



April 15, 2021

Resident  
Street  
Centennial, CO 80112

RE: NTMP Virtual Meeting #2 – E. Orchard Rd.

**RESPONSE REQUESTED**

The enclosed Comment Form is required to be returned to the City via mail or via the City website.

**NO LATER THAN  
MAY 10, 2021**

Dear Resident,

Welcome to the Orchard Road NTMP Virtual Meeting #2! The City of Centennial Traffic Engineering Services (TES) has been working with residents along Orchard Road to create a traffic calming plan as part of the Neighborhood Traffic Management Program (NTMP). Residents in your neighborhood applied to the program and were approved for inclusion in the 2021 NTMP.

This letter serves as Meeting #2 and provides you with the following information:

- Meeting #1 Recap
- Traffic Calming Draft Plan
- Submitting Draft Plan Comments
- Next Steps

All content is also available on the project webpage: [CentennialCO.Gov/NTMPOrchard](http://CentennialCO.Gov/NTMPOrchard).

**Meeting #1 Recap**

Meeting #1 was held virtually from February 10, 2021 through March 8, 2021 on both the project website and by mailing back a filled-out Discussion Form. The purpose of the meeting was to provide an introduction and overview of the NTMP process to residents. The meeting also gave residents the opportunity to provide specific details about their concerns along Orchard Road to City traffic engineers.

The City created the NTMP with the goal of having City traffic engineers and neighborhood residents work collaboratively on a traffic calming plan to address concerns about traffic speeds, cut-through volumes, and pedestrian safety on residential streets. In 2020, residents submitted a formal program application for the section of Orchard Road between Steele Street and Ash Circle. TES evaluated the application by collecting speed, volume, and crash history data. The application met the minimum program thresholds and was selected as one of our 2021 NTMP projects.

TES determined the area of affected residents, which are defined as residents whose homes (front yard or side yard) face Orchard Road (properties highlighted in blue in Graphic A). These affected residents were invited to participate in the neighborhood public meetings and will ultimately be asked to vote on the final traffic calming plan. The requirements to pass a traffic calming plan are as follows:

- The City must receive back a minimum 50 percent of the total ballots sent to affected residents (one vote per household).

- Of the 50 percent minimum, two-thirds of the ballot responses must show support (a “YES” vote) for the plan.

A summary of the data collection was presented to residents. Orchard Road has a posted speed limit of 25 miles per hour (mph), but the 85<sup>th</sup> percentile speed is 37 mph according to our data collection. The 85<sup>th</sup> percentile speed is an industry standard in traffic engineering to determine the speed at which 85 percent of the vehicles are traveling at or below. The 85<sup>th</sup> percentile speed is indicative of the speed most drivers feel safe and comfortable driving. Traffic volumes on Orchard Road are approximately 1,400 vehicles in a 24-hour period. This traffic volume is normal for a collector route. The crash history did not reveal an unusually high number of crashes nor any specific pattern of crashes. The road is very wide, and studies have shown that wide roads encourage faster speeds. There are existing bike lanes which serve the dual purpose of providing a bicycle facility and narrowing down the road. There is also a crosswalk at the east end of the project limits that links to the High Line Canal Trail.

The City’s NTMP Toolbox provides several traffic calming device tools for use in residential neighborhoods. The Meeting #1 letter and website provided a description and a list of pros/cons for the tools which may work best to mitigate traffic along Orchard Road.

In Meeting #1, residents had the opportunity to voice their concerns. The following is a summary of those comments.

- *The stop signs at Cook and Orchard and at Jackson and Orchard are very often disregarded.*
- *It makes sense to have speed humps in the middle of that long stretch on Orchard.*
- *Vehicle speeds are too fast near the trail crossing.*
- *Be aware of the upcoming waterline project.*
- *I like what you did on Steele Street with the combination of the median at the stop signs and a few speed humps in between.*
- *On some sections of Orchard Road, residents have to walk in the street because of a lack of sidewalks. Medians will push the cars closer to pedestrians.*
- *If using speed humps, make sure they go the full width of the road.*
- *An RRFB would be good for the trail crossing.*
- *We would not be in favor of speed humps.*
- *Previous electronic speed signs seemed ineffective.*

Please note that these comments are from residents and do not necessarily reflect the views of the City.

### **Traffic Calming Draft Plan**

Included in this letter is the traffic calming draft plan. It is important to remember this is **not** the final plan. You are being asked to review and comment on this draft. TES will use your comments for one more round of modifications as we finalize the plan that will be sent out for residents to vote on in early Summer 2021. You may view a virtual presentation of the Orchard Road Traffic Calming Draft Plan on the project website.

Virtual Presentation Link: [CentennialCO.Gov/NTMPOrchard](http://CentennialCO.Gov/NTMPOrchard).

Ideas to keep in mind while reviewing the Orchard Road Traffic Calming Draft Plan:

- This plan was created with input from Orchard Road residents and the City’s TES staff. Our team conducted several field visits to determine the feasibility of installing these toolbox items.
- The best traffic calming plan may use a combination of toolbox items.

- You will notice several toolbox devices in the plan. At this time, this is a draft and therefore these are a possibility, and the final plan will likely differ from this draft.
- Graphic A is an overview map showing the locations of the proposed traffic calming devices. Some of these devices require adjacent property owner approval. TES would reach out to property owners directly to obtain written approval.

#### *Curb Extensions (Graphic A)*

- The curb extensions physically narrow down the road and crossing distance is reduced.
- Curb extensions improve visibility. Pedestrians can step out from the curb to look for a safe opportunity to cross the street. Drivers also have better visibility of pedestrians waiting to cross the street.
- To accommodate curb extensions, on-street parking spaces may be impacted immediately adjacent to the curb extensions.

#### *Median (Graphic A)*

- Studies have shown that wide roadways encourage speeding. The medians narrow the road.
- The narrowing effect will help to break up the “runway” feel as noted by residents.
- Installation of a center median may impact the parking spaces immediately adjacent to the median.

#### *Rectangular Rapid Flashing Beacon (RRFB) (Graphic A)*

- An RRFB provides a flashing yellow warning light to drivers.
- The RRFB is pedestrian activated.
- This device would not cause delays to emergency vehicles.
- Some residents have expressed concern over the light pollution caused from flashing lights.

#### *Speed Humps (Graphic A)*

- Speed humps are parabolic shaped, and vehicles may traverse the humps at 10 mph.
- Each speed hump would be accompanied with signs to provide advance warning. The signs may increase visual pollution. TES would make an effort to locate these signs on property lines rather than directly in front of a home. The speed hump signs are necessary to notify snowplow drivers of humps during snow events.
- Speed humps may increase noise pollution in the vicinity of the hump.
- Speed humps extend across the entire road and are designed so vehicles can park on them. No parking spots would be lost with the installation of a speed hump.
- Speed humps are constructed with wheel cut-outs to accommodate the wheelbase of emergency vehicles so that emergency vehicle response times are unaffected.

#### *Buffered Bike Lanes (Graphic B)*

- The buffer creates greater distance between the motor vehicles and bicyclists.
- The buffered bike lanes help to narrow the road physically and visually.
- The buffer encourages bicycling by contributing to the perception of safety among users.

A map of existing NTMP projects is available on the City’s website. You are welcome to visit previously constructed NTMP projects to view the traffic calming devices by visiting [www.CentennialCO.Gov](http://www.CentennialCO.Gov), enter NTMP in the search field, and click on the *Apply for Neighborhood Traffic Management* link that appears. On the right-side column, you will see a link to the *NTMP Devices Map*.

### Submitting Draft Plan Comments

Participate in Virtual Meeting #2 and submit your comments about the Orchard Road Traffic Calming Draft Plan to the City by one of the methods below. All comments are due **NO LATER THAN MONDAY, MAY 10, 2021**. The information found on the website is the same information presented in this mailing.

#### *Online Method*

- Visit the Orchard NTMP webpage on the City's website.
- [CentennialCO.Gov/NTMPOrchard](http://CentennialCO.Gov/NTMPOrchard)
- Fill out the online survey about the plan.
- Click submit

#### *Mail-In Method*

- Fill out and mail back the enclosed comment form in the self-addressed envelope; OR
- Scan or take a picture of your filled out comment form and email the file to [RMelgoza@CentennialCO.Gov](mailto:RMelgoza@CentennialCO.Gov) with the subject line: **Orchard NTMP M2**

### Next Steps

After receiving neighborhood comments, TES will evaluate the need to make modifications to the draft plan. We will reach out to adjacent property owners to obtain written approval if needed. A final plan will be sent to you later this summer. The final plan letter will include a ballot for residents to vote and inform the City of your position on the project.

The City's Traffic Engineering Services would like to thank you for your participation in the NTMP process. We look forward to receiving your comments. If you have any questions, you may contact me at 303-325-8017, or by email [RMelgoza@CentennialCO.Gov](mailto:RMelgoza@CentennialCO.Gov).

Sincerely,



Rolando Melgoza  
Traffic Engineer II

Enclosures (3):      Graphic A and Graphic B  
                                 Comment Form  
                                 Self-Addressed Envelope