



BRUN - DOTI - Lowell Follow Up letter

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Dear Scott and Members of the BRUN RNO,

Thank you for your patience as we completed our evaluation of traffic conditions along Lowell Boulevard. We appreciate the time you and your neighbors have taken to share your observations and ideas for improving safety along the corridor.

Before the meat of this update, I wanted to introduce you to Elizabeth Morales (copied here) who has moved into our office's Strategic Communications Liaison role (Maggie's former role) including coverage of Council District 1, BRUN, and HBR boundaries. She is happy to serve as our DOTI point of contact moving forward.

We are pleased to share that DOTI will be reducing the posted speed limit on Lowell Boulevard from 30 mph to 25 mph. This change is a direct outcome of our recent evaluation and represents an important near-term step toward improving safety along the corridor.

Below are our Speed Study Analysis and Results, along with our responses to the additional topics we've discussed.

Speed Study – Analysis and Results

DOTI recently completed a comprehensive evaluation of traffic conditions along Lowell Boulevard between 38th Avenue and 52nd Avenue, including vehicle volumes and speeds, crash history, roadway characteristics, land use context, and driveway and access spacing. Speed study results are as follows:

- **Traffic Volume:** (Jan 2026): 9,000 – 11,200 vehicles per day
- **Traffic Speeds** (85th percentile, Jan 2026): 34 – 43 mph – posted speed limit is 30 mph.
- **Traffic Crash Summary:** Corridor recorded high crash rate compared to other two-lane collector streets in Denver. DOTI assessed three years of crash data (4/1/2023 and 3/31/2026) – during

which 39 crashes occurred, including 6 crashes that resulted in severe injury.

- **Level of Service of Safety Analysis:** DOTI evaluates roadway safety by comparing streets with similar characteristics to understand how they perform relative to one another. This analysis, known as *Level of Service of Safety* (LOSS), found that this corridor experiences substantially more crashes than other similar two-lane urban streets.
- **Crash Types and Link to Excessive Speeds:** Nearly half (46%) of reported crashes involved parked vehicles, a crash rate markedly higher – *about 46% higher* – than other similar two-lane urban streets. Higher vehicle speeds are likely a factor contributing to the elevated rate of crashes involving parked vehicles.
- **Multimodal Access:** The corridor serves as a critical link to numerous parks (Rocky Mountain Lake Park), schools (Regis University, Mt St. Vincent Preschool, Skinner Middle School), and commercial nodes (38th/Lowell, 44th/Lowell, Regis/Lowell). Current vehicle operating speeds of 34–43 mph are incompatible with the residential and commercial context of the roadway.
- **DOTI Recommendation:** Speed limit reduction is proven to reduce total crashes, particularly crashes that involve objects (such as parking or curbs) that are “fixed” in the public right-of-way. In addition – speed limit reductions have been shown to enhance multimodal connectivity across roadways that otherwise act as barriers. **To support safer travel and multimodal connectivity, DOTI will reduce the posted speed limit on Lowell Boulevard between 38th Avenue and 52nd Avenue from 30 mph to 25 mph.** This change is intended to encourage safer vehicle speeds and reduce the risk of crashes.

Timing of Speed Limit Sign Change

DOTI is moving forward with reducing the posted speed limit on Lowell Boulevard. Implementation requires documenting existing signage, preparing replacement signs, and scheduling installation crews. Given the scope of this work and existing staff commitments, DOTI anticipates completing the signage changes within the next 6–8 months.

Additional Topics

Safety Upgrades at Intersections

West 44th Ave and Lowell Boulevard

- Traffic signal reconstruction and intersection improvements are fully designed, with construction anticipated within the next year, subject to staff capacity.

West 46th Ave and Lowell Boulevard

- We understand the desire to make this intersection safer, and we appreciate the benefits that protected left turns can yield, especially for reducing broadside traffic crashes. DOTI maintains a prioritized list of signals to rebuild due to aging infrastructure. The addition of a left turn arrow will be studied as part of the signal redesign process.
- While the intersection remains on our list for future improvements, we do not currently have a confirmed date for when it will advance. The timing of reconstruction will depend on its priority relative to other signal needs across the city and available resources.

West 48th Ave and Lowell Boulevard

- DOTI recognizes the safety benefits a new traffic signal could provide at this location. Traffic signals require a significant investment, typically ranging from \$1 million to \$2 million per location. As a result, DOTI often relies on grant funding to support the design and construction of new signals.
- DOTI has pursued three safety grants to fund a new traffic signal at this location, but none have been successful. DOTI remains committed to pursuing funding opportunities to advance the design and construction of a new signal.

West 49th Ave and Lowell Boulevard

- At 49th Avenue, we previously evaluated the intersection for additional crossing improvements.
- While the location did not meet the applicable criteria, DOTI implemented intersection daylighting and signage improvements in 2024 to improve safety.

Multimodal Improvements

I-70 and Lowell Boulevard Underpass

- We recognize the challenges posed by snow and ice accumulation for travelers during winter months, especially for those walking, using wheelchairs and bicycling. In Denver, snow and ice removal is generally the responsibility of the adjoining property owner. We have confirmed that the underpass structure is owned by CDOT, and DOTI has reached out to CDOT to determine next steps. We will share any additional information as it becomes available.
- We recognize the desire to improve lighting under the structure, and the benefits this upgrade would provide. Lighting improvements are DOTI's responsibility to improve, even though the structure is owned by CDOT. Lighting improvements represent a capital project – and the need to improve lighting under structures citywide is great. DOTI will continue to prioritize where lighting improvements are made based on citywide needs and resources available, but we have flagged this location in our database of future projects for consideration.

We're always seeking to improve our snow and ice maintenance operations and improving coordination with our partners to achieve better safety outcomes for the travelling public.

Lowell/Meade Bikeway Project

DOTI has completed a bikeway concept design between 46th and 48th avenues. While funding for subsequent project phases has not yet been secured, DOTI continues to pursue funding opportunities to advance this and other projects citywide. Projects will advance based on available funding, staff resources, and citywide prioritization.

Updates for this and other bikeway projects can be viewed [here](#).

Citywide Traffic Calming Program

Reducing the posted speed limit is one tool to encourage slower speed, and DOTI recognizes the value of other tools that can achieve lower rates of speeding and crashes.

As mentioned, our new Citywide Traffic Calming Program provides a systematic approach to identifying and prioritizing improvements across Denver, with priority given to projects that most strongly advance

Denver's mobility, safety, sustainability, community, quality, and equity goals. Based on the findings of our Speed Limit Reduction Investigation, Lowell Boulevard has higher rates of speeding north and south of the I-70 corridor. This segment of Lowell Blvd has been added to the list of corridor segments for consideration through this program.

This work is positive step forward for the corridor. After the speed limit reduction, DOTI will evaluate changes and consider whether additional traffic calming measures are needed. Any future improvements will be prioritized alongside other citywide safety needs and will depend on available funding within the Citywide Traffic Calming Program.

Moving Forward

We appreciate your continued advocacy for a safer Lowell Boulevard.

The speed limit reduction is an important near-term action, and near- and longer-term investments DOTI is seeking to advance demonstrate our continued commitment to improving the corridor. DOTI will continue to evaluate additional needs following the installation of new speed limit signs. This evaluation will occur at least six months after installation to allow traffic patterns to stabilize and provide sufficient data to inform next steps.

We look forward to keeping you informed as these projects advance and as we learn more about the effects of the speed limit reduction.

Thank you again for your partnership and continued engagement.

Rebecca

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