



City of Greenwood Village

Neighborhood Input Meeting Capital Improvement Projects

6060 South Quebec Street
Greenwood Village, CO
80111

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Tuesday, June 9, 2026

6:00 PM

Council Chambers

District 1 Neighborhood Meeting Regarding CIP Project - 6:00 PM

- A. MS Powerpoint Presentation (2026-184)
- B. District 1 CIP Input Meeting Transcription (2026-185)



District 1 Neighborhood Input Meeting

Capital Improvements and Public Safety Items

June 9, 2026

Agenda

1. Welcome
2. Expectations & Guidelines
3. Public Works
4. Police Department
5. Neighborhood Resident Input
6. Close





Welcome

District 1 Councilmembers

Ann Nelson
Paul Wiesner





Expectations and Guidelines

District 1 Councilmember
Paul Wiesner

City Manager
John Jackson





Public Works

Public Works Director
Jeremy Hanak

Intersection Improvement Options

- No left turn sign
 - Always
 - By time and/or day
- Physical medians to restrict movements
 - Belleview Medians
 - Franklin Medians
- Traffic Signal
- Signal timing at University and Clarkson to create spacing in traffic

Intersection Improvement Options

- No left turn sign



Intersection Improvement Options

- Physical medians to restrict movements



Intersection Improvement Options

- Physical medians to restrict movements





Public Works

Public Works Director
Jeremy Hanak

Neighborhood Traffic Calming Options

- Construct median on Franklin
- Change speed limits
- Traffic Circle
- Sidewalks
- Speed humps

Neighborhood Traffic Calming Options

- Landscaped median to narrow entrance



Neighborhood Traffic Calming Options

- Traffic Circles



Neighborhood Traffic Calming Options

- Sidewalks
 - Approximately 50 feet of right of way
 - Roadway approximately 25 feet wide



Neighborhood Traffic Calming Options

- Speed Humps





Public Safety Items

Police Department

Deputy Chief of Police
Scott Jones

Crash Data

2023 to 2026

E Belleview Avenue / S Clarkson Street

13 crashes

- 5 Unknown or Injury-reported crashes
- 7 Property Damage Only reported crashes
- 1 Hit & Run reported crash

E Belleview Avenue / S Franklin Street

6 crashes

- 2 Injury-reported crashes
- 4 Property Damage Only reported crashes

E Belleview Avenue / E Brookside Drive

3 crashes

- 3 Unknown or Injury-reported crashes

E Belleview Avenue / S Race Street

2 crashes

- 2 Property Damage Only reported crashes

E Belleview Avenue / S University Boulevard

87 crashes

- Majority Property Damage crashes

Traffic Enforcement

2024 to 2026

Deputy Chief of Police
Scott Jones

E Belleview Avenue
Clarkson Street to Race Street
Posted speed is 35 Mph

- Speeding 10-19 Over Posted Speed
268 Citations
- Speeding 20-24 Over Posted Speed
30 Citations
- Speeding 25+ Over Posted Speed
7 Citations

305 Total Citations Issued

Greenwood Village Police Officers conducted 213 Traffic Monitors on E Belleview Avenue from 2024 to 2026.

Greenwood Village Police Department also conducted coordinated traffic enforcement with the Cherry Hills Village Police Department.

Traffic Monitoring/ Enforcement

Deputy Chief of Police
Scott Jones

Speed Analysis

February through
May 2026

Period Legend

- 1 Overnight: 12:00 am to 3:59 am
- 2 Early Morning: 4:00 am to 6:59 am
- 3 AM Peak: 7:00 am to 9:59 am
- 4 Midday: 10:00 am to 12:59 pm
- 5 Early Afternoon: 1:00 pm to 3:59 pm
- 6 PM Peak: 4:00 pm to 6:59 pm
- 7 Evening: 7:00 pm to 11:59 pm

Period

7	46	46	46	46	46	46	46
6	46	43	42	42	42	43	45
5	46	43	43	43	42	43	45
4	45	44	43	44	43	44	45
3	47	44	43	43	43	44	46
2	49	47	47	47	48	47	48
1	46	47	46	45	48	48	48
Day of Week							
	Sun	Mon	Tue	Wed	Thu	Fri	Sat



Please state your name
and address before
speaking

Neighborhood Resident Input

THANK YOU

CITY OF
— GV —
GREENWOOD
VILLAGE
COLORADO



District 1 Neighborhood Input Meeting: Capital Improvements and Public Safety Items

June 10, 2026, 6:00 PM

6060 South Quebec Street, Greenwood Village, CO 80111, US

1. Welcome

District 1 Councilmembers Paul Weisner and Ann Nelson welcomed attendees and framed the purpose of the gathering: to discuss possible capital improvement projects in the vicinity of the Franklin and Belleview intersection, with a focus solely on solutions and safety measures within Greenwood Village's control, irrespective of any future decision regarding a traffic signal. Councilmember Nelson acknowledged the presence of a CDOT representative, attending as a stakeholder. She thanked City Manager John Jackson and Public Works Director Jeremy Hanak for facilitating the meeting and noted that any approved line items would be included in the Capital Improvement Program (CIP) for the 2027 and subsequent budgeting processes.

2. Expectations & Guidelines

Councilmember Paul Wiesner addressed the meeting's context and ground rules. He explained that safety concerns in the neighborhood are not new, recounting a 1999 effort that resulted in roundabouts along Cherryville Road, a 2008 traffic study at the Franklin/Belleview intersection that did not meet warrant thresholds, and a 2024 fatality involving a pedestrian named Annie Goldberg that prompted a second CDOT warrant study, which did meet the warrants. He acknowledged that Cherry Hills Village has since commissioned its own study, which concluded that the warrants were not met, creating an impasse that remains unresolved. Councilmember Wiesner emphasized that the meeting's objective was not to vote on a traffic signal, but to identify safety improvements within the city's control—both inside the neighborhood and along the Belleview corridor—that could be brought forward through the CIP process.

Councilmember Wiesner outlined the following procedural guidelines: priority speakers would be Greenwood Acres residents, followed by other District 1 residents; speakers from outside District 1 would not be recognized; total public comment time would be limited to 40 minutes; each speaker would be allotted 2 minutes; and residents who did not have an opportunity to speak were encouraged to submit written comments by email to Councilmembers Nelson and Wiesner and City Manager Jackson, copying City Clerk Susan Ortiz for the record.

City Manager John Jackson offered brief welcoming remarks, thanking residents for their attendance and affirming the city's commitment to listening and working collaboratively toward solutions.

3. Public Works

Public Works Director Jeremy Hanak presented two categories of improvement options: intersection improvements at Belleview and Franklin and neighborhood traffic-calming measures. He noted that CIP funds had been previously appropriated by City Council to study the intersection.

Intersection Improvement Options

Director Hanak explained that because East Belleview Avenue is State Highway 88, any modification to the intersection requires CDOT approval, and because Cherry Hills Village controls the north half of the intersection, solutions must also be acceptable to that municipality. He presented the following options:

No Left Turn Signage: A sign prohibiting left turns out of Franklin onto Belleview, which could be applied at all times or restricted to peak hours (e.g., Monday–Friday, 7–9 AM and 4–7 PM), modeled after an existing installation at Quebec and Progress Drive. Director Hanak noted that CDOT and the police department have reservations about sign-only solutions due to low compliance rates.

Physical Medians to Restrict Movements: A raised or constructed median on the south side of Belleview that would physically prohibit left turns and through movements out of the neighborhood, while allowing right-in/right-out access and left turns into the neighborhood from Belleview. This was presented as a more effective but more restrictive option, as it would require residents to use alternative routes such as Brookside or Cherryville/University to travel west.

Acceleration/Run Lane: A two-stage egress option modeled after an improvement being designed at Belleview and Fairfax. Under this concept, the north leg of the Franklin approach would be converted to right-out-only, and a staging/acceleration lane would be constructed parallel to Belleview on its south side, allowing vehicles to pull out, stage safely while looking for a gap in westbound traffic, and then merge. Director Hanak clarified that only one or two vehicles could stack in the lane at a time.

Traffic Signal: Listed as one of the available options, subject to CDOT approval and agreement with Cherry Hills Village.

Signal Timing Adjustment at University and Clarkson: Coordinating signal timing to create traffic platooning and gaps in the Belleview stream. Director Hanak acknowledged this was a low-cost option worth exploring but cautioned that variable speeds along the corridor make effective platooning difficult to achieve in practice.

Neighborhood Traffic Calming Options

Director Hanak presented options to reduce speeds and discourage cut-through traffic within the Greenwood Acres neighborhood:

Landscaped Median at Franklin Entrance: A narrow island at the mouth of Franklin Street designed to visually narrow the roadway and deter cut-through drivers, similar to an installation at Clarkson.

Traffic Circles: Additional mini-roundabouts within the neighborhood, consistent with those already installed on Cherryville Road (circa 1997–1999) and on South Monaco Street. Director Hanak noted that traffic circles on Monaco have been effective in reducing volumes to less than half those on parallel Holly Street.

Sidewalks: Director Hanak noted that Cherryville Road has approximately 50 feet of right-of-way with a 25-foot roadway, providing sufficient space for sidewalks or multi-use trails on one or both sides. Franklin Street already has an asphalt trail on its west side. Councilmember Nelson noted that sidewalks were effectively being set aside for this discussion.

Speed Humps: Vertical deflection devices as installed on Long Road and in the Sundance Hills neighborhood. Director Hanak noted that speed humps are effective at reducing speeds but do not significantly reduce cut-through traffic.

4. Police Department

Interim Deputy Police Chief Scott Jones presented crash and enforcement data for the Belleview Avenue corridor from 2023 to 2026, covering the eastbound lanes under Greenwood Village's jurisdiction. Key findings included:

- E. Belleview Ave. / S. Clarkson St.: 13 total crashes (5 injury/unknown, 7 property damage only, 1 hit-and-run).
- E. Belleview Ave. / S. Franklin St.: 6 total crashes (2 injury, 4 property damage only).
- E. Belleview Ave. / E. Brookside Dr.: 3 crashes (all injury/unknown).
- E. Belleview Ave. / S. Race St.: 2 property damage only crashes.
- E. Belleview Ave. / S. University Blvd.: 87 crashes, the majority property damage only, attributed to the high-volume convergence of two state highways.

For traffic enforcement from 2024 to 2026 on the posted 35 mph zone between Clarkson and Race Streets, the Police Department issued 305 total speeding citations: 268 for 10–19 mph over the limit, 30 for 20–24 mph over, and 7 for 25 or more mph over. Officers also conducted 213 dedicated traffic monitoring sessions and engaged in coordinated enforcement operations with the Cherry Hills Village Police Department on a rough monthly basis. Deputy Chief Jones noted that Greenwood Village's jurisdiction for enforcement is limited to the eastbound (south) lanes of Belleview and any speed camera or automated enforcement program on the state highway would require CDOT approval.

Speed analysis data from February through May 2026 indicated that the 85th percentile vehicle speed during morning and evening peak hours ranged from approximately 43 to 44 mph—approximately 8 to 9 mph above the posted 35 mph limit—with speeds rising to 46–49 mph during overnight and early morning hours when traffic volumes are lower.

5. Neighborhood Resident Input

Councilmember Wiesner moderated the public comment period, calling speakers from the sign-in sheet. Speakers were limited to 2 minutes each. The following is a summary of comments received.

Mitch Wallace, 5288 South Franklin Circle, provided an overview of existing conditions, citing two fatalities, the absence of a designated pedestrian crosswalk across Belleview, limited sidewalk access, only three neighborhood exits with two connecting directly to Belleview without acceleration lanes, significant traffic volumes including school commuters, and the narrow Belleview corridor between Clarkson and University. He expressed appreciation for the city's efforts and called on all stakeholders to work together to implement safety measures.

Lori Cornetta, 5309 South Franklin Circle, stated that the impasse between Greenwood Village and Cherry Hills Village has persisted for two years without resolution and that people have changed their behavior at the intersection out of fear, avoiding left turns and pedestrian crossings. She directed her remarks to CDOT, calling on the agency to use its authority to break the impasse and advance a safety solution before another life is lost.

Peggy Stephens, a 36-year resident and former Parks, Trails, and Recreation Commission member, expressed concern about the impact of increased traffic on the Highline Canal Trail crossing at Franklin Street, noting that a user-activated warning light is largely ineffective and that cyclists rarely stop to activate it. She argued that a traffic signal at Franklin and Belleview would increase cut-through traffic and endanger trail users, pedestrians, equestrians, and neighborhood children, and asked what CIP items would specifically protect trail users.

Angie Romani, 2200 Cherryville Road opposed funding for a traffic signal, citing many of the concerns raised by the prior speaker. She also opposed constructing a large median monument similar to the one at Clarkson and Belleview, citing access difficulties for residents and service vehicles. She expressed support for a right-turn-only lane from

Franklin to Belleview and expressed interest in the median solutions presented by Director Hanak.

Jim Karantounis, 1885 Cherryville Road, agreed that speeding on Belleview is the primary problem, noting that traffic volumes have remained stable from the 2008 to the 2026 studies while speeds have increased. He cited data from the Cherry Hills Village study showing the median speed at approximately 39–40 mph and the 85th percentile at 45–46 mph. He suggested automated speed enforcement technology such as the AVEC system as a means of reducing speeds without requiring officers to be in harm's way, and stated his opposition to funding a full traffic signal.

Renee Karantounis, 1885 Cherryville Road, asserted that the Greenwood Village warrant study for the traffic signal was invalid under MUTCD and CDOT criteria, citing a failure to apply the required 50% reduction for right-turning vehicles on the minor street approach—a correction that would, in her view, eliminate the warrant. She also raised concerns about data inflation during the study period and stated that the safest solution is eliminating the traffic conflict entirely. She expressed support for funding either a physical median on the south side of Belleview eliminating the left turn, a traffic calming island on the north side, or a raised median crossover restriction, as well as formalized turn lane striping, sequential speed enforcement, and improved signage. She opposed a traffic signal on grounds that it would divert traffic from two state highways onto residential streets.

Mark Donahue, 1785 Cherryville Road, a 34-year resident, stated that in navigating the intersection more than 50,000 times, he had never felt in danger when exercising patience. He attributed accidents to poor individual decision-making rather than a structural deficiency. He noted that his preferred solutions would differ depending on whether a light is ultimately installed, and declined to commit to specific recommendations absent that determination.

Annie Wolff, 5410 South Franklin Street, expressed strong opposition to any measure that would increase cut-through traffic through the neighborhood, citing a recent incident when the University/Belleview signal was out, and Franklin Street experienced dramatically increased speeds. She cited federal highway data indicating that a left-turn lane reduces total crashes by 27–44% and expressed support for the acceleration lane concept. She suggested that if a signal must be installed, it be located at Brookside rather than Franklin, arguing this location would generate less cut-through traffic. She also asked for clarification on whether CIP funds had been appropriated for a signal or only for its study, and whether residents would be notified if funding for a signal is earmarked. Councilmember Wiesner confirmed that funds were appropriated for the study only, and that any CIP line item for a signal would go through the public CIP process with a city council vote in September.

Joanne Zboyon, 1400 Crestridge Drive, a 37-year resident, expressed frustration at not having received the Cherry Hills Village traffic study before the meeting. Staff indicated the study could be provided upon request or accessed via the Cherry Hills Village website. She recounted firsthand observations of dangerous behaviors at the Belleview/Franklin intersection, including vehicles making U-turns in the middle of Belleview and residents behind her honking impatiently, and she stated her unequivocal support for a traffic signal.

Erika Fisher, South Franklin Circle, residing on the southwest corner of Franklin and Belleview raised concern about the stop sign at what she understood to be the location proposed for a roundabout near Greenwood Pines, noting that vehicles routinely fail to stop. She expressed support for a flashing light or other measure to improve compliance. She also questioned why automated ticketing was not more aggressively employed given documented average speeds of 10 or more miles per hour above the limit and expressed concern about late-night drag racing on Belleview.

Dean Evans, 1953 Crestridge Drive, expressed general support for alternatives to a traffic signal, including an acceleration lane and sign-based options, while noting that combining

traffic circles and speed humps in the same neighborhood would be unusual. He also suggested that if a traffic circle were added near the Franklin/Bellevue entrance, a similar installation at Crestridge and Cherryville Way should be considered, citing stop-sign violations at that location.

Isabella Realmuto, 1662 Crestridge Drive, a 14-year resident and former youth member of the Parks, Trails, and Recreation Commission, stated her support for a traffic signal at the Franklin/Bellevue intersection. She described learning to drive in the neighborhood and being instructed by her parents to avoid the left turn due to unsafe conditions. She argued that a signal would benefit new drivers and help reduce speeds. She also noted that the crash data presented did not enumerate fatalities and asked that this be clarified, as the two fatalities at the intersection were, in her view, the most pressing concern. She also expressed support for the acceleration lane concept.

Sarah Lorenzen, Cherryville Road, identified the primary issue as vehicle speeds on Bellevue, noting a vehicle traveling at approximately 55 mph at mid-morning. She expressed strong support for the Colorado Automated Speed Enforcement Program, arguing that camera-based enforcement is more cost-effective than a traffic signal and can meaningfully change driver behavior. She also suggested a public awareness campaign aimed at Greenwood Village residents to promote personal responsibility.

In response to a question about speed cameras on Bellevue, Director Hanak clarified that any automated enforcement on the state highway would require CDOT approval and that Greenwood Village could implement such enforcement only in the eastbound (south) lanes; Cherry Hills Village would need to act independently in the westbound lanes.

Jim Thorp, 1852 Crestwood, a resident since 1981, characterized the left turn at Franklin and Bellevue as the most dangerous maneuver he performs in his daily life, and stated that a traffic signal appeared to him to be the obvious solution. He asked whether data on cut-through traffic within Greenwood Acres had been collected. Director Hanak acknowledged that no cut-through study had been conducted in many years and that quantifying the potential change in cut-through traffic attributable to any particular improvement option was not feasible without one.

Ryan Reinhart, 1900 Cherryville Road, emphasized that any proposed change should not alter the character of the neighborhood, negatively impact adjacent property owners, or deviate from the intent of the zoning code. He expressed encouragement at the range of options presented and strong opposition to sidewalks as a standalone or combined measure, arguing that sidewalks would have no traffic-calming effect.

Paige Schuster, 5190 South Williams, asked whether the CDOT warrant study had indicated that a signal at Franklin and Bellevue would improve signal cadence along the Bellevue corridor between University and Broadway. Director Hanak clarified that the study's finding was not that a new signal would improve timing, but rather that the spacing between Clarkson and University is sufficient that a signal at Franklin would not negatively impact corridor flow. He noted that effective platooning remains difficult to achieve given the range of vehicle speeds on Bellevue.

Eric Allred, 2100 Cherryville Road, asked about the effectiveness of "Do Not Block Intersection" markings at the University/Bellevue intersection as a potential model for an acceleration lane egress at Franklin. Councilmember Wiesner estimated compliance at 40%, noting that the markings are frequently ignored. Mr. Allred expressed concern that eliminating the left turn from Franklin would increase reliance on the University/Bellevue intersection, which is itself becoming more congested due to growth in surrounding areas, further limiting residents' ability to exit the neighborhood.

Bernie Rogoff, 1792 Crestridge Drive, a retired military pilot, stated his support for a traffic signal, drawing a parallel to the signals previously installed at Logan, Clarkson, and

Glenmore on Belleview which he argued resolved similar safety concerns at those locations without the need for extended deliberation.

6. Close

Director Hanak offered a brief closing technical note in response to comments about signal safety, clarifying that while traffic signals typically reduce the severity of crashes—including eliminating fatalities and serious-injury crashes; they generally increase the overall frequency of crashes, particularly rear-end collisions, due to vehicles accelerating to clear yellow lights.

City Manager John Jackson closed the meeting by thanking Councilmembers Nelson and Wiesner for organizing the event and commending staff members Director Hanak and Interim Deputy Chief Jones for their presentations. He acknowledged that the most consistently voiced concern throughout the evening was vehicle speeds on Belleview Avenue. He noted an upcoming meeting on Thursday with Cherry Hills Village leadership and CDOT to continue intergovernmental discussions. City Manager Jackson assured that all options presented and all public input received would be fully considered and encouraged residents to continue submitting comments by email to ensure they are part of the official record.

Councilmember Wiesner directed residents to review the presentation slides, which would be made available after the meeting, and to submit written feedback indicating their preferences among the options presented, including whether their preferred solution would change depending on whether a traffic signal is ultimately installed. He urged neighbors on differing sides of the discussion to engage respectfully with one another and to approach safety solutions holistically.