



Town of **BOW MAR** Colorado

5395 Lakeshore Drive • Bow Mar • Colorado 80123 • 303-794-6065

The Town Trustees want to thank the citizens of Bow Mar for your participation and input into our latest round of analysis regarding traffic. Cut-through traffic has been top of mind for many years in Bow Mar. The Town board takes this seriously and has taken steps to understand the overarching sentiment of residents and come up with a plan that addresses your concerns. Over the past year we have been evaluating the extent of cut-through traffic, our options for controlling this traffic and citizen support for a variety of control measures. Below is a recap of several activities and a summary of the current status. A full copy of the Evans and Associates report and the survey report can be found on the Bow Mar website www.colorado.gov/townofbowmar.

Town Meeting in July 2018

Following the Election in the Spring of 2018, the Trustees convened a meeting for Bow Mar citizens to express their ideas and concerns regarding traffic thorough Town. At that meeting, nearly 75 people attended and overall there was concern for the amount of cut-through traffic. Safety and traffic volume were primary concerns expressed. There was not a clear consensus for traffic control measures. Gates, speed limits and speed calming were all discussed. Following this meeting, the Town hired a traffic consultant to identify and help us quantify traffic and evaluate options for traffic control.

Open Houses to Discuss Traffic Impacts and Ideas

After initial concepts were developed by Evans and Associates, a series of Open Houses were held to allow citizens to come and see some initial ideas and provide feedback and general discussion. We received several concerns on the gate placement suggestions as well as a few new ideas for consideration. The Trustees appreciate the feedback we received on these ideas and that input was provided back to Evans and Associates to shape their final recommendations.

Evans and Associates Traffic Analysis and Recommendations

The Evans analysis confirmed what many citizens have felt – that there is significant cut-through traffic in Bow Mar. The data shows that roughly 50-60% of traffic through Bow Mar is cut-through traffic (not stopping at a destination in Bow Mar) and that is consistent throughout the day, with more volume during rush hour periods in the morning and afternoon in alignment with overall traffic volumes at those times. This traffic volume was also consistent over several years' time. This data reaffirmed to the Trustees that pursuing some options for controlling this traffic was warranted.

Evans and Associates provided several options for controlling traffic through Town including a single gate, non-gated traffic calming measures and three gate options. After reviewing the pros and cons of these solutions, and listening to public input, Evans noted that additional non-gated traffic deterrents were unlikely to provide traffic reduction, and suggested that the most effective and fair option was to provide gates at all three entrances. Evans acknowledged the significant implementation challenges of three gates – primarily due to jurisdictional cooperation (along Sheridan), traffic pattern complexity (along Sheridan) and turn around access for non-residents (at Berry).



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Evans and Associates ultimately recommended a three-gate option, but suggested that be phased with one gate at the Prospect entrance initially. Following that, traffic impacts and gate hardware/software could be re-evaluated to determine next steps at Berry and Sheridan, which represent a more challenging implementation.

Town Meeting in July 2019

Evans and Associates presented a variety of gate options and traffic calming options at a Town meeting in July 2019. We received significant feedback on the options presented, including concerns about gate placement, gate access, speed limit effectiveness, legal authority for controlling measures and jurisdictional collaboration.

Town Traffic Control Survey

Following the Town meeting in July 2019, there was still not a clear preferred path forward so the Trustees provided a survey to citizens in September 2019. Bow Mar has roughly 625 adult residents and we received 380 to the survey. Of those responses, 80% want to do something to control traffic, and of those residents over 80% are in support of using gates to do so.

Overall, there was not a lot of enthusiasm around non-gate efforts (speed limits, speed bumps, etc.) for the purposes of controlling cut-through. When asked about the possibility of closing off specific streets along Sheridan, there was no significant preference for one over the other.

There were numerous comments that encompassed several general concerns:

- Inconvenience due to change of traffic pattern
- Shifting traffic due to change of traffic pattern
- Exclusivity and/or impacts to our neighboring communities
- Costs
- JeffCo being cut off from Arapahoe
- Inconvenience of town residents due to gates
- Access for emergency vehicles, invited visitors, household services

Guiding Principles and Next Steps

The Trustees continue to see the need for reducing the amount of cut-through traffic in the Town. In order to address the numerous issues brought forward by residents, the Town Trustees have scoped an initial traffic control gate scenario upon which can be based some more detailed cost estimates, maintenance implications, legal and jurisdictional review and resident and guest access procedures. This scenario aligns with the Evans recommendations to build out the first phase of a fully gated configuration with a single gate at the Prospect entrance. This would be a bi-directional gate closed just during rush hour periods, with turn around access both entering and exiting Town property. Residents would have access at all times, but guests during rush hour would need to utilize another entrance to town. Under this scenario, the Town attorney, previous town attorney and a private attorney believe the Town has the authority to control traffic in such a manner.



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Moving forward the Town will use this scenario to conduct additional analysis on the traffic flow as the result of this closure as well as a more detailed specification of the gate operating parameters (methods of access), maintenance and costs for equipment and construction.

While not conclusive, the input from Town meetings and the traffic survey indicate a fairly unified concern for cut-through traffic, but divergent opinions on the best way to address the problem. Based upon recommendations from Evans and Associates, this scenario for a single gate at Prospect is one realistic scenario that we believe could control traffic and minimize negative impacts to the town. However, we want to emphasize at this point this scenario is being further analyzed, and it is not set in stone. The board is taking steps to further understand this scenario, not rush forward with implementation. Over the next several months we welcome input on this scenario, and as data becomes available on jurisdictional issues, traffic flow implications, logistics and cost they will be shared with the Town and be used to shape a more complete solution.

Next Steps

- Develop and present a more formal description of the single Prospect gate scenario as the first phase of a three gate solution.
- Hire a subcontractor to conduct a traffic projection analysis on traffic impacts of the Prospect gate option.
- Work with a contractor to scope construction needs and plans.
- Develop a cost estimate for gate equipment and construction costs.
- Meet with City of Littleton officials, South Metro Fire to discuss jurisdictional issues.
- Hold public meeting to present findings of the phased three gate solution.
- Incorporate findings into a revised gated option.
- Place gate solution on the ballot for voter consideration.

Related Safety Actions

In response to safety concerns expressed by citizens throughout this process the Trustees have taken several steps to enhance safety in the town. Flock Cameras have been installed at all three Town entrances. Not only have these cameras been helpful to the Columbine police in “solving” crimes, but they will be a helpful deterrent to bad behavior as well.

Safety for pedestrians, bicycles and other non-motorized vehicles is a concern around the Berry curve. The Town is investigating ways to improve pedestrian access around this curve.

Again, the Trustees would like to thank you for your engagement and interest in this topic and look forward to continuing the conversation on how to best address cut-through traffic and keep our roads safe.

Sincerely,

Trustees Ramsden, Fabricant, Dennis, Wadsworth, Carlson and Hinton
Mayor Feldkamp