LONE TREE

SAFE ROUTES TO SCHOOL PLANNING DRAFT

AUGUST 2026







LONE TREE ELEVATED
Safe Routes to School

CITY OF LONE TREE COLORADO

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We'd like to say thank you to all the school community members that participated in the stakeholder meetings and walk audits.


LONE TREE
ELEVATED
Safe Routes to School

CHAPTER 1: INTRODUCTION AND BACKGROUND





Purpose

The City of Lone Tree Safe Routes to School (SRTS) Planning Report identifies key transportation concerns for each school and outlines strategies to address them. The report provides an overview of existing conditions related to access and mobility and offers targeted recommendations to improve transportation safety and pick-up and drop-off circulation as well as encourage higher rates of active transportation, including walking, biking, and rolling to and from school.

As part of this effort, Safe Routes to School route maps were developed for each school to identify preferred safe routes for students and families. The City will support these routes with the installation of wayfinding signage along designated corridors to improve navigation and visibility.

Successful Safe Routes to School efforts rely on strong local and regional partnerships. The City of Lone Tree's Department of Public Works will collaborate with local schools as well as Douglas County School District to advocate for and implement programs that make walking, biking, and rolling to school safe, convenient, and enjoyable for all students and families. Douglas County School District is taking on some the improvements located on school property.

What is Safe Routes to School?

Safe Routes to School is an initiative focused on making it safer, easier, and more appealing for students to walk, bike, and roll to and from school.

SRTS efforts follow an approach known as the "Six E's," which has been developed by the national Safe Routes to School Partnership and provides a framework for comprehensive and holistic planning. The "Six E's" are outlined in Table 1.

Table 1 "SIx E's" framework

"E'	Definition
Engagement	All SRTS work should be grounded in conversations with students, families, teachers, and school leaders to learn about their concerns and challenges. When people feel heard, programs become more welcoming and relevant to students and families from all backgrounds. Strong engagement builds trust, encourages collaboration, and leads to lasting, positive change.
Equity	The SRTS program will strive to thread equity considerations into all SRTS programs and projects to ensure programs and projects are focused where they are most needed.
Education	Teaching students and community members the skills to walk and bike safely, while also helping them understand the benefits of walking and biking.
Encouragement	Promote and build excitement around alternative ways to travel to and from school, with a strong emphasis on active transportation modes such as walking, bicycling, and rolling.
Engineering	Making physical improvements to streets and neighborhoods that make walking, biking, and rolling safer, more comfortable, and more convenient.
Evaluation	Evaluation helps determine which strategies work, ensures equity, and uncovers areas for improvement in SRTS programs.

SRTS efforts provide a wide range of benefits that extend beyond individual students to families and the broader community. By improving safety and convenience for walking, biking, and rolling, SRTS encourages increased physical activity, supporting healthier lifestyles and enhancing student readiness to learn. At the same time, targeted infrastructure improvements and safety education efforts help reduce crash risk and create calmer, more predictable traffic conditions around schools. SRTS also delivers broader community benefits through investments in sidewalks, street and trail crossings, bicycle facilities, and traffic calming measures. These improvements enhance connectivity and accessibility for all users, not just students, while helping to reduce traffic congestion, improve air quality, and support more livable, walkable neighborhoods.

While SRTS focuses on making walking, biking, and rolling more accessible for families who live nearby, not all students are within a reasonable distance to use these options. As a result, transportation network improvements also support safer and more efficient vehicle circulation, benefiting all modes of travel and contributing to a more balanced and functional system overall.

Planning Context

Active Transportation Plan

Building on the 2015 Walk & Wheel Plan, the Active Transportation Plan (ATP), adopted in June 2025, outlines a network connecting neighborhoods to schools, parks, shopping areas, workplaces, and transit, while supporting safety, mobility, and sustainability goals. The plan was shaped by community input gathered through surveys, workshops, and events, helping to prioritize key improvements such as crossings, trail connections, and expanded bicycle and pedestrian facilities. Safe Routes to School planning is a direct outcome of the ATP, applying its vision and priorities to improve safety and accessibility for students traveling to and from school.

Lone Tree Elevated

Lone Tree Elevated is the City of Lone Tree's comprehensive plan adopted in February 2025. The planning and development of Lone Tree Elevated was community led and reflects the community's vision for land use and development with guidance for how to achieve that vision through a series of goals, objectives, and strategic actions. A key focus area throughout the planning process was the establishment and expansion of multimodal connections. To achieve this, Lone Tree Elevated identified the ATP as one of the strategic actions.

Colorado House Bill 26-1318

During the City's SRTS planning process, the State of Colorado passed House Bill 26-1318 Concerning Traffic Safety Near Schools, which focuses on standardizing school zones by defining their physical limits and specific signage to be included. The Colorado Department of Transportation (CDOT) and the Denver Regional Council of Governments (DRCOG) are currently leading an effort to better understand the impact of this new legislation and how different communities are responding. While that effort continues, the City Public Works staff met with representatives with the City Attorney's Office to review the bill and determine the best path forward. Key aspects of this new legislation include:

- Existing school zones should be established through signage a minimum of 200 feet in advance of school property.
- "School Zone – Fines Doubled" signage should be posted along each roadway that approaches a school zone.
- New/future schools will be required to provide a school zone 1,000 feet in advance of school zone property.
- Any government request to reduce the size of a new school zone will be required to undertake public meetings and a 30-day public comment period prior to any reduction in school zone length.

To support the completion of Lone Tree's Safe Routes to School Plan and the infrastructure improvements recommended as part of the plan, the City will be taking the following steps to adhere to the provisions in HB 26-1318, including:

- Establish/enhance school zones within the City in excess of 2oo feet;
- Post School Zone/Fines Doubled signage along each roadway approaching a school zone;
- Conduct recurring assessments of existing school zones to determine their effectiveness and where improvements could be implemented (as needed); and
- Continue to monitor and participate in regional and state led efforts to continually enhance school zones as per HB 26-1318.

For HB 26-1318 in its entirety, refer to Appendix E: Colorado House Bill 26-1318.

School Overview

Within Lone Tree, there are currently five schools: Ambleside School of Colorado, Ascent Classical Academy of Douglas County, Eagle Academy, Eagle Ridge Elementary, and Lone Tree Elementary. The latter three are part of the Douglas County School District (DCSD), while Ambleside School of Colorado is part of Ambleside Schools International and Ascent Classical Academy of Douglas County is part of the Colorado Charter School Institute. A sixth school, known simply as Elementary School 50 until it is named, is expected to open in August 2027 under the Douglas County School District. Figure 1 shows the locations of the five schools within Lone Tree.

Ambleside School of Colorado

Ambleside School of Colorado, to be referred to as Ambleside, is a Christ-centered kindergarten through twelfth grade school with a maximum enrollment of 208 students. As part of its transition into the former Cornerstone Church complex, Ambleside worked closely with the City and voluntarily hired a consultant, Galloway, to conduct a SRTS evaluation. This evaluation examined student travel patterns, infrastructure adequacy, and operational considerations. To view the evaluation, refer to Appendix D: Ambleside School of Colorado Safe Routes to School Evaluation Memorandum.

As the school established operations at the site, two new walkways were constructed to enhance pedestrian access. One walkway, located at the northern end of the property, provides a connection to Lone Tree Parkway, while a second walkway links the shared-use path to the south directly to the school building. The current SRTS project team reviewed Galloway's documentation.

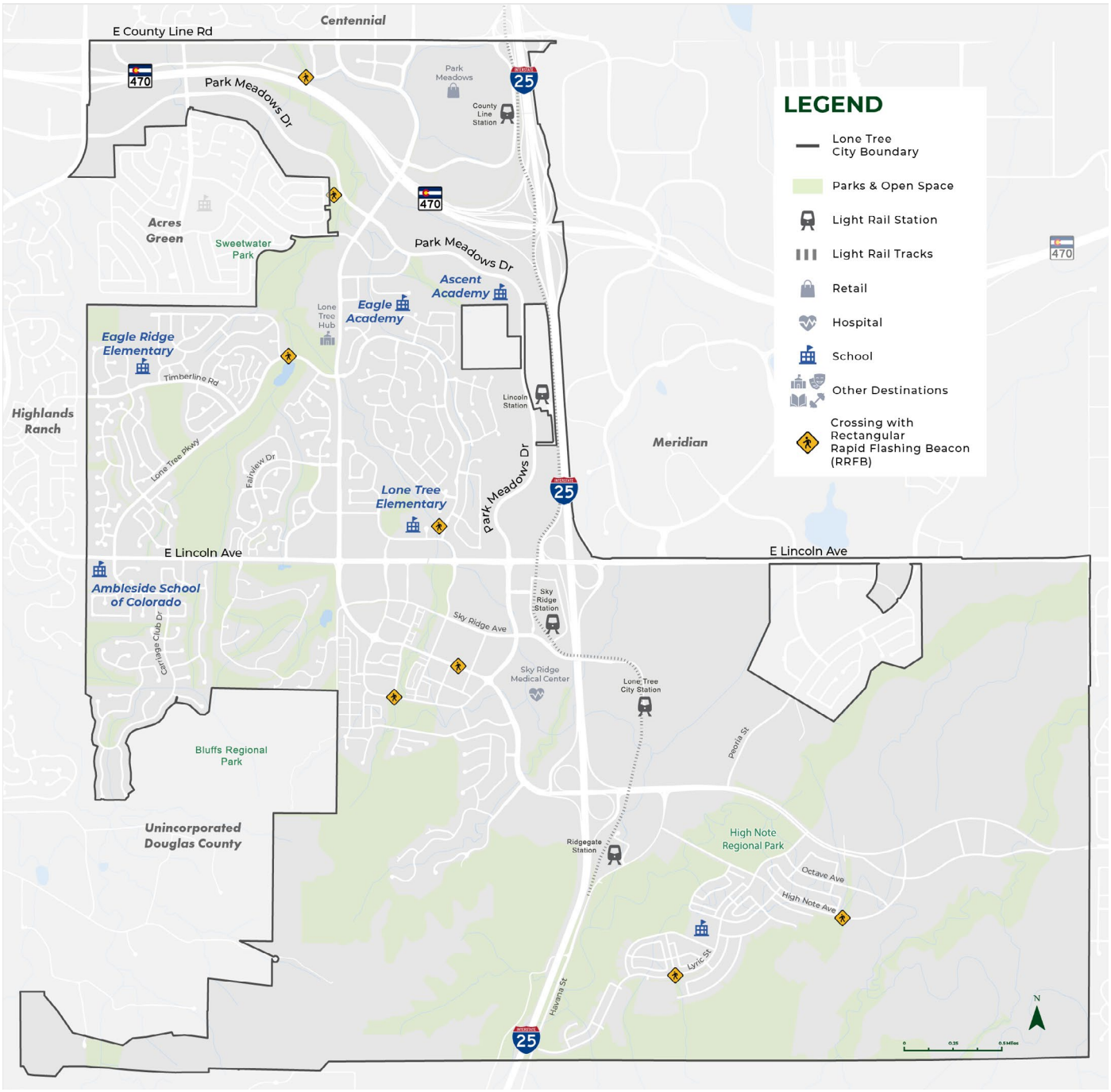


Figure 1 Schools within Lone Tree map

Ascent Classical Academy of Douglas County

Ascent Classical Academy of Douglas County, to be referred to as Ascent Academy, enrolls approximately 800 students in kindergarten through twelfth grade.

Eagle Academy

Eagle Academy is Douglas County School District's afternoon/evening high school dedicated to serving the needs of high school students seeking an alternative path to earning a high school diploma. The school currently enrolls approximately 90 students. Eagle students attend school Monday, 2:30-8:35pm and Tuesday through Thursday, 1:00–8:35pm.

Prior to the City's current SRTS efforts, the City engaged with school staff to better understand operational challenges and identify opportunities to enhance access and circulation. In mid-2024, portions of Teddy Lane were restriped to provide on-street parking in front of the school, and students are now permitted to walk through the City building parking lot located across the street to improve connectivity and safety.



Eagle Ridge Elementary

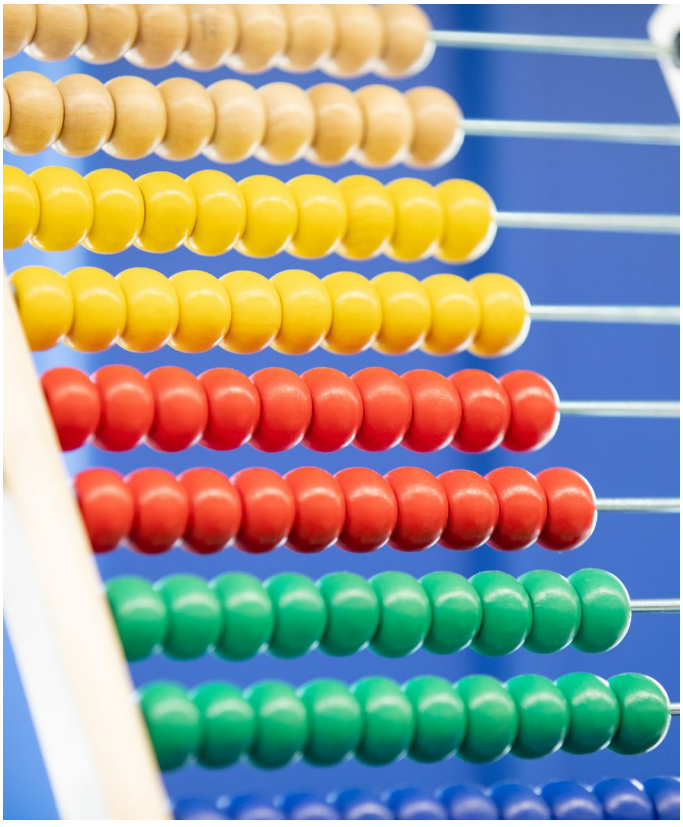
Eagle Ridge Elementary is DCSD public school located in northwest Lone Tree near the Highlands Ranch border. The school enrolls approximately 550 students in kindergarten through sixth grade.

Lone Tree Elementary

Lone Tree Elementary is a DCSD public magnet school serving approxmately 380 students in kindergarten through fifth grade.

Elementary School 50

Elementary School 50 is located at the northwest corner of Adage Street and Lyric Street in the Lyric neighborhood of Lone Tree and is expected to serve approximately 750 students. The City has maintained an ongoing partnership with the school district throughout the development review process, during which safe routes to school have been thoughtfully incorporated into site design. The City will continue to engage with the school community, as needed, and address challenges and opportunities as they arise.



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CHAPTER 2: EXISTING CONDITIONS ANALYSIS

Overview

This section provides a high-level overview of existing transportation conditions at each school in Lone Tree, based on infrastructure data, walk audits and field observations, and input from school stakeholders and City staff. For each school, conditions were evaluated and summarized for sidewalks, street crossings, bicycle and trail networks, school zone treatments, and vehicle access and circulation. Detailed findings for each location are provided in Appendix A: Existing Conditions Cut Sheets.

The summaries highlight key strengths and challenges related to connectivity, safety, and operations across all modes. Supporting maps are included for each school to illustrate existing conditions and help contextualize observed challenges. Common barriers to walking, biking, and rolling, such as gaps in sidewalk and bicycle networks, uncomfortable or unsafe crossings, unclear signage, and vehicle speeds and volumes, were identified through both desktop review and walk audits and field assessment.

Together, these findings led to a set of key opportunities that informed targeted recommendations aimed at improving safety, accessibility, and overall multimodal connectivity for students, families, and the broader community.



Ambleside School Of Colorado

LEGEND

- Lone Tree City Boundary
- Parks & Open Space
- School to be Studied
- Sidewalk
- Bike Lane
- Shared Use Path
- Shared Sidewalk
- Unpaved Trail
- Planned Bike Lane
- Planned Shared Use Path
- Marked Crosswalk

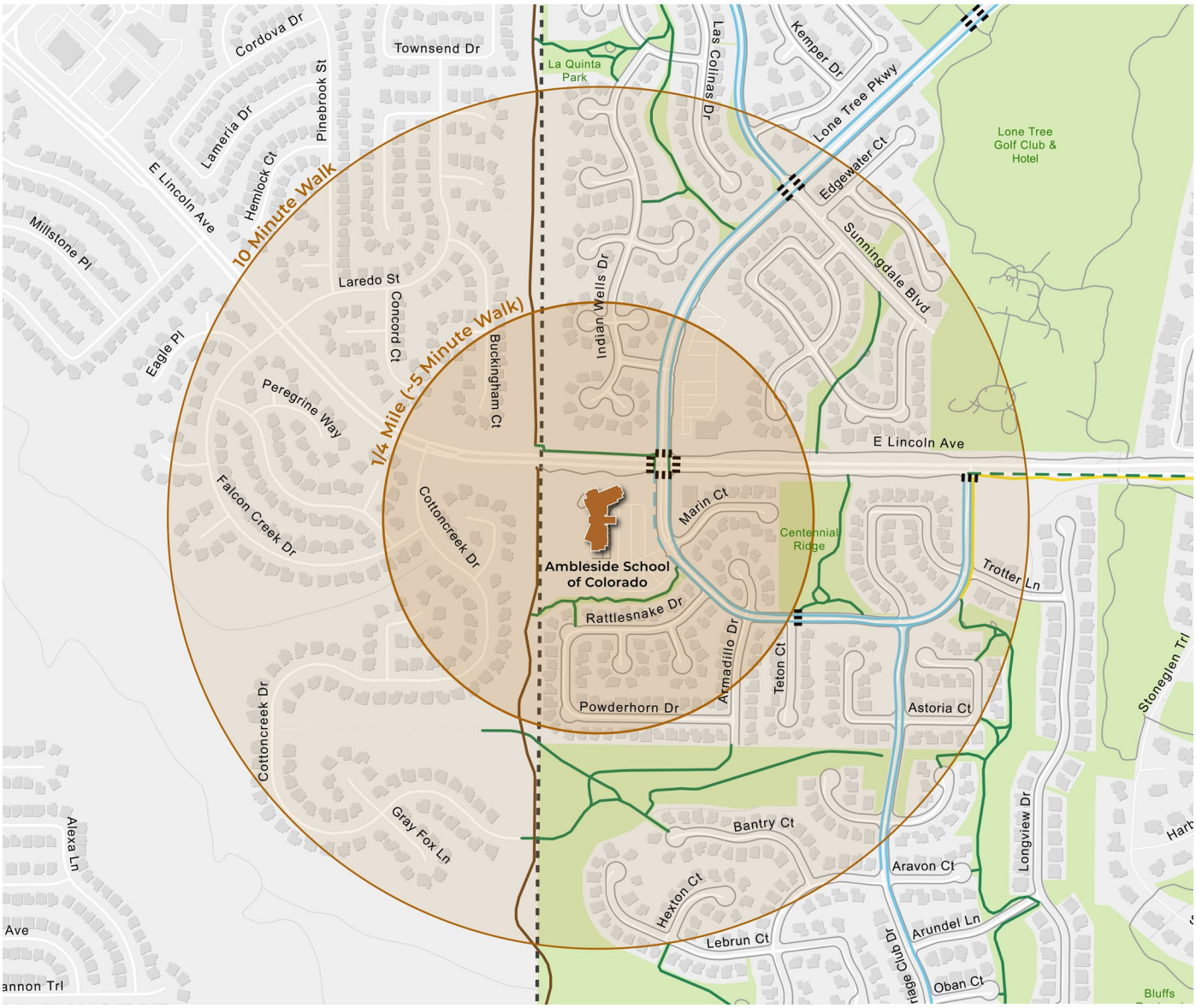


Figure 2 Ambleside School of Colorado existing conditions map

Pedestrian and bicycle facilities around Ambleside are present but inconsistent in connectivity and comfort. Sidewalks are available along the streets within a 10 minute walk of the school, consisting of a mix of attached and detached segments that are in good condition. However, the Lincoln Avenue crossing is uncomfortable due to the size of the roadway. Bicycle access to the school is supported by bike lanes on Lone Tree Parkway, though a gap currently exists in the southbound bike lane between Lincoln Avenue and the school parking lot entrance. The City has developed a signing and striping plan to close this gap and implement buffered bike lanes along several segments. The school also benefits from access to the Wildcat Trail and a network of shared-use paths that support multimodal travel. There is minimal school zone signage and no pavement markings.

Key Opportunities

- Evaluate opportunities for a mid-block crossing south of the school building to improve connectivity to the Wildcat Trail and shared-use path and provide a more direct route for future parents and students traveling to Ambleside.
- Establish a clearly defined school zone with signage and pavement markings to enhance driver awareness and reduce speeds during peak school arrival and dismissal times.



Figure 3 Recently completed walkway to connect pedestrians and bicyclists from Lone Tree Parkway to the school's main entrance



Figure 4 School parking lot entrance on Lone Tree Parkway; there is a sign warning drivers of the upcoming paving project



Figure 5 Southeastbound bike lane on Lone Tree Parkway where a buffered bike lane will be implemented in the near future; the cars parked in the bike lane were unrelated to school arrival or dismissal

Ascent Classical Academy of Douglas County

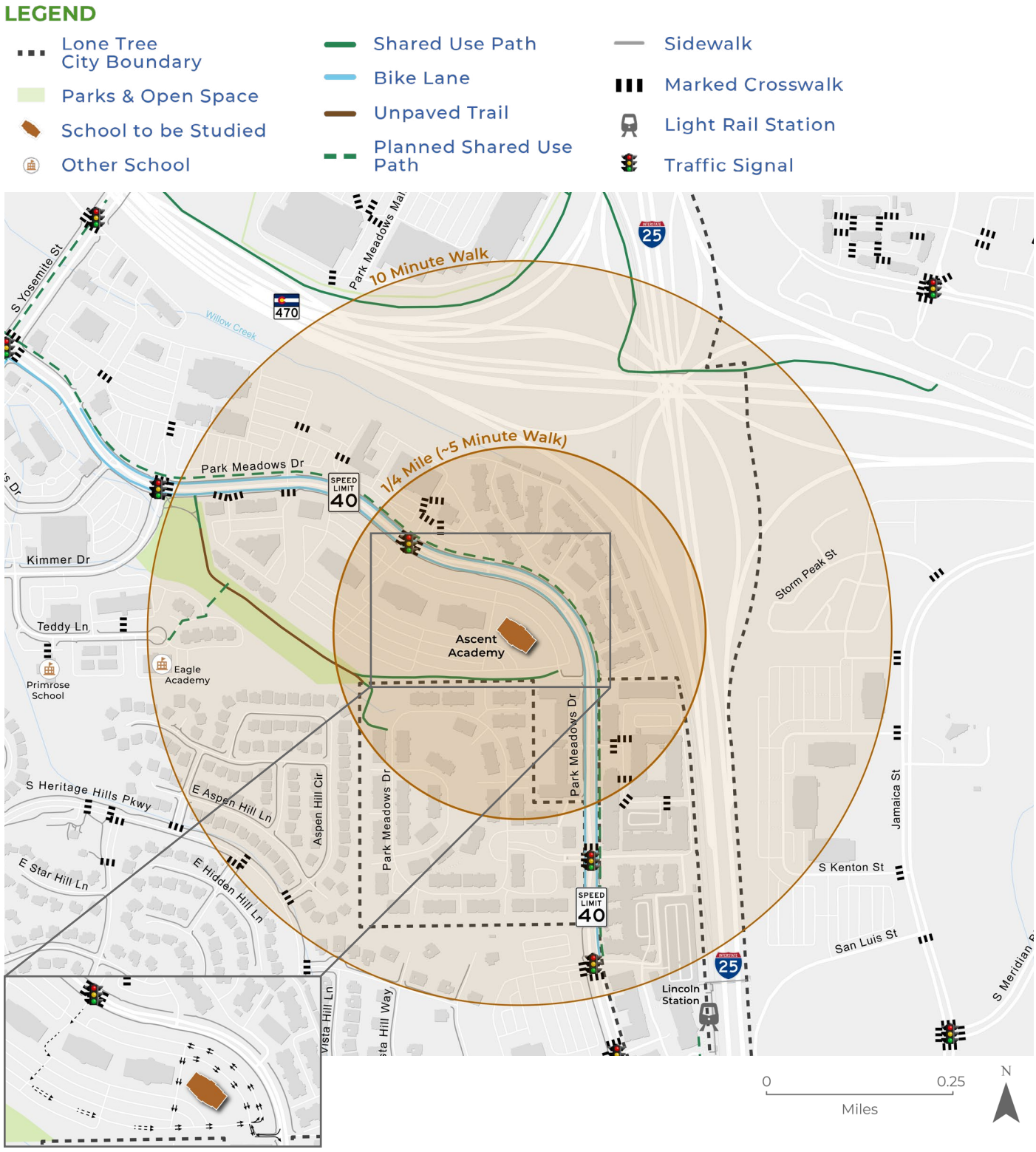


Figure 6 Ascent Classical Academy of Douglas County existing conditions map

The transportation network surrounding Ascent Academy includes generally well-maintained sidewalks, curb ramps, bike lanes, and nearby trail connections, but it remains heavily vehicle-oriented and presents safety and connectivity challenges.

Driving is the dominant travel mode, with approximately 80–85% of students arriving by car, resulting in congestion and queuing along Park Meadows Drive during arrival and dismissal periods, particularly on a curved segment where limited visibility increases safety concerns. A planned right-turn lane is expected to improve operations, though access is currently limited to a single southern entrance, contributing to circulation inefficiencies and some internal vehicle conflicts.

Pedestrian and bicycle facilities are present but incomplete and, at times, uncomfortable. Crossings along Park Meadows Drive are widely spaced (up to 2,200 feet) apart creating barriers for people walking, biking, and rolling. Conflicts also occur where shared-use path users cross the school driveway. The trail and shared-use path to the south provide access to the school and planned additional shared use paths will enhance connectivity. The existing bike lanes on Park Meadows Drive are substandard based on the speed and volume of the roadway. Lastly, limited school zone signage and the absence of pavement markings reduce driver awareness near the school.

Key Opportunities

- Improve traffic operations on Park Meadows Drive and at the school entrance by implementing the planned right-turn lane and optimizing access management.
- Enhance on-site circulation by balancing vehicle distribution and reducing internal conflict points within the parking lots.
- Establish a clearly defined school zone with signage and pavement markings to enhance driver awareness and reduce speeds during peak school arrival and dismissal times.



Figure 7 School driveway crossing connecting a shared-use path to a sidewalk that leads to Park Meadows Drive



Figure 8 Vehicles queueing along a curved segment of Park Meadows Drive during dismissal

Eagle Ridge Elementary

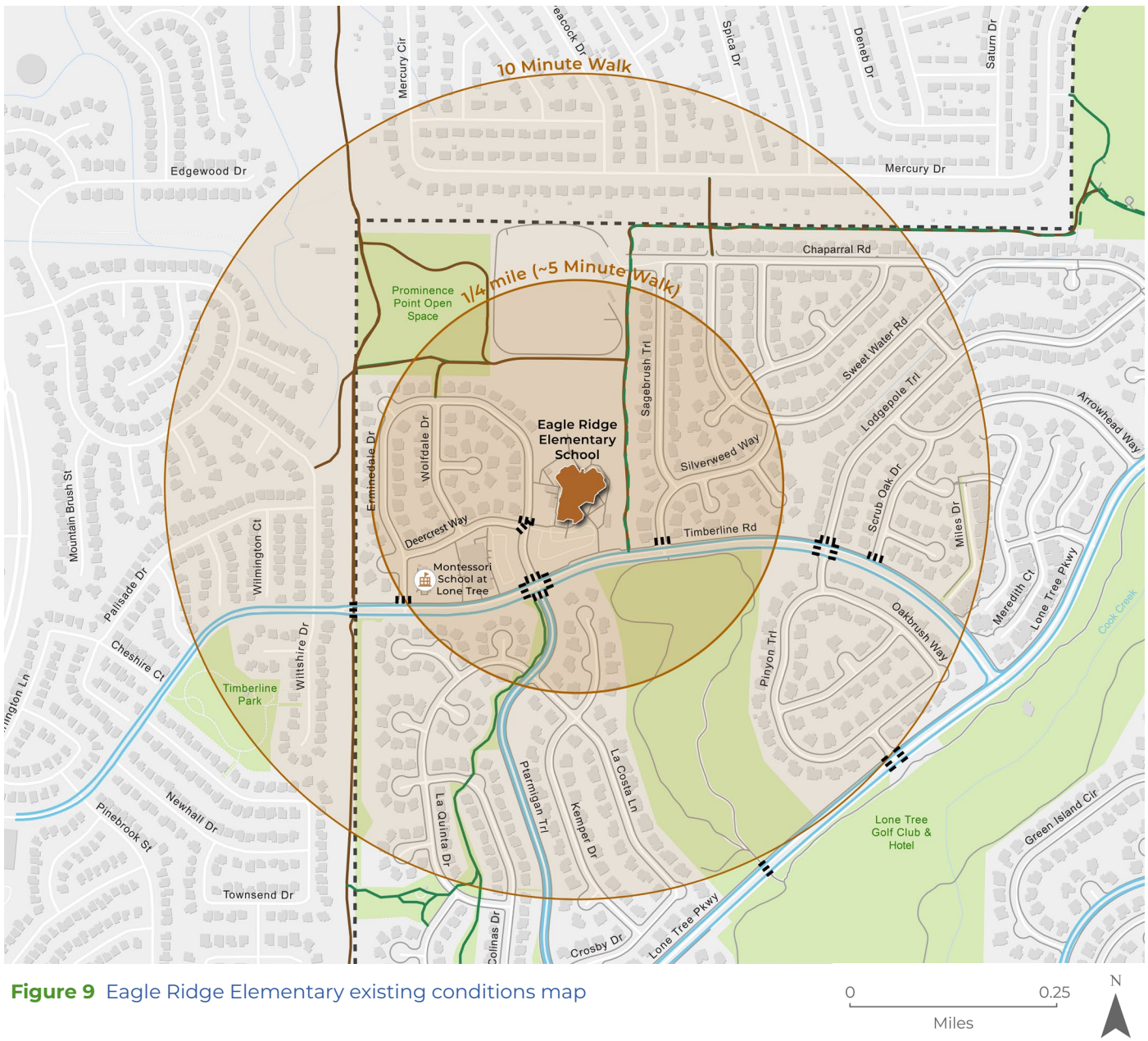


Figure 9 Eagle Ridge Elementary existing conditions map

Pedestrian and bicycle facilities around Eagle Ridge are generally present but analysis reveals gaps in connectivity, comfort, and clarity. Sidewalks are available throughout most of the study area and are typically in good condition, though some segments, particularly along Ptarmigan Trail, are narrow and present challenges during pickup and drop-off times. While multiple marked crossings are provided, a few locations along Timberline Road and Ptarmigan Trail feel uncomfortable due to crossing distances, limited driver yielding, visibility constraints, and seasonal challenges such as snow and ice.

Bicycle access is supported by bike lanes and nearby shared-use paths; however, the westbound bike lane on Timberline Road is often not recognized by drivers, resulting in illegal parking and conflicts with bicyclists and pedestrians. Trail connections, including access from the Wildcat Trail, are present. Additionally, unclear or missing signage and pavement markings, both on surrounding roadways and within the school parking lot, contribute to some confusion, inefficient circulation, and safety concerns. Lastly, perceived high vehicle speeds and traffic volumes during arrival and dismissal periods further impact overall safety conditions.

Key Opportunities

- Designate more space for pedestrians on Ptarmigan Trail north of Timberline Road.
- Improve crossings at key intersections by enhancing visibility and reducing crossing distances.
- Increase driver yielding compliance through enhanced signage, markings, and potential traffic calming measures.
- Clarify and reinforce the westbound bike lane on Timberline Road with appropriate signage and pavement markings to reduce illegal parking and conflicts.
- Improve signage and pavement markings within the school parking lot and along adjacent roadways to better define circulation, loading zones, and parking restrictions.
- Add the missing school zone pavement marking and consider additional treatments to improve speed compliance and driver awareness.



Figure 10 Looking north on Ptarmigan Trail where the sidewalks feel narrow



Figure 11 Looking west on Timberline Road where the bike lane widens



Figure 12 Bus loading zone on Timberline Road in front of Eagle Ridge

Lone Tree Elementary

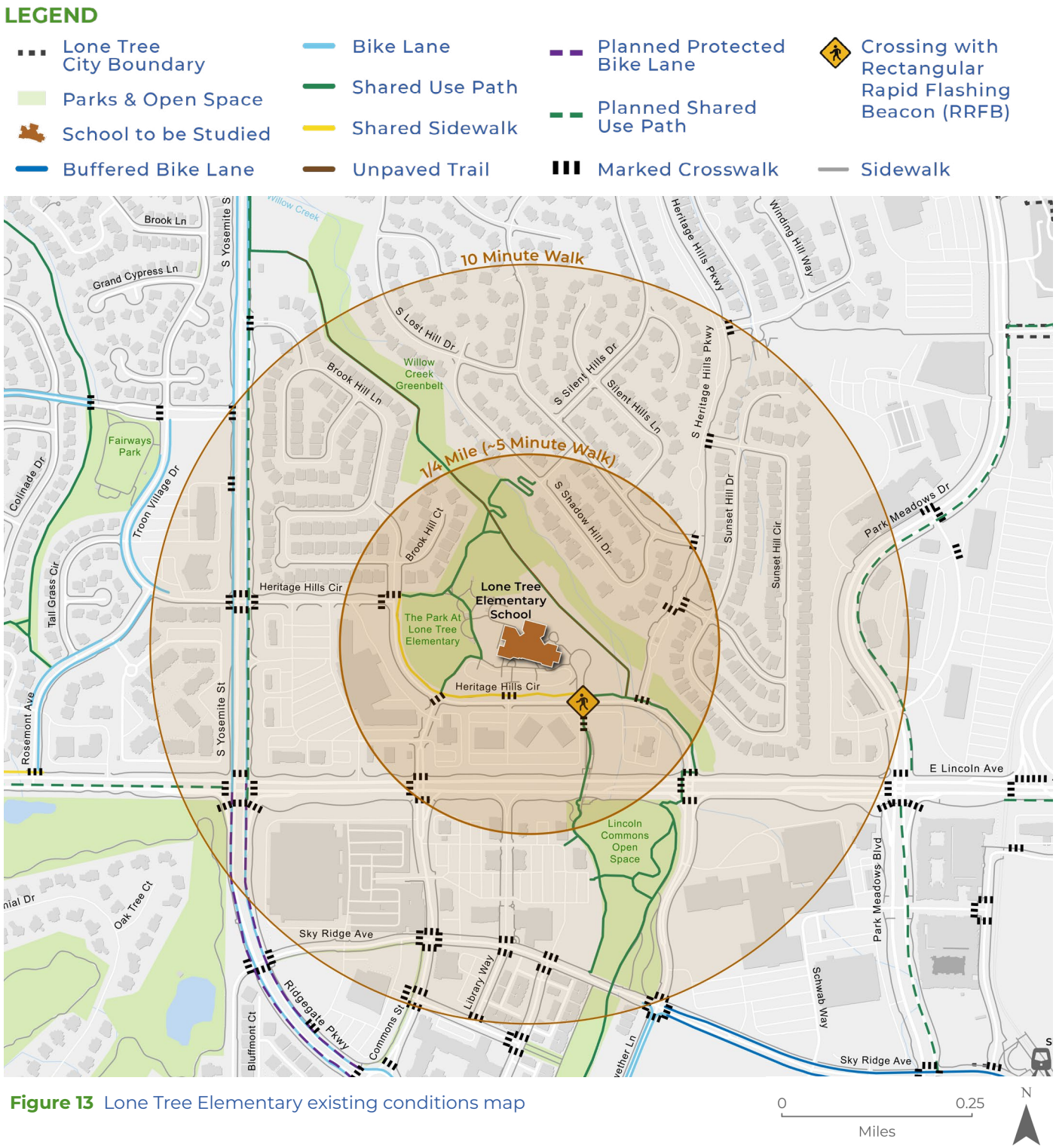


Figure 13 Lone Tree Elementary existing conditions map

Pedestrian and bicycle facilities around Lone Tree Elementary are generally present and provide basic connectivity, though gaps in safety, clarity, and comfort remain. Sidewalks are available along most streets and are in good condition, but curb ramps are often diagonal rather than directional. While the Willow Creek Trail crossing with an RRFB functions well, pedestrians cross Heritage Hills Circle at locations where long crossing distances, limited visibility, higher vehicle speeds, and driver noncompliance create discomfort. Conflicts also occur near the school parking lot entrance due to turning movements.

Bicycle access is supported by nearby bike lanes and shared-use paths, as well as connections to the Willow Creek Trail. However, gaps along Heritage Hills Circle and Troon Village Drive limit direct access to the school. Additional challenges include unclear or missing signage and pavement markings, particularly for turn lanes and school access. Traffic speeds along Heritage Hills Circle, along with reported personal safety concerns on nearby trails and the multimodal bridge, further affect overall comfort and safety for students and families.

Key Opportunities

- Improve crossing conditions along Heritage Hills Circle, including visibility, crossing distances, and driver yielding behavior.
- Close gaps in the bicycle network to provide more continuous and direct connections to the school.
- Improve signage and pavement markings, including turn lane designations and school access controls, to reduce confusion and enhance circulation.
- Provide clearer and more reliable access to bicycle and scooter parking without operational barriers.
- Evaluate traffic calming strategies along Heritage Hills Circle to address speeding and improve safety.
- Coordinate with local agencies to address personal safety concerns on surrounding trails and the multimodal bridge.



Figure 14 RRFB and “See Me” flags at the Willow Creek Trail crossing of Heritage Hills Circle



Figure 15 Small right turn only sign on a stop sign post at the school parking lot exit

CHAPTER 3: STAKEHOLDER ENGAGEMENT SUMMARY

Overview

The SRTS team worked directly with school communities to learn about barriers families face traveling to and from school across all transportation modes. This section provides an overview of stakeholder engagement activities at Ascent Academy, Eagle Ridge Elementary, and Lone Tree Elementary. Previous City-led stakeholder engagement with Eagle Academy and Ambleside occurred prior to this SRTS effort. Improvements at these schools were identified and have been added to the City's CIP list or been implemented though work completed through other capital projects.

For detailed summaries, refer to Appendix B: Site Visit Summaries.

Ascent Academy

Overview

On Wednesday, May 20, 2026, from 2:00pm to 3:00pm, the City of Lone Tree and the Consor SRTS team met with Ascent Academy's Director of Operations via Microsoft Teams to discuss barriers and opportunities related to travel to and from the school across all modes. The meeting began with an overview of the City's SRTS project, followed by a facilitated discussion in which the Director shared observations of how families travel to and from the school, highlighting key challenges, opportunities, and successes within the surrounding transportation network. Notes from the discussion were documented and spatially referenced using an online Mural collaboration board.

Key Takeaways

The meeting with Ascent staff revealed several safety and mobility challenges that make active transportation to school feel unsafe, inconvenient, and less appealing for families. The following summarizes the key concerns and observations identified during the focus group meeting and walk audit:

- Previously, drivers used the signalized intersection at 9991 & Park Meadows Drive to access the school site. However, the school was directed to discontinue this practice. This decreased the number of access points for vehicles and the number of internal circulation options.
- High traffic volumes during arrival and dismissal periods result in queuing along eastbound and southbound Park Meadows Drive, particularly on a curved segment with limited visibility, increasing the risk of collisions and congestion.
- The southern access point experiences conflicts between shared-use path users and vehicles during arrival and dismissal periods.
- Crossing opportunities along Park Meadows Drive are limited creating a barrier for pedestrians and bicyclists.
- Two school warning signs are present along Park Meadows Drive. However, the lack of additional school zone signage and pavement markings limits driver awareness of school-related activity. The school expressed interest in reducing the speed limit on Park Meadows Drive during drop-off and pick-up times.
- Some families drop students off at nearby locations (e.g., Red Rocks Church), requiring students to cross Park Meadows Drive at a signalized intersection to reach the school.
- U-turn restrictions at the Park Meadows Drive & 9991 intersection have eliminated certain turning movements. However, now drivers turn into the parking lot to make u-turns around the median island, where multiple near-misses have occurred.
- On-site vehicle circulation is imbalanced, with most drivers using the front parking lot rather than the rear, contributing to congestion.

Eagle Ridge Elementary

Overview

On Friday, November 14, 2025, from 8:45am to 10:45am, the City of Lone Tree and Consor SRTS

team conducted a focus group meeting and walk audit at Eagle Ridge Elementary. The focus group meeting and walk audit were held during regular school hours and brought together a diverse group of participants, including school staff, students, a Lone Tree Police Department School Resource Officer, and representatives from the City of Lone Tree and Douglas County. This event served as a valuable opportunity for all stakeholders to share perspectives, exchange ideas, and work collaboratively toward the common goal of safe transportation for the Eagle Ridge community.

The SRTS team began by providing an overview of the City of Lone Tree SRTS project and then facilitated a discussion where participants shared their experiences traveling to and from school and identified challenges, opportunities, and successes they encounter. Participants were divided into two groups and asked to annotate maps of the surrounding school area with sticky notes and modal stickers on concerns or barriers to safe travel by specific modes. Following the focus group meeting, participants joined the SRTS team for a walk audit of the transportation network around the school. During the walk audit, team members documented locations of concern raised by participants.



Figure 16 Walk audit group walking westbound on Timberline Road



Figure 17 Focus group participants talking and annotating notes on a map of Eagle Ridge Elementary's existing conditions

Key Takeaways

The visit to Eagle Ridge Elementary revealed several safety and mobility challenges that make active transportation to school feel unsafe, inconvenient, and less appealing for families. The following summarizes the key concerns and observations identified during the focus group meeting and walk audit:

- Crossings along Timberline Road within walking distance of Eagle Ridge, as well as the Deercrest Way & Ptarmigan Trail intersection, should be considered for safety improvements.
- The bus loading zone and the bike lane on Timberline Road should be more clearly

marked to help prevent drivers from parking in these locations.

- The traffic circulation within the school parking lot should be considered for improvement with additional signage and markings.
- The sidewalks north of Timberline Road on Ptarmigan Trail are narrow and have trouble accommodating pedestrian traffic during arrival and dismissal.

Additionally, Douglas County Engineers attended the focus group meeting and walk audit, and they are working with their team to develop engineering plans for improving the at-grade Timberline Road crossing of the Wildcat Trail.

Lone Tree Elementary

Overview

On Wednesday, February 11, 2026, from 12:00pm to 2:00pm, the City of Lone Tree and Consor SRTS team conducted a focus group meeting and walk audit at Lone Tree Elementary School as part of the City of Lone Tree Safe Routes to School Planning Project. The focus group meeting and walk audit were held during regular school hours and brought together a diverse group of participants, including school staff, parents, Lone Tree Police Department (School Resource Officers), and representatives from the City of Lone Tree Public Works Department. This event served as a valuable opportunity for all stakeholders to share perspectives, exchange ideas, and work collaboratively toward the common goal of providing safe active transportation travel for the Lone Tree Elementary community.



Figure 18 Focus group participants talking and annotating notes on a map of Lone Tree Elementary's existing conditions

The SRTS team began by providing an overview of the City of Lone Tree SRTS project and facilitated a discussion where participants shared their experiences traveling to and from school and identified challenges, opportunities, and successes they encounter at or nearby Lone Tree Elementary School. Participants were split into two groups and provided with maps of the surrounding school area. They used sticky notes and modal stickers to mark concerns or barriers affecting safe travel for different modes of transportation. Following the focus group meeting, participants joined the SRTS team for a walk audit of the transportation network around the school. During the walk audit, attendees documented locations of concern raised by participants. This summary highlights the key concerns and observations identified during the focus group meeting and walk audit.



Figure 19 Walk audit group crossing Brook Hill Avenue at Heritage Hills Circle

Key Takeaways

The visit to Lone Tree Elementary revealed several safety and mobility challenges that make active transportation to school feel unsafe, inconvenient, and less appealing for families. The following summarizes the key concerns and observations

identified during the focus group meeting and walk audit:

- Existing landscaping, particularly near Commons Street & Heritage Hills Circle, should be trimmed to increase visibility between drivers and pedestrians.
- Several crossings along Heritage Hills Circle adjacent to Lone Tree Elementary should be considered for safety improvements.
- It is suspected that vehicles travel above the posted speed limit on Heritage Hills Circle. Speed data should be collected on the roadway to inform potential traffic calming treatments to slow speeds.
- Turning lanes in the school parking lot and on Heritage Hills Circle should be more clearly marked to improve driver navigation and compliance.
- Addressing gaps in the bicycle network, installing active transportation wayfinding, and implementing a bike bus program would significantly enhance bike-ability to and from the school.
- Dropping the stop sign chain and making calls to law enforcement ahead of student arrival in the morning can be irregular. Coordination among staff and parents to schedule these activities will increase their occurrence.

Conclusion

The focus group meetings and walk audits combined with additional data on traffic safety, infrastructure quality, and other factors, illuminated key locations and challenges that the SRTS program could help address.

Next Steps for Engagement

The SRTS team is excited to return to the school communities in mid-2026 to share recommendations and confirm whether they align with the concerns and priorities identified during the engagement process. After recommendations are finalized, the City of Lone Tree Public Works department will work to develop site improvement plans for each school in collaboration with lschool leadership. City of Lone Tree staff will return to the schools to gather feedback on a phased improvement plan.



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CHAPTER 4: RECOMMENDATIONS AND ROUTE MAPS

Recommendations Overview

This Plan includes two types of recommendations: infrastructure (engineering) improvements and program-based strategies. Infrastructure recommendations focus on changes to the physical environment such as crosswalks, sidewalks, or signs, to improve safety. Program-based recommendations include tools such as traffic safety education, efforts to encourage walking and biking, and strategies to promote fair and safe access for all travelers.

Together, these recommendations reflect the "Six E's" discussed earlier in the plan: Engineering, Education, Encouragement, Equity, Evaluation, and Engagement. Infrastructure recommendations address concerns using the lens of engineering and programmatic recommendations address concerns using tools of education and encouragement. Equity and evaluation are key parts of both types of recommendations. The recommendations must include elements of equity – to ensure equitable access to the implemented infrastructure and programs – and evaluation – to determine which solutions are most appropriate and whether they are effective once implemented. Engagement is used to both inform all recommendations and to maintain community involvement.

The recommendations in this SRTS Plan are intended to serve as a menu of options. Further study, funding, and coordination will be needed before any improvements are made. These ideas are a starting point for decision-makers working to create safer and more accessible routes to school.

Douglas County has already begun implementing several near-term, low-cost SRTS improvements at school sites. Recent efforts include restriping crosswalks and parking lot circulation markings at Lone Tree Elementary, as well as installing new and restriping existing parking lot circulation pavement markings at Eagle Ridge Elementary. These improvements help clarify vehicle and pedestrian movements. In addition, the County is advancing efforts to improve the Wildcat Trail crossing on Timberline Road.

Infrastructure Recommendations

Infrastructure recommendations fall under the engineering component of the "Six E's" Framework. Infrastructure recommendations are improvements to the built environment to make routes to schools safer and more comfortable. Figures 20, 21, 22, and 23 display the locations where infrastructure improvements are recommended. Tables 2, 3, 4, and 5 include more details about each recommendation.

Route Maps Overview

For each school within Lone Tree, designated SRTS maps were developed to identify preferred travel routes for students and families walking, biking, or rolling to and from school. These routes were informed by the existing transportation network, observed travel patterns, and key findings from infrastructure assessments and stakeholder input. The maps highlight the most direct and comfortable connections, emphasizing facilities such as sidewalks, trails, and controlled crossings that support safer travel. Maps are provided following their respective school's recommendations.

To support implementation, the City will install wayfinding signage along designated routes to improve visibility and navigation. This signage, combined with the route maps, is intended to increase awareness, build familiarity, and encourage greater use of active transportation options. Together, these tools help create a more connected and intuitive network, making it easier for students and families to choose safe and convenient routes to school.

Figure 20 Ambleside recommendations map

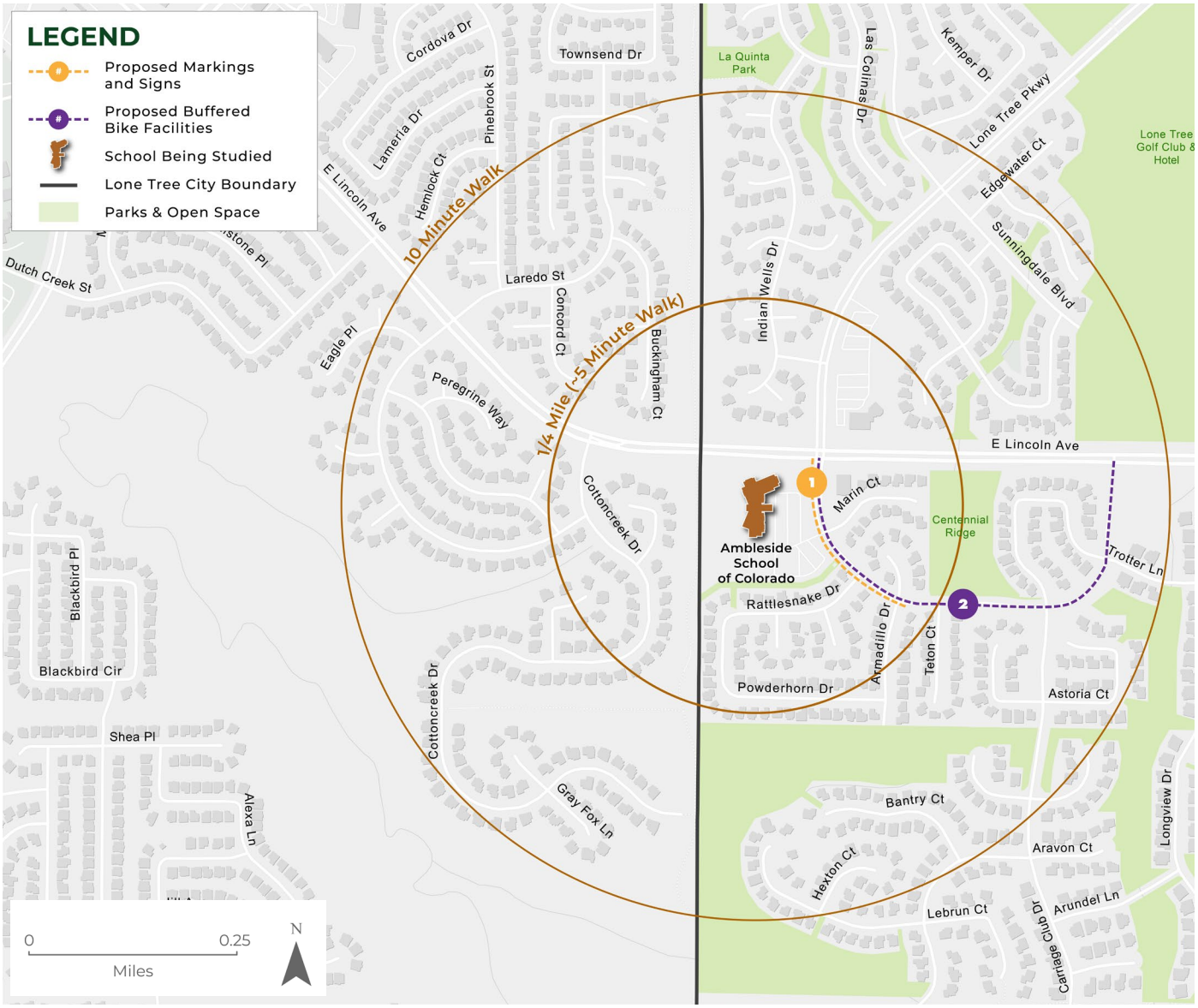


Table 2 Ambleside infrastructure project recommendations

Project ID (Shown on Map)	Project Name	Project Type	Project Location	Project Start	Project End
1	School Zone Markings and Signs	Markings and Signs	Lone Tree Parkway	-	-
2	Lone Tree Parkway Buffered Bike Lane Signing and Striping	Markings and Signs	Lone Tree Parkway	Lincoln Avenue	Lincoln Avenue
N/A	SRTS Wayfinding	Markings and Signs	Study area	-	-

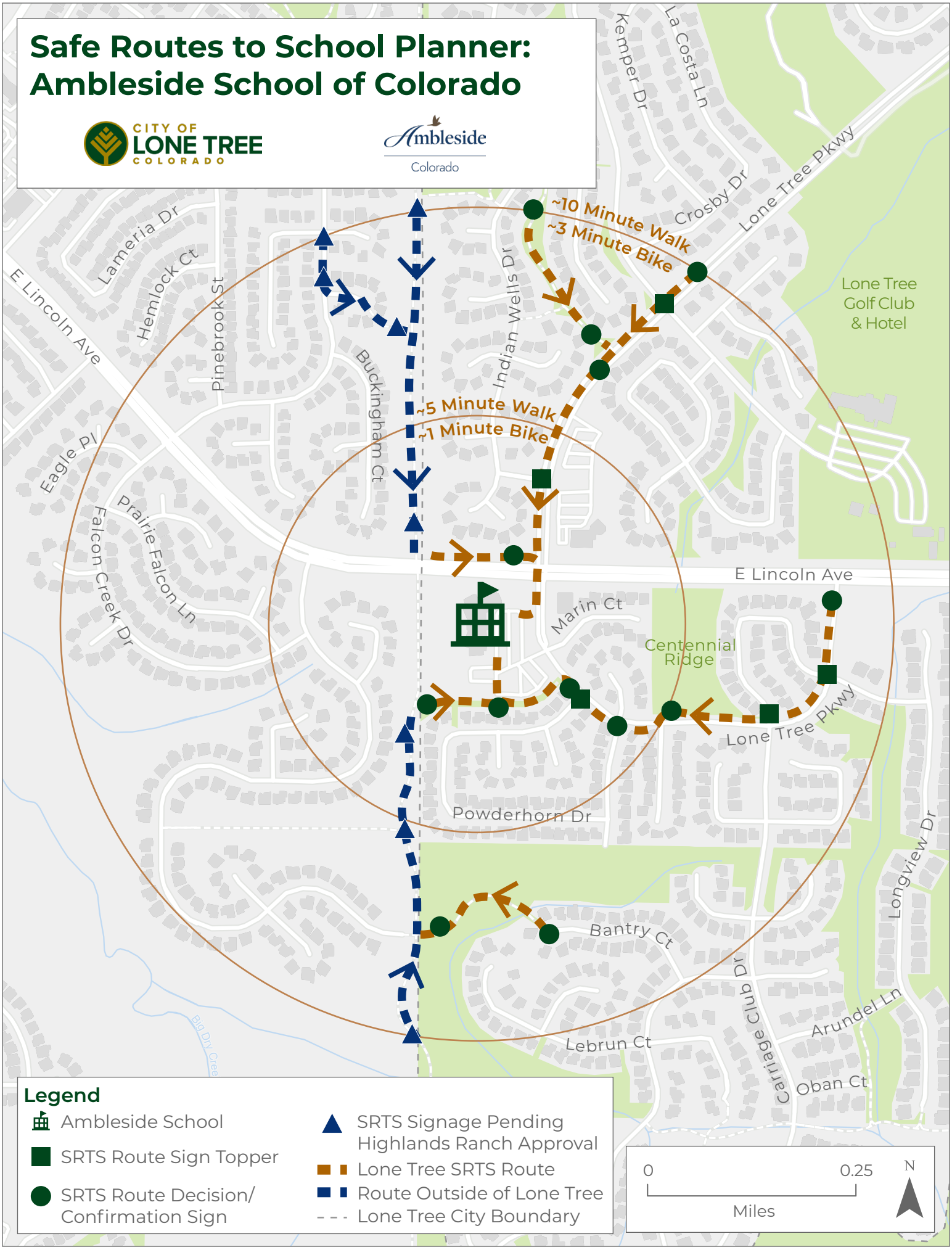


Project Description	Implementation Method	Project Category	Priority: Near-term: 1-5 years Mid-term: 6-10 years Long-term: 11-15 years
Enhance school zone markings and signs to increase driver awareness of the school zone.	Maintenance and paving	Maintenance	Near-term
Implement signing and striping plans.	Maintenance and operations	Maintenance	Near-term
Install wayfinding signs along the planned SRTS “routes” within Lone Tree boundaries. Collaborate with adjacent agencies to implement SRTS wayfinding route signs along Wildcat Trail and other nearby routes.	Maintenance	Maintenance	Near-term

Safe Routes to School Planner: Ambleside School of Colorado

CITY OF LONE TREE COLORADO

Ambleside Colorado



Legend

- Ambleside School
- SRTS Route Sign Topper
- SRTS Route Decision/ Confirmation Sign
- SRTS Signage Pending Highlands Ranch Approval
- Lone Tree SRTS Route
- Route Outside of Lone Tree
- Lone Tree City Boundary

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Figure 21 Ascent Academy recommendations map

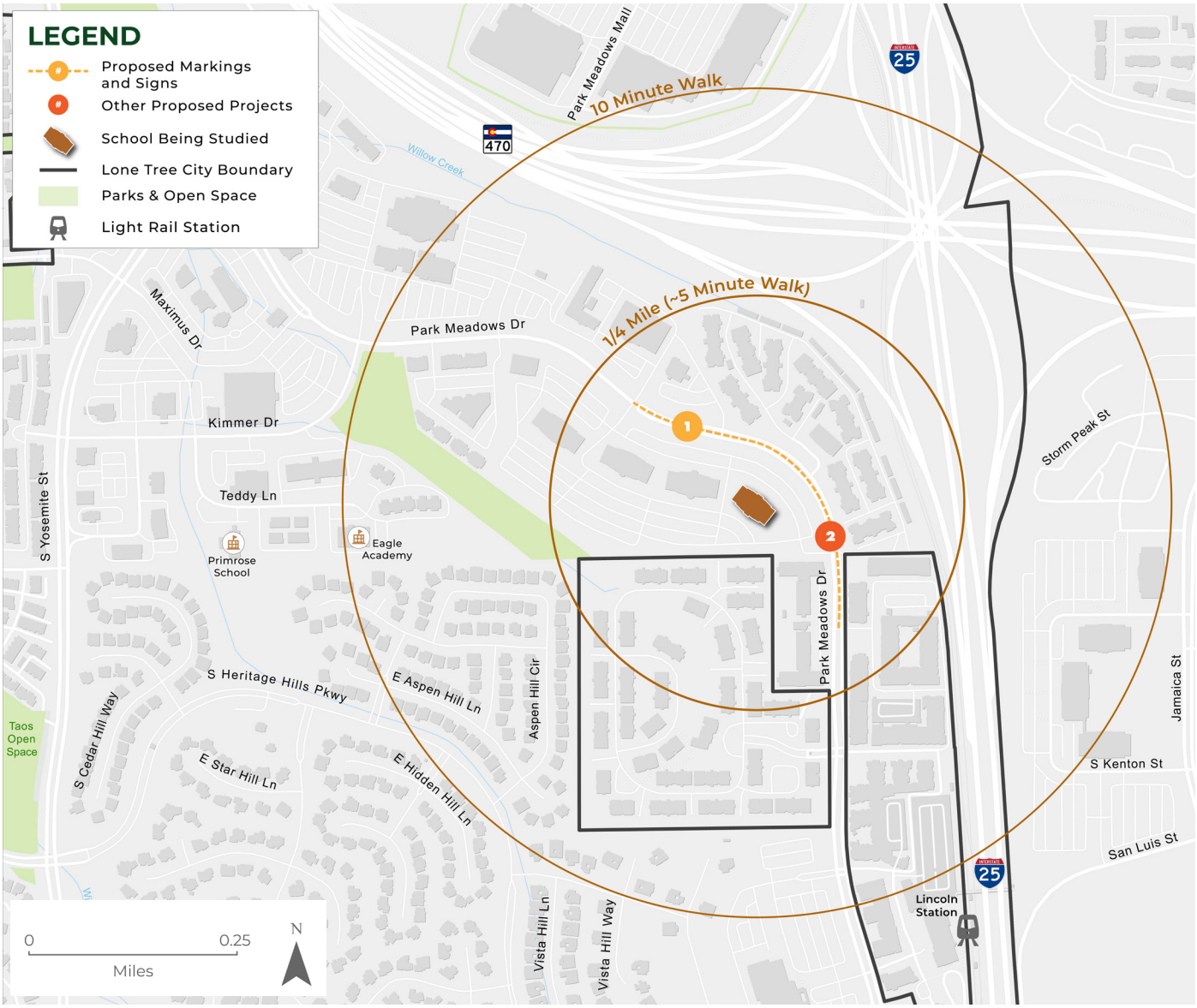


Table 3 Ascent Academy infrastructure project recommendations

Project ID (Shown on Map)	Project Name	Project Type	Project Location	Project Start	Project End
1	School Zone Markings and Signs	Markings and Signs	Park Meadows Drive	-	-
2	Dedicated right-turn lane	Civil/Roadway	Park Meadows Drive	Park Meadows Drive	South Entrance at Park Meadows Corporate Center
N/A	SRTS Wayfinding	Markings and Signs	Study area	-	-







Project Description	Implementation Method	Project Category	Priority: Near-term: 1-5 years Mid-term: 6-10 years Long-term: 11-15 years
Enhance school zone markings and signs to increase driver awareness of the school zone.	Maintenance and paving	Maintenance	Near-term
Install a dedicated right turn lane at the South Entrance to the Park Meadows Corporate Center at Lone Tree.	Under construction	New infrastructure	Near-term
Install wayfinding signs along the planned SRTS “routes” within Lone Tree boundaries.	Maintenance	Maintenance	Near-term

Safe Routes to School Planner: Ascent Classical Academy

CITY OF LONE TREE COLORADO

The City encourages students and families walking and biking to school to cross Park Meadows Dr at a traffic signal to support safe roadway crossings. SRTS signage will guide users to designated crossings and reinforce safe travel to and from school.



Legend

- Ascent Academy
- SRTS Route Sign Topper
- SRTS Route Decision/ Confirmation Sign
- Traffic Signal
- SRTS Signage Pending SSPRD Approval
- Lone Tree SRTS Route
- Route on SSPRD Property
- Lone Tree City Boundary

0 — 0.25 Miles

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Figure 22 Eagle Academy recommendations map

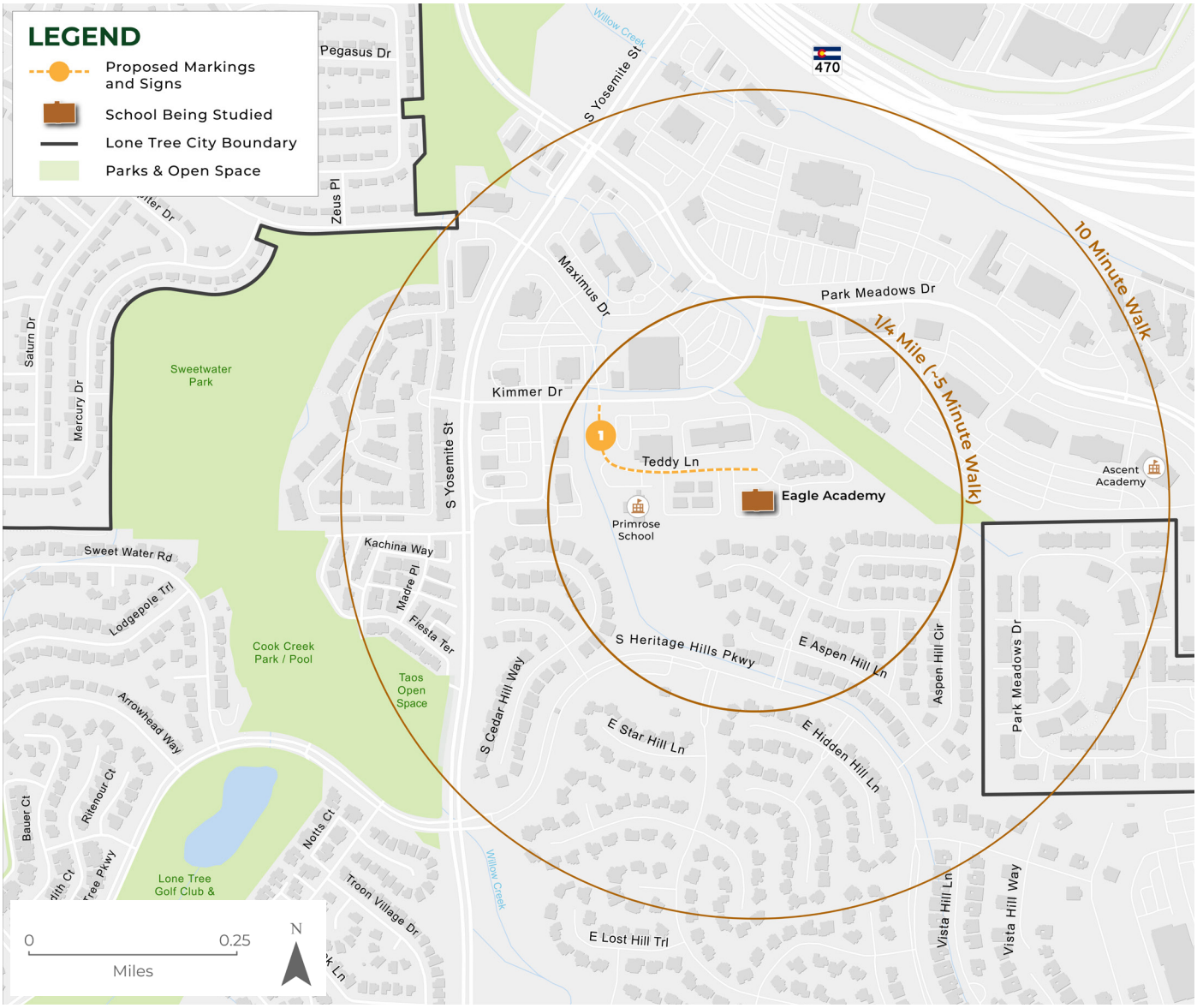


Table 4 Eagle Academy infrastructure project recommendations

Project ID (Shown on Map)	Project Name	Project Type	Project Location	Project Start	Project End
1	School Zone Markings and Signs	Markings and Signs	Teddy Lane	-	-
N/A	SRTS Wayfinding	Markings and Signs	Study area	-	-







Project Description	Implementation Method	Project Category	Priority: Near-term: 1-5 years Mid-term: 6-10 years Long-term: 11-15 years
Establish a school zone with school zone markings and signs to increase driver awareness of the school zone.	Maintenance and paving	Maintenance	Near-term
Install wayfinding signs along the planned SRTS “routes” within Lone Tree boundaries.	Maintenance	Maintenance	Near-term

Safe Routes to School Planner: Eagle Academy

CITY OF LONE TREE COLORADO

Douglas County School District

For signs east of Kimmer Drive, please refer to the Ascent Academy map. These signs are not shown here for the purpose of not double counting the number of signs needed.



Legend

- Eagle Academy
- SRTS Route Sign Topper
- SRTS Route Decision/ Confirmation Sign
- Traffic Signal
- SRTS Signage Pending SSPRD Approval
- Lone Tree SRTS Route
- Route on SSPRD Property
- Lone Tree City Boundary

0 — 0.25 Miles

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Figure 23 Eagle Ridge Elementary recommendations map

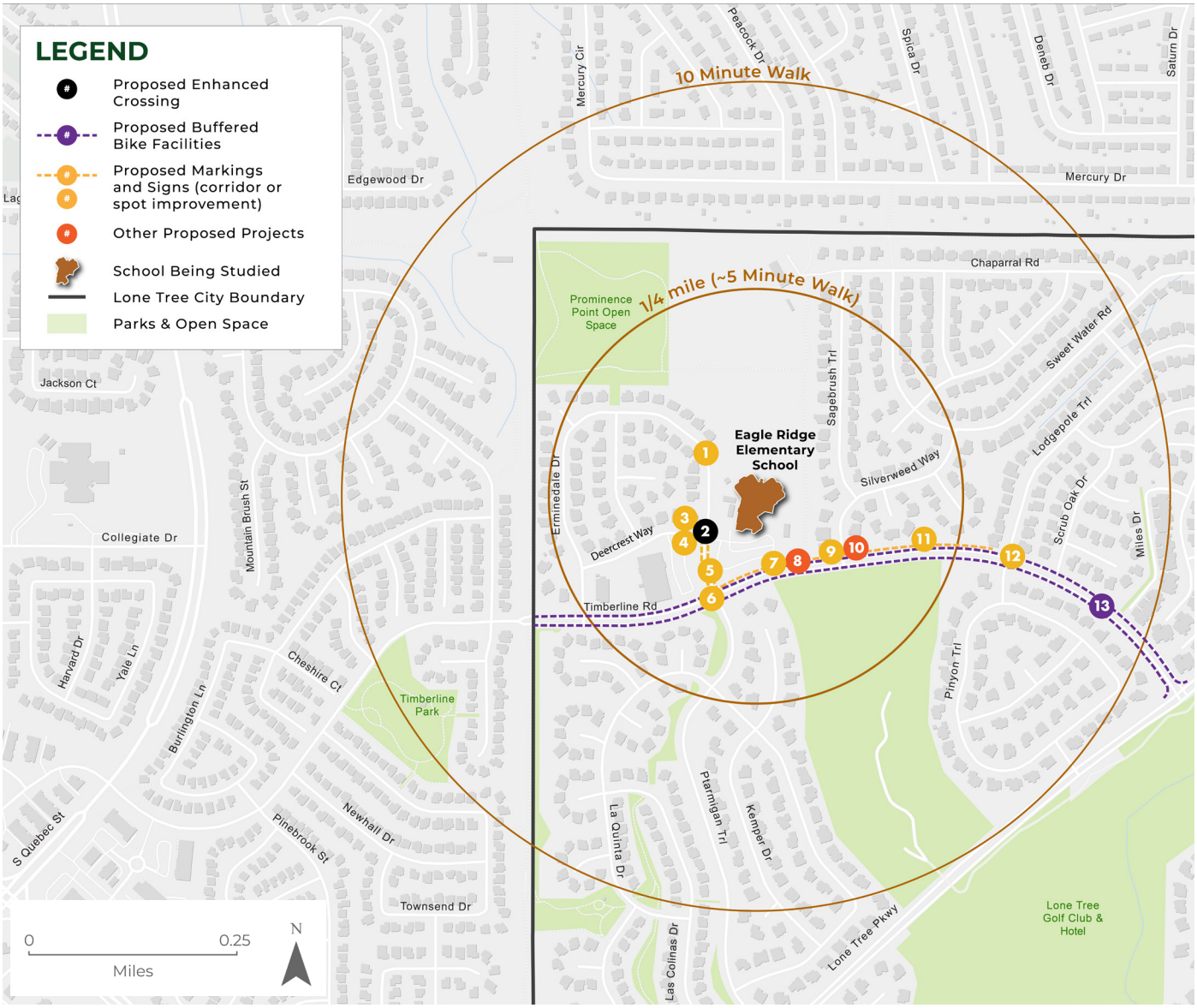


Table 5 Eagle Ridge Elementary infrastructure project recommendations

Project ID (Shown on Map)	Project Name	Project Type	Project Location	Project Start	Project End
1	School Zone Markings and Signs	Markings and Signs	Ptarmigan Trail north of Deercrest Way	-	-
2	Deercrest Way & Ptarmigan Trail Intersection Improvement	Enhanced Crossing/ Intersection Redesign	Deercrest Way & Ptarmigan Trail	Deercrest Way	Ptarmigan Trail







Project Description	Implementation Method	Project Category	Priority: Near-term: 1-5 years Mid-term: 6-10 years Long-term: 11-15 years
Enhance school zone markings and signs to increase driver awareness of the school zone.	Maintenance or paving	Maintenance	Near-term
Based on the future results of a feasibility analysis, install curb extensions, reduce turning radii, and make ADA adjustments to the intersection. This will decrease the crossing distance, reduce pedestrian exposure, and improve visibility between pedestrians and vehicle drivers.	CIP Project	CIP Project	Long-term

Project ID (Shown on Map)	Project Name	Project Type	Project Location	Project Start	Project End
3	Deercrest Way & Ptarmigan Trail Intersection Improvement	Markings and Signs	Deercrest Way & Ptarmigan Trail	Deercrest Way	Ptarmigan Trail
4	Deercrest Way & Ptarmigan Trail Intersection Improvement	Markings and Signs	Deercrest Way & Ptarmigan Trail	Deercrest Way	Ptarmigan Trail
5	Ptarmigan Trail Pedestrian Space	Markings and Signs	Ptarmigan Trail	Deercrest Way	Timberline Road
6	Ptarmigan Trail & Timberline Road Intersection Improvement	Markings and Signs	Ptarmigan Trail & Timberline Road	Ptarmigan Trail	Timberline Road
7	Eagle Ridge Bus Loading Zone	Markings and Signs	Bus loading zone on Timberline Road	Bus loading zone	Bus loading zone
8	Eagle Ridge Bus Loading Zone	Curb and Gutter	Bus loading zone on Timberline Road	Bus loading zone	Bus loading zone
9	Silverweed Way Intersection Improvement	Markings and Signs	NW corner of Silverweed Way & Timberline Road	Silverweed Way	Timberline Road
10	Silverweed Way Intersection Improvement	Landscaping	NE corner of Silverweed Way & Timberline Road	Silverweed Way	Timberline Road

Project Description	Implementation Method	Project Category	Priority: Near-term: 1-5 years Mid-term: 6-10 years Long-term: 11-15 years
Relocate the S1-1 pedestrian crossing and "stop for pedestrians in crosswalk" signs, so they are not blocked by the stop sign (R1-1) and be more visible to eastbound traffic on Deercrest Way.	Maintenance	Maintenance	Near-term
Install a stop bar in association with the stop sign on the west leg of the intersection.	Maintenance or paving	Maintenance	Near-term
Define travel lanes with center line and edge line pavement markings. Develop buffer space with pavement markings along the west sidewalk to improve comfort of pedestrians utilizing the west sidewalk traveling to and from school.	Maintenance	Maintenance	Near-term
Evaluate opportunities for enhanced regulatory and warning signage.	Maintenance & Operations	Maintenance and Operations	Mid-term
Install inlay "bus only" pavement markings in bus loading zone.	Maintenance	Maintenance	Near-term
Evaluate the option to remove the "bump out" currently located in between the two bus loading zones. Discuss with Douglas County.	Requires further analysis	Douglas County School District	Near-/Mid-term
Move stop sign closer to the intersection (Timberline Road) and install a stop bar.	Maintenance	Maintenance	Near-term
Decrease height and width of landscaping on the northeast property to increase visibility in the sight triangle.	Coordination with Property Owner	Maintenance	Near-term

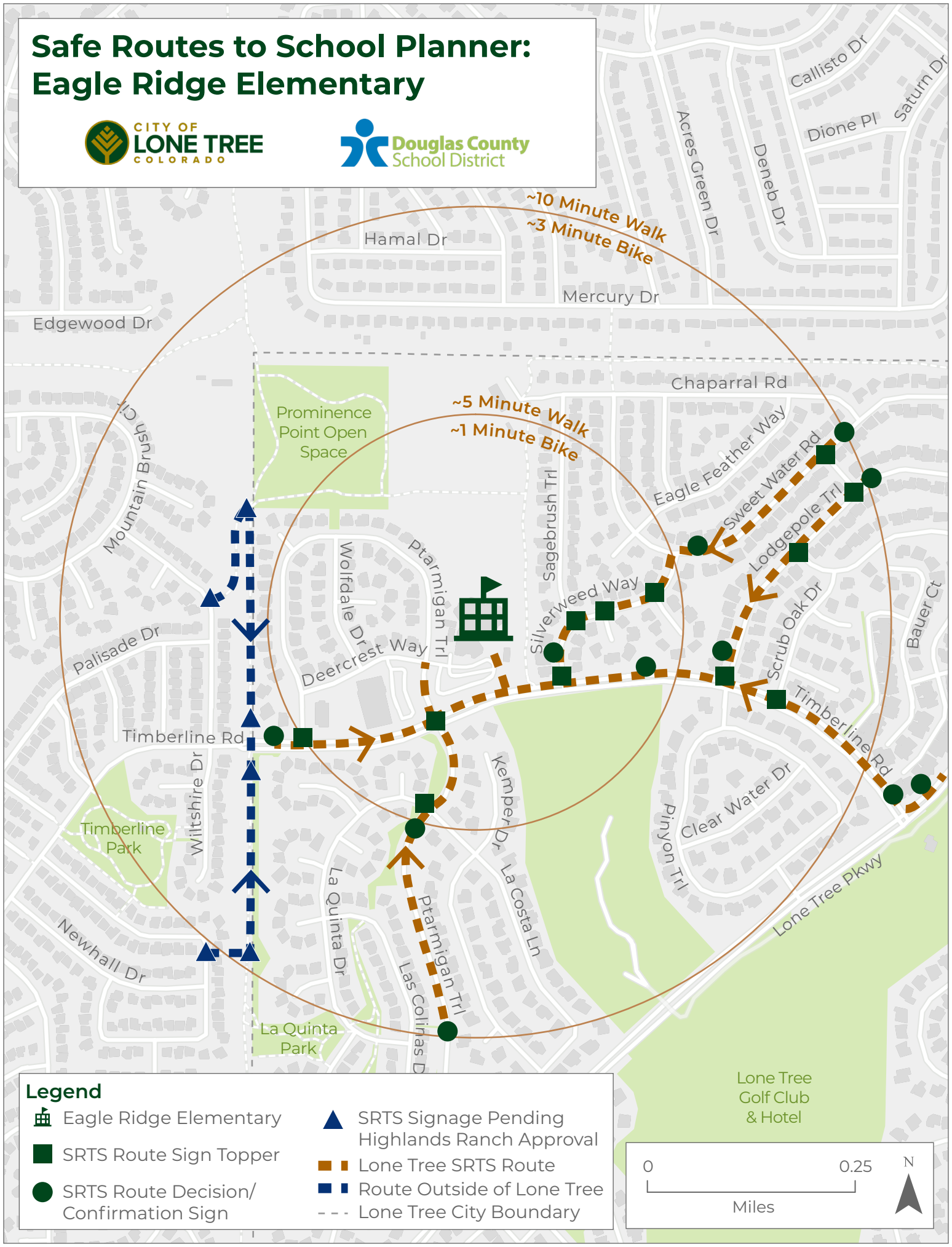
Project ID (Shown on Map)	Project Name	Project Type	Project Location	Project Start	Project End
11	Timberline Road Parking Signage	Markings and Signs	Westbound Timberline Road	Lodgepole Trail	Ptarmigan Trail
12	Lodgepole Trail & Timberline Road Intersection Improvement	Markings and Signs	Lodgepole Trail & Timberline Road	Lodgepole Trail	Timberline Road
13	Timberline Road Bike Facility Improvement	Buffered Bike Facility	Existing westbound and eastbound bike lanes on Timberline Road	Wildcat Trail	Lone Tree Parkway
N/A	SRTS Wayfinding	Markings and Signs	Study area	-	-
N/A	Wildcat Trail Crossing	Enhanced Crossing	Wildcat Trail & Timberline Road	Wildcat Trail	Timberline Road

Project Description	Implementation Method	Project Category	Priority: Near-term: 1-5 years Mid-term: 6-10 years Long-term: 11-15 years
Adjust the angle of the existing "No Parking Loading Only" signs to be more visible to westbound drivers.	Maintenance	Maintenance	Near-term
Install a stop bar on the north leg of the intersection.	Maintenance	Maintenance	Near-term
Upgrade the existing bike lane to a buffered bike lane to increase safety and comfort for bicyclists and discourage drivers from parking in the bike lane. Modify curb ramp at the northwest corner of Silverweed Way & Timberline Road to make it easier for bicyclists to ramp up onto the existing sidewalk to access the school.	CIP, maintenance, and paving	CIP, maintenance, and paving	Mid-term
Install wayfinding signs along the planned SRTS "routes."	Maintenance	Maintenance	Near-term
Douglas County to implement safety improvements.	Douglas County Public Works	Douglas County-led	Complete

Safe Routes to School Planner: Eagle Ridge Elementary

CITY OF LONE TREE COLORADO

Douglas County School District



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Figure 24 Lone Tree Elementary recommendations map

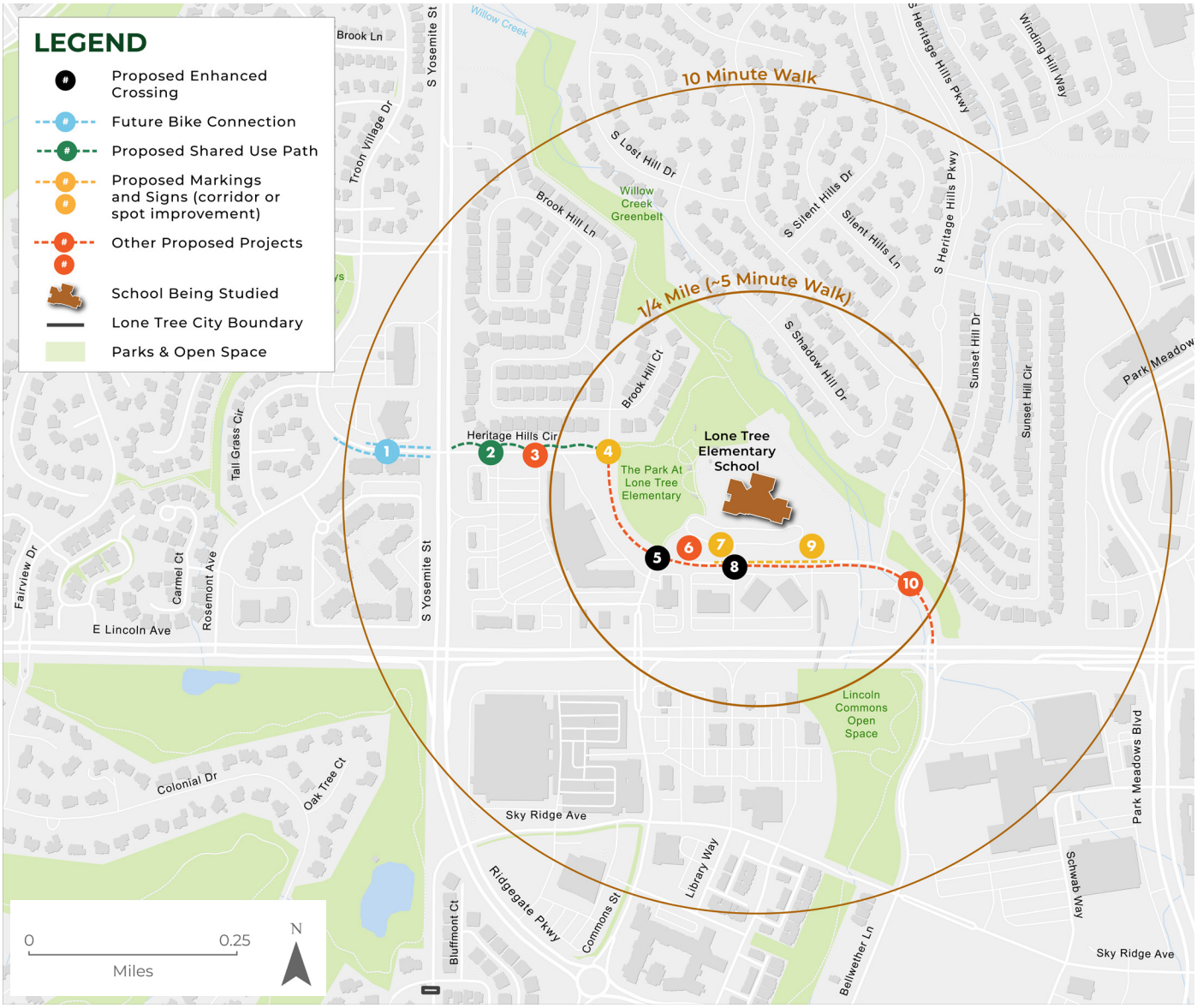


Table 6 Lone Tree Elementary infrastructure project recommendations

Project ID (Shown on Map)	Project Name	Project Type	Project Location	Project Start	Project End
1	Troon Village Drive Bike Lane Future Connection	Bike Lane	Troon Village Drive	Rosemont Avenue	Yosemite Street







Project Description	Implementation Method	Project Category	Priority: Near-term: 1-5 years Mid-term: 6-10 years Long-term: 11-15 years
Investigate the potential to reconfigure the west leg of the intersection of Troon Village Drive and Yosemite Street to accommodate a continuous bike lane and address a gap in the bicycle network, improving connectivity to Yosemite Street bike lanes. This effort should focus on evaluating long-term options for closing the gap in the bike network. In the near term, consider adding shared lane markings east leg of the intersection and collecting turning movement counts to assess lane reconfiguration (removal of the left-turn lane). In conjunction with assessing the lane reconfiguration, evaluate signal timing to understand operational impacts to the intersection.	CIP Project	CIP Project	Long-term

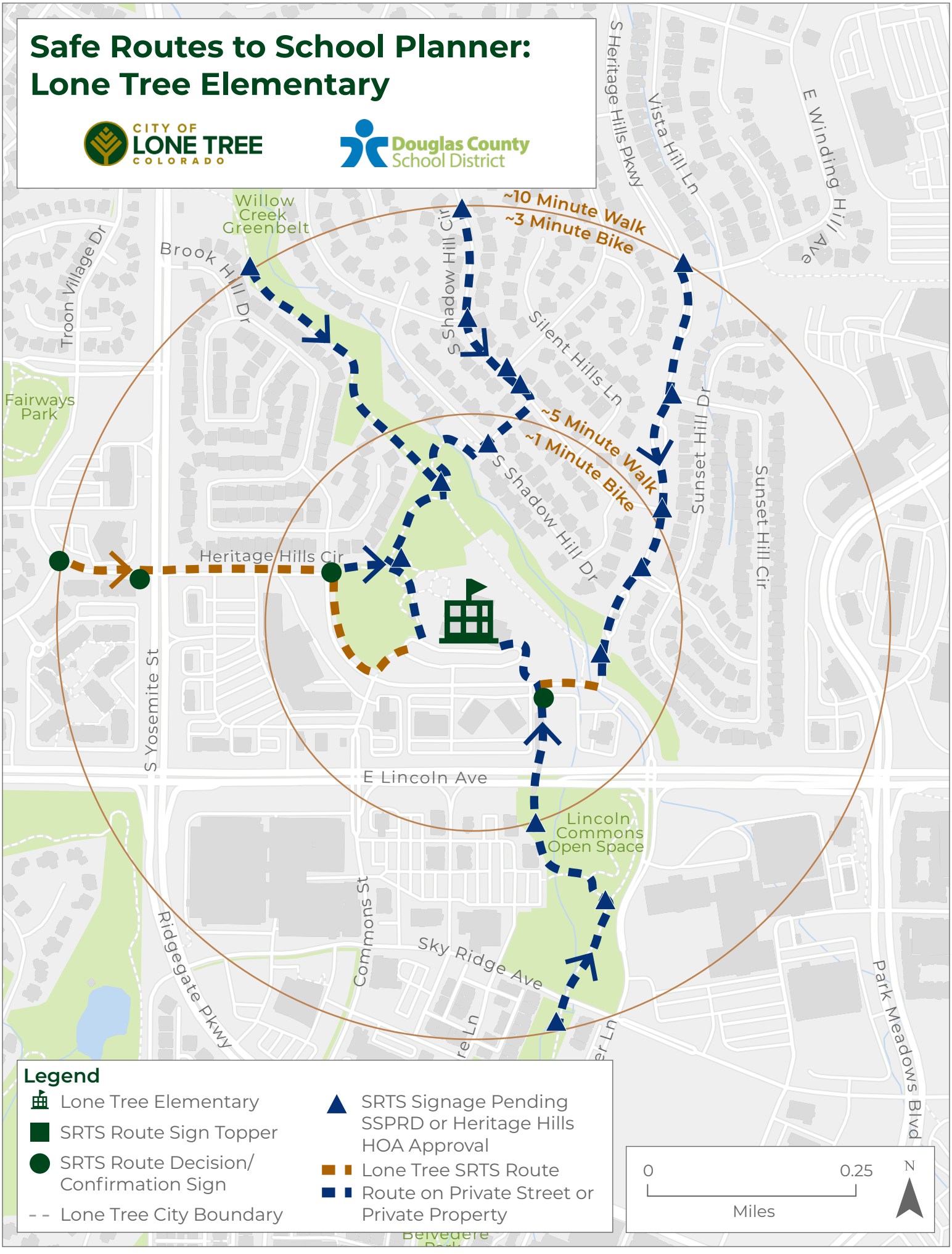
Project ID (Shown on Map)	Project Name	Project Type	Project Location	Project Start	Project End
2	Heritage Hills Circle Shared Use Path	Shared Use Path	Heritage Hills Circle	Yosemite Street	Brook Hill Avenue
3	Heritage Hills Circle Repaving	Curb and Gutter	Midblock on the north side of Heritage Hills Circle	Yosemite Street	Brook Hill Avenue
4	Heritage Hills Circle and Brook Hill Avenue Trail Crossing	Markings and Signs	Heritage Hills Circle	Brook Hill Avenue	Brook Hill Avenue
5	Commons Street & Heritage Hills Circle Intersection Improvement	Enhanced Crossing	Commons Street & Heritage Hills Circle	Commons Street	Heritage Hills Circle
6	Heritage Hills Circle Landscaping Improvement	Landscaping	North side of Heritage Hills Circle east of Commons Street	Commons Street	School Parking Lot Entrance & Commercial Driveway
7	School Parking Lot Signage	Markings and Signs	School Parking Lot Entrance, Heritage Hills Circle, & Commercial Driveway	-	-
8	School Parking Lot Entrance, Heritage Hills Circle, & Commercial Driveway Intersection Improvement	Enhanced Crossing	School Parking Lot Entrance, Heritage Hills Circle, & Commercial Driveway	Heritage Hills Circle	School Parking Lot Entrance & Commercial Driveway
9		Markings and Signs	Heritage Hills Circle and “Kindy Loop” entrance	-	-

Project Description	Implementation Method	Project Category	Priority: Near-term: 1-5 years Mid-term: 6-10 years Long-term: 11-15 years
Designate as a shared sidewalk facility on the bicycle network. Install wayfinding signage to direct bicyclists and pedestrians to use this facility instead of walking or biking on the south side of the street.	Maintenance	Maintenance	Near-term
Remove curb ramp.	CIP Project	CIP Project	Near-term
Install trail crossing signage for the crosswalk on the north leg of the intersection. Install stop bar on the north leg. This will better define one of the proposed SRTS routes.	Maintenance	Maintenance	Mid-term/Long-term
Option 1: Consider constructing a median island on the west leg of the intersection. Consider moving the curb ramp on the north side (serving the park trail) to the west leg of the intersection, if sight distance meets city requirements. This can contribute to lower vehicle speeds on this segment of Heritage Hills Circle and enhance crossing safety. Option 2: Consider an all way stop at this intersection.	CIP Project	CIP Project	Mid-term
Prune or remove trees to increase sight distance and visibility at the Commons Street intersection.	Maintenance	Maintenance	Near-term
Install a larger “Right Turn Only” during school hours sign on a separate post.	Coordination with Douglas County School District. Douglas County School District to implement.	Maintenance	Near-term
Option 1: Continue with current management of this intersection during pick-up and drop-off times. Option 2: Douglas County Schools and City of Lone Tree develop an education/enforcement campaign to reduce the number of parents parking in commercial parking lot on the south side of Heritage Hills Circle to reduce unwanted crossings across Heritage Hills Circle during pick-up and drop-off times. An all-way stop was considered. However, a more suitable potential location was identified. See recommendation number four.	Coordination with Douglas County School District.	Coordination with Douglas County School District.	Near-term
Remove outdated school bus signage. Install stop bar for southbound vehicles.	Coordination with Douglas County School District. Douglas County School District to implement.	Douglas County School District-led	Complete

Project ID (Shown on Map)	Project Name	Project Type	Project Location	Project Start	Project End
10	Heritage Hills Circle Traffic Calming	Traffic Calming	Heritage Hills Circle	Brook Hill Avenue	Commons Street
N/A	School Bicycle and Scooter Parking	Bicycle and Scooter Parking	Lone Tree Elementary	-	-
N/A	SRTS Wayfinding	Markings and Signs	Study area	-	-

Project Description	Implementation Method	Project Category	Priority: Near-term: 1-5 years Mid-term: 6-10 years Long-term: 11-15 years
Collect traffic counts (ADT's) along Heritage Hills Circle to determine need for traffic calming. Based on the results of the data analysis, implement appropriate traffic calming measures such as pedestrian refuge islands or pinch points/curb extensions to reduce vehicle speeds between Heritage Hills Circle/Brook Hill & Commons Street. Consider adding an all-way stop at Commons Street, see recommendation number four for more details. Additionally, consider adding advanced warning signs for the school zone to the eastbound travel lanes.			Mid-term/Long-term
Consider a solution that eliminates the need to latch and unlatch the chain across the school driveway twice daily, making access to the bicycle and scooter parking area easier.	Coordination with Douglas County School District		Mid-term
Install wayfinding signs along the planned SRTS "routes."	Maintenance	Maintenance	Near-term

Safe Routes to School Planner: Lone Tree Elementary



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Education and Encouragement Recommendations

Programmatic recommendations focus on education and encouragement through the "Six E's." They provide a comprehensive toolbox of strategies designed to address challenges that are largely driven by human factors. This table serves as a flexible menu of options that schools within Lone Tree can adapt and implement based on the unique needs of their communities. Table 6 outlines these programmatic recommendations.

Table 7 Programmatic recommendations

Challenge	Tool Type	Tool/Countermeasure
Traffic during arrival and dismissal	School travel options	Denver Regional Council of Governments' (DRCOG's) Schoolpool program
	General education	Provide information at school events, on the school website, and other places students and caregivers receive information
	School travel options	Bike Bus
	School travel options	Walking School Bus
Personal Safety and Education	Events	Walk, Bike, and Roll to School Days
	General education	In school traffic safety assemblies/workshops/ physical education units

Description
Schoolpool is a secure system that connects families in proximity to each other to share the responsibilities of getting students to school and back via carpooling, walking, biking, or riding public transit or the school bus together. School administrators can reach out to the program to become a participating school. Once the school participates in the program, they can encourage and help facilitate carpooling to limit the number of vehicles accessing the school during pick-up and drop-off.
Provide educational resources to students and caregivers on safe pick-up/drop-off practices including not conducting pick-up/drop-off in bus loading areas, fire lanes, and business parking lots. This can include parking lot circulation guides and maps to show where pick-up/drop-off can occur.
A bike bus is a group of students and adults who bicycle to school together, making stops along a previously-designated route to pick up others as they approach the school. Some bike buses serve a single school, and others run on set routes near multiple schools. Bike buses can be organized through the school, parents, students, or community members. A step by step guide to starting a bike bus can be found on the Washington Area Bicyclist Association's webpage.
A walking school bus (WSB) is a safe and fun way for children to get physical activity as they travel to and from school with adult supervision. Each "bus" walks along a set route with one or more adults leading it, picking children up at designated stops along a predetermined route and walking them to school. The process is reversed in the afternoons on the way home from school. A step by step guide to starting a walking school bus can be found on the Safe Routes Partnership webpage.
Walk & Roll to School Day and Bike & Roll to School Day are national events that take place every October and May, respectively. Walk, Bike, and Roll to School Days encourages and generates excitement for more students and families to choose active modes to get to school, especially when paired with route planning and other support. Schools can participate in and promote these events to students and families. Resources can be found on the Walk and Bike to School webpage.
Educate students on traffic safety and traffic operations. A sampling of resources for all age groups can be found on the following webpages: • Colorado Department of Transportation Safe Routes to School - Education • National Highway Traffic Safety Administration • Safe Routes to School National Partnership • Pedestrian Safer Journey • Make Trax by Michigan's Safe Routes to School program • Oregon Department of Transportation Safe Routes to School

Challenge	Tool Type	Tool/Countermeasure
Personal Safety/ Education	Events	Safe Routes to School routes
	Out of school bicycle riding classes	"Learn to Ride" bicycle classes offered throughout the year

Description
Plan days to travel on the routes designated as safe routes to school by the City of Lone Tree. Plan a starting point where students and families can meet to walk, bike, or roll on the route. This will increase comfort and familiarity with the route.
Learn to ride bicycle programs, such as those offered by Bicycle Colorado, offer engaging and effective bicycle riding lessons for youth and adults. Bicycle education classes for students and parents can help build confidence and comfort navigating the transportation network, while reinforcing safe riding skills and awareness. By improving knowledge and familiarity, these programs can make bicycling a more accessible and appealing option for traveling to and from school. The school can share bicycle riding resources at school events, on the school website, and in other places students and caregivers receive information.

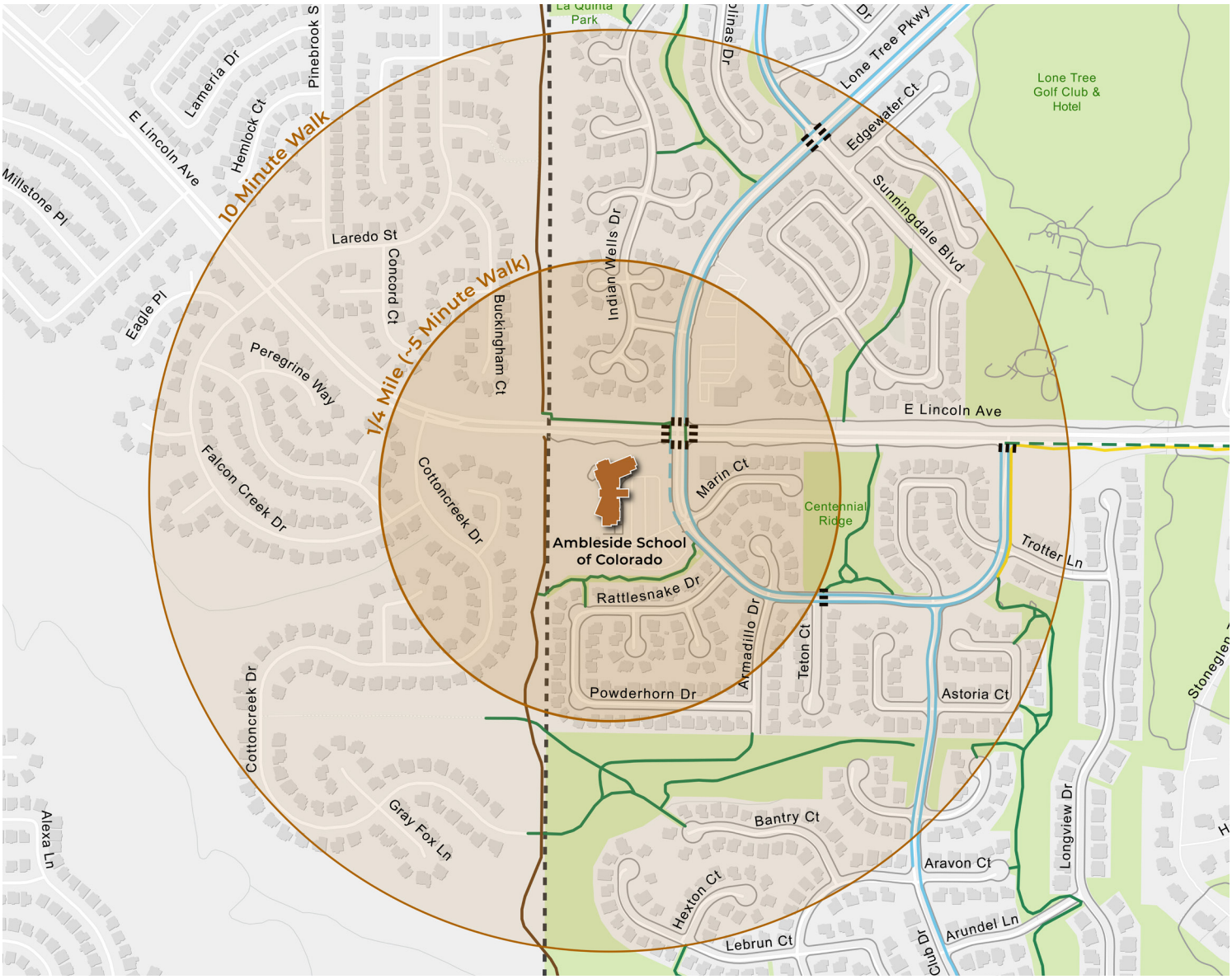
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APPENDIX A: EXISTING CONDITIONS CUT SHEETS

Ambleside School of Colorado - Existing Conditions

LEGEND

- Lone Tree City Boundary
- Parks & Open Space
- School to be Studied
- Sidewalk
- Bike Lane
- Shared Use Path
- Shared Sidewalk
- Unpaved Trail
- Planned Bike Lane
- Planned Shared Use Path
- Marked Crosswalk



Sidewalk and Crossing Network

- Attached sidewalks and a handful of detached sidewalks are present throughout the study area and are generally in good condition. Additionally, curb ramps are present and in good condition throughout, but they are all diagonal rather than directional.
- The sidewalk on the north side of the parking lot to connect the school building to Lone Tree Parkway as well as the sidewalk from the south shared use path to the new basketball court were recently completed.
- There are multiple locations where pedestrians and bicyclists may be crossing to access Ambleside. However, they may feel uncomfortable or unsafe due to the following conditions:
    - **Lincoln Avenue & Lone Tree Parkway**: the crossing distances are long
    - **Marin Court & Lone Tree Parkway**: there is no marked crossing or warning signage here, this location provides an opportunity for a mid-block crossing to connect people to the Wildcat Trail via the shared use path as well as future parents and students of Ambleside to get to school
    - **Wildcat Trail & Lincoln Avenue**: there is no marked crossing for trail users, but there are driveway cuts and signage directing users to go to Lone Tree Parkway to cross Lincoln Avenue; there is no warning signage for drivers

Bicycle Network

- Bike lanes on Lone Tree Parkway currently serve Ambleside. While there is gap in the southbound bike lane between Lincoln Avenue and the school parking lot entrance, the City has a signing and striping plan to fill this gap in the network. This plan also includes the addition of buffers along several segments of the bike lane.

Trail Network

- The Wildcat Trail provides access to Ambleside from the west.
    - From the north, users access the school via the shared-use path on the north side of Lincoln Avenue and cross at the signalized intersection. A planned southbound bike lane on Lone Tree Parkway will complete this connection.
    - From the south, users connect via the shared-use path along the south side of the campus.
    - Crossing Lincoln Avenue requires detouring east to Lone Tree Parkway before returning west to the trail network.
- Shared-use paths run along the north side of Lincoln Avenue between Wildcat Trail and Lone Tree Parkway as well as south of the school, linking Wildcat Trail to Lone Tree Parkway.

School Zone

- None of the appropriate school zone regulatory signage is present on either approach to the school, including “school” pavement markings and any combination of signs outlined in Figure 7B-1 of the MUTCD 11th Edition.

Barriers to Walking & Biking to School

Barriers to walking and biking to school were identified through a desktop review of infrastructure data. This informed the project team’s understanding of the factors limiting safe and comfortable active transportation travel to and from Ambleside.

Uncomfortable or Unsafe Crossings

The following intersection crossings feel unsafe due to factors such as long crossing distances and lack of marked crosswalks:

- **Lincoln Avenue & Lone Tree Parkway**
- **Marin Court & Lone Tree Parkway**
- **Wildcat Trail & Lincoln Avenue**

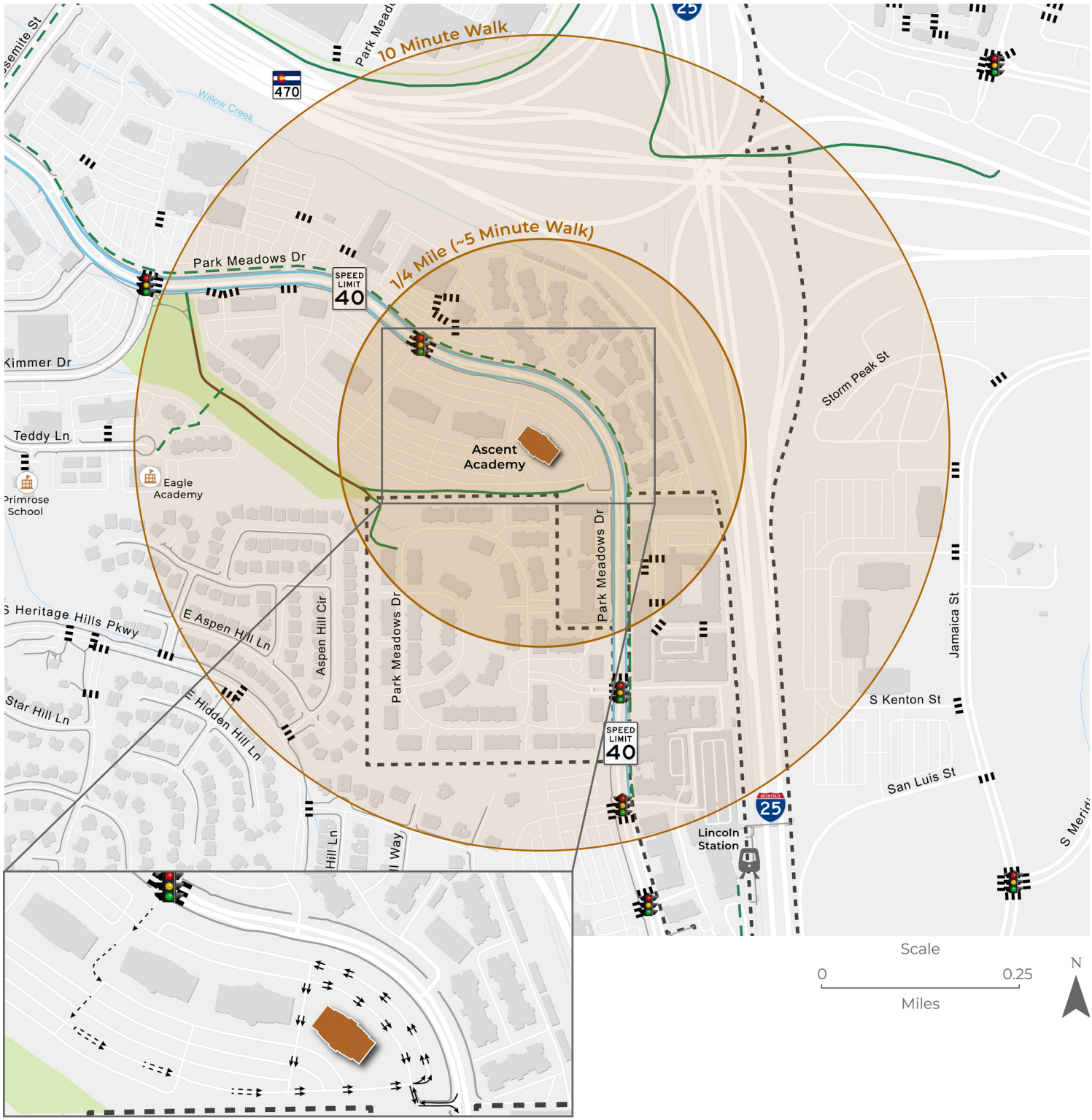
Missing Signage and Markings

Missing signage and pavement markings make it challenging for drivers and pedestrians to navigate the adjacent roads safely and efficiently. There is currently no school zone regulatory signage.

Ascent Academy - Existing Conditions

LEGEND

- Lone Tree City Boundary
- Parks & Open Space
- School to be Studied
- Other School
- Shared Use Path
- Bike Lane
- Unpaved Trail
- Planned Shared Use Path
- Sidewalk
- Marked Crosswalk
- Light Rail Station
- Traffic Signal



Introduction

The existing conditions of the transportation infrastructure surrounding Ascent Academy were evaluated through a desktop review and a meeting with an Ascent staff member. The desktop assessment included transportation data mapping, along with analysis of Google Street View imagery and aerial photography.

Vehicle Access

- During the 2025–2026 school year, enrollment at Ascent was just under 800 students, with approximately 80–85% arriving by vehicle. As a result, arrival and dismissal periods generate high traffic volumes, leading to queues along eastbound and southbound Park Meadows Drive, particularly along a curved segment of the roadway, refer to Figure 1. These conditions can reduce visibility for approaching drivers, increase the risk of rear-end collisions, and contribute to localized congestion.
  - These operational challenges likely prompted the school's request for a dedicated right-turn lane to improve traffic flow into the site and reduce queue spillback along Park Meadows Drive. Ascent has prepared construction documents for this improvement, with implementation anticipated in the near future. In addition, the school has recently taken steps to educate drivers on proper drop-off and pick-up procedures to help minimize queuing and reduce impacts on Park Meadows Drive.
- The current traffic circulation pattern within the school parking lot is illustrated in the inset map to the left. At present, all vehicles enter and exit via the southern access point. Approximately 75% of drivers circulate through the front parking lot in two lanes, while 25% use the rear lot with two lanes. The school's long-term goal is to achieve a more balanced 50/50 distribution between the two lots. Previously, drivers used the signalized intersection at 9991 & Park Meadows Drive to access the site. However, the school was directed to discontinue this practice. School staff indicated that allowing access via the signal could provide an additional internal circulation option, as illustrated by the dotted arrows in the inset map.
  - With access restricted to the southern entrance, drivers traveling westbound/northbound on Park Meadows Drive must turn around to reach the site. Installation of "No U-Turn" signage at the 9991 signal has largely eliminated U-turns at that location and reduced potential vehicle conflicts on Park Meadows Drive. However, some drivers now take a left into the parking lot to make U-turns, which has led to several reported near-miss incidents within the lot.

Bicycle Network

- Bike lanes on Park Meadows Drive currently serve Ascent. However, there is a gap in the westbound bike lane as it approaches Yosemite Street to accommodate a right turn lane. While the bike lanes provide a connection to the Lincoln light rail station, they generally do not meet current best practices for a high-volume, high-speed arterial roadway.

Trail Network

- A shared use path and unpaved trail provide access to Ascent from the south. However, connections to this trail/path could be improved. The planned shared use path to connect the trail to Teddy Lane would provide better access. A connection from the trail to the Heritage Hills neighborhood southwest of Ascent Academy would be beneficial for multimodal users.
- The planned shared use path along the north side of Park Meadows Drive will provide a comfortable facility for those accessing Ascent on foot or bicycle.



Figure 1. Vehicles queueing along a curved segment of Park Meadows Drive during dismissal



Figure 2. School driveway crossing connecting a shared-use path to a sidewalk that leads to Park Meadows Drive

Sidewalk and Crossing Network

- Detached sidewalks and a handful of attached sidewalks are present throughout the study area and are generally in good condition. Additionally, curb ramps are present and in good condition throughout, but many of them are diagonal rather than directional.
- Along Park Meadows Drive, the greatest distance between marked crossings in the study area is approximately 2,200 feet between the signalized intersection at 9991 and the signalized intersection at 10200. Crossings spaced large distances apart can create barriers to safe and convenient mobility for people walking, biking, and rolling.
- There are multiple locations where pedestrians and bicyclists are crossing to access Ascent. However, they may feel uncomfortable or unsafe due to the following conditions:
  - **Park Meadows Drive & 9991**: the crossing distances are long at this signalized intersection; there are parents who drop their students off at Red Rocks Church and the students will cross at this intersection
  - **Park Meadows Drive & the Park Meadows Corporate Center southern entrance to Ascent**: there is no marked crossing at this right in/right out unsignalized intersection; however, a marked crossing is planned for the west leg of the intersection to be implemented with the right turn lane
- Shared use path users looking to connect to Park Meadows Drive must cross the driveway at the southern entrance that serves vehicles entering and exiting the school, which creates conflicts with vehicle traffic, refer to Figure 2. A sidewalk on the south side of that access point would provide an additional connection to Park Meadows Drive and reduce conflict points between pedestrians, cyclists, and drivers. However, this piece of land may be privately owned and further coordination would be needed prior to moving forward with this potential project.

School Zone

- S1-1 and S4-3P signs are present along Park Meadows Drive in both the eastbound and westbound directions and notify drivers they are approaching a school.
- No other school zone signage or pavement markings are present on either approach. Based on the existing roadway configuration and the posted 40 mph speed limit, the addition of other regulatory and warning signs would enhance driver awareness and help establish a more clearly defined school zone which in turn would likely decrease speeds on the roadway during school hours.
- The school expressed interest in reducing the speed limit on Park Meadows Drive during drop-off and pick-up times.

Barriers to Walking & Biking to School

Barriers to walking and biking to school were identified through field observations, a call with the school, and a desktop review of the transportation infrastructure and data. This informed the project team's understanding of the factors providing or limiting safe and comfortable active transportation travel to and from Ascent Academy.

Gaps in the Bicycle and Trail Networks

Gaps in the active transportation network exists in many forms including at the segment, area, and network scale. The team identified the following bicycle and trail gaps:

- A segment gap exists in the westbound bike lane on Park Meadows Drive as it approaches Yosemite Street.
- Connectivity gaps exist to and from the shared use path and unpaved trail south of Ascent.

These gaps make it more difficult for bicycle and pedestrian travel and prevent direct connections to Ascent.

Uncomfortable or Unsafe Crossings

- The following intersection crossings feel unsafe due to factors such as long crossing distances and lack of marked crosswalks and supporting traffic control devices:
  - **Park Meadows Drive & 9991** (signalized)
  - **Park Meadows Drive & the Park Meadows Corporate Center southern entrance to Ascent** (unsignalized)
- Additionally there is a gap in the crossing network, with approximately 2,200 feet between marked crossings near the school.

Missing Signage and Markings

Missing signage and pavement markings can make it challenging for drivers, bicyclists, and pedestrians to navigate the adjacent roads safely and efficiently. School zone regulatory signage is limited, which may diminish driver awareness and contribute to higher vehicle speeds and reduced safety for students.

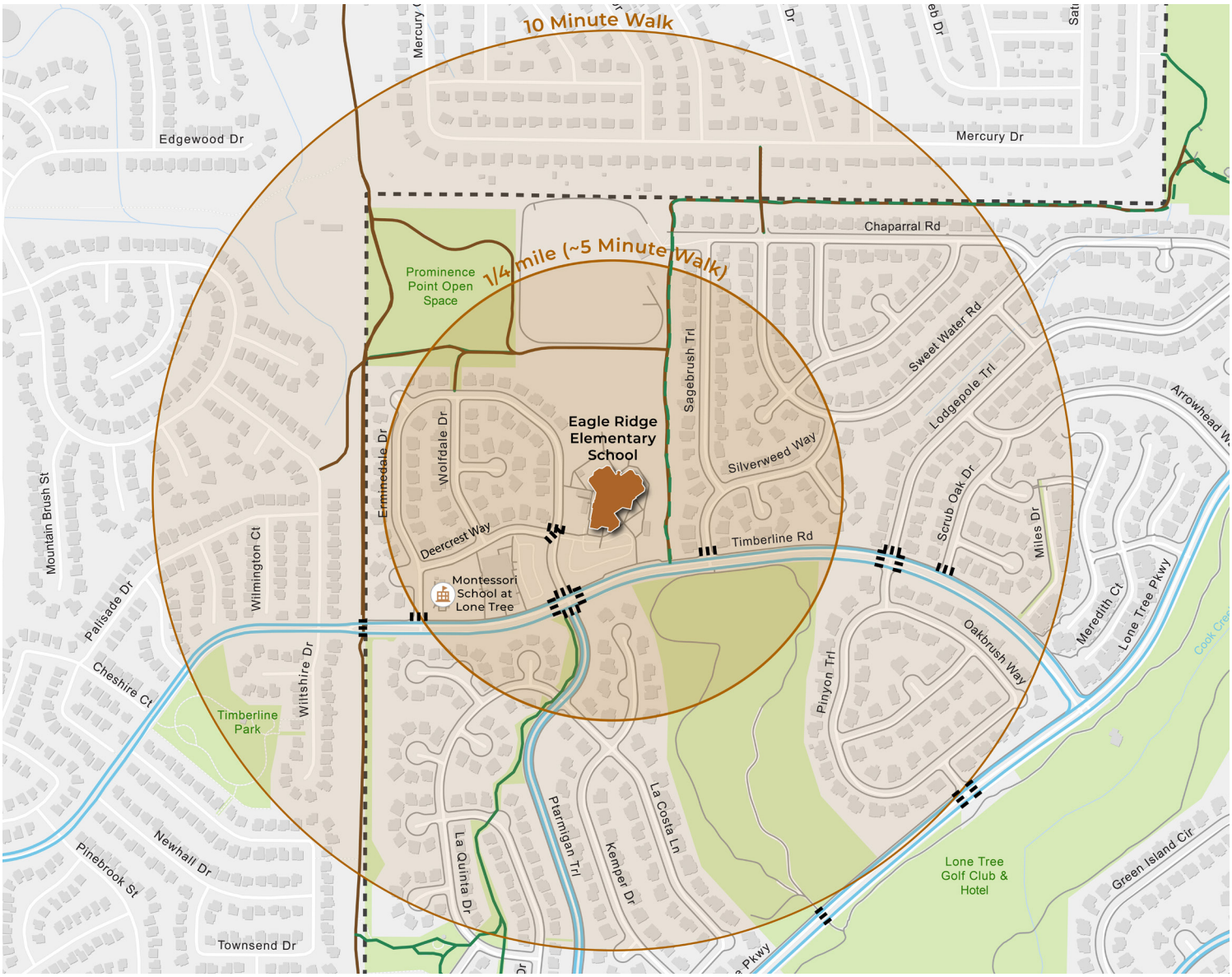
Traffic Speeds

An Ascent staff member indicated vehicles may regularly travel above the posted speed limit on the roads adjacent to the school, specifically Park Meadows Drive.

Eagle Ridge Elementary School - Existing Conditions

LEGEND

- Lone Tree City Boundary
- Parks & Open Space
- School to be Studied
- Other School
- Shared Use Path
- Bike Lane
- Unpaved Trail
- Planned Shared Use Path
- Sidewalk
- Marked Crosswalk



Sidewalk and Crossing Network

- Attached sidewalks are present throughout most of the study area and are generally in good condition, though a few locations are in need of improvement.
- Sidewalks on Ptarmigan Trail north of Timberline Road are three feet wide, which does not meet Douglas County standards. Additionally, given the level of pedestrian activity, the sidewalks are narrow and should be widened to at least five feet to improve comfort and safety for pedestrians. See Figure 3.
- Curb ramps are present and in good condition throughout, but they are all diagonal rather than directional. See Figure 4.
- One major gap in the sidewalk network exists on the south side of Timberline Road between the Wildcat Trail and Lone Tree Parkway.
- There are multiple marked crosswalks within walking distance of Eagle Ridge. However, pedestrians feel uncomfortable or unsafe due to the following conditions:
    - **Ptarmigan Trail & Timberline Road**: drivers do not yield when pedestrians are present, the crossing distances are long, there are sun glare issues, and it is not cleared well from snow.
    - **Ptarmigan Trail & Deercrest Way**: drivers do not yield when pedestrians are present, the crossing distances are long, and there are icing issues.
    - **Wildcat Trail & Timberline Road**: lack of visibility between drivers and trail users due to vegetation and the slope of the roadway and there are small crosswalk markings.
    - **Lodgepole Trail & Timberline Road**: the stop sign and stop bar for eastbound vehicles are set back approximately 30 feet from the crosswalk, there are long crossing distances due to the unwarranted eastbound left turn lane, see Figure 5.
    - **Silverweed Way & Timberline Road**: visibility issues caused by landscaping and parked cars.

Bicycle Network

- Several bicycle facilities currently serve Eagle Ridge, including:
    - Eastbound and westbound bike lanes on Timberline Road
    - Northbound and southbound bike lanes on Ptarmigan Trail south of Timberline Road
    - Shared-use path south of the school that starts adjacent to Ptarmigan Trail and connects to Lone Tree Parkway
- The westbound bike lane on Timberline Road is often not recognized as a bike lane, especially where it widens just east of Silverweed Way due to a lack of regulatory signage and pavement markings. See Figure 6. As a result, drivers frequently park in the bike lane near the school, forcing bicyclists into vehicle traffic or onto the sidewalk causing pedestrians and bicyclists to compete for sidewalk space.

Trail Network

- There are multiple unpaved trails that serve Eagle Ridge, including the Wildcat Trail west of the school.
- The connection from the Wildcat Trail to the school is insufficient. The Timberline Road crossing feels unsafe because vegetation is blocking some of the existing warning signage and the crosswalk markings are small. Additionally, there is no sidewalk on the south side of Timberline Road.

School Zone

- Most of the appropriate school zone regulatory signage is present.
- There is no “School” pavement marking on southbound approach to school on Ptarmigan Trail in association with the School Zone Beacon. This decreases awareness of the upcoming school zone which likely decreases compliance with school zone speed limits.
- There are speed feedback signs on the eastbound and westbound approach to Eagle Ridge on Timberline Road. See Figure 7.



Figure 3. Looking north on Ptarmigan Trail where the sidewalks feel narrow



Figure 4. Diagonal curb ramp on the northwest corner of Lodgepole Trail & Timberline Road



Figure 5. Lodgepole Trail & Timberline Road intersection showing the crosswalk, stop bar, and eastbound left turn lane



Figure 6. Looking west on Timberline Road where the bike lane widens



Figure 7. Speed feedback sign for eastbound Timberline Road drivers



Figure 8. Bus loading zone on Timberline Road in front of Eagle Ridge

Barriers to Walking & Biking to School

Barriers to walking and biking to school were identified through a combination of infrastructure data review, on-site walk audit observations, and input gathered during the focus group meeting. Together, these sources informed a comprehensive understanding of the factors limiting safe and comfortable active transportation travel to and from Eagle Ridge Elementary.

Uncomfortable or Unsafe Crossings

The following intersection crossings feel unsafe due to factors such as drivers failing to yield at crosswalks while a crossing guard is present, long crossing distances, poor visibility between drivers and pedestrians, winter conditions like ice and snow, sun glare, and high traffic volumes during student drop-off and pick-up:

- **Ptarmigan Trail & Timberline Road**
- **Ptarmigan Trail & Deercrest Way**
- **Wildcat Trail & Timberline Road**
- **Lodgepole Trail & Timberline Road**
- **Silverweed Way & Timberline Road**

Unclear or Missing Signage and Markings

Unclear or missing signage and pavement markings make it challenging for drivers and pedestrians to navigate the school parking lot and the adjacent roads safely and efficiently.

School Parking Lot

The designated traffic circulation pattern within the school parking lot is not well understood due to unclear signage and pavement markings. Many drivers and pedestrians do not adhere to it, which leads to congestion, confusion, and improper use within the parking lot.

Timberline Road Westbound Bike Lane

Many people do not recognize the bike lane on the north side of Timberline Road as a bike lane, particularly when it widens near the school due to a lack of regulatory signage. Drivers treat the bike lane as a parking lane.

Illegal Parking

The “No Parking” signs along the north side of Timberline Road are angled in a way that makes them difficult for drivers to see. As a result, drivers park in illegal parking areas, such as the bike lane mentioned above.

Bus Loading Zone

The bus loading zone in front of the school on Timberline Road is not clearly marked which leads to drivers parking there. See Figure 8.

School Zone

There is no “School” pavement marking on the southbound approach to Eagle Ridge on Ptarmigan trail in association with the School Zone Beacon.

Presence and Width of Sidewalks

The sidewalks on Ptarmigan Trail north of Timberline Road are too narrow to accommodate the volume of pedestrian traffic during school arrival and dismissal. Additionally, there is a gap in the sidewalk network between the Wildcat Trail and Eagle Ridge on the south side of Timberline Road, which decreases connectivity between the two.

Traffic Volumes and Speeds

Several focus group meeting participants indicated vehicles may regularly travel above the posted speed limit on the roads adjacent to the school. They also reported that vehicle volumes during arrival and dismissal are high, which results in significant queueing along roads adjacent to the school and within the parking lot.

Lone Tree Elementary School - Existing Conditions

LEGEND

- Lone Tree City Boundary
- Parks & Open Space
- School to be Studied
- Buffered Bike Lane
- Bike Lane
- Shared Use Path
- Shared Sidewalk
- Unpaved Trail
- Planned Protected Bike Lane
- Planned Shared Use Path
- Marked Crosswalk
- Crossing with Rectangular Rapid Flashing Beacon (RRFB)
- Sidewalk



Scale
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Miles

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Sidewalk and Crossing Network

- A mix of attached and detached sidewalks are present throughout most of the study area. Each road has at least one existing sidewalk in good condition to connect pedestrians to destinations.
- Curb ramps are present and in good condition throughout, but many are diagonal rather than directional. See Figure 9.
- There is a curb ramp at an unmarked midblock crossing on the north side of Heritage Hills Circle between Yosemite Street and Brook Hill Avenue.
- The Willow Creek Trail crossing with a Rectangular Rapid Flashing Beacon (RRFB) works well. The addition of the "See Me" flags has enhanced the safety and comfort of the crossing. See Figure 10.
- Pedestrians still cross Heritage Hills Circle in other locations within walking distance of Lone Tree Elementary and feel uncomfortable or unsafe due to the following conditions:
    - **School Parking Lot Entrance, Heritage Hills Circle, & Commercial Driveway**: conflict between pedestrians and vehicle movements, a lack of formalized crossing of Heritage Hills Circle, and driver non-compliance with the posted "right turn only" during specific school times.
    - **Commons Street & Heritage Hills Circle**: lack of visibility between drivers and trail users due to vegetation (see Figure 11); the crossing distance is long; eastbound drivers taking a right turn do not yield to pedestrians; and the school community indicated vehicles may regularly travel above the posted speed limit on Heritage Hills Circle, especially through the curve in the road.

Bicycle Network

- Several bicycle facilities currently serve Lone Tree Elementary, including:
    - A shared sidewalk on the north side of Heritage Hills Circle west of the multimodal bridge
    - A shared-use path on the north side of Heritage Hills Circle east of the multimodal bridge
    - Shared use paths northwest of the school building in the Park at Lone Tree Elementary School.
- There are bike lanes west of the school on Yosemite Street, Troon Village Drive, and Rosemont Avenue. However, there are gaps in the bicycle network on Troon Village Drive between Rosemont Avenue and Yosemite Street as well as on Heritage Hills Circle between Yosemite Street and Brook Hill Avenue. These gaps cause a disruption in bicyclists' travel and prevent direct connections from the west to Lone Tree Elementary. The sidewalk on the north side of Heritage Hills Circle between Yosemite Street and Brook Hill Avenue is 8 feet in width and is a good network connection to the school, as the City prefers to avoid on-street bike lanes in this area of the city.
- The school provides bicycle and scooter parking on the north side of the school, but a chain with a stop sign can inhibit access if a staff member or parent does not unlatch the chain at arrival and dismissal times.

Trail Network

- The Willow Creek Trail serves Lone Tree Elementary from the northwest and the south. See Figure 12 and 13.
- The Willow Creek Trail south of Heritage Hills Circle is well connected to the school. Trail users cross Lincoln Avenue via the multimodal bridge and cross Heritage Hills Circle at a crossing with a RRFB.

School Zone

- The appropriate school zone regulatory signage is present.



Figure 9. Diagonal curb ramp at the northeast corner of Yosemite Street & Heritage Hills Circle



Figure 10. RRFB and “See Me” flags at the Willow Creek Trail crossing of Heritage Hills Circle



Figure 11. The point of view of a pedestrian waiting to cross at Commons Street looking east on Heritage Hills Circle



Figure 12. Willow Creek Trail behind the school building



Figure 13. Shared use path that connects from the Willow Creek Trail to Lone Tree Elementary



Figure 14. Right turn only sign at the school parking lot exit

Barriers to Walking & Biking to School

Barriers to walking and biking to school were identified through a combination of infrastructure data review, on-site walk audit observations, and input gathered during the focus group meeting. Together, these sources informed a comprehensive understanding of the factors limiting safe and comfortable active transportation travel to and from Lone Tree Elementary.

Uncomfortable or Unsafe Crossings

The following intersections, driveways, and crossings were noted as feeling unsafe due to factors such as long crossing distances, poor visibility between drivers and pedestrians, driver non-compliance with posted signage during student drop-off and pick-up, and conflicting movements between pedestrians, bicyclists, and drivers:

- **School Parking Lot Entrance, Heritage Hills Circle, & Commercial Driveway**
- **Commons Street & Heritage Hills Circle**

Unclear or Missing Signage and Markings

Unclear or missing signage and pavement markings make it challenging for drivers and pedestrians to navigate the school parking lot exit and the adjacent roads safely and efficiently.

School Parking Lot Exit

The “Right Turn Only” during school hours sign at the school parking lot exit is small. See Figure 14. Many individuals do not adhere to it and make the left turn onto Heritage Hills Circle, which leads to confusion between pedestrians and drivers.

Heritage Hills Circle Turn Lanes

There are turn lanes striped on Heritage Hills Circle. However, the turn directions are not marked on the pavement in multiple instances. This causes confusion for drivers and may lead to congestion.

Bicycle and Scooter Parking

There is a stop sign on a chain across the school driveway leading to the bike and scooter parking in the rear. This may lead bicyclists and scooter users to think they cannot proceed through. While this is typically taken down by a parent or staff member ahead of arrival and dismissal, it does not always happen. A solution that does not need the chain to be latched and unlatched every day should be considered to allow easier access to the bicycle and scooter parking area.

Gaps in the Bicycle Network

There are bike lanes west of the school on Yosemite Street, Troon Village Drive, and Rosemont Avenue. However, there are gaps in the bicycle network on Troon Village Drive between Rosemont Avenue and Yosemite Street as well as on Heritage Hills Circle between Yosemite Street and Brook Hill Avenue. These gaps cause a disruption in bicyclists’ travel and prevent direct connections to Lone Tree Elementary.

Traffic Speeds

Several focus group meeting participants indicated vehicles may regularly travel above the posted speed limit on Heritage Hills Circle, particularly along the curve in the road. This behavior makes pedestrians feel unsafe and limits the sight distance of drivers. The addition of traffic calming measures can slow traffic.

Personal Safety

Several focus group meeting participants indicated they had concerns regarding personal safety on the trails behind the school and on the multimodal bridge across Lincoln Avenue. Typically, community members will call law enforcement ahead of student arrival in the morning. It is recommended that the City of Lone Tree and the Douglas County School District work together towards identifying a more permanent solution to this safety concern.

APPENDIX B: SITE VISIT SUMMARIES

Eagle Ridge Elementary School Focus Group Meeting and Walk Audit Summary

November 14, 2025, from 8:45 to 10:45am



Figure 1. Walk audit group walking along Timberline Road.

Overview

On Friday, November 14, 2025, from 8:45am to 10:45am, the City of Lone Tree and Consor Safe Routes to School (SRTS) team conducted a focus group meeting and walk audit at Eagle Ridge Elementary School as part of the City of Lone Tree Safe Routes to School Planning Project. The focus group meeting and walk audit were held during regular school hours and brought together a diverse group of participants, including school staff, students, and representatives from the City of Lone Tree and Douglas County. This event served as a valuable opportunity for all stakeholders to share perspectives, exchange ideas, and work collaboratively toward the common goal of safe transportation for the Eagle Ride community. A full list of attendees is provided in Table 1.

Table 1. Attendees.

Name	Role
Jill Sanger	Assistant Principal
Jill O'Daniel	Principal's Secretary
Lisa Herman	Significant Special Needs Specialist
John Budden	SPED Teacher - Moderate Needs
Jennifer Newman	Intervention Specialist
Elizabeth Daly	Affective Needs Teacher
Kyle Goudy	School Resource Officer
Katie Van Horn	Risk Director, Douglas County School District
D. Rogers	Area Engineer, Douglas County
Sharon Cunningham	Traffic Engineer III, Douglas County
Tawni Willetts	Parent of Eagle Ridge student
Jordyn Willetts	Eagle Ridge student
Millie Sadler	Eagle Ridge student
Lily Shock	Eagle Ridge student
Rae Stephani	Project Manager at Y2K Engineering, LLC

The SRTS team began by providing an overview of the City of Lone Tree SRTS project and then facilitated a discussion where participants shared their experiences traveling to and from school and identified challenges, opportunities, and successes they encounter. Participants were divided into two groups and asked to annotate maps of the surrounding school area with sticky notes and modal stickers on concerns or barriers to safe travel by specific modes. Following the focus group meeting, participants joined the SRTS team for a walk audit of the transportation network around the school. During the walk audit, team members documented locations of concern raised by participants. This summary highlights the key concerns and observations identified during the focus group meeting and walk audit.

Summary of Key Concerns

The focus group meeting and walk audit revealed several recurring concerns and themes related to safety and mobility in the transportation network surrounding Eagle Ridge Elementary School. These concerns are summarized below.

Unclear or Missing Signage and Markings

Participants noted that unclear or missing signage and pavement markings make it difficult for drivers and pedestrians to navigate the school area safely. Examples include:

- Many people do not recognize the bike lane on the north side of Timberline Road as a bike lane, particularly when it widens near the school. The bike lane is not marked well. See Figure 2 below.



Figure 2. Looking west on Timberline Road where the bike lane widens.

- The designated traffic circulation pattern within the school parking lot is not well understood, and many individuals do not adhere to it.
- The "No Parking" signs along the north side of Timberline Road are angled in a way that makes them difficult for drivers to see.
- The bus loading zone on Timberline Road is not clearly marked. See Figure 3 below.



Figure 3. Bus loading zone on Timberline Road.

- There is no "School" pavement marking on southbound approach to school on Ptarmigan Trail in association with the School Zone Beacon.
- Trail warning signs on the westbound approach to the Wildcat Trail crossing are blocked by trees and vegetation.
- There is a R1-5 Yield to Pedestrian sign missing at the Wildcat Trail yield line.
- The height of all regulatory signs around the school should be checked, specifically at the Ptarmigan Trail & Timberline Road intersection. See Figure 4 below.



Figure 4. The Ptarmigan Trail & Timberline Road intersection.

- The crosswalk markings at the Wildcat Trail crossing appear faded.
- The S1-1 pedestrian crossing and "stop for pedestrians in crosswalk" sign at the Ptarmigan Trail & Deercrest Way intersection are blocked by the stop sign and are not visible for eastbound traffic.

Uncomfortable Crossings

Focus group members identified the following intersections as feeling unsafe or uncomfortable:

- Ptarmigan Trail & Timberline Road
  - Drivers proceed through the intersection despite the presence of crossing guards in the crosswalk(s).
  - The crossing distance for pedestrians feels long.
  - The intersection is not cleared well from snow during the winter months. There are also sun glare issues for drivers.
- Deercrest Way & school parking lot entrance on Ptarmigan Trail (the diagonal crossing)

    - Drivers proceed through the intersection despite the presence of crossing guards in the crosswalk(s), specifically during right turns into the school parking lot and left turns out of the school parking lot.
    - The crossing distance for pedestrians feels long.
    - There are icing issues in the winter.
- Wildcat Trail & Timberline Road
    - The trees on the north side of the Wildcat Trail crossing on Timberline Road make it difficult for drivers to see trail users who are trying to cross. Additionally, the slope of the roadway at the crossing can make it difficult for drivers to see trail users crossing Timberline Road.
- Lodgepole Trail & Timberline Road
    - The stop sign and stop bar for eastbound vehicles are set back approximately 30 feet from the crosswalk. See Figure 5 below.



Figure 5. The Lodgepole Trail & Timberline Road intersection showing the crosswalk, stop bar, and eastbound left turn lane.

    - There is an unwarranted eastbound left turn lane, so pedestrians are exposed to vehicle traffic for a longer distance.
    - Vehicle volumes feel high.
- Silverweed Way & Timberline Road
    - There are visibility issues caused by private landscape and parked cars during arrival and dismissal times making it hard for drivers and pedestrians to see each other.
- Erminedale Drive & Timberline Road

- A crossing guard used to be stationed here. However, due to increased demand at the Ptarmigan Trail & Timberline Road intersection, the crossing guard was reassigned to that location.

Currently, Eagle Ridge has crossing guards stationed at the Ptarmigan Trail & Timberline Road intersection and at the diagonal crossing on Ptarmigan Trail. Focus group members shared that the crossing guards improve the crossing experience for school community members. However, there are some drivers who choose to make their turns in and out of the parking lot while crossing guards are in the crosswalk, which makes the crossing guards and other pedestrians feel unsafe.

Parking, Loading, and Curbside Management

Curbside activity during arrival and dismissal creates safety and operational challenges as well as conflicts between vehicles, pedestrians, and bicyclists. Issues include double parking, vehicles stopping and dwelling in bike lanes and bus loading zones, and congestion that forces pedestrians to walk between vehicles.

Traffic Volumes

Participants reported that vehicle volumes during arrival and dismissal are high, resulting in significant queueing along roads adjacent to the school and within the parking lot.

Lack of Visibility

Sightline issues were observed at multiple locations. Examples include:

- There are sun glare issues at Ptarmigan Trail & Timberline Road. Additionally, the median can be hard to see. A focus group member shared that they had witnessed drivers turning into the incorrect travel lane in the past.
- During drop-off and pick-up, cars are parked along the north side of Timberline Road and block visibility at the Silverweed Way intersection.
- The trees on the north side of the Wildcat Trail crossing on Timberline Road make it difficult for drivers to see trail users who are trying to cross. Additionally, the slope of the roadway at the crossing can make it difficult for drivers to see trail users crossing Timberline Road.

Presence and Condition of Sidewalks

While many of the sidewalks are in good condition, several areas need improvement. Examples noted include:

- The sidewalks on Ptarmigan Trail between Timberline Road and the school are 3 feet wide, which currently meets City of Lone Tree standards. However, given the level of pedestrian activity along this road, the sidewalks feel narrow and could be widened to accommodate pedestrian flow. See Figure 6 below.



Figure 6. Looking north on Ptarmigan Trail where the sidewalks feel narrow.

- The sidewalk on the north side of Timberline Road between Silverweed Way and Eagle Ridge could be improved to include space for both pedestrians and bicyclists.
- There is a desire for a sidewalk on the south side of Timberline Road from the Wildcat Trail to Eagle Ridge/Ptarmigan Trail.
- Curb ramps are present and in good condition. However, they are all diagonal instead of perpendicular. See Figure 7 below. Perpendicular ramps provide a direct, safer path that is better aligned with each crosswalk.



Figure 7. Curb ramp on the northwest corner of Lodgepole Trail & Timberline Road.

Weather Conditions

Bad weather conditions create mobility challenges. Focus group participants shared that the Ptarmigan Trail & Timberline Road intersection is not plowed well when there is snow due to roadway grades, so the intersection becomes hard to navigate as a driver and pedestrian. The diagonal crossing to the school at Deercrest Way & Ptarmigan Trail also experiences icing during winter months.

Higher than Expected Vehicle Speeds

Several participants indicated vehicles may regularly travel above the posted speed limit on the roads adjacent to the school.

Key Takeaways

The visit to Eagle Ridge Elementary School revealed several safety and mobility issues that make active transportation to school feel unsafe, inconvenient, and less appealing for families. The following summarizes key concerns and provides high-level recommendations to address them:

- Crossings along Timberline Road within walking distance of Eagle Ridge, as well as the Deercrest Way & Ptarmigan Trail intersection, need safety improvements. Potential mitigation measures include curb extensions, speed humps or cushions, pedestrian refuge medians, raised crosswalks, and Rectangular Rapid Flashing Beacons (RRFBs). Additional visible signage and pavement markings can further enhance safety at these intersections and their approaches.

- The bus loading zone and the bike lane on Timberline Road need to be more clearly marked to help prevent drivers from parking in these locations. This can come in the form of pavement markings, additional visible signage, or vertical delineators.
- The traffic circulation within the school parking lot needs to be improved with additional signage.
- The sidewalks north of Timberline Road on Ptarmigan Trail are too narrow to accommodate pedestrian traffic during arrival and dismissal. Widening these sidewalks would improve safety and comfort.
- Additional sidewalks are desired on the south side of Timberline Road from Wildcat Trail to Eagle Ridge/Ptarmigan Trail. This improvement would significantly enhance walkability to and from the school.

The goal of SRTS is to improve transportation safety and encourage higher rates of active transportation. While the focus is on making walking and biking more appealing for families who live within a reasonable distance, not all students live close enough to take advantage of these options. These transportation network improvements will also enhance vehicle circulation and safety, creating a safer and more efficient environment for all modes of travel.

Next Steps

The SRTS team will compile information gathered through the focus group meeting, walk audit, and data mapping to develop an existing conditions summary of the mobility network at Eagle Ridge Elementary School. This analysis will inform recommendations for infrastructure and programmatic improvements. The SRTS team is excited to return to the school community in early 2026 to share these recommendations and confirm whether they align with the concerns and priorities identified during the engagement process. After recommendations are finalized, the City of Lone Tree Public Works department will work to develop a site improvement plan in coordination with Douglas County and Douglas County School District. City of Lone Tree staff will return to Eagle Ridge to gather feedback on a phased improvement plan.

Additionally, a Douglas County Area Engineer attended the focus group meeting and walk audit, and they are working with their team to develop a work plan for improving the at-grade Timberline Road crossing of the Wildcat Trail.

Lone Tree Elementary School Focus Group Meeting and Walk Audit Summary

February 11, 2026, from 12:00pm to 2:00pm



Figure 1. Walk audit group crossing Heritage Hills Circle.

Overview

On Wednesday, February 11, 2026, from 12:00pm to 2:00pm, the City of Lone Tree and Consor Safe Routes to School (SRTS) team conducted a focus group meeting and walk audit at Lone Tree Elementary School as part of the City of Lone Tree Safe Routes to School Planning Project. The focus group meeting and walk audit were held during regular school hours and brought together a diverse group of participants, including school staff, parents, Lone Tree Police Department (School Resource Officers), and representatives from the City of Lone Tree Public Works Department. This event served as a valuable opportunity for all stakeholders to share perspectives, exchange ideas, and work collaboratively toward the common goal of providing safe active transportation travel for the Lone Tree Elementary community. A full list of attendees is provided in Table 1.

Table 1: Attendees.

Name	Role
Mindy Persichina	Principal
Lesli Unger	LTE Teacher
Kris Larson	School Resource Officer
Dustin Williams	School Resource Officer
Kyle Goudy	School Resource Officer
Katie Van Horn	Risk Director, Douglas County School District
Lindsey Brown	Parent of Lone Tree student, PTO Member
Justin Schmitz	Director of Public Works and Mobility, City of Lone Tree
Dan Raine	Mobility Manager, City of Lone Tree
Bobby Weidmann	Associate Planner, City of Lone Tree

The SRTS team began by providing an overview of the City of Lone Tree SRTS project and facilitated a discussion where participants shared their experiences traveling to and from school and identified challenges, opportunities, and successes they encounter at or nearby Lone Tree Elementary School. Participants were split into two groups and provided with maps of the surrounding school area. They used sticky notes and modal stickers to mark concerns or barriers affecting safe travel for different modes of transportation. Following the focus group meeting, participants joined the SRTS team for a walk audit of the transportation network around the school. During the walk audit, team members documented locations of concern raised by participants.

Summary of Key Concerns

The focus group meeting and walk audit revealed several recurring concerns and themes related to safety and mobility in the transportation network surrounding Lone Tree Elementary School. These concerns are summarized below.

Unclear or Missing Signage and Markings

Participants noted that unclear or missing signage and pavement markings make it difficult for drivers and pedestrians to navigate the school area safely. Examples include:

- The “Right Turn Only” during school hours sign at the school parking lot exit is small. Many individuals do not adhere to it and make the left turn onto Heritage Hills Circle. See Figure 2 below.

Figure 2: Existing "Right Turn Only" sign at the school parking lot exit.



- The crosswalk markings at the “kindy loop” crossing appear faded. See Figure 3 below. Additionally, there is a faded “School Bus Entrance Only” sign that is no longer needed because the school does not have bus service.

Figure 3: Faded crosswalk markings on driveway to "kindy" loop.



- There is a stop sign on a chain across the school driveway leading to the bike and scooter parking area on the north side of the school. This may lead bicyclists and scooter users to think they cannot proceed through. While this is typically taken down by a parent or staff member ahead of arrival and dismissal, it does not always happen.
- There are turn lanes striped on Heritage Hills Circle. However, the turn directions are not marked on the pavement in multiple instances. Participants also shared that they have seen eastbound drivers dwell in the striped median near the entrance to the “kindy loop.”

Uncomfortable Crossings

Focus group members identified the following intersections as feeling unsafe or uncomfortable:

- Heritage Hills Circle, school parking lot entrance, and commercial driveway
    - Participants estimated 20 to 25% of parents will park in the commercial parking lots on the south side of Heritage Hills Circle and cross the street with their students during drop-off and pick-up.
    - While left turns out of the parking lot are prohibited during arrival and dismissal times, drivers make the left turn.
    - The above conditions create safety and operational challenges as well as conflicts between pedestrians and drivers.
- Commons Street & Heritage Hills Circle
    - The trees on the north side of Heritage Hills Circle make it difficult for pedestrians crossing southbound at Commons Street and westbound drivers on Heritage Hills Circle to see each other. See Figure 4 below. Additionally, drivers have been observed increasing their speed through the curve in the roadway leading up to the crossing.

Figure 4: The point of view of a pedestrian waiting to cross at Commons Street looking east on Heritage Hills Circle.



    - The crossing distance for pedestrians is longer than needed.

Presence and Condition of Sidewalks and Curb Ramps

While many of the sidewalks and curb ramps are in good condition, several areas need improvement. Examples noted include:

- There is a gap in the sidewalk network on the north side of Troon Village Drive west of Yosemite Street.
- Curb ramps are present and in good condition. However, many of the ramps are diagonal instead of perpendicular. See Figure 5 below. Perpendicular ramps provide a direct, safer path that is better aligned with each crosswalk.

Figure 5: Diagonal curb ramp at the south side of the RRFB crossing adjacent to Lone Tree Elementary School.



- There is a curb ramp at an unmarked midblock crossing on the north side of Heritage Hills Circle between Yosemite Street and Brook Hill Avenue.

Higher than Expected Vehicle Speeds

Several participants indicated vehicles may regularly travel above the posted speed limit on Heritage Hills Circle.

Gaps in the Bicycle Network

There are bike lanes west of the school on Yosemite Street, Troon Village Drive, and Rosemont Avenue. However, there are gaps in the bicycle network on Troon Village Drive between Rosemont Avenue and Yosemite Street as well as on Heritage Hills Circle between Yosemite Street and Brook Hill Avenue. These gaps cause a disruption in bicyclists' travel and prevent direct connections to Lone Tree Elementary.

Traffic Volumes

Participants reported that vehicle volumes during arrival and dismissal can be high, resulting in queues along Heritage Hills Circle to get into the school

parking lot. However, the queueing does not back up to Yosemite Street nor to Lincoln Avenue.

Personal Safety

Several participants indicated they had concerns regarding personal safety on the trails behind the school and on the multimodal bridge across Lincoln Avenue due to encounters with individuals experiencing homelessness. Typically, community members will call law enforcement ahead of student arrival in the morning. It is recommended that the City of Lone Tree and the Douglas County School District work together towards identifying a more permanent solution to this safety concern.

Key Takeaways

The visit to Lone Tree Elementary School revealed several safety and mobility issues that make active transportation to school feel unsafe, inconvenient, and less appealing for families. The following summarizes key concerns and provides high-level recommendations to address them:

- Several crossings along Heritage Hills Circle adjacent to Lone Tree Elementary need safety improvements. Potential mitigation measures include curb extensions, pedestrian refuge medians, raised crosswalks, and Rectangular Rapid Flashing Beacons (RRFBs). Additional signage and pavement markings can further enhance safety at these intersections and their approaches.
- Existing landscaping, particularly near Commons Street & Heritage Hills Circle, should be trimmed to increase visibility between drivers and pedestrians.
- It is suspected that vehicles travel above the posted speed limit on Heritage Hills Circle. Speed data should be collected on the roadway to inform potential traffic calming treatments to slow speeds.
- Turning lanes in the school parking lot and on Heritage Hills Circle need to be more clearly marked to improve driver navigation and compliance. This can come in the form of pavement markings, additional visible signage, or vertical delineators.
- Addressing gaps in the bicycle network, installing bicycle wayfinding, and implementing a bike bus program would significantly enhance bike-ability to and from the school.

- Dropping the stop sign chain and making calls to law enforcement ahead of student arrival in the morning can be irregular. Coordination among staff and parents to schedule these activities will increase their occurrence.

The goal of SRTS is to improve transportation safety and encourage higher rates of active transportation travel. While the focus is on making walking and biking more appealing for students and families who live within a reasonable distance, not all students live close enough to take advantage of these options. These transportation network improvements will also enhance vehicle circulation and safety, creating a safer and more efficient environment for all modes of travel.

Next Steps

The SRTS team will compile information gathered through the focus group meeting, walk audit, and data mapping to develop an existing conditions summary of the mobility network at Lone Tree Elementary School. This analysis will inform recommendations for infrastructure and programmatic improvements. The SRTS team is excited to return to the school community in mid-2026 to share these recommendations and confirm whether they align with the concerns and priorities identified during the engagement process. After recommendations are finalized, the City of Lone Tree Public Works department will work to develop a site improvement plan in coordination with Douglas County School District. City of Lone Tree staff will return to Lone Tree Elementary to gather feedback on a phased improvement plan.

APPENDIX C: BIKE BUS 101

Bike Bus 101

What is a bike bus?

A bike bus is an organized group of students and adults who ride to school together along a planned route, making scheduled stops to pick up riders along the way. Use your school's School Route Planner map to find the closest designated safe route. Then, join others along the route and follow the posted School Route signs as you ride together to school!

Why a bike bus?

- Be social
- Grow independence
- Go green
- Make streets safer
- Stay healthy
- Have fun!



Bike Safety

Stay Alert

Watch for cars turning or pulling out, and look for road hazards like potholes or debris. Listen for traffic.

Protect Yourself & Be Visible

Wear a properly fitted helmet (snug and level on your head) and use lights or visibility gear in low light.

Follow the Rules of the Road

Obey all traffic signs, signals, and crossing guards. Ride in the same direction as traffic, use hand signals.

Be Predictable

Ride steadily, keep both hands on the handlebars (except when signaling), and avoid sudden movements.

Check Your Equipment

Every time you ride your bike, do a quick **A-B-C** check and take a test ride to make sure your bike is working properly.

A: Air

Pinch the tires. They should be hard.

B: Brakes

Test to make sure they work and do not rub the tire.

C: Chain

Make sure the chain is clean and running smooth while pedaling.

APPENDIX D: AMBLESIDE SCHOOL OF COLORADO SAFE ROUTES TO SCHOOL EVALUATION MEMORANDUM

Galloway
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Greenwood Village, CO 80111
303.770.8884 • GallowayUS.com

To: Andrew Samson, EIT
City of Lone Tree

From: Brian Horan, PE, PTOE
Landon Bickers
Jim Watson, AICP
Galloway

CC: Andrew Hayes
Ambleside

Date: February 24, 2025

Re: Ambleside School of Colorado
Safe Routes to School Evaluation

INTRODUCTION

This memo provides a Safe Routes to School evaluation, focusing on student travel patterns, infrastructure adequacy, and operational planning for Ambleside School of Colorado, a K-12 school located in the City of Lone Tree. This evaluation's goal is to ensure that walking and biking routes to the school are safe, accessible, and well-communicated, while also identifying any areas needing improvement. The findings and recommendations outlined here aim to support the ongoing development of an effective transportation plan for the school. The school's site is outlined in Figure 1.



Figure 1

WALK SHED AND BIKE SHED

Walk sheds and bike sheds were determined from the school's location to understand the areas from which pedestrians and cyclists might traverse. Specifically, the walk shed represents the area within walking distance to the school, determined by the presence of continuous sidewalks, crosswalks, and safe pedestrian pathways. Similarly, the bike shed refers to the area surrounding the school where biking is a practical and safe option for students, typically determined by distance and the availability of bike-friendly infrastructure.

Based on discussions with the City of Lone Tree, a walk shed of one (1) mile and a bike shed of five (5) miles were evaluated. Figure 2 illustrates these areas, with the blue region representing the bike shed and the yellow region representing the walk shed.

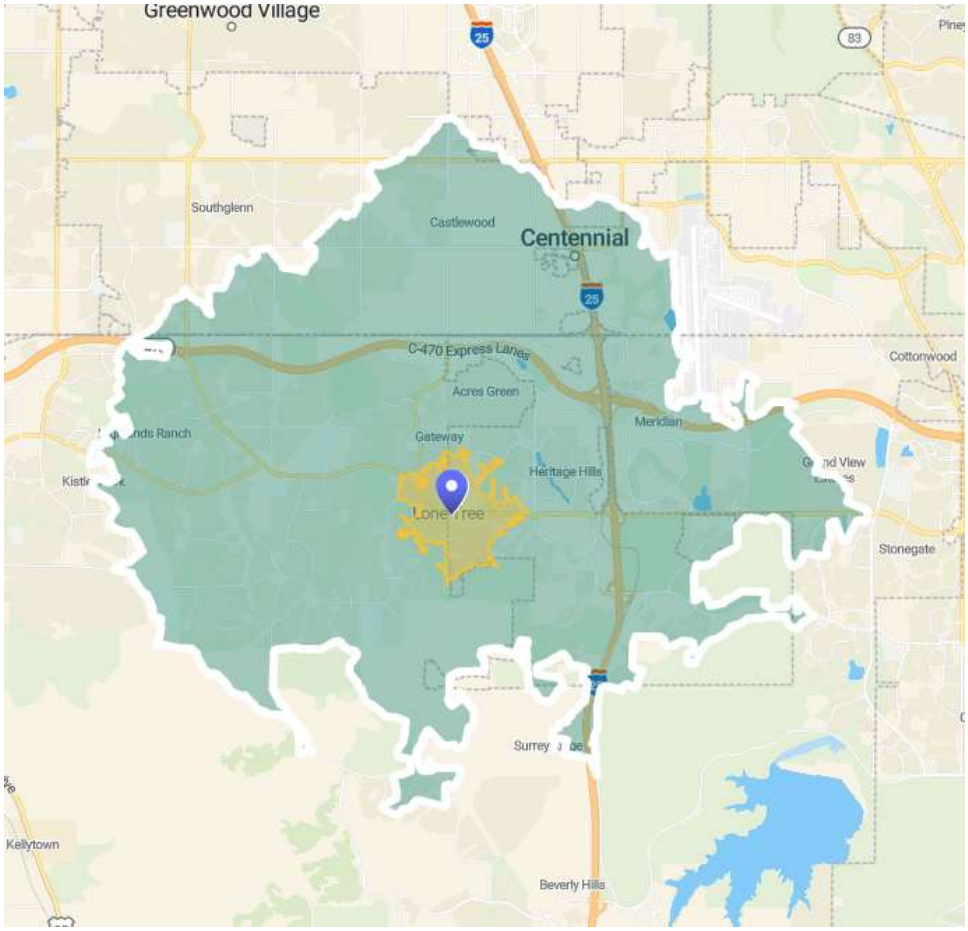


Figure 2

FAMILY LOCATIONS

In order to assess the specific impact of walking and biking routes for school families, address data was requested from the school and plotted into a heat map overlayed with the walk shed and bike sheds. This heat map of family locations was developed to identify existing school populations in proximity to the school and potential walking or biking routes (Figure 3). The analysis revealed:

- One household is located within the bike shed, with ample trails and infrastructure available to safely bike to school.
- One household is located within the walk shed, with a continuous path of sidewalks and crosswalks enabling safe walking or biking to school.

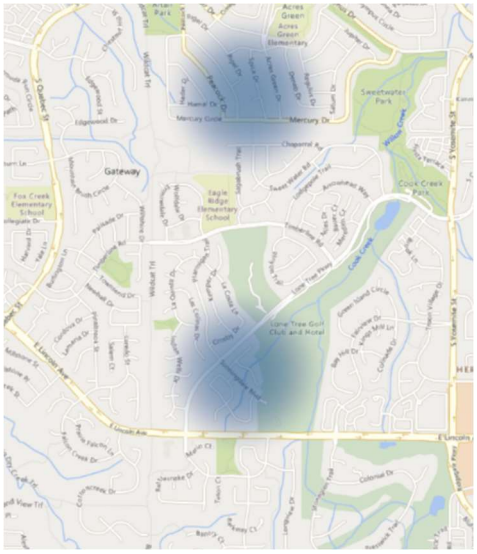


Figure 3

For families within the bike and walk sheds:

- **Bike Shed:** The routes shown in Figure 4 show families using designated trails and bike lanes to reach the school safely and efficiently.

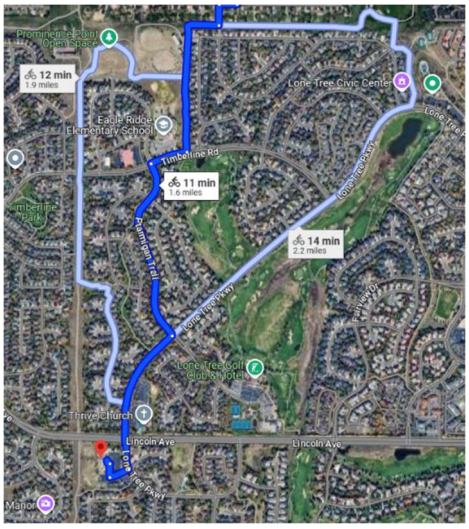


Figure 4

Walk Shed: The routes shown in Figure 5 illustrate how families within this area use these features for their walk to school.

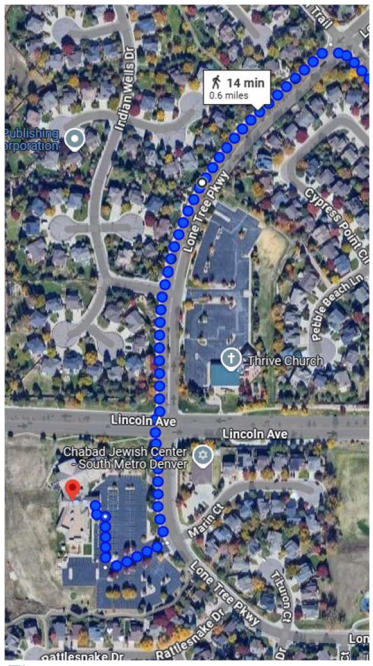


Figure 5

The analysis did not identify any gaps in infrastructure. Both the bike and walk sheds are supported by continuous, safe paths to the school from existing school families' homes. It should be noted that the exact address of the families is not provided intentionally.

TRAFFIC OPERATIONS PLAN

The operations plan for the school's opening has been developed with safety and minimal community impact as primary objectives. Key points include:

- Pick up and drop off times are staggered to minimize impact to the surrounding existing network.
- Designated Areas: Clear guidelines for parking and drop-off areas will be communicated to staff, parents, and students.
- Capacity Considerations: While the plan is designed for full school capacity, the current student body will be at 50% capacity, reducing immediate strain on infrastructure and operations.

The full operations plan is provided in Appendix A.

CONCLUSION

This memo serves as a foundation for ongoing discussions about Safe Routes to School for Ambleside School of Colorado. The operations plan, combined with infrastructure assessments, is intended to support the safety and accessibility of student travel routes.

We trust that the information contained herein satisfies the request of the City of Lone Tree, CO. If you have any questions or need further information, please contact Brian Horan at BrianHoran@gallowayus.com or 303-770-8884.

Appendix A – Operations Plan

Traffic Operation Plan:

A traffic operations plan has been contemplated to ensure that traffic does not impact public right-of-way during pick up and drop off operations. The plan can be adjusted and iterated on as conditions and school populations change. Ambleside is committed to being flexible and making adjustments as necessary to ensure the safety of all.

As stated, the goal of the operations plan is to maintain safe circulation throughout the site while ensuring no vehicles queue out into public right of way. A number of strategies will be used, and adjusted, if necessary, to ensure this happens.

Ambleside will have school staff on site to direct traffic, provide guidance, and ensure that the operations plan is being followed. Staff are available to adjust traffic flows if needed, guide students into and out of the building, observe opportunities to improve the plan, and provide constant communication to parents.

Ambleside purposefully limits its school size (in our bylaws) to 208 students or fewer. Based on current operations average (which takes into account siblings and family ride sharing), we anticipate that the auto occupancy would be approximately 2.3 and some percentage of walking or biking from the surrounding neighborhoods. The new school anticipates 30 staff members who drive daily to school that would arrive and leave outside of the peak hours and have dedicated parking away from primary traffic flows.

School drop-off takes place from 7:20 - 7:50 a.m. M-F. The grades levels will be dropped off in a staggered scheduled:

- 9-12 at 7:20 AM
- K-5 at 7:30 AM
- 6-8 at 7:40 AM

The youngest grade levels will park and be walked into school (with additional efficiencies such as requesting vehicles be backed in for ease of egress) while the oldest grade levels will have designated parking. It is anticipated that with this operations plan fewer than 25 vehicles (max of 21 shown below) will queue at any given time. The site has stacking space for up to 31 vehicles before impacting the access driveway. The following table details the above operations plan.

Vehicles	Method	Grades	Time Period
14	Park	11 and 12	7:20 - 7:30
14	Drop Off	9 and 10	
21	Park and Escort	K, 1, 2	7:30 - 7:40
21	Drop Off	3, 4, 5	
21	Drop Off	6, 7, 8	7:40 - 7:50

Auto occupancy we have to fall below 1.6 to have the possibility of impacting the public ROW. An auto occupancy of 1.6 would result in a queue of 30 vehicles while space exists to accommodate 31 vehicles. This is extremely unlikely with the combination of staff/students and student/student populations that exist

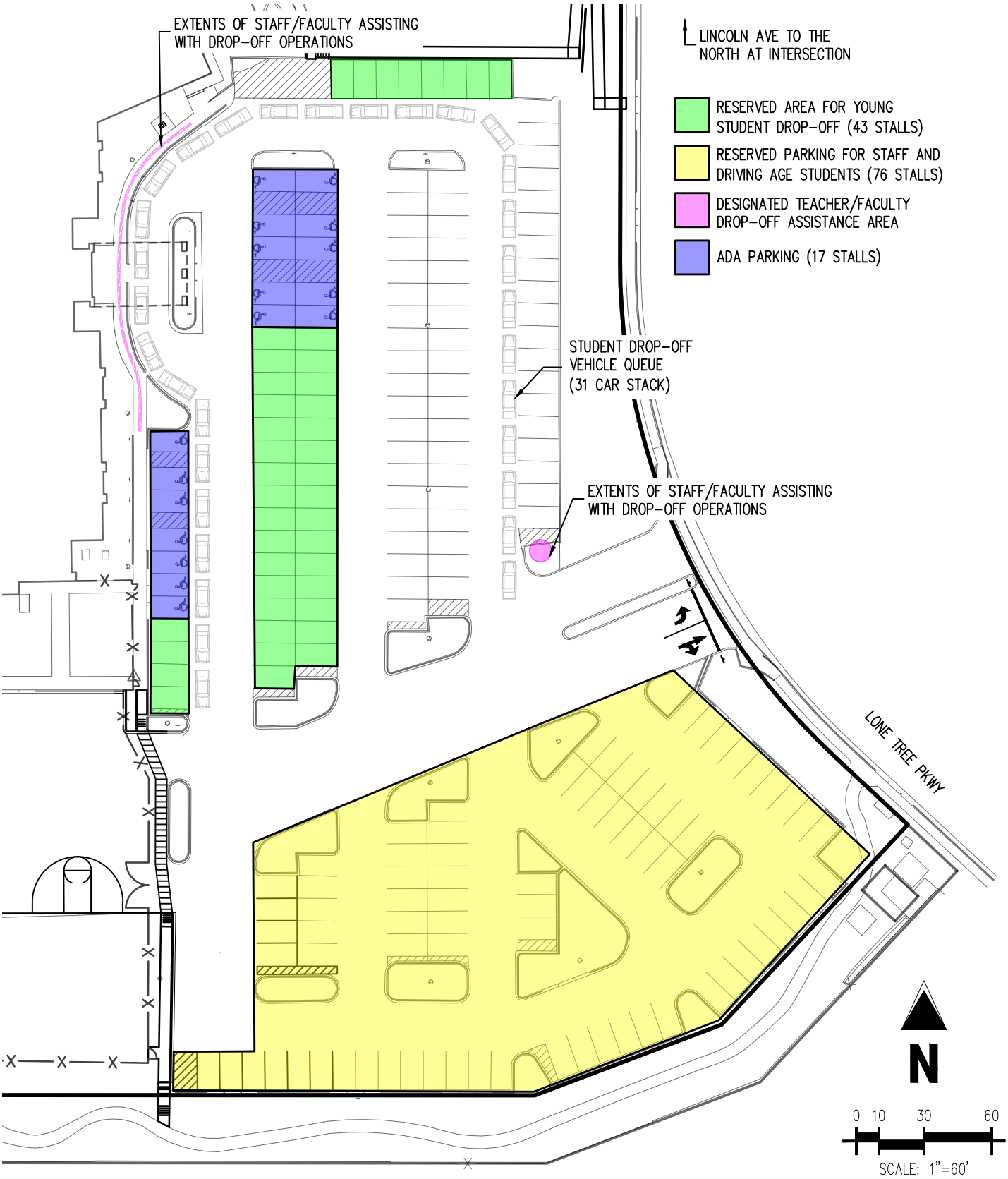
within the school. Anecdotally no queueing issues exist at the current school. It is not anticipated that the change in location would be any different.

School pick-up takes place from 3:30 - 3:45 M-Th and 12:15 - 12:30 on F. In a similar manner, vehicles will drive through and pick up their children. Staff members leave for the day at various times from 3:45 - 5:30 p.m. The PM pick-ups are spread due to various school activities. Outbound traffic from the site will be directed to the right along Lone Tree Parkway if continuing to the east and to the left along Lone Tree Parkway if heading north or west.

Staff are present at all times during pick up and drop off to ensure that plans are being followed. This also allows for unforeseen situations to be dealt with. Vehicles within fire lane areas will never be unattended and compliance with this will be ensured by Staff. In the event of an emergency staff shall ensure the fire lane is cleared of all vehicles and obstructions (including temporary signage) so that emergency services can respond in an efficient and effective manner. An Exhibit is provided herein to visualize the areas described above.

Assemblies and extra events would use the assembly space. The site would be parked for such an event and would happen off peak. There would be very little traffic on campus from late May - mid - August.

In the event that the school use and operations result in any vehicle queues backing into the Lone Tree Parkway right-of-way, or if the City determines that there are operational issues within the right-of-way surrounding the property, the owner will commit to working with the City on operational improvements at the western intersection of Lone Tree Parkway and Lincoln Avenue. An Exhibit is attached to show conceptual potential improvements.



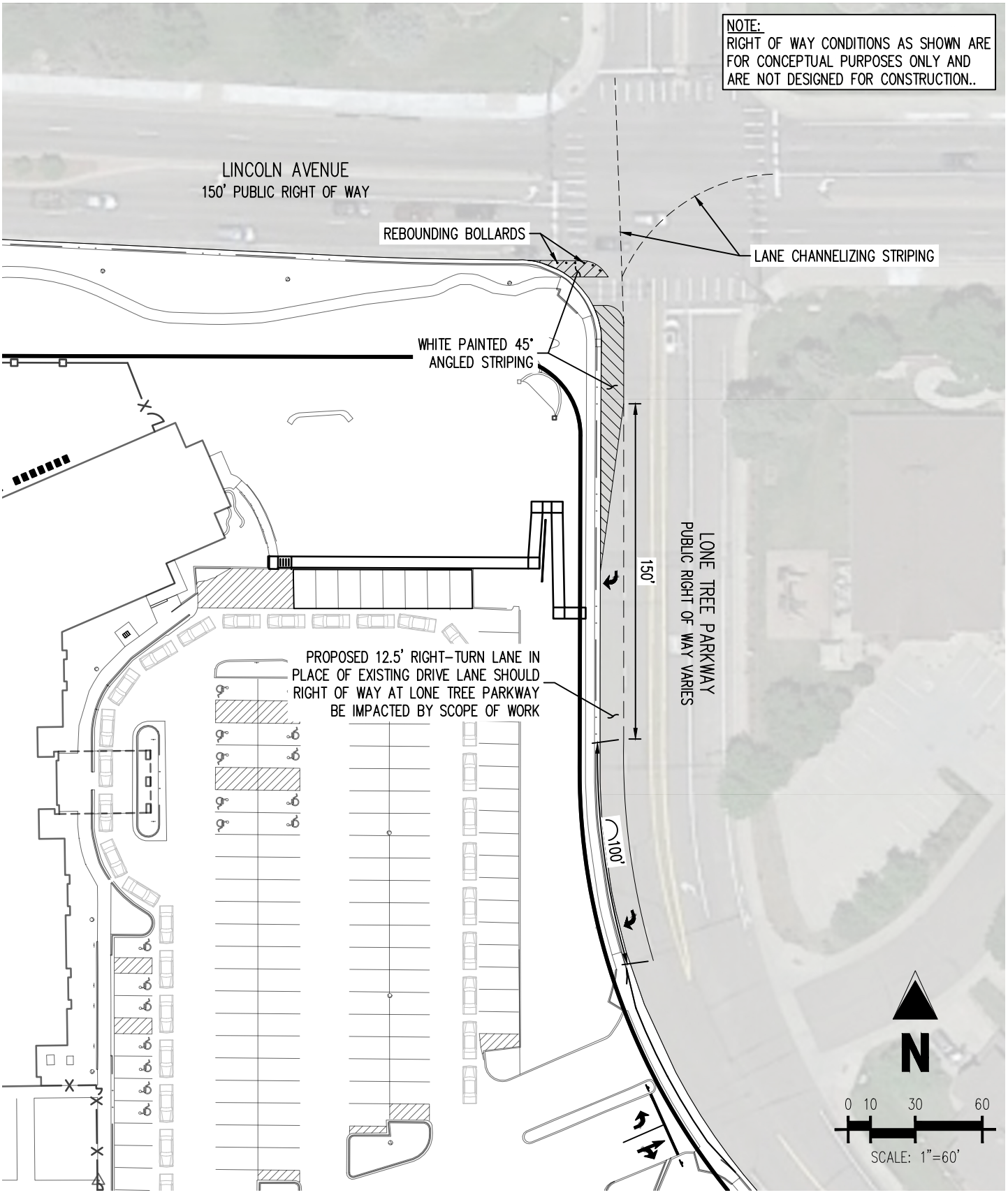
AMBLESIDE SCHOOL

9941 LONE TREE PARKWAY
LONE TREE, CO 80124

VEHICLE DROP-OFF QUEUING EXHIBIT

Project No:	AMC000002
Drawn By:	DMH
Checked By:	JSB
Date:	03/13/2024

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AMBLESIDE SCHOOL

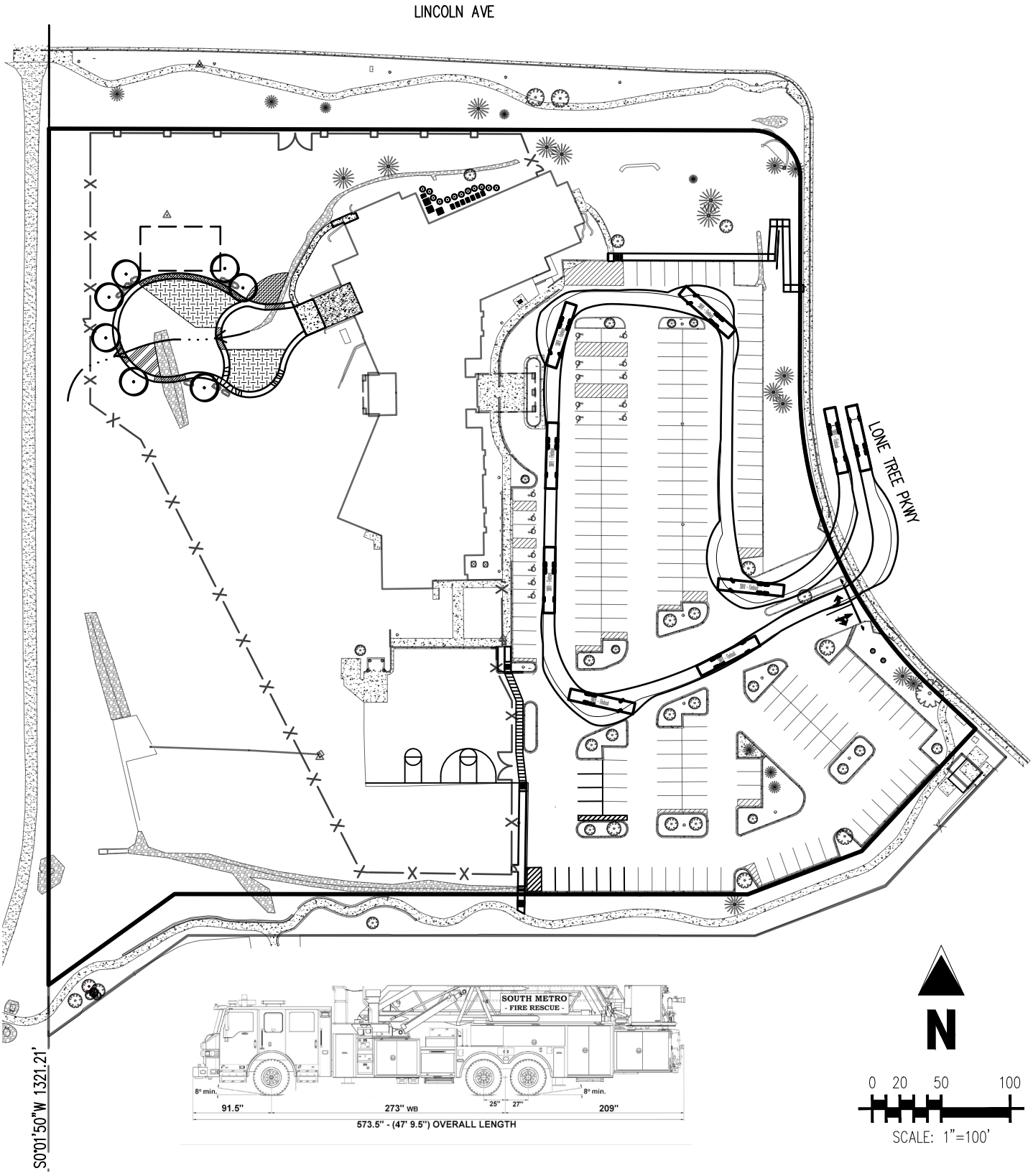
LONE TREE PARKWAY & LINCOLN AVENUE

9941 LONE TREE PARKWAY
LONE TREE, CO 80124

CONCEPTUAL ROW CONFIGURATION

Project No:	AMC000002
Drawn By:	DMH
Checked By:	JSB
Date:	05/28/2024

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Greenwood Village, CO 80111
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AMBLESIDE SCHOOL

9941 LONE TREE PARKWAY
LONE TREE, CO 80124

FIRETRUCK VEHICLE TURN ANALYSIS

Project No:	AMC000002
Drawn By:	DMH
Checked By:	JSB
Date:	05/30/2024

Galloway

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APPENDIX E: COLORADO HOUSE BILL 26-1318



HOUSE BILL 26-1318

BY REPRESENTATIVE(S) Nguyen and Froelich, Boesenecker, Brown, Duran, Goldstein, Hamrick, Joseph, Lindsay, Rutinel, Stewart R., Story, Willford, Bacon, Camacho, Clifford, Garcia, Jackson, Lieder, Lukens, Paschal, Phillips, Rydin, Smith, Stewart K., Titone, Valdez;
also SENATOR(S) Cutter, Amabile, Ball, Benavidez, Bridges, Carson, Catlin, Daugherty, Exum, Frizell, Gonzales J., Hinrichsen, Jodeh, Kipp, Kirkmeyer, Kolker, Lindstedt, Liston, Marchman, Mullica, Pelton R., Roberts, Rodriguez, Simpson, Snyder, Sullivan, Wallace, Weissman, Coleman.

CONCERNING TRAFFIC SAFETY NEAR SCHOOLS.

Be it enacted by the General Assembly of the State of Colorado:

SECTION 1. Short title. The short title of this act is the "Liam Stewart School Zone Act".

SECTION 2. In Colorado Revised Statutes, 42-4-615, **amend** (2); and **add** (4) and (5) as follows:

42-4-615. School zones - increase in penalties for moving traffic violations.

Capital letters or bold & italic numbers indicate new material added to existing law; dashes through words or numbers indicate deletions from existing law and such material is not part of the act.

(2) (a) ~~For the purposes of~~ AS USED IN this section, "school zone" means ~~an area that is designated as a school zone and has~~ ALL ROADWAYS WITHIN AT LEAST ONE THOUSAND FEET OF A SCHOOL PROPERTY BOUNDARY; EXCEPT THAT:

(I) STATE HIGHWAYS, AS DEFINED IN SECTION 42-4-110.5, ARE NOT INCLUDED IN A SCHOOL ZONE UNLESS DESIGNATED AS PART OF A SCHOOL ZONE BY THE COLORADO DEPARTMENT OF TRANSPORTATION OR BY A COUNTY, CITY AND COUNTY, OR MUNICIPALITY WITH THE WRITTEN APPROVAL OF THE COLORADO DEPARTMENT OF TRANSPORTATION;

(II) A SCHOOL ZONE THAT EXISTS ON THE EFFECTIVE DATE OF THIS SUBSECTION (2) THAT EXTENDS MORE THAN TWO HUNDRED FEET FROM A SCHOOL PROPERTY BOUNDARY IS THE SCHOOL ZONE FOR THAT SCHOOL PROPERTY; AND

(III) IF A COUNTY, CITY AND COUNTY, OR MUNICIPALITY THAT HAS JURISDICTION OVER A SCHOOL ZONE REDUCES THE SIZE OF THE SCHOOL ZONE PURSUANT TO SUBSECTION (4) OF THIS SECTION, THEN ONLY THE REDUCED SCHOOL ZONE IS THE SCHOOL ZONE FOR THAT SCHOOL PROPERTY.

(b) IF A SCHOOL ZONE EXISTING PURSUANT TO SUBSECTION (2)(a)(II) OF THIS SECTION IS LESS THAN TWO HUNDRED FEET FROM A SCHOOL PROPERTY, THE COUNTY, CITY AND COUNTY, OR MUNICIPALITY THAT HAS JURISDICTION OVER THE SCHOOL ZONE MUST INCREASE THE SCHOOL ZONE TO A MINIMUM OF TWO HUNDRED FEET.

(c) A SCHOOL ZONE MUST HAVE appropriate signs posted indicating A SCHOOL ZONE AND INDICATING that the penalties and surcharges WITHIN A SCHOOL ZONE will be doubled. The state or local government having jurisdiction over the placement of traffic signs and traffic control devices in ~~the~~ A school zone area shall designate ~~when~~ the area ~~will be~~ deemed to be a school zone for the purposes of this section, ~~In making such designation, the state or local government shall consider when increased penalties are necessary to protect the safety of school children~~ WHICH, EXCEPT IF REDUCED AS PERMITTED IN SUBSECTION (4) OF THIS SECTION, MUST INCLUDE ALL ROADWAYS WITHIN ONE THOUSAND FEET OF THE SCHOOL PROPERTY BOUNDARY AND SHALL POST THE SIGNS REQUIRED BY THIS SECTION. FOR SCHOOL ZONES EXISTING PURSUANT TO SUBSECTION (2)(a)(II)

OF THIS SECTION, SIGNAGE THAT EXISTS ON THE EFFECTIVE DATE OF THIS SUBSECTION (2) MEETS THE SIGNAGE REQUIREMENTS FOR THIS SUBSECTION.

(d) A COUNTY, CITY AND COUNTY, OR MUNICIPALITY SHALL COMPILE A LIST OF SCHOOLS FOR WHICH IT MUST DETERMINE SCHOOL ZONES FOR THE PURPOSES OF THIS SECTION. A COUNTY, A CITY AND COUNTY, OR MUNICIPALITY HAS THE AUTHORITY TO DETERMINE WHICH SCHOOLS TO INCLUDE ON THE LIST.

(4) A COUNTY, CITY AND COUNTY, OR MUNICIPALITY THAT HAS JURISDICTION OVER A SCHOOL ZONE MAY REDUCE THE SIZE OF THE SCHOOL ZONE TO EXTEND TO LESS THAN ONE THOUSAND FEET FROM A SCHOOL PROPERTY BOUNDARY BUT SHALL NOT REDUCE THE SIZE OF THE SCHOOL ZONE TO LESS THAN TWO HUNDRED FEET FROM A SCHOOL PROPERTY BOUNDARY. A COUNTY, CITY AND COUNTY, OR MUNICIPALITY SHALL NOT REDUCE THE SIZE OF A SCHOOL ZONE WITHOUT FIRST HOLDING A PUBLIC HEARING.

(5) NOTHING IN THIS SECTION PROHIBITS A COUNTY, CITY AND COUNTY, OR MUNICIPALITY FROM INCREASING THE SIZE OF A SCHOOL ZONE TO LARGER THAN ONE THOUSAND FEET FROM A SCHOOL PROPERTY BOUNDARY OR, IN COLLABORATION WITH A LOCAL SCHOOL BOARD, FROM RAISING REVENUE THROUGH BONDING TO FINANCE INCREASED SCHOOL ZONE SIGNAGE.

SECTION 3. In Colorado Revised Statutes, 42-4-110.5, **amend** (1.1)(a)(II) and (2)(g)(III); and **add** (1.1)(a.5) as follows:

42-4-110.5. Automated vehicle identification systems - school buses - safe route to school - exceptions to liability - penalty - contracting - limits on use of photographs and video - rules - legislative declaration - definitions.

(1.1) As used in this section, unless the context otherwise requires:

(a) (II) "Automated vehicle identification system" includes a system used to detect a violation of part 11 of this article 4 or a local speed ordinance; a system used to detect violations of traffic restrictions imposed by traffic signals or traffic signs; a system used to detect the overtaking of a stopped school bus with actuated visual signal lights in violation of

section 42-4-1903 (1)(a); A SYSTEM USED TO DETECT A MOVING TRAFFIC VIOLATION IN A SCHOOL ZONE OR ALONG A SAFE ROUTE TO SCHOOL; and a system used to detect violations of bus lane or bicycle lane restrictions.

(a.5) "SAFE ROUTE TO SCHOOL" MEANS A ROADWAY THAT IS FREQUENTED BY PEDESTRIANS AND BICYCLISTS ON THEIR WAY TO OR FROM A NEARBY SCHOOL THAT A COUNTY, A CITY AND COUNTY, OR A MUNICIPALITY DESIGNATES TO INCREASE PEDESTRIAN AND BICYCLIST SAFETY.

(2) A county, city and county, or municipality may adopt an ordinance authorizing the use of an automated vehicle identification system to detect violations of traffic regulations adopted by the county, city and county, or municipality, or the state, a county, a city and county, or a municipality may utilize an automated vehicle identification system to detect traffic violations under state law, subject to the following conditions and limitations and, as applicable, the requirements for state highways set forth in and any rules adopted by the department of transportation pursuant to subsection (2.5) of this section:

(g) (III) This subsection (2)(g) does not apply to an automated vehicle identification system designed to detect disobedience to a traffic control signal, ~~or~~ the overtaking of a school bus with actuated visual signal lights, OR A MOVING VIOLATION ALONG A SAFE ROUTE TO SCHOOL.

SECTION 4. In Colorado Revised Statutes, **add** 42-4-119 as follows:

42-4-119. Establishment of a school street - speed limit - definition.

(1) AS USED IN THIS SECTION, "SCHOOL STREET" MEANS A PORTION OF A ROADWAY IMMEDIATELY ADJACENT TO A SCHOOL PROPERTY BOUNDARY THAT IS DESIGNATED AS A SCHOOL STREET.

(2) A COUNTY, CITY AND COUNTY, OR MUNICIPALITY MAY DESIGNATE A ROADWAY AS A SCHOOL STREET; EXCEPT THAT A STATE HIGHWAY, AS DEFINED IN SECTION 42-4-110.5, MUST NOT BE DESIGNATED AS A SCHOOL STREET, UNLESS DESIGNATED IN ACCORDANCE WITH SECTION 42-4-615 (2).

(3) A COUNTY, CITY AND COUNTY, OR MUNICIPALITY SHALL NOT DESIGNATE A ROADWAY THAT DIRECTLY CONNECTS TO A STATE HIGHWAY AS A SCHOOL STREET WITHOUT THE WRITTEN APPROVAL OF THE COLORADO DEPARTMENT OF TRANSPORTATION.

(4) A COUNTY, CITY AND COUNTY, OR MUNICIPALITY THAT DESIGNATES A ROADWAY AS A SCHOOL STREET MAY CLOSE THE SCHOOL STREET TO VEHICLES.

(5) ALL VEHICLES TRAVELING ALONG A SCHOOL STREET SHALL YIELD THE RIGHT-OF-WAY TO A PEDESTRIAN, BICYCLIST, OR MICROMOBILITY USER. A BICYCLIST OR OPERATOR OF A MICROMOBILITY DEVICE SHALL YIELD THE RIGHT-OF-WAY TO A PEDESTRIAN ON A SCHOOL STREET.

(6) A STATE OR LOCAL GOVERNMENT HAVING JURISDICTION OVER THE PLACEMENT OF TRAFFIC SIGNS AND TRAFFIC CONTROL DEVICES ON A SCHOOL STREET SHALL POST CONSPICUOUS TRAFFIC SIGNS INDICATING AN AREA DESIGNATED AS A SCHOOL STREET AS A SCHOOL STREET.

(7) THE MAXIMUM SPEED LIMIT ON A SCHOOL STREET IS TEN MILES PER HOUR. A STATE OR LOCAL GOVERNMENT HAVING JURISDICTION OVER THE PLACEMENT OF TRAFFIC SIGNS SHALL POST SPEED LIMIT SIGNS ON A SCHOOL STREET.

(8) SECTIONS 42-4-801, 42-4-803, AND 42-4-805 (1) AND (2) DO NOT APPLY TO SCHOOL STREETS.

(9) A COUNTY, CITY AND COUNTY, OR MUNICIPALITY THAT DESIGNATES A ROADWAY AS A SCHOOL STREET MAY SUSPEND ADDITIONAL TRAFFIC PROVISIONS ON THE SCHOOL STREET THAT ENDANGER PEDESTRIANS, BICYCLISTS, OR MICROMOBILITY USERS AND FRUSTRATE EASE OF PEDESTRIAN AND BICYCLE MOVEMENT.

SECTION 5. Act subject to petition - effective date. This act takes effect at 12:01 a.m. on the day following the expiration of the ninety-day period after final adjournment of the general assembly (August 12, 2026, if adjournment sine die is on May 13, 2026); except that, if a referendum petition is filed pursuant to section 1 (3) of article V of the state constitution against this act or an item, section, or part of this act within such period, then the act, item, section, or part will not take effect unless

approved by the people at the general election to be held in November 2026 and, in such case, will take effect on the date of the official declaration of the vote thereon by the governor.

Julie McCluskie
SPEAKER OF THE HOUSE
OF REPRESENTATIVES

James Rashad Coleman, Sr.
PRESIDENT OF
THE SENATE

Vanessa Reilly
CHIEF CLERK OF THE HOUSE
OF REPRESENTATIVES

Esther van Mourik
SECRETARY OF
THE SENATE

APPROVED on Friday May 29th 2026 at 2:30pm
(Date and Time)

Jared S. Polis
GOVERNOR OF THE STATE OF COLORADO



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