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**DATE:** September 19, 2025

**TO:** Town of Bow Mar  
5395 Lakeshore Drive  
Bow Mar, Colorado 80123

**SUBJECT:** Traffic Data and Prospect Gate Study

Town of Bow Mar residents continue to voice concerns about cut-through traffic and speeding on Town streets. David Evans and Associates, Inc. (DEA) completed the *Bow Mar Traffic Study Final Project Report*, dated November 2019, (2019 study) which summarized the evaluation of vehicle speeds, cut-through traffic, and potential mitigation measures. Prior to the 2019 study, Aldridge Transportation Consultants, LLC completed *Technical Memorandum Preliminary Report – Bow Mar Traffic Issues*, dated May 17, 2017, (the 2017 study) which summarized traffic counts that were used in the 2019 study. DEA recently completed the *Bow Mar Traffic Calming and Multimodal Improvements Technical Memorandum*, dated February 19, 2024, (Traffic Calming Memo) which reviewed existing traffic calming treatments and evaluated potential new treatments to address speeding and reduce cut-through traffic.

This memorandum compares the traffic counts from the 2017 study and speeds from the 2019 study to updated traffic data collected in March 2025. A discussion of potential opportunities and issues for a gate on Prospect Street at Bow Mar Drive is also included.

## Updated Traffic Counts

Traffic counts were collected at seven locations within the Town. The 48-hour traffic counts were collected from Saturday March 8 to Sunday March 9, 2025, and Tuesday March 11 to Wednesday March 12, 2025. The two adjacent days of traffic data were averaged together to represent a typical 24-hour day of traffic volumes and travel speeds for a weekday and a weekend day.

Traffic volumes and travel speeds were collected at the following locations. The traffic count collection tables are included at the end of this memo.

- Sheridan Boulevard south of Sunset Drive
- W. Wagon Trail Road east of Sheridan Boulevard
- W. Prospect Street east of S. Prospect Street
- Sunset Drive west of Sombrero Street
- Bow Mar Drive south of Ridge Trail
- Bow Mar Drive south of Frontier Street
- Bow Mar Drive south of Beach Road

The collected traffic volumes are summarized and compared to the counts in the 2017 study and the Average Daily Traffic (ADT) in the 2019 study in **Table 1**.



**Table 1. Average Daily Traffic Volume Comparison**

| Corridor              | Location               | Northbound/Eastbound Volume |           |                   | Southbound/Westbound Volume |           |                    | Total Two-Way Volume |           |
|-----------------------|------------------------|-----------------------------|-----------|-------------------|-----------------------------|-----------|--------------------|----------------------|-----------|
|                       |                        | Year 2017                   | Year 2025 | Change            | Year 2017                   | Year 2025 | Change             | Year 2019 (ADT)      | Year 2025 |
| <b>Sheridan Blvd</b>  | South of Sunset Dr     | 976 <sup>(1)</sup>          | 1,171     | +20% (+2.5%/year) | 793 <sup>(1)</sup>          | 1,199     | +51% (+6.4%/year)  | 1,800-2,100          | 2,370     |
| <b>W. Prospect St</b> | East of S. Prospect Dr | 725 <sup>(2)</sup>          | 947       | +31% (+3.8%/year) | 842 <sup>(2)</sup>          | 1,047     | +24% (3.0%/year)   | 1,600-1,800          | 1,994     |
| <b>Bow Mar Dr</b>     | South of Beach Rd      | 370                         | 488       | +32% (4.0%/year)  | 441                         | 462       | +4.8% (+0.6%/year) | 800-1,000            | 950       |

<sup>(1)</sup> 2017 counts collected south of Tufts Avenue

<sup>(2)</sup> 2017 counts collected east of Bow Mar Drive

### Sheridan Boulevard south of Sunset Drive

The northbound and southbound travel directions saw an increase in traffic volumes with a noticeable increase in southbound traffic entering the Town of approximately 51 percent, equivalent to a 6.4 percent growth per year and an increase in northbound traffic of 20 percent, equivalent to 2.5 percent per year. Some of the higher volumes in 2025 compared to the 2017 counts may be due to the count being collected north of Tufts Avenue, so traffic to/from Tufts Avenue is included in the 2025 count. The two-way average daily count collected (2,370 vehicles/day) is about 13 percent higher than the ADT volume range shown at the same location in the 2019 study.

### W. Prospect Street east of S. Prospect Drive

The eastbound and westbound travel directions saw an increase in traffic of 31 percent (3.8 percent per year) and 24 percent (3.0 percent per year), respectively, compared to the 2017 counts. Some of the higher volumes in 2025 compared to the 2017 counts may be due to the count being collected east of Prospect Drive, so traffic to/from Prospect Drive/Wagon Trail Road/Homestead Street is included in the 2025 count. The two-way average daily count collected (1,994 vehicles/day) is about 11 percent higher than the ADT volume range shown at the same location in the 2019 study.

### Bow Mar Drive south of Beach Road

The northbound travel direction saw an increase in traffic volumes of 32 percent (4.0 percent per year) and the southbound travel direction saw a minimal increase of 4.8 percent (0.6 percent per year). The two-way average daily count collected (950 vehicles/day) is within the ADT volume range in the 2019 study.

### Summary

The 2019 study utilized StreetLight database data to estimate cut-through traffic through the Town and estimated that 55 to 65 percent of the daily traffic entering the Town at Sheridan Boulevard, 55 to 65 percent entering the Town at W. Prospect Street, and 35 to 45 percent entering the Town at Bow Mar Drive was cut-through traffic. This study did not collect origin-destination data and therefore cannot estimate the current levels of cut-through traffic utilizing Town streets. Given that traffic volumes have increased since 2019, it is likely that cut-through traffic has increased. However, even though the Town



of Bow Mar has been built-out without additional homes, there could be some magnitude of increase in trips to/from Bow Mar homes with the dramatic changes in travel trends in the last six years. Studies have shown that although working from home has decreased, there has been a notable increase in trips with ecommerce deliveries and travel to/from home during weekdays.

The Town may want to collect traffic counts at the same locations and at regular intervals to more accurately identify trends and travel patterns. Another full origin-destination study could also provide valuable insight into the magnitude of increase in cut-through traffic.

## Vehicle Speeds

The weekend and weekday vehicle speeds are depicted in **Figures 1** and **Figure 2** and discussed by location below. Based on the data collected, many drivers are traveling over the posted speed limit. The 85th percentile speed represents the speed at or below which 85 percent of vehicles are traveling. It is commonly used as a basis for setting speed limits as it is the speed most drivers find comfortable and safe.

In 2023, the Town reduced the posted speed limit of all Town streets to 20 miles per hour (MPH). The posted speed limit was 25 MPH previously. Also, the following traffic calming treatments were installed in 2023:

- Speed bump installed on Sunset Drive between Longhorn and Sombrero Circle
- Speed bump installed on Sunset Drive between Longhorn and Bow Mar Drive
- Speed bump installed on Bow Mar Drive between Yellowstone Street and Sheridan Boulevard
- Stop signs installed on Bow Mar Drive at Ridge Trail converting the intersection to an all-way stop-controlled intersection

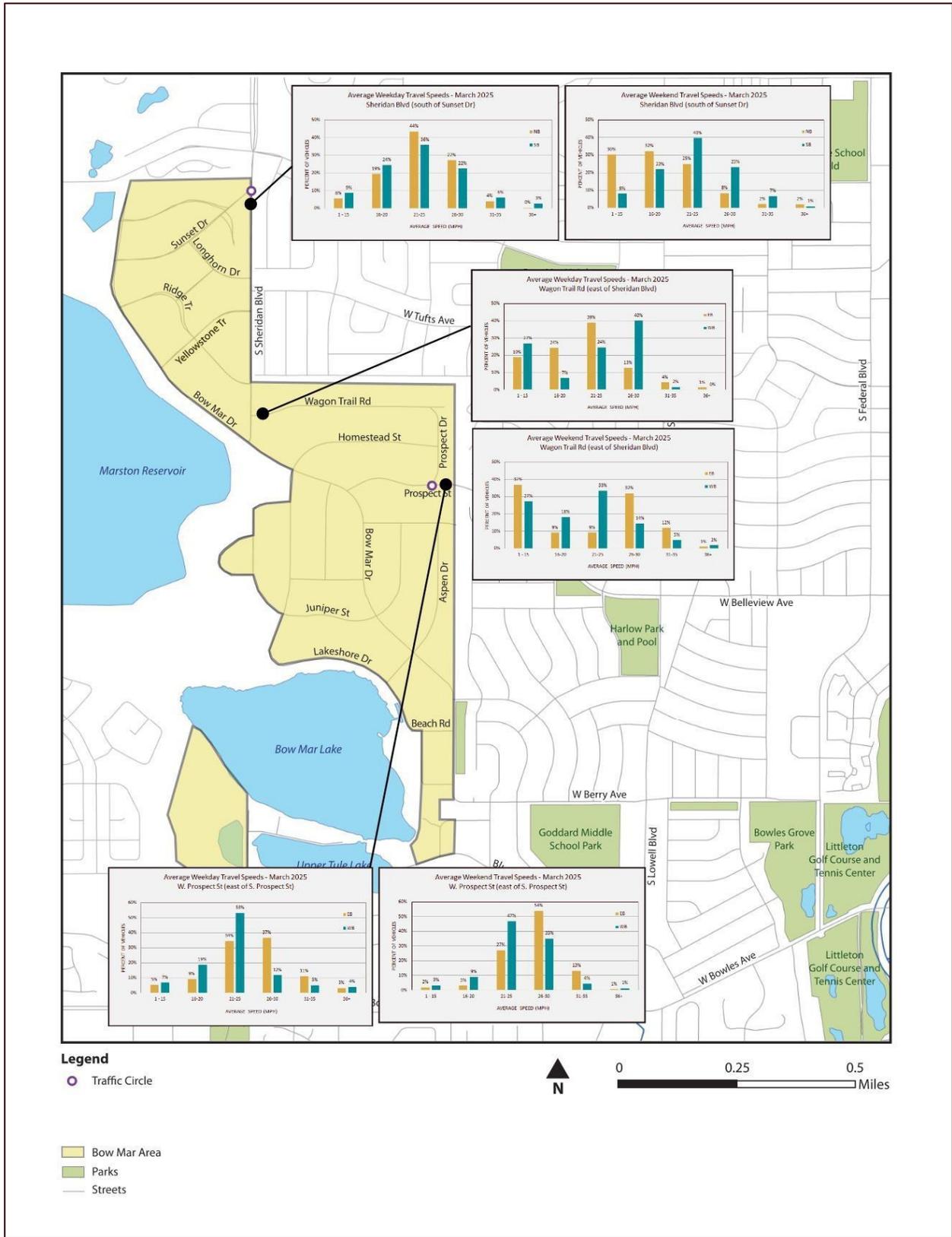
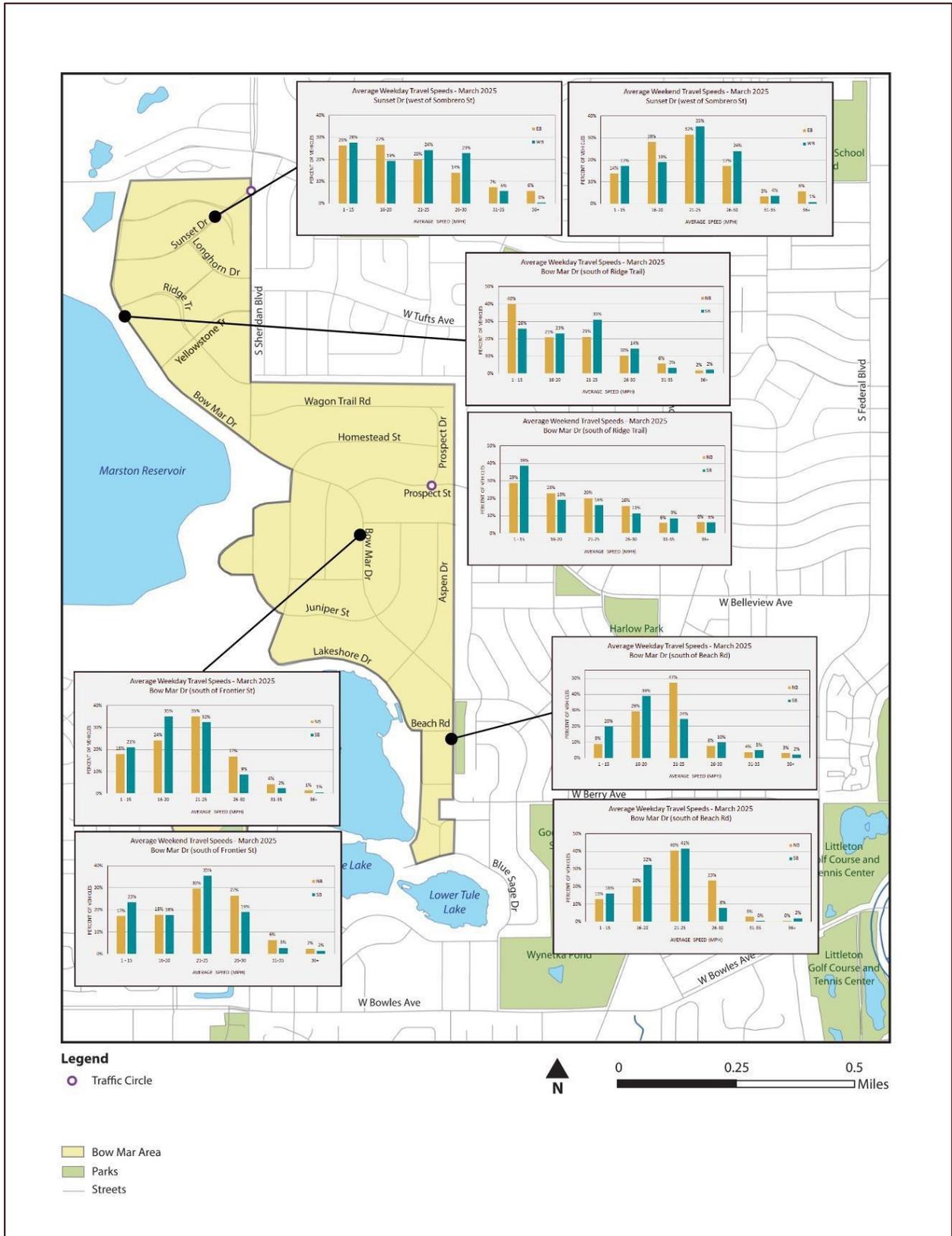


Figure 1. 2025 Vehicle Speed Range by Direction





***Sheridan Boulevard south of Sunset Drive***

On the weekday, the average vehicle speed was 23 MPH with an 85th percentile speed of 28 MPH for both the northbound and southbound directions. On the weekend, the average vehicle speed was 18 MPH with an 85th percentile speed of 24 MPH for the northbound direction and an average vehicle speed of 23 MPH with an 85th percentile speed of 28 MPH in the southbound direction.



Sheridan Blvd looking north approaching traffic circle at Sunset Dr



Sheridan Blvd looking south approaching traffic circle at Sunset Dr



Sheridan Blvd looking south exiting traffic circle at Sunset Dr



Sunset Dr looking east approaching traffic circle at Sheridan Blvd



***W. Wagon Trail Road east of Sheridan Boulevard***

On the weekday, the average vehicle speed was 20 MPH with an 85th percentile speed of 26 MPH in the eastbound direction and an average speed of 21 MPH with an 85th percentile speed of 28 MPH in the westbound direction. On the weekend, the average vehicle speed was 20 MPH with an 85th percentile speed of 29 MPH in the eastbound direction and an average speed of 20 MPH with an 85th percentile speed of 27 MPH in the westbound direction.

***W. Prospect Street east of S. Prospect Drive***

The posted speed limit on Belleview Avenue just east of the Bow Mar entrance within Littleton city limits is 25 MPH. There is an advisory speed sign of 15 MPH for westbound traffic approaching the traffic circle. Belleview Avenue further east has a posted speed limit of 35 MPH.

On the weekday, the average vehicle speed was 25 MPH with an 85th percentile speed of 29 MPH in the eastbound direction and an average speed of 23 MPH with an 85th percentile speed of 27 MPH in the westbound direction. On the weekend, the average vehicle speed was 27 MPH with an 85th percentile speed of 29 MPH in the eastbound direction and an average speed of 25 MPH with an 85th percentile speed of 28 MPH in the westbound direction.

***Sunset Drive west of Sombrero Street***

On the weekday, the average vehicle speed was 20 MPH with an 85th percentile speed of 29 MPH in the eastbound direction and an average speed of 20 MPH with an 85th percentile speed of 28 MPH in the westbound direction. On the weekend, the average vehicle speed was 22 MPH with an 85th percentile speed of 28 MPH in the eastbound direction and an average speed of 21 MPH with an 85th percentile speed of 27 MPH in the westbound direction.

***Bow Mar Drive south of Ridge Trail***

On the weekday, the average vehicle speed was 17 MPH with an 85th percentile speed of 26 MPH in the northbound direction and an average speed of 19 MPH with an 85th percentile speed of 26 MPH in the southbound direction. On the weekend, the average vehicle speed was 20 MPH with an 85th percentile speed of 29 MPH in the northbound direction and an average speed of 19 MPH with an 85th percentile speed of 29 MPH in the southbound direction.

***Bow Mar Drive south of Frontier Street***

On the weekday, the average vehicle speed was 21 MPH with an 85th percentile speed of 27 MPH in the northbound direction and an average speed of 19 MPH with an 85th percentile speed of 24 MPH in the southbound direction. On the weekend, the average vehicle speed was 22 MPH with an 85th percentile speed of 28 MPH in the northbound direction and an average speed of 20 MPH with an 85th percentile speed of 27 MPH in the southbound direction.



Bow Mar Dr looking north at Frontier St

***Bow Mar Drive south of Beach Road***

On the weekday, the average vehicle speed was 21 MPH with an 85th percentile speed of 24 MPH in the northbound direction and an average speed of 20 MPH with an 85th percentile speed of 25 MPH in the southbound direction. On the weekend, the average vehicle speed was 22 MPH with an 85th percentile speed of 27 MPH in the northbound direction and an average speed of 20 MPH with an 85th percentile speed of 24 MPH in the southbound direction.



Bow Mar Dr looking north at Beach Rd



Bow Mar Dr looking south at Beach Rd

Additional photographs taken at locations across Town.



Bow Mar Dr looking north approaching Sheridan Blvd



Bow Mar Dr looking north approaching Prospect St



Bow Mar Dr looking south approaching Prospect St



Prospect St looking west approaching Bow Mar Dr

### Traffic Calming Treatments

The following traffic calming treatments were recommended in the 2024 Traffic Calming Memo that have not yet been installed but are still applicable today to address speeding and reduce cut-through traffic.

| Location along Sheridan Blvd                           | Recommendation   | Notes   |
|--|--|---|
| North of traffic circle with Sunset Dr (entering town) | Speed limit sign – southbound Sheridan Blvd                                    | Identifies 20-mph speed limit through town  |
| Between Sunset Dr and Longhorn                         | Add speed bump   | Slows traffic with speed bumps at approximately 500-foot spacing  |
| Sheridan Blvd and Bow Mar Dr Intersection              | Corner extension on northeast corner to realign intersection and tighten radii | Realigning the intersection will slow speeds for westbound right turn southbound left turn and encourage full stops at stop signs |
|  | Raised crosswalk across west leg   | Raised crosswalk will slow traffic and connect pedestrians to path along south side of Bow Mar Drive                              |
|  | Chicane  | Locate between Sheridan Blvd and first driveway as a visual cut-through deterrent for westbound traffic                           |



| <b>Location along Bow Mar Dr</b>                | <b>Recommendation</b>                                      | <b>Notes</b>  |
|---|--|---|
| Bow Mar Dr between Yellowstone and Sunset Dr    | Add speed bump   | Slows traffic with speed bumps at approximately 500-foot spacing  |
| Bow Mar Dr and Lakeshore/Homestead Intersection | Raised crosswalk across west leg                           | Raised crosswalk will slow traffic and increase visibility and warning of pedestrians at school bus stops with connection to path |
| Bow Mar Dr and Prospect St                      | Remove speed bumps on north and south legs of intersection | Intersection is already stop controlled and speed bump may interfere with stop compliance   |
| Bow Mar Dr and Beach Rd                         | Remove speed bumps on south leg of intersection            | Intersection is already stop controlled and speed bump may interfere with stop compliance   |

| <b>Location along Prospect St</b>                                    | <b>Recommendation</b>   | <b>Notes</b>  |
|--|---|---|
| East of traffic circle   | Add speed bump  | Slows traffic entering town   |
| Prospect St and Belleview Dri Intersection (existing traffic circle) | Corner extension on northeast corner to realign intersection and tighten radii (with removal of median on east leg) | Realigning the intersection will slow speeds and discourage right turn to Wagon Trail Rd for unfamiliar drivers |
|  | Chicane   | Locate on Prospect St north of existing traffic circle as a visual cut-through deterrent                        |

| <b>Location along Sunset Dr</b> | <b>Recommendation</b> | <b>Notes</b>  |
|---------------------------------|-----------------------|---|
| Sunset Dr west of Sheridan Blvd | Chicane               | Locate between Sheridan Blvd and first driveway as a visual cut-through deterrent |

| <b>Location along Wagon Trail Rd</b> | <b>Recommendation</b> | <b>Notes</b>   |
|--------------------------------------|-----------------------|--|
| East of Sheridan Blvd                | Chicane               | Locate east of Sheridan Blvd as a visual cut-through deterrent |



## Summary

None of the locations where speeds were collected showed 85th percentile speeds lower than the current speed limit of 20 MPH. Drivers have not changed their behavior to the new speed limit yet and may not travel that slowly without changes to the street with additional traffic calming treatments.

The lowest speeds are on Bow Mar Drive south of Beach Road and south of Frontier Street, where the 85th percentile speeds were lower than the previous speed limit of 25 MPH. That stretch of roadway also has established traffic calming with speed bumps and all-way stop-controlled intersections. 85th percentile speeds on Wagon Trail Road and on Bow Mar Drive northwest of Sheridan Boulevard are close to 25 MPH, but speeds on Sheridan Boulevard, Prospect Street, and Sunset Drive are closer to 30 MPH, substantially above the current speed limit.

Vehicles speeds should continue to be monitored to assess effectiveness of current traffic calming treatments and when further treatments may be warranted.

## Prospect Street Gate Feasibility

The 2019 study evaluated the installation of gates at multiple locations/scenarios and recommended installing gates at all three Town entrances to eliminate cut-through traffic. However, a gate at Prospect Street and Bow Mar Road was not evaluated. By installing a gate on Prospect Street at the Bow Mar Road intersection, cut-through traffic may be significantly reduced. However, the cut-through traffic would not be eliminated as vehicles traveling on Belleview Avenue could still cut-through Town via Wagon Trail Road, vehicles traveling from the south can use Bow Mar Drive, and vehicles can travel between Tufts Avenue and Sheridan Boulevard. If those routes through Town remain unrestricted, they would likely incur additional traffic with a gate at Prospect Street.

This gate option would install a gate across Prospect Street on the east leg of the Bow Mar Road intersection as shown in **Figure 3**.

Other elements of the option include:

- Two-way controlled gate – entrance and exit controlled
- Advance warning signage on westbound Belleview Avenue approaching the Prospect Drive traffic circle of restricted access with directional signage to use circle to turnaround
- Constructing a turnaround area on Prospect Street before or at the gate to provide drivers without access the space to turnaround if they drive as far as the gate



**Figure 3. Prospect Street Gate**

### Advantages

- Reduces cut-through traffic between Belleview Avenue and Sheridan Boulevard
- Gate locations would not impact resident driveways
- Other unrestricted streets (Prospect Drive/Wagon Trail Road/Homestead Street) reduce impacts to emergency services and inconvenience for residents or deliveries

### Disadvantages

- Diversion of cut-through and Town traffic to Prospect Drive/Wagon Trail Road/Homestead Street to avoid the gate would increase traffic volumes on those streets, which may require additional gates, traffic calming, or road closure construction
- Unfamiliar drivers would travel almost 0.25 miles along Prospect Street before reaching the turnaround location
- Initial gate costs and on-going operations/maintenance

### Legal or Policy issues

- Would require local agency and resident coordination for gate approval/implementation