

PURPOSE

This Transportation Master Plan (TMP) sets a vision for what transportation should look like in the years to come and guides the City's investments over the next 20 years. The TMP aids City staff and elected officials to make informed decisions about future transportation for the City. It also provides guidance on advancing regional improvements that require partnerships and federal funding and informs the City's Capital Improvement Program (CIP).

COMMUNITY INPUT FUNDING PRIORITIES



- Maintain Existing Streets and Bridges (15%)
- Apply Technology Solutions to Reduce Congestion (14%)
- Construct New Trails (11%)
- Make Safety Improvements (10%)
- Add and Improve Sidewalks (10%)
- Expand and Improve Transit Service (10%)
- Improve Intersections to Reduce Congestion (10%)
- Improve Bike and Street Crossings (9%)
- Add On-Street Bike Lanes (7%)
- Widen Existing Streets (5%)

CURRENT CONDITIONS CENTENNIAL MULTIMODAL NETWORKS

11 Miles
Shared Lanes

15 Miles
Bike Lanes

64 Miles
Trails

BIKE SCORE



47

Measures bike lanes, trails, hills, road connectivity, and destinations

168 MILES (67%)
Collector & Arterial Streets with Sidewalks on Both Sides

31 Miles
Total Miles of Sidewalk Gaps

WALK SCORE



36

Measures distance to nearby places and pedestrian friendliness

Pre-COVID: 14 Bus Routes

3 FlexRide Options
Orchard, Dry Creek and Arapahoe FlexRide on-demand bus service

3 Lightrail Transit Lines
E Line, F Line, and R Line

TRANSIT SCORE



25

Measures proximity to and the type of nearby transit service

Walk Score is a nationally used metric that provides walk, bike, and transit scores using a scale from 0 to 100, with 100 being the best score.



The community input from in-person and online activities was critical in developing the plan recommendations. We asked community members which types of improvements Centennial should fund. The results show that all improvement types are important and suggest a balanced approach to funding transportation improvements.

FUNDING STRATEGY

The revenue forecasts are not adequate to achieve the TMP goals and meet all of the City's transportation needs. A funding strategy is needed to optimize the use of the available revenues and respond to the community's desire for a balanced approach to transportation investments. The TMP funding strategy recommends:

SAFETY & MOBILITY INFRASTRUCTURE

- Continuing to take care of the existing system by focusing on operations, maintenance and road and bridge rehabilitation
- Placing emphasis on addressing congestion and safety at intersection bottlenecks and leveraging technology to improve the efficiency of major corridors
- Increasing funding levels (compared to historic levels) for sidewalks and other bicycle and pedestrian projects to encourage active transportation modes
- Continuing to support roadside improvements and embracing opportunities to further Centennial's branding through entry monumentation and wayfinding

FUNDING & PARTNERSHIP OPPORTUNITIES

- Funding studies in partnership with regional and local entities to explore enhanced transit service
- Dedicating funds to partner on advanced mobility and electrification projects such as mobility hubs, microtransit, connected and automated vehicles, and EV charging stations
- Pursuing additional revenue sources through federal, state, and other grant opportunities
- Support community growth through public-private partnerships

GOALS

The TMP is based on a set of seven goals that support the transportation needs, community values, and the City's vision.

1 Safety

Transportation-related fatalities and injuries are rare, and people feel safe walking, bicycling, driving, riding public transportation, or using a mobility device.

2 Flexible Mobility

People of all ages, abilities, and social identities have convenient and affordable mobility options and freedom of choice to use the travel mode that best meets their needs.

3 Innovation

Transportation infrastructure and policies prepare for mobility technologies that enhance the user experience and reduce transportation-related emissions and environmental impacts.

4 Efficiency & Reliability

The transportation network is optimized to minimize congestion and offer reliable travel times for people traveling in and through Centennial.

5 Fiscal Responsibility

Transportation infrastructure is designed and maintained to optimize public benefit, and investments leverage funding opportunities and demonstrate good stewardship of public funds.

6 Regionalism & Partnerships

Centennial is a leader in working with neighboring communities and regional partners to build cohesive regional networks for all modes of transportation.

7 Economic & Community Vitality

The City's streetscapes and transportation system support economic vitality, connect neighborhoods, and promote a vibrant community identity.

WHAT DOES THIS LOOK LIKE IN MY NEIGHBORHOOD?



Parents take their kids on evening walks and bike rides without stressing about which streets and intersections are okay and which should be avoided – they are all safe and comfortable.



In a typical work week, a Streets at SouthGlenn worker who shares one car with their partner regularly alternates between biking, driving, and taking the bus to commute depending on each of their daily schedules and the weather – all are convenient and reliable options for reaching the shopping center.



A high school student rides an e-bike to school and to their after-school job along routes that include bike detection at all major intersections; the school has ample secured bike parking for students and faculty.



A Denver Tech Center employee who commutes along Arapahoe Road from east Centennial leaves their home at the same time every morning and always reaches the office on time.



A retiree drives to the Civic Center to serve on the Senior Commission without concern for damage to their car from poor road conditions because all surfaces are smooth and well-maintained.



A mobility device user living in west Centennial and working in Littleton has high-quality sidewalk connections to reliable and convenient transit service on both ends of their commute.



An 8-year-old can safely get somewhere to buy ice cream and then make it home before the ice cream melts.