south. People also run this stop sign.
- ▶ **General Comment:** Heavy traffic with poor crosswalk designation to alert drivers. Several pedestrians have been hit at this crosswalk [no specific location identified]. Needs to have flashing lights for crosswalk. Slow traffic on Peoria to 35 mph. High School crossing also occurs in this area (Peoria and Jewell). Need flashing lights to make drivers more aware.

Near Miss

This category highlights locations where users have experienced or witnessed a close call that was almost a crash.

- ▶ **Jordan Road and Otero Avenue:** The lack of lane markers led to a safety concern while on a bike. I was stopped at the light waiting to go straight across Jordan. A car pulled up behind me and started honking. Eventually he went on my left (between me and a car waiting to turn left) and then turned right on Jordan. He was within 3 inches of me on the side and in front of me as he turned. The signage says the right lane is for turning right or going straight but because there is no paint on the road I think that driver may have thought there were three lanes?
- ▶ **Havana Street and Maplewood Avenue:** People run the stop signs here on a regular basis. My husband & I have had near misses in our cars as well as while crossing the street. This is near a school and running the stop signs is a HUGE problem.
- ▶ **CR-137 and Quincy Avenue:** Traffic starts speeding up southbound on CR137 after the Quincy intersection. It's a straight view, so they reach for their phone to look at it or speed up. My husband has almost been hit three times this year. Once slowing down to turn into our driveway and twice on the tractor. I can't get a pin drop to work. North of Belleview and South of Quincy on County Road 137.

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- ▶ **Quebec Street and Dry Creek Road:** The intersection of Quebec and Dry Creek - the newly installed neighborhood sign for Willow Creek on the southeast corner of the intersection has created a dangerous blind spot for drivers heading westbound on Dry Creek and turning right (northbound) onto Quebec. The post of the sign makes it impossible to see northbound vehicles from the right-turn lane on Dry Creek. For cars turning right (north) on the red light, after stopping, drivers have to pull too far into the intersection to see if there is an oncoming car. I have experienced this and witnessed several near miss collisions from the new obstruction. The map is preventing me from pinning this location.
- ▶ **Unions Street and Decatur Street:** There are not proper sidewalks next to this park and there's no proper crossing, which is dangerous with the amount of excessive speeding.
- ▶ **Orchard Road and Lansing Court:** I think the number of crosswalks should be decreased and maybe add crosswalk lights to improve pedestrian safety for the school.
- ▶ **Havana Street and Caley Avenue:** Missing painted crosswalk. There used to be painted crosswalks on both north and south intersection. When Havana was re-paved, only the north painted crosswalk was redone. I've had numerous drivers get angry when I walk across the south side and some have yelled profanities. This is a safety issue.

Pedestrian/Bicyclist Safety

This category encompasses comments related to missing/damaged crosswalks or sidewalks, short intersection crossing times, lack of/obstructed trails, area of conflict between bicyclists and pedestrians, or debris in bike lane. (Many respondents noted speeding as an issue within this category. Although Driver Behavior/Speeding is a separate category, comments made regarding speeding in this category were not moved since they were intended to relate to pedestrian and bicyclist safety.)

- ▶ **Otero Avenue and Jordan Road:** This ped walk light is too short. The kids have to cross Jordan to wait for the school bus and frequently only make it across just as the light is turning. Anyone who needs to walk slower than average won't make it. Also, there are usually 4 or 5 cars waiting to turn left. I have seen multiple times where they don't want to wait another full light cycle so they turn uncomfortably close to the kids crossing the street. Or for the people that do wait for the kids, 1 or 2 cars turn as/ just after the light turns red.
- ▶ **Broncos Parkway and Peoria Street:** No safe area for bikes in this section. Speeds are too fast to have bikes in regular car lane.
- ▶ **Weaver Avenue and Sedalia Street:** I want to share some concerns and suggestions regarding the safety of the school zone, particularly around the crosswalk I manage in the mornings and afternoons. I've noticed that many motorists tend to speed up and down the street, which is quite alarming, especially during times when I am not present to remind them to slow down. This area is right behind the Pre-School, and it's not uncommon for kids to run out into the street unexpectedly. During school hours, the situation is further complicated by the way people park, making it difficult to see around corners and increasing the risk of accidents. I strongly believe that installing school zone signs with flashing lights would significantly improve safety. These signs would alert drivers to the presence of the school zone and encourage them to slow down. Additionally, it would be beneficial to have a pedestrian-activated crosswalk light for off-hours, as the park in the vicinity is heavily used even when school is not in session.
- ▶ **Picadilly Street and Radcliff Parkway:** Need sidewalk installed for students walking to/ from Eaglecrest.

- ▶ **Himalaya Street and Ireland Street:** Stop signs need to be lit up like they are in Centennial, so they are more visible. Seen many who run through the stop sign and a school is located here. Also need a streetlamp to be installed since intersection is very dark at night. Hard to see pedestrians walking after dark.
- ▶ **Himalaya Street and Radcliff Parkway:** 4 way stop needs flashing red stop signs like they have in Centennial. Many cars go through not seeing the stop signs.
- ▶ **Himalaya Street and Mansfield Avenue:** Cars speed excessively.
- ▶ **Himalaya Street and Jebel Circle:** Very high speed.
- ▶ **Havana Street and Prentice Street:** Many pedestrians cross Havana here to get to Bear Park and the surrounding neighborhoods, there should be a crosswalk with a button so pedestrians don't have to dodge speeding traffic.
- ▶ **Inverness Drive East between Lima Street and Inverness Place East:** Speeds well over 10-20mph of speed limit.
- ▶ **Copperleaf Boulevard and Layton Avenue:** Very high speeds, pedestrian activity, wide road to encourage it.
- ▶ **Radcliff Parkway at Mountain Vista Elementary School:** High speeds, children in area.
- ▶ **Waco Street and Weaver Avenue:** Speeds are very high, lots of pedestrians.
- ▶ **Havana Street and Prentice Avenue:** Many pedestrians cross Havana here to get to Bear Park and the surrounding neighborhoods, there should be a crosswalk with a button so pedestrians don't have to dodge speeding traffic.
- ▶ **Copperleaf Boulevard and Tempe Street:** Dangerous to cross because of poor visibility of crosswalk behind the island.
- ▶ **Peoria Street between Mississippi Avenue and Yale Avenue:** General Comment: High traffic with the HS & MS kids walking home and families walking to the park. This intersection needs blinking walkway lights alerting turning cars of pedestrians in the crosswalk. Paint the cross walk with brighter yellow or white stripes to help alert drivers of high pedestrian traffic. Speed needs to be reduced to 30-35mph between Mississippi to Yale to help slow traffic down. The students walk across Peoria to access Iliff shopping area and cars go too fast (45+ mph in 35/40)!
- ▶ **General Comment:** The bicycle lanes along Orchard and Dayton Roads are too narrow to be safe.
- ▶ **General Comment:** My dear friend was killed on Sunday, December 7th, 2025 crossing in a crosswalk walking her 2 dogs with the right of way/arrow by a truck. Smoky Hill Road is literally a 'death trap'. I know off the top of my head, she was at least the 4th person killed in 2025, possibly more by inept drivers around here...Something needs to be done. My daughter lives down near Sloans Lake and they have recently installed 'Speed Humps' every 25-50' down I believe it is 29th Avenue. Guess what, you CAN'T really speed...you have to go slow...this, is what NEEDS to be done for a very long stretch to slow people down. I am SO cautious, I get honked at because when I get the green light to turn onto SH Road, I don't go right away, I wait until I am 100% certain cross traffic is going to stop!!! I have seen SO many people fly thru lights that have been RED for quite some time...Truly ridiculous. My friend is dead, I mourn her senseless death do something before another person dies!

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- ▶ **General Comment:** This intersection [no specific location identified] needs brighter street lights to illuminate the walkways to the park. Blinking walkway lights alerting turning cars of pedestrians in the crosswalk. Paint the cross walk with yellow or white stripes to help alert drivers of high pedestrian traffic. Speed needs to be reduced to 35mph between Mississippi to Yale to help slow traffic down in residential, school and pedestrian shopping areas. This intersection has had multiple pedestrians hit and houses and fences hit by speeding cars. Vehicles need license plates on the front to help identify cars in Colorado.
 - ▶ **General Comment:** We need to have more multi-use of our wide sidewalks, not less. Make bicyclists use a bell to warn pedestrians on the sidewalks that they want to pass as they do in Germany. We have millions of miles of sidewalks in the USA and not much usage, but a lot of friction between bicyclists who like to go faster than necessary and motorists who usually don't see them until they are alongside or in the middle of a right-turn!
- Road Condition/Hazard**
- This category encompasses comments related to potholes, poor pavement condition, missing lane markings, or damaged signs.
- ▶ **Jordan Parkway and Otero Avenue:** Lots of potholes and no lane markers.
 - ▶ **Mobile Way/Phillips Place:** Massive pothole around the manhole. Too dangerous to ride a bike over.
 - ▶ **Mineral Avenue and Hanibal Circle:** One of the worst roads I've ever driven on. Several pot holes were filled this summer which helped a lot, but there are still so many pot-holes I get a headache if I drive on this road from all the jostling.
 - ▶ **Killarney Court and Kirk Way:** Very large potholes and cracks in road, some are wider than 10 inches. Must look and fix Willow Trace 2 neighborhood pavement.
 - ▶ **Killarney Court and Liverpool Circle:** Pavement and concrete sidewalk gutter is sinking, slab of concrete 5 inches lower than other sections.
 - ▶ **Gun Club Road and Progress Circle:** S Gun Club Road needs to be widened from 2 lanes to a 6 lane road to accommodate all the population growth.
 - ▶ **Gun Club Road and Hampden Avenue:** Gun Club Road needs to be expanded from 2 to 6 lane road. Major N/S road.
 - ▶ **Jebel Street and Layton Lane:** Road in poor shape, needs a re-pavement ASAP.
 - ▶ **Quincy Avenue and Gun Club Road:** Shoulder edge drop offs creating loss of lane width due to pavement failure.
 - ▶ **Watkins Road, just south of 6th Avenue:** Floods often.
 - ▶ **General Comment:** Please repair the S DeGrgaulle St stretch from Alexander to Belleview. The ruts and holes in the road specifically near the man hole covers are getting bad. The lines crossed the streets are getting deeper. Thank you.
 - ▶ **General Comment:** This complete road [no specific location identified] needs to be repaved, it's a direct route to the Elementary School (Dakota Valley) . The road has been deteriorating over time with no resolution in sight. It's very damaging to the vehicles that commute back in forth. I have contacted Arapahoe County numerous times and I'm provided the same answer as it's slated for the upcoming year and nothing happens.

Visibility/Lighting

This category encompasses comments related to hidden driveway/access, sharp curve or hill, lack of poor street or trail lighting, or sight line blockages (bushes, signs, parked vehicles).

- ▶ **Genoa Street and Orchard Road:** Cars coming south/southwest on Orchard seem to often stop abruptly at this intersection because the status of the stop light at S. Genoa St is not visible until drivers are close to it. This is an active crossing for drivers/pedestrians going to/from Falcon Creek Middle School, so I've seen some close calls.
- ▶ **Windermere Street and Ridge Road:** Poor visibility from north and south. People also run this stop sign.
- ▶ **Chenango Street and Liverpool Circle:** No street light at corner intersection, there is a street light on S Jebel St and Chenango that was recently installed need the same on S Liverpool Cir and Chenango Ave.

Weather/Drainage Issue

This category encompasses comments related to road/trail prone to flooding, poor drainage causing slick roads, or persistent ice/snow.

- ▶ **Weaver Ave and Caley Drive:** Drainage issues at storm drain here often cause significant accumulations of water and/or ice depending on the season.
- ▶ **Path north of Phillips Drive and Phillips Lane:** Never drains, after a rain there are 1-3" of water on the sidewalk. always ice throughout the winter.
- ▶ **Norfolk Street and Norfolk Way:** Usually always standing water here. In the summer it stays so long it grows green mildew.
- ▶ **Path to the east of Norfolk Street and Norfolk Way:** This corner is never plowed. Cherry Creek trail is but this section is a snow/ ice hazard all winter.

- ▶ **Happy Canyon Greenway, east of Jopin Way and Jopin Court:** Trail often floods to the point it is impassable. Water remains for several days after the storm.
- ▶ **Moline Way and Nome Street:** Since Maplewood Ave is plowed during storms. I believe that Moline Ct and Moline Way should also be plowed because it is another main artery to a major road in this neighborhood.

Other

This category encompasses comments related to general safety concerns or issues not listed above.

- ▶ **Quebec Street and Arkansas Avenue:** Excessive speeding on Arkansas between Quebec St and Quebec Way. There are many kids who live in Windsong and the apartments.
- ▶ **Gun Club Road and Yale Avenue:** S Gun Club Rd could really use additional lanes in both directions.
- ▶ **Quincy Ave and Imboden Road:** Truck traffic reduces speeds to less than 30 mph and there are no passing lanes.
- ▶ **Quincy Avenue and Malta Street:** The center medians are nothing but dirt and weeds, can the County landscape these with rocks like other cities do like Aurora and Centennial.
- ▶ **Coal Mine Avenue and Canyon Road:** It is increasingly difficult to get out of Columbine Manor. Traffic volume on Platte Canyon has greatly increased. Plus the anticipated volume with the development at Santa Fe and Mineral. Drivers leaving the neighborhood will have to take more dangerous choice in order to drive on Platte Canyon. Are there any plans to address this situation?
- ▶ **Picadilly Road and 6th Avenue:** The new Picadilly Interchange will increase the volume at Steve Hogan beyond that facility's capacity. It would be good to understand how that interchange system level feasibility study addressed that issue.

APPENDIX E. PUBLIC OUTREACH REPORT

- ▶ **General Comment:** How about enforcing laws like speeding, failure to stop at stop signs, driving through intersections with a red light. Basic stuff. No currently license tags, etc. A campaign on “the basics” might be good.
- ▶ **Arkansas Ave between Quebec St and S Quebec Way:** First, thank you for towing many of the abandoned --long expired (tags going back to 2020) cars off of Arkansas Way. There is more parking for properly registered cars. Though in needs to be monitored. One thing I do see is excess speeding. Since there are kids in the area and people getting in and out of their cars, it is a concern with close calls on getting hit. I know there is a school bus stop. So if reasonable if a cop can occasionally sit in the area around bus pick up and drop off, it would be great. I am not opposed to the idea of a cop patrolling Arkansas btwn Quebec St and Quebec Way and Quebec Way from Quebec St down to S. Florida (where the 4 way stop sign is). At the 4 way stop sign at Quebec Way and S Florida I see many people just roll through the stop sign and often time it is a close on accidents happening. I have almost been hit a few times. I don't think a red light is necessary, but it concerns me, since i think it is only a matter of time before a major accident happens and it closes the intersection.

Public Engagement Point #2 Summary

The second public engagement point for the Arapahoe County Comprehensive Safety Action Plan (CSAP) included in-person and online engagement opportunities. The goal of this engagement was to collect feedback to help refine the recommendations and inform which strategies and projects should be prioritized for implementation and future funding.

An online interactive GIS Hubs experience was used to collect community input on recommended improvements in the unincorporated areas of the County. The online experience was available for three weeks from February 9 through March 1, 2026. Members of the public seamlessly connected to this Hubs experience through a link on the project webpage on the Arapahoe County website. The Hubs experience provided a brief project overview, a map of the focus area, the project timeline, an outline of potential improvement types, interactive comment map, and project team contact information.

The interactive map showed the locations and types of proposed improvements. Participants were able to navigate within the map and place comments on recommended improvements, using icons to identify their comment as intersection improvements, roadway segment improvements, or rural roadway system improvements. General comments were also invited, and participants could sign up to receive project updates. As comments were submitted, they appeared on the map in real time for others to see. The site met digital accessibility requirements with screen-reader-friendly formatting, and all text was displayed in English and Spanish. Comments were also accepted via email, phone, and mail.

In addition to the online experience, the project team conducted a series of in-person outreach events to gather public feedback and share information about the project. Display boards in English and Spanish outlined the same information as found in the online experience. Comments were submitted through hand-written comment forms and captured by meeting staff. Participants were encouraged to visit the online experience to add their location-specific comments to the map.

- ▶ **On February 10 from 5 to 7:00 p.m., the County staffed an information station at the Transit Oriented Communities Open House at the Sheridan Library (3425 W. Oxford Avenue, Denver), where they connected with attendees and shared information about the project and upcoming engagement opportunities.**

- ▶ **On February 11 from 7 to 9:00 p.m., the team participated in the regularly scheduled Four Square Mile Neighborhood Meeting at Eloise May Library (1471 S. Parker Road, Denver). The meeting included a project presentation and display boards, with staff available to answer questions and engage with community members for one hour prior to the meeting and 30 minutes following the meeting.**
- ▶ **On February 12 from 6 to 8:30 p.m., the team hosted an open house at Byers Library (585 S. Main Street, Byers). Exhibits were arranged around the room and staff were available to answer questions and gather public feedback.**

The public in-person and online engagement opportunities were advertised ahead of and during the public comment period and included the following:

- ▶ **Arapahoe County website and project web page (www.arapahoeco.gov/safetyplan)**
- ▶ **Arapahoe County Facebook and Nextdoor posts on January 30**
- ▶ **The County Line Arapahoe County weekly email newsletter on January 30 and February 13**
- ▶ **Email blasts to the project contact list and Four Square Mile, Byers/Bennett/Strasburg/Deer Trail area, and Sheridan area stakeholder groups on February 4**
- ▶ **Highlighted in the Four Square Mile neighborhood meeting agenda ahead of the meeting**

Public comments received regarding unincorporated Arapahoe County areas are listed on the subsequent pages, organized by comment type and category. This public input will be considered alongside the project’s policy, safety, and data analyses during CSAP development, informing identification of draft safety improvement projects and prioritization. Comments on recommended projects highlighted concerns about safety, congestion, and traffic flow along key corridors in the area.

Parker Road and Florida Avenue were highlighted for frequent near-misses and heavy traffic, with particular attention to maintaining vehicular access in the eastbound right-turn lane. Additional suggestions included installing red-light cameras at Parker Road and Orchard Road, widening Gun Club Road to improve capacity and addressing speeding along County Road 137. Overall, many commenters emphasized prioritizing improvements along Parker Road and other high-traffic corridors to enhance safety and reduce congestion.

Public Input

Public comments are presented below as submitted through the public comment map, via email, and as provided to project staff or on comment forms during the open house meeting. Comments are listed as submitted, without grammar or content changes. The nearest cross streets are listed before each comment to identify its location. Comments received outside unincorporated Arapahoe County were excluded from this list and forwarded to the appropriate municipality. Comments marked with an asterisk (*) reflect feedback that aligns with a specific improvement category, but the location referenced is outside of the proposed improvement areas presented during this project phase.

Intersection Improvements

This category encompasses comments related to the recommended intersection improvements. This includes upgrades or changes at intersections, including traffic signal improvements, new signal construction or reconstruction, protected left-turn phasing, signal timing adjustments, installation of reflective backplates, Rectangular Rapid Flashing Beacons (RRFBs) for pedestrian crossings, and enhanced intersection lighting.

- ▶ **Arapahoe Road and Lima Street*: A protected left-turn arrow at the intersection of Lima St and Arapahoe Rd would be grand for those leaving the Lima Arapahoe County Government Offices and heading west onto Arapahoe Rd. Thanks!**



APPENDIX E. PUBLIC OUTREACH REPORT

- ▶ **Arapahoe Road and Buckley Road*:** The intersection of Buckley and Arapahoe is a nightmare-heavy speeders, lights are not timed for traffic so it makes people run yellow and red- speed racers in the midnight hours. I avoid it completely and drive down Parker to Orchard. And coming in to the north end of The Farm.
- ▶ **Caley Avenue and Waco Street*:** Caley/Waco through street is highly trafficked and the crosswalks and bus tops are dangerous.
- ▶ **County Line Road and Colorado Boulevard*:** The designation of the right-turn only lane of CO Blvd coming from County Line has not helped the cars backing up at the intersection. It was much better when it was optional straight or right-turn. The single lane crossing of cars has made crossing the intersection even longer and I doubt the bicycle lanes will help students either. The smart ones will bicycle on the sidewalks as usual! And the idiots who think they need to bicycle as fast as a car will end up in crashes.
- ▶ **Girard Avenue and Julian Street*:** Trailer/campers parked on the south side of Girard, want them removed. Leave debris.
- ▶ **Interstate 25 and Belleview Avenue, Orchard Road, and County Line Road*:** I never know what lane to be in to get going on the highway north or south. It should be obvious and predictable.
- ▶ **Parker Road and Florida Avenue:** This intersection is a major concern, with many near-miss incidents that occur here.
- ▶ **Parker Road and Florida Avenue:** This intersection east and westbound is always congested during high traffic times. The eastbound right-turn lane from Florida helps keep the flow. That lane needs to be open for vehicles, not bicycles.
- ▶ **Parker Road and Orchard Road:** Need red light cameras on S Parker Rd at Orchard Rd.
- ▶ **Parker Road and Jewell Avenue*:** Intersection of Jewell and Parker has been the site of fatal accidents. Most recent car was traveling in northbound lanes where it goes from 3 lanes to 2 lanes. It was a head-on collision where the northbound car slid off to the right after collision. Something needs to be done.
- ▶ **Parker Road and Mexico Drive*:** I live in MVG and insist that the left-turn onto E Mexico Dr. be maintained so that residents have access. Unfortunately, we have too many cut throughs to avoid the intersection at Parker and Florida, mainly late afternoon.
- ▶ **Peoria Street and Iliff Avenue*:** High traffic with the HS & MS kids walking home and families walking to the park. This intersection needs blinking walkway lights alerting turning cars of pedestrians in the crosswalk. Paint the crosswalk with brighter yellow or white stripes to help alert drivers of high pedestrian traffic. Speed needs to be reduced to 30-35mph between Mississippi to Yale to help slow traffic down. The students walk across Peoria to access Iliff shopping area and cars go too fast (45+ mph in 35/40)!
- ▶ **Peoria Street and Jewell Avenue*:** Heavy traffic with poor crosswalk designation to alert drivers. Several pedestrians have been hit at this crosswalk. Needs to have flashing lights for crosswalk. Slow traffic on Peoria to 35 mph. High School crossing also occurs in this area (Peoria and Jewell). Need flashing lights to make drivers more aware.
- ▶ **Powers Avenue and Versailles Parkway*:** Frequent issues crossing at this intersection as a pedestrian. Traffic here is very busy especially during the time when children are going to and from school. Taking my kids to school through here nearly daily and witnessed dozens of near misses three of which where it was my family nearly hit.

- ▶ **Quebec Street and Dry Creek Road*:** The newly installed neighborhood sign for Willow Creek on the southeast corner of the intersection has created a dangerous blind spot for drivers heading westbound on Dry Creek and turning right (northbound) onto Quebec. The post of the sign makes it impossible to see northbound vehicles from the right-turn lane on Dry Creek. For cars turning right (north) on the red light, after stopping, drivers have to pull too far into the intersection to see if there is an oncoming car. I have experienced this and witnessed several near miss collisions from the new obstruction.
- ▶ **Quincy Avenue and Gun Club Road:** Cars headed North and turning West onto Quincy when it is dark. Cars headed South - the cars headed North headlights are directly in your eyes. Really hard to see anything with the bright lights in your eyes. I know other people that feel the same way. One other item - the light at Gun Club and Jewell needs to be set a little longer for North/South traffic.
- ▶ **Ridge Road and Windemere Street*:** Poor visibility from north and south. People also run this stop sign.
- ▶ **US 36 and CR 02*:** Recent fatal accident.
- ▶ **US 40 and Main Street*:** Running of sidewalk.
- ▶ **Gun Club Rd, Quincy Ave to Jewell Avenue:** Widen Road to 4 lanes on Gun Club Road between Hampton and S Aurora Parkway.
- ▶ **Alameda Avenue*:** Speeds on E Alameda Ave are excessive, with a roadway design that encourages speed (newly paved straight road with unobstructed view). Physical traffic calming measures are needed, as traffic signs and enforcement have very limited effects. Roundabouts or speed humps would achieve reduced speeds.
- ▶ **Arapahoe Road, Versailles Parkway*:** Consider speed cameras along Versailles Parkway and Arapahoe Road between Parker Road and Liverpool Road.
- ▶ **Beeler Street*:** Drivers speed near Cheyenne Arapaho park on Beeler St. The park has many families and children crossing the street from nearby apartments and condos. The drivers come off Parker Road and sometimes Florida Ave at very high speeds. This is so unsafe for a busy area like this. A speed bump or two down Beeler would be very helpful in slowing traffic down the street.
- ▶ **Near Dakota Valley Elementary School*:** This complete road needs to be repaved, it's a direct route to the Elementary School (Dakota Valley). The road has been deteriorating over time with no resolution in sight. It's very damaging to the vehicles that commute back in forth. I have contacted Arapahoe County numerous times and I'm provided the same answer as it's slated for the upcoming year and nothing happens.
- ▶ **Iliff Avenue*:** It is way too easy now for cars to speed down Iliff after the roadway improvements.
- ▶ **Girard Avenue*:** Between Federal Boulevard and Irving Street, even with the new No Parking signs, we're still seeing trailers parked on Girard.

Roadway Segment Improvements

This category encompasses comments related to the recommended roadway segment improvements. This includes upgrades or changes along roadway segments, including installation or modification of medians, pedestrian refuge islands, roadway signage, roadway striping, lane reconfigurations, bicycle and pedestrian facilities, traffic calming measures, and pavement condition improvements.



APPENDIX E. PUBLIC OUTREACH REPORT

- ▶ **Girard Avenue***: I live at 3046 W Girard Avenue and I am concerned about speeding cars. Also there are no lights on the 2 blocks of Girard. I believe we need to put some speed bumps on the street.
- ▶ **Girard Avenue***: Cars are speeding down Girard now. It feels like traffic is moving much faster than it used to, and it's concerning on such a narrow residential street.
- ▶ **Girard Avenue***: The No Parking signs have helped clean up the street, but now when we have visitors there isn't enough parking. Could the County consider allowing parking on one side of the street one day and the other side the next?
- ▶ **Girard Avenue***: Could the County allow parking on one side of the street one day and the other side the next day?
- ▶ **Sheridan/Federal Avenue Area**: There's a real lack of infrastructure in this area, no street lighting and lots of sidewalk gaps.
- ▶ **Orchard Road***: Need speed cameras on E Orchard.
- ▶ **Orchard Road, Dayton Road***: The bicycle lanes along Orchard and Dayton Roads are too narrow to be safe.
- ▶ **Parker Road***: Intersections need brighter street lights to illuminate the walkways to the park. Blinking walkway lights alerting turning cars of pedestrians in the crosswalk. Paint the crosswalk with yellow or white stripes to help alert drivers of high pedestrian traffic. Speed needs to be reduced to 35mph between Mississippi to Yale to help slow traffic down in residential, school and pedestrian shopping areas. This intersection has had multiple pedestrians hit and houses and fences hit by speeding cars.
- ▶ **Parker Road, Mississippi Avenue***: Speeding common along Parker Road and Mississippi Avenue generally, an officer should be assigned to this patrol to slow cars.
- ▶ **Platte Canyon***: A turn lane for Normandy Estates and Columbine Manor on Platte Canyon is needed. As these are the old neighborhoods, I feel like they are forgotten. As Littleton has allowed more building, trying to get in and out of the neighborhood as become more difficult.
- ▶ **Smoky Hill Road***: Smoky Hill Road from E470 all the way down to where it ends at Quincy is a 'race track' I don't know the number but there have been a lot of deaths in the last 5 years on Smoky Hill Race Track...I literally NEVER see any police out pulling speeders over and giving them tickets...that would help...but truly something needs to be done.
- ▶ **Smoky Hill Road***: My dear friend was killed on Sunday, December 7th, 2025 crossing in a crosswalk walking her 2 dogs with the right of way/arrow by a truck. Smoky Hill Road is literally a 'death trap'. I know off the top of my head, she was at least the 4th person killed in 2025, possibly more by inept drivers around here. Something needs to be done. My daughter lives down near Sloans Lake and they have recently installed 'Speed Humps' every 25-50' down I believe it is 29th Avenue. Guess what, you CAN'T really speed...you have to go slow...this, is what NEEDS to be done for a very long stretch to slow people the hell down. I am SO cautious, I get honked at because when I get the green light to turn onto SH Road, I don't go right away, I wait until I am 100% certain cross traffic is going to stop!!! I have seen SO many people fly thru lights that have been RED for quite some time...Truly ridiculous. My friend is dead, I mourn her senseless death. DO SOMETHING BEFORE ANOTHER PERSON DIES!
- ▶ **South De Gaulle Street***: Please repair the S DeGaulle St stretch from Alexander to Belleview. The ruts and holes in the road specifically near the manhole covers are getting bad. The lines crossed the streets are getting deeper. Thank you.

- ▶ **Tibet Street and Lake Dr*:** Please provide speed bumps and signs. Drivers speed through this stop sign regularly.
- ▶ **Versailles Parkway*:** S Versailles Pkwy has a speed limit of 30 mph which no one follows. Needs better pedestrian awareness and crossings and improvements to slow traffic down.
- ▶ **Versailles Parkway*:** Versailles Parkway within SRRHOA needs pedestrian cross walks at least 2 if not 3 intersections. Left-turn lane into Fletcher Apartment complex heading south on Versailles
- ▶ **Versailles Parkway*:** S Versailles Pkwy has a speed limit of 30 mph which no one follows. Needs better pedestrian awareness and crossings and improvements to slow traffic down.

Rural Roadway System Improvements

This category encompasses comments related to the recommended rural roadway system improvements. This includes rural road improvements such as rumble strips, wider shoulders, wider edge lines, and guardrails, as well as rural intersection visibility improvements including flashing signage, advanced warning signage, overhead flashing beacons, and speed reduction markings.

- ▶ **County Road 137:** Traffic starts speeding up southbound on CR137 after the Quincy intersection. It's a straight view, so they reach for their phone to look at it or speed up. My husband has almost been hit three times this year. Once slowing down to turn into our driveway and twice on the tractor. North of Belleview and South of Quincy.
- ▶ **System-wide:** Bikes on rural roads are not safe.

Prioritization

- ▶ **Parker Road:** Any improvements along Parker Road should be prioritized.

General Comments

The following comments were placed in the general comments field without a specific location mentioned.

- ▶ I am really pleased that the County is seeking this sort of public input. Thank you!
- ▶ Thank you for doing this study and allowing residents to comment. This is one of the examples of what makes Centennial a great place to live!
- ▶ I love the concept and look forward to a list of improvements in April.
- ▶ People do not know the roadway rules and don't have drivers' education. The money for this study should have been used to buy more sheriffs positions.
- ▶ Left-turn light norms and patterns are different between and within municipalities. They should be the same and be predictable.
- ▶ The mention of Vision Zero makes me skeptical. I'm not opposed to safety, but feel Vision Zero is flawed. Some accidents and deaths are preventable, but not all. Vision Zero "projects" often turn into activists pushing for sidewalks everywhere, bike paths everywhere, a variety of obstacles and barriers, etc. These solutions are costly, disruptive to the general driving public, and often times the actual improvement in safety is lacking. They seem more like feel-good projects than safety projects, and often times they aren't realistic. We need fewer distractions, fewer obstacles, simpler roadways, and enforcement (speeding, DUI, distracted driving, theft (often speeding vehicles), etc.). Not just tickets, but meaningful penalties that are enforced by our judicial system. We should not have people with 3+ DUIs; our DUI punishment is a money-making joke. And what's up with all the wrong way drivers? Are our roads and signage that bad, or are people just oblivious?

APPENDIX E. PUBLIC OUTREACH REPORT

- ▶ Red light running is a huge issue everywhere in Colorado. Often it's not even just one car, it's five or six cars. Arapahoe County should install more red light cameras or otherwise enforce against this extremely dangerous driver behavior that gets worse every year.
 - ▶ Concerned about stop sign running.
 - ▶ How wonderful it would be to adopt Denver's "20 IS PLENTY" speed limit on our little residential street (s) - with a park, a place of worship, and an elementary school. The Aurora planners from days of old made this street soo wide & soo long - can you please get drivers to "Slow the Funk Down!!
 - ▶ This road is dangerous for pedestrians with people speeding. There is a playground and dog park at the park, so people cross the street all the time. There are also school bus pick up and drop offs. A light up crosswalk and/or speed bumps would be nice.
 - ▶ Why can't the speed limit on residential streets be reduced to 20 - Like Denver did - its plenty! And it should be done without a lot of issues - reduce residential speed limits
 - ▶ Remove cameras that post the speed of vehicles--has become a challenge on how fast they can get the camera to read. More time when traffic officer joins the force to ticket speeders. We have asked for these and others with no progress yet.
 - ▶ Please provide a speed bump and signs. Drivers speed through and run the stop signs regularly.
 - ▶ Vehicles need license plates on the front to help identify cars in Colorado.
 - ▶ Aurora needs traffic cameras at intersections to help police with catching repeat offenders
- with street racing, running red lights, and hit and runs. Colorado vehicles should have license plates on front and back to better identify cars. Start enforcing no license plate covers. I'm fine with license plate readers for police use. My family was impacted by a hit and run and a license plate on the front would have allowed the dash cameras evidence to be more helpful in catching the vehicle. Otherwise the police just put out a description and hope they get pulled over for something else.
- ▶ We need to have more multi-use of our wide sidewalks, not less. Make bicyclists use a bell to warn pedestrians on the sidewalks that they want to pass as they do in Germany. We have millions of miles of sidewalks in the USA and not much usage, but a lot of friction between bicyclists who like to go faster than necessary and motorists who usually don't see them until they are alongside or in the middle of a right-turn!"
 - ▶ Who is the agency in charge of improving sidewalks along Parker Road? The sidewalks are way too narrow in some areas and especially along the east side.
 - ▶ Please don't take space away from current traffic lanes to make bike lanes. If you can create bike/scooter trails apart from the roads, that would be safer and more enjoyable for everyone.
 - ▶ Motorcyclists and dirt bike users on shared use paths even though they should not be. There should be more signs, even speed limit signs for regular bicyclists.

APPENDIX F. Funding Sources

Table F-1 outlines the potential funding sources that the County intends to pursue to sustainably support and advance completion of the associated action items outlined in the CSAP.

The funding programs available under the Bipartisan Infrastructure Law shown in **Table F-1** expire in September 2026. While it is likely that the next five-year authorization bill for the federal surface transportation program will include discretionary funding programs, it is not yet clear what the scale and scope of those programs will be

TABLE F-1: CSAP Funding Sources

No. F=Federal S=State/ Local P=Private	Program Name	Approximate Annual Funding	Award Range (Min-Max)	Short Descriptions	Funding/Awarding Entity	Dates
F1	Safe Streets and Roads for All (SS4A)	\$1,000,000,000	\$100,000 - \$5,000,000 (planning and demonstration)	Supports local, regional, and tribal initiatives to eliminate roadway fatalities and serious injuries.	USDOT	Annual NOFO released in March
F2	Better Utilizing Investments to Leverage Development	\$1,500,000,000	\$25,000,000	Annual competitive grants for infrastructure projects that improve safety and equity.	FHWA	Annual NOFO released in January
F3	SMART Grants Program	\$130,000,000	\$2,000,000	Funds innovative technology solutions for traffic safety and mobility improvements.	FHWA	Annual NOFO released in July
S1	Transportation Alternatives Program	\$21.7 million, with \$2.7 suballocated to the DRCOG regional TIP	\$1,000,000	Sidewalks, bikeways, trails, Safe Routes to School, crosswalks, and other ped/bike infrastructure.	FHWA funded; CDOT awarded	Appx. every three years in Fall
S2	Highway Safety Improvement Program (HSIP)	\$43.1 million apportioned annually to Colorado	No maximum - tentative projects are listed in the state's STIP list and prioritized by specific criteria.	Projects that reduce fatalities and serious injuries including intersection improvements, pedestrian crossings, and systemic safety upgrades.	FHWA funded; CDOT awarded	Annually in December

TABLE F-1 CSAP Funding Sources (continued)

No. F=Federal S=State/ Local P=Private	Program Name	Approximate Annual Funding	Award Range (Min-Max)	Short Descriptions	Funding/Awarding Entity	Dates
S3	FASTER Safety Program (SB 09-108)	\$70m state-wide + \$25m allocated to Counties		Qualifying roadway safety projects on state highways, country roads, and city streets	CDOT awarded	Annual CDOT programming in STIP/TIP pools
S4	The State and Community Safety Grants (Section 402)	\$6.9 million apportioned annually to Colorado	\$3,600,000	Supports multifaceted state highway safety programs designed to reduce traffic crashes and the resulting deaths and injuries.	NHTSA funded; CDOT awarded	Appx. every three years in Summer
S5	The National Priority Safety (Sections 405)	\$6.2 million apportioned annually to Colorado	\$232,000	Supports occupant protection, state traffic safety information system improvements, impaired and distracted driving counter measures, motorcyclist and nonmotorized safety, officer safety, and roadside death prevention.	NHTSA funded; CDOT awarded	Appx. every three years in Summer
S6	Regional Transportation Improvement Program	Arapahoe County projects eligible for about \$55m per year	None	Projects of regional significance that align with federal goals	FHWA and CDOT funds; awarded by Denver Regional Council of Governments	Every four years with TIP cycle; next call likely in 2027 or 2028
S6	Bond Measures	N/A	N/A	Voter-approved funding for infrastructure upgrades.	TBD	TBD

TABLE F-1: CSAP Funding Sources (continued)

No. F=Federal S=State/ Local P=Private	Program Name	Approximate Annual Funding	Award Range (Min-Max)	Short Descriptions	Funding/ Awarding Entity	Dates
P1	Road to Zero Community Traffic Safety Grants	\$50,000 - \$200,000 award / project	\$50,000 - \$200,000 award / project	Annual grants supporting innovative safety projects aligned with Vision Zero principles. (Must be a member of coalition to be eligible for funding)	National Safety Council	Annually in late fall/winter
P2	Vision Zero Network - Seed Fund Grants	\$20,000 award / project	\$20,000	Offers grants and technical support to communities advancing Vision Zero	America's Seed Fund	Periodically depending on funding availability
P3	America Walks	\$2,000 / project	\$2,000 / project	Provides microgrants for pedestrian safety and walkability projects.	America Walks	Annually in late fall/winter

APPENDIX G. Policy and Process Review

Introduction

As part of the CSAP development, the County has identified opportunities to integrate Safe System Principles into existing policies. This approach will prioritize the safety of all transportation users and set a strong foundation for future projects.

The following County policy documents were reviewed as a part of this process:

- ▶ **Infrastructure Design and Construction Standards (IDCS)**
- ▶ **Traffic Operations Policies and Procedures Manual (TOPP)**
- ▶ **The “Traffic Operations” chapter of the Arapahoe County Public Works and Development Manual (APWA Accreditation)**

Additionally, the key elements of a Universal Safety Policy have been outlined, as this represents the primary recommendation emerging from this evaluation.

Infrastructure Design and Construction Standards

The IDCS provides comprehensive guidance on the procedures followed by the County’s Public Works Department. As part of the review for Safe System Approach integration, the following sections were examined:

Submittal Procedures and Submittal Requirements for Construction

This section outlines the process that all projects and plan sets must undergo prior to implementation, ensuring proper quality control and that all necessary permits are obtained. To further elevate the prioritization of safety, the County will consider the inclusion of an additional requirement within the Traffic Impact Study (TIS) titled **Safety Analysis Report**.

Suggested components of the Safety Analysis Report include:

- ▶ **Conducting a 5-year crash analysis for each project location to identify crash trends.**
 - » Analyze crash types (rear-end, angle, pedestrian-involved, etc.), severity (fatal, injury, property damage), and contributing factors (speeding, impaired driving, roadway conditions).
 - » Identify patterns such as recurring crash types or high-frequency intersections within the project boundaries.
- ▶ **Incorporating engineering improvements aimed at eliminating existing crash patterns.**
 - » Use findings from the crash analysis to propose targeted safety measures. For example, upgrading the signal phasing to include a protected left-turn phase can significantly reduce or eliminate left-turn crashes.
 - » Evaluate proposed treatments using crash modification factors (CMF) to assess the extent to which they will reduce or eliminate the existing crash pattern.
 - » Other examples of improvements can include:
 - » Signal modifications (i.e. adding protected left-turn phases and leading pedestrian intervals).
 - » Geometric changes (i.e. widening shoulders, adding roundabouts, access control).
 - » Traffic calming (i.e. speed humps, lane narrowing).
 - » Pedestrian enhancements (i.e. high-visibility crosswalks, refuge islands).
- ▶ **Prioritizing projects or expanding their scope based on proximity to the County’s HIN.**
 - » Overlay project locations on the County’s HIN map, which highlights corridors with the highest rates of fatalities and serious injuries.
 - » Give higher priority to projects near or within these corridors.
 - » Expand scope to include additional safety features if the project is adjacent to HIN segments.

Roadway Design and Technical Criteria

This section of the IDCS establishes design criteria for traffic improvements within the County. Recommended enhancements include moving away from relying solely on 85th percentile speeds for setting speed limits. Instead, a more robust, context-sensitive analysis should be conducted to determine both posted and design speeds and align with the Safe System Approach.

Additional recommendations include:

- ▶ **Emphasizing the use of FHWA Proven Safety Countermeasures such as access management, LPIs, RRFBs, and roundabouts.**
- ▶ **Reducing lane widths wherever feasible to promote lower operating speeds and improve safety.**
- ▶ **Design audits to ensure proposed designs prioritize the safety VRUs and eliminate high-risk features, such as wide intersections and slip lanes.**

Pavement Design and Technical Criteria

This section specifies pavement design criteria and treatment standards within the right-of-way, including new roads, auxiliary lanes, curb and gutter improvements, sidewalks, and medians. It also details requirements for preliminary and final design reports for pavement projects, as well as field testing methods and material specifications.

Recommended enhancements include:

- ▶ **Using pavement marking treatments at curves and intersections to reinforce lower speeds in urban areas.**
- ▶ **Integrating colored pavement for bike lanes and pedestrian zones – such as green paint – and narrow lane widths to enhance VRU safety.**
 - » Thermoplastic materials are recommended to improve visibility and durability.

- ▶ **Ensuring full compliance with ADA and Public Rights-of-Way Access Guidelines (PROWAG) standards for cross slopes and transitions.**
- ▶ **Requiring design audits to confirm that improvements do not inadvertently increase operating speeds or crash risk.**
- ▶ **Linking pavement projects to systemic safety goals as identified in the CSAP.**
- ▶ **Requiring the regular maintenance of pavement treatments such as striping and concrete, for example pedestrian refuge medians, and channelized right-turn islands.**

Access Requirements and Criteria

This section outlines the process for establishing new access points within both new and existing developments. State highways and freeways fall under CDOT jurisdiction and require additional coordination and approval. For other roadway classifications, permits and traffic impact analyses (TIA) are required for proposed access points, with allowable spacing determined by roadway classification. On major arterials, all access points should be restricted to right-in/right-out movements.

TIAs include an evaluation of proposed access points during AM and PM peak periods and an analysis of queueing and level of service (LOS).

It is suggested to include a **5-year crash analysis** as a part of the TIA, consistent with the proposed **Safety Analysis Report**, applying CMFs based on the number of access points and treatments proposed. If the analysis indicates an adverse crash trend, projects should be redesigned to reduce risk or discontinued.

Current access spacing requirements are not explicitly aligned with FHWA's Access Management Proven Safety Countermeasure. Access consolidation and reduction should be prioritized wherever feasible. Allowable movements at access points should be minimized through strategies such as right-in/right-out configurations, raised medians, and roundabouts.

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It is important to emphasize that access points often do not prioritize VRUs. All proposed driveway openings and curb cuts must be designed in full compliance with ADA and PROWAG standards to ensure accessibility and safety.

Traffic Operations Policies and Procedures Manual

Arapahoe County's TOPP serves as a comprehensive guide for policies and programs addressing all traffic-related matters. As part of this review, all policies were evaluated for opportunities to integrate the Safe System Approach and Vision Zero principles.

To strengthen alignment with Vision Zero, it is recommended that the introduction of the TOPP include explicit language such as:

“Arapahoe County commits to Vision Zero principles and FHWA’s Safe System Approach, aiming to eliminate fatalities and serious injuries by designing a transportation system that accommodates human error and prioritizes safety for all users.”

Language from the BOCC Resolution may be used here.

While the Manual of Uniform Traffic Control Devices (MUTCD) is consistently referenced as the standard for traffic treatments, FHWA's Safe System Approach and Vision Zero philosophy should also be cited as guiding principles in the introduction and throughout the manual.

Policies related to engineering studies, signs and markings, signals, and other treatments were reviewed in detail.

Key recommendations include:

- ▶ **Reference FHWA Safe System Approach, Vision Zero, and National Association of City Transportation Officials (NACTO) standards throughout the manual.**
- ▶ **Incorporate systemic risk assessments during engineering studies, rather than relying solely on reactive crash analysis.**
- ▶ **Move away from using the 85th percentile speed for design and posted speeds; instead, adopt context-sensitive evaluations that prioritize VRUs.**
- ▶ **Prioritize high-visibility continental crosswalks and discontinue the use of transverse crosswalks.**
- ▶ **Apply the Safe System hierarchy for crossing guidelines: separation, visibility, and speed reduction.**
- ▶ **Require a Safety Analysis Report for all development review applications, including Vision Zero screening for developments near the HIN.**
- ▶ **Integrate crash reduction strategies into site design.**

Crash Analysis Program

It is recommended to rename the County's existing Crash Analysis Program to the Safety Analysis Program, emphasizing the proactive role in identifying safety solutions before fatal and serious injury crash trends emerge.

Components of the Safety Analysis Program should include:

- ▶ **Analysis of 5-year crash data for all evaluations. This process shall be consistent with the proposed Safety Analysis Report within the IDCS.**
- ▶ **Adoption of a BOCC resolution.**
- ▶ **Routine HIN analysis for project locations (also consistent with the proposed Safety Analysis Report within the IDCS).**

- ▶ **A systemic improvements strategy to deploy FHWA Proven Safety Countermeasures throughout the County to prevent fatal and serious crashes.**
- ▶ **Creation of a Rapid Response Program within the Safety Analysis Program with the following objectives:**
 - » To analyze and address fatal and serious injury crashes in real time.
 - » To collaborate with internal and external stakeholders included local law enforcement, the County’s operations and maintenance teams, and advocacy groups.
 - » To conduct site visits, review crash data, and implement quick-build treatments such as paint-and-post installations to mitigate risks and prevent recurrence.

Neighborhood Traffic Management Program

Appendix A of the TOPP outlines the County’s Neighborhood Traffic Management Program (NTMP), which addresses localized traffic concerns such as speeding and neighborhood safety. Currently, the program relies on case-by-case mitigations. To adopt a more proactive approach, it is recommended to incorporate systemic traffic calming measures aligned with FHWA Proven Safety Countermeasures, rather than responding reactively to individual concerns.

Finally, transportation safety messaging should be incorporated into outreach efforts with statements such as: *“Every neighborhood deserves safe streets, and our goal is zero traffic-related deaths and serious injuries.”*

Educational materials should also highlight Safe System Principles to reinforce the County’s commitment to proactive safety.

“Traffic Operations” chapter of Arapahoe County Public Works and Development Manual

Similar to the TOPP, the 2025 “Traffic Operations” chapter of the Arapahoe County Public Works and Development Manual provides concise, one-page standard operating procedures (SOP) for common traffic treatments implemented by the County. A general observation is that these SOPs are highly streamlined and offer limited opportunities for integrating Safe System Approach or Vision Zero language and policies. Since these directives typically refer to the TOPP and IDCS for detailed evaluation, the primary recommendation is to focus on Safe System integration within those documents.

Additional suggestions include:

- ▶ **In the introductory directive for the chapter where MUTCD is repeatedly cited add references to FHWA’s Safe System Approach, Proven Safety Countermeasures, and restate the County’s commitment to Vision Zero.**
- ▶ **Incorporate FHWA’s Safe System Approach under the “Referenced Documents” section for all SOPs.**
- ▶ **Include references to NACTO guidelines and best practices wherever applicable to reinforce context-sensitive and multimodal design principles.**

Universal Safety Policy

The most critical recommendation within the Arapahoe CSAP is the establishment of a Universal Safety Policy that will serve as the foundation for all County standards, procedures, and documents. This policy should be incorporated into the forthcoming BOCC resolution, aligning with the SS4A Leadership Commitment and Goal Setting guidelines.

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Key components of the Universal Safety Policy:

1. The Universal Safety Policy Statement may be as follows:
 “Arapahoe County commits to achieving zero fatalities and serious injuries on our transportation network. We affirm that human life and health are paramount and that safety is a shared responsibility among system designers, operators, and users.”(Language from the BOCC resolution may be adapted here.)
2. The Universal Safety Policy shall supersede all other County standards and policies.
3. County designs, procedures, and standards will adhere to FHWA’s Safe System Principles wherever feasible.
4. Any new or revised policy, procedure, or standard must be assessed for compliance using the FHWA’s Safe System Approach policy evaluation matrix and written to reinforce its guiding principles and safe system elements.

a. Guiding Principles:

- i. Zero is the only acceptable number: No loss of life is acceptable.
- ii. **Proactive risk management:** Anticipate and mitigate risks before crashes occur.
- iii. **Equity and inclusion:** Ensure safe mobility for all, including communities experiencing persistent poverty, regardless of travel mode.
- iv. **Systemic approach:** Design for human error and vulnerability.

b. Safe System Elements:

- i. Safe Road Users
 1. Implement education programs for all transportation modes.
 2. Encourage compliance through design rather than enforcement.
- ii. Safe Vehicles
 1. Promote adoption of advanced safety technologies.
 2. Require fleet safety standards for public and contracted vehicles.
- iii. Safe Speeds
 1. Encourage safe speeds using traffic calming designs and automated speed enforcement.
- iv. Safe Roads
 1. Adopt the NACTO Complete Street principles.
 2. Prioritize protected bike lanes, pedestrian crossings, and forgiving roadside design that protect VRUs.
- v. Post-Crash Care
 1. Coordinate with emergency services for rapid emergency arrival times.
 2. Ensure trauma care accessibility across the transportation network.

By establishing and adopting a Universal Safety Policy as the foundation for all County standards, documents, and projects, the County will strengthen its commitment to Vision Zero and affirm that safety is its foremost priority.

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Arapahoe County Comprehensive Safety Action Plan

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ARAPAHOE COUNTY



COMPREHENSIVE SAFETY ACTION PLAN