

PROJECT DEVELOPMENT SHEETS

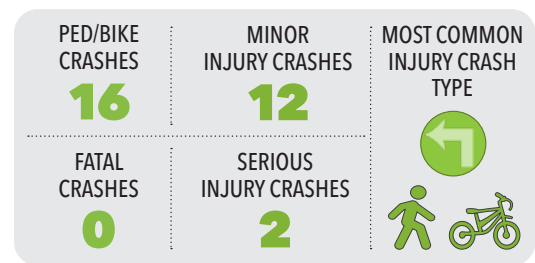


PUBLIC ROAD

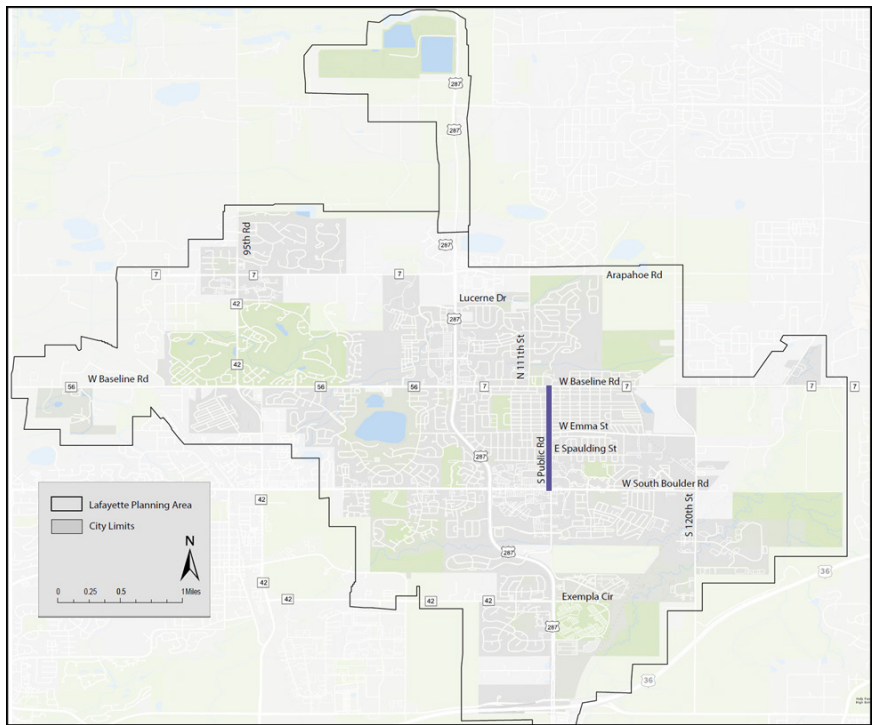
SOUTH BOULDER ROAD TO BASELINE ROAD

Public Road (0.92 miles) has two distinct cross sections. Between South Boulder Road and north of Waneka Parkway, there are two lanes in the southbound direction and one lane in the northbound direction. North of Waneka Parkway to Baseline Road, there is one lane in each direction and street parking on both sides of the roadway. Within the project limits, there are three signalized intersections.

CRASH SUMMARY



ROW WIDTH **SPEED LIMIT**
60' - 100' **25 MPH**



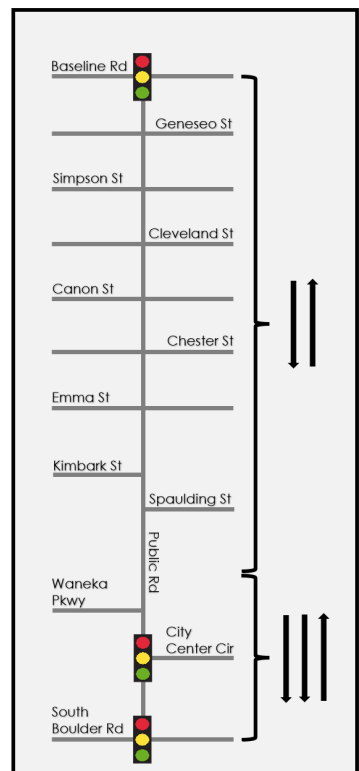
METRICS

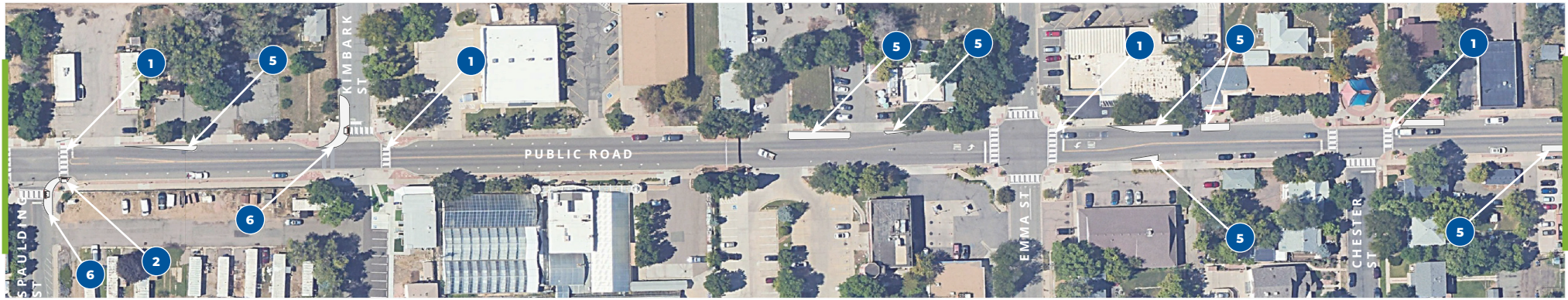
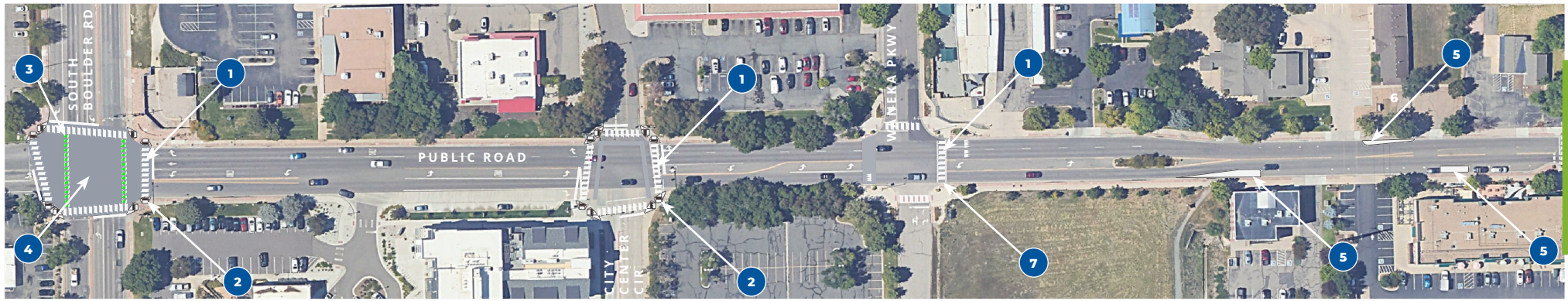


Six of the 14 injury crashes on this corridor involved bicycles and pedestrians, with another 10 non-injury crashes highlighting key conflict points for vulnerable road users. Two-thirds of these crashes involved pedestrians, over 70% of which occurred at intersections. Several traffic signals were removed in 2019 to improve traffic flow and reduce speed and lower traffic volumes on the roadway. Curb bulb-outs were added to improve pedestrian safety. Today, Public Road has three signalized intersections and nine minor or all-way stop-controlled intersections, each with marked crosswalks.

The goal of these recommendations is to improve pedestrian and bicyclist safety by upgrading existing crosswalks in line with FHWA’s Safe Transportation for Every Pedestrian (STEP) treatments. Proposed improvements include high-visibility continental crosswalks, enhanced signage, RRFBs, and raised crosswalks where appropriate. Missing directional curb ramps are recommended to improve accessibility and create more direct crossings.

Additional curb bulb-outs are recommended where space allows to shorten crossing distances and improve visibility, particularly at minor intersections. At Waneka Parkway, crossing enhancements are proposed to increase pedestrian visibility and encourage safer crossings. Other enhancements, such as green high-visibility conflict markings at Public Road and South Boulder Road, will further enhance safety.





1 Install high-visibility continental-style crosswalks and appropriate STEP improvements

2 Construct directional curb ramps

3 Add green conflict markings for bicyclists

4 Replace 5-section heads with 4-section flashing yellow arrow head

5 Add curb to define parking, create a chicane, and slow vehicle speeds

6 Add a curb bulb out to reduce the length of the pedestrian crossing and increase visibility

7 Evaluate and implement appropriate pedestrian crossing enhancements in alignment with City guidelines, taking into account pedestrian demand, vehicle speeds, and surrounding context

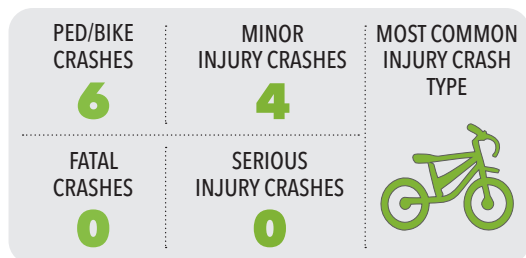
DISCLAIMER: THE CONCEPT AS SHOWN WILL NEED TO BE FURTHER DEVELOPED FOLLOWING STANDARD PROJECT DEVELOPMENT PROCESSES, INCLUDING FURTHER ENGINEERING ANALYSIS AND DESIGN, AND PUBLIC ENGAGEMENT ACTIVITIES, AS APPROPRIATE.

SOUTH BOULDER ROAD

CERES DRIVE TO STUDY AREA BOUNDARY

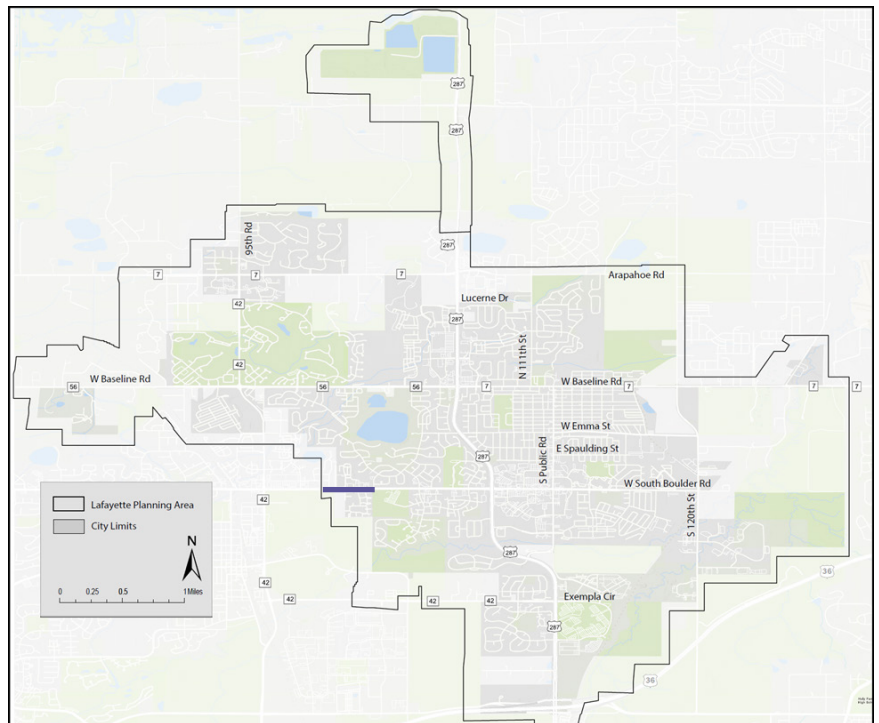
South Boulder Road (0.35 miles) west of Ceres Drive has two lanes in each direction, separated by a raised median in the center of the roadway. There are bike lanes present in both the east and westbound direction along with three transit stops within the project limits. There is a pedestrian hybrid beacon located east of Blue Star Lane, and a rectangular rapid flashing beacon (RRFB) across South Boulder Road at Ceres Drive. Centaurus High School is located southeast of the study area.

CRASH SUMMARY



Bicycle crashes are the most common crash type along this corridor, with six incidents reported in the 0.35-mile study area. Five occurred at minor intersections—two each at Edessa and Etna Drives (south), and one at Ceres Drive. Another crash occurred at Cimarron Drive and South Boulder Road.

To improve safety and comfort, curb bulb-outs are recommended at minor intersections where roadway width allows, reducing crossing distances and increasing visibility for pedestrians, bicyclists, and drivers. A new mid-block crossing is recommended between the transit stops east of Cimarron Drive, featuring a RRFB and a median refuge island. Upgrades to the existing RRFB at Ceres Drive include adding yield pavement markings and reconstructing it as a Z-crossing to improve safety and meet ADA standards. An access management study should be conducted to identify appropriate locations for medians that reduce conflict points, based on crash history, traffic volumes, and best practices.

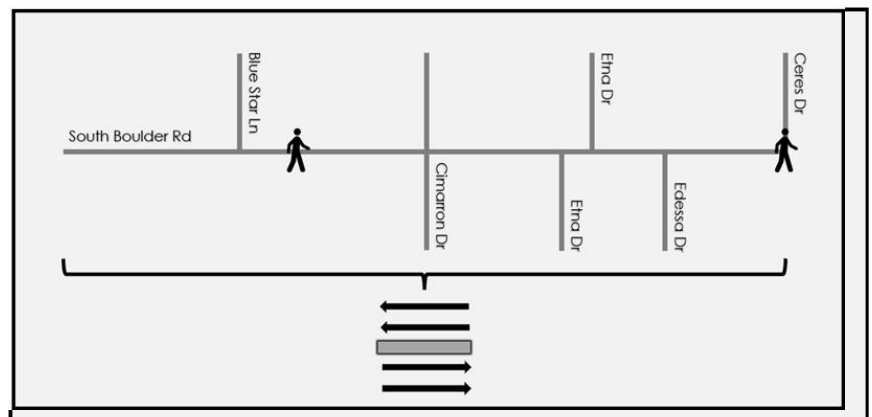


METRICS



ROW WIDTH SPEED LIMIT

90' - 115' 35 MPH



Long-term enhancements to bicycle facilities—such as adding protective elements or widening sidewalks—should be explored. These could be advanced through the upcoming South Boulder Road study, which aims to identify options for a high-comfort bike facility.



1 Install a center median to maintain cross section and enhance pedestrian safety

2 Restripe approach and add a stop bar

3 Reduce curb radius to slow turning vehicles and increase pedestrian and bicyclist visibility

4 Construct directional curb ramps

5 Remove eastbound left turn lane and evaluate and implement appropriate pedestrian crossing enhancements in alignment with City guidelines. Take into account pedestrian demand, vehicle speeds, and surrounding context

6 Add a curb bulb out to reduce the length of the pedestrian crossing, slow turning vehicles, and increase bicycle and pedestrian visibility

7 Reconstruct median to remove eastbound left turn into the mortuary. Work with the mortuary to establish one way travel on site, entering in the east driveway and exiting on the west

8 Stripe crosswalk across the approach

9 Replace existing stop bar with yield markings at the existing RRFB

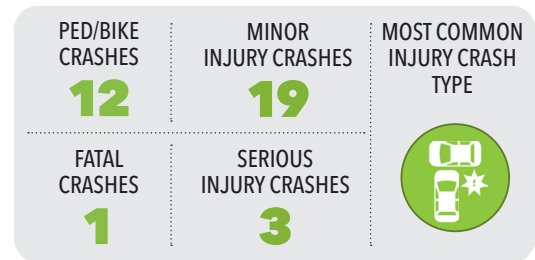
10 Reconstruct as a z-crossing to enhance ADA compliance

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SOUTH BOULDER RD US 287 TO ROBIN HOOD STREET

South Boulder Road (0.95 miles), located east of US 287, has two lanes in each direction, separated by a raised median in the center of the roadway. There are bike lanes present in both the east and westbound direction along with five transit stops within the project limits. Within the project limits, there are five signalized intersections.

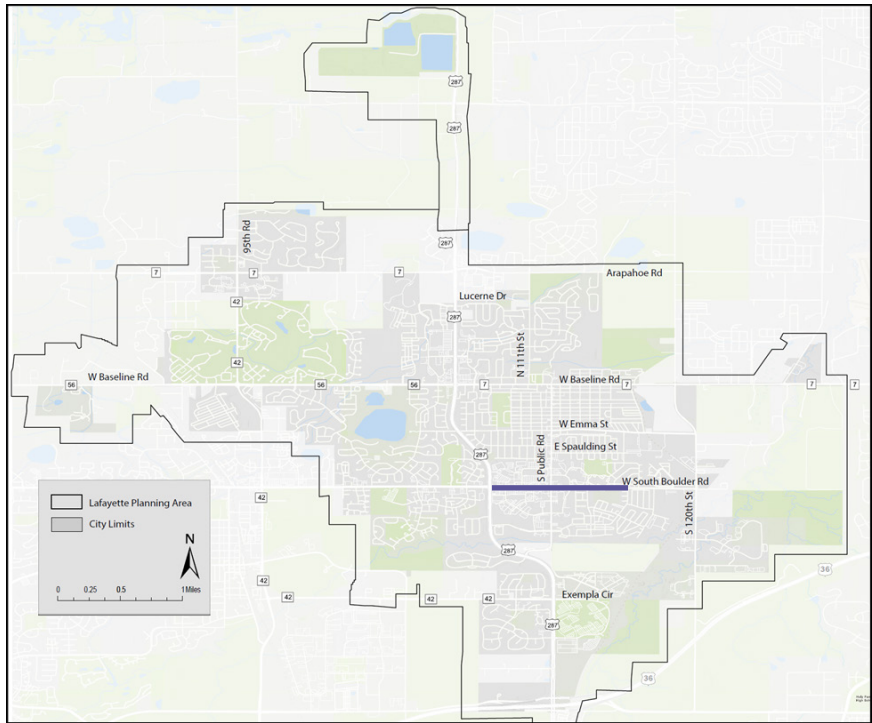
CRASH SUMMARY



Broadside crashes are the most common type of injury crash, with most (4) occurring at the unsignalized Waneka Parkway intersection. Pedestrian and bicycle crashes also make up a significant share of injury crashes. While many occur along the segment, Waneka Parkway sees the highest number (3) of these at a single intersection.

Recommendations focus on improving safety at minor intersections with frequent broadside crashes, primarily by adding raised medians to restrict minor street turning movements. An access management study should be conducted to identify appropriate locations for medians that reduce conflict points, based on crash history, traffic volumes, and best practices. The access management study should consider relocating traffic signals for optimal safety, access and spacing. Directional curb ramps are proposed to create more direct, accessible crossings at signalized intersections. Where crossings are realigned, pedestrian refuge islands in the median are recommended where space allows. To further improve bicycle safety, green high-visibility conflict markings are proposed at signalized intersections to increase visibility and driver awareness.

Long-term improvements to bicycle facilities—such as protective elements or wider sidewalks—should also be considered. These could be advanced through the upcoming South Boulder Road study, which aims to identify options for a high-comfort bike facility.

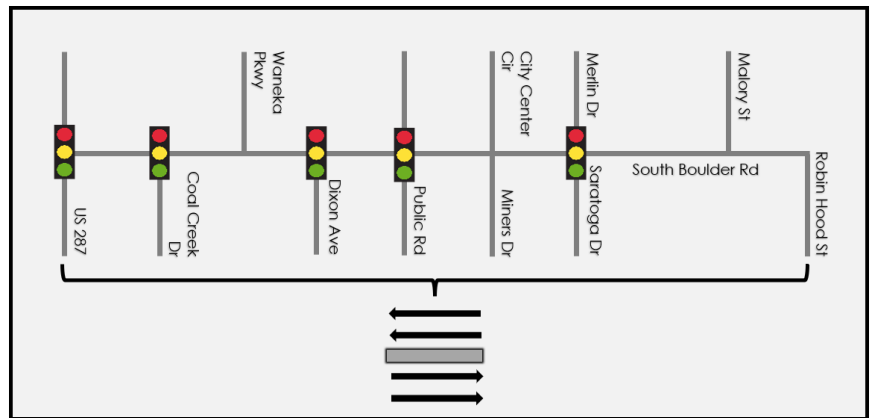


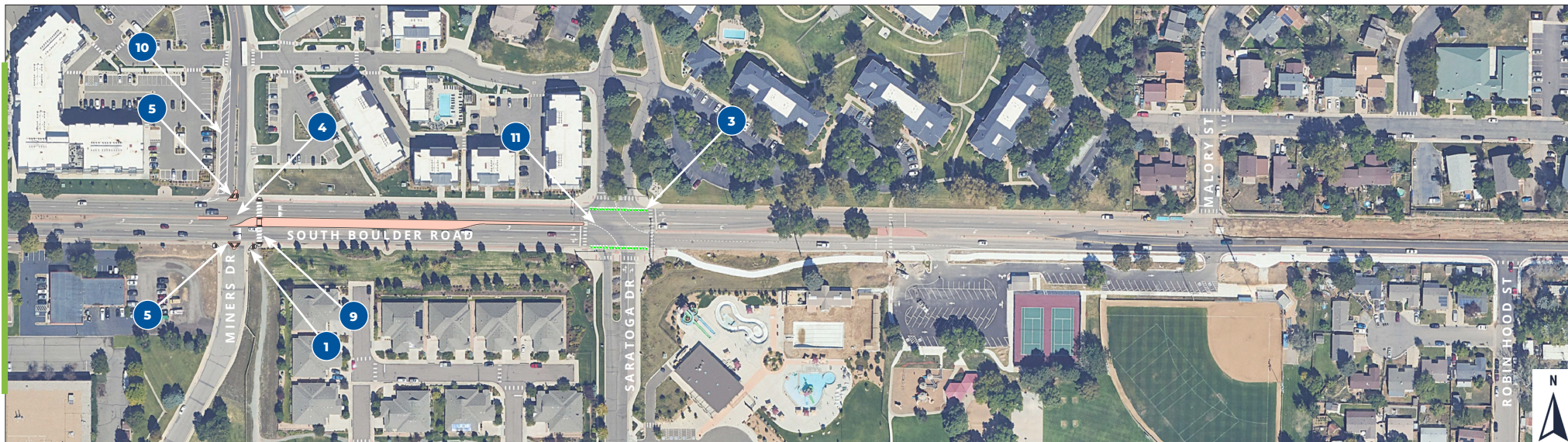
METRICS



ROW WIDTH SPEED LIMIT

70' - 140' 35 MPH





1

Construct directional curb ramps

2

Construct median nose to provide refuge for pedestrians

3

Add green conflict markings for bicyclists at signalized intersections

4

Evaluate access management and consider constructing a raised median providing a eastbound to northbound left

5

Construct 'pork-chop' channelized island to direct right turns and provide pedestrian refuge

6

Stripe excess pavement to remove dedicated right-turn receiving lane

7

Replace 5-section heads with 4-section flashing yellow arrow head

8

Reconstruct median to provide a positive offset for northbound and southbound left-turning vehicles

9

Evaluate and implement appropriate pedestrian crossing enhancements in alignment with City guidelines, taking into account pedestrian demand, vehicle speeds, and surrounding context

10

Stripe or extend sidewalk to remove one southbound lane

11

Stripe left-turn tracking in the northbound and southbound direction

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