



Issues Briefing

Issues Briefing #: 26-061
Requester: Mayor Pro Tem
Date Requested: February 2, 2026

ISSUE

A motion was made by Mayor Pro Tem Noble, seconded by Mayor Douglas, to direct the City Manager to conduct a feasibility assessment to determine if the E. 104th Avenue and Reunion Parkway intersection poses a high risk and determine options, including but not limited to a red-light camera to enhance pedestrian safety crossing.

The City Manager will deliver an issues briefing outlining the feasibility assessment funding pathways and next steps as warranted back to City Council no later than April 6th.

CONTEXT

Based on crash history, enforcement activity, and an evaluation of engineering and enforcement feasibility, the intersection currently does not currently meet the thresholds necessary to warrant installation of a red-light camera. However, opportunities exist to enhance pedestrian safety through infrastructure improvements.

Crash and Enforcement Data for E. 104th Avenue and Reunion Parkway

Over the past three years:

- 10 crashes occurred (average: one every 15.5 weeks)
 - 4 rear-end
 - 2 T-bone
 - 2 head-to-head
 - 1 side-to-side (same direction)
 - 1 single-vehicle crash involving a pole

- 17 citizen complaints were received (average: one every 9 weeks)

ISSUES BRIEFING CONTINUED

- 215 traffic stops were conducted at the intersection (average: 1.3 per week)

The Police Department also conducted targeted red-light enforcement at this location and issued minimal citations, indicating a low level of red-light running behavior.

Comparison With Other City Intersections (Same Three-Year Period)

- **88th and Highway 2**
 - 14 crashes
 - 50 complaints
 - 465 traffic stops
- **81st and Tower Road**
 - 25 crashes
 - 52 complaints
 - 211 traffic stops
- **72nd and Highway 2**
 - 36 crashes
 - 74 complaints
 - 805 traffic stops

Compared to these intersections, E. 104th & Reunion Parkway experiences significantly fewer crashes and fewer documented enforcement concerns.

Assessment of Red-Light Camera Feasibility

Based on crash data, enforcement history, and warrant criteria commonly used for automated enforcement, the intersection does **not** meet the threshold for a red-light camera installation. The low incidence of red-light violations further suggests that automated enforcement would not meaningfully improve safety or change driving behavior.

Alternative Pedestrian Safety Improvements

Although a red-light camera is not warranted, infrastructure enhancements can support safer crossings and should be applied to this intersection.

ISSUES BRIEFING CONTINUED

Public Works recommends the installation of a pedestrian refuge island to shorten crossing distance and provide a protected midpoint. This work would include design, construction, and upgrades to bring existing pedestrian ramps into full ADA compliance.

OBSERVATIONS

Recommended Action

Staff recommends packaging the Reunion and 104th pedestrian crossing project with two additional improvement efforts. In 2025, the City successfully contracted the design and construction of three pedestrian crossing projects as a single bundle, and staff recommends using the same approach for 2026. For the 2026 package, staff has identified needed pedestrian crossing improvements at Monaco and 62nd, as well as at Olive and 60th.

Bundling three small projects together increases the likelihood of receiving competitive bids and helps to maintain project momentum by reducing administrative and engineering overhead. This approach also preserves in-house staff capacity for existing priorities. Notably, the staff member who would otherwise be responsible for designing these crossings is currently focused on delivering the City's ADA Transition Plan for sidewalks, a critical and time-sensitive effort.

Staff estimates the combined cost of the three projects to total approximately \$500,000. The estimate includes ADA-compliant ramp upgrades, crosswalk realignments, right-of-way acquisition, and pedestrian refuge enhancements as appropriate for each location. Public Works has adequate budget to support this three-project package in 2026.

Finally, Public Works recommends continuing this bundled-project approach in future years by addressing three pedestrian crossing locations annually. This strategy will support consistent progress on ADA compliance, pedestrian safety, and alignment with the Transportation Master Plan and Safety Action Plan. Taking into account time to prepare a bid package, procure right-of-way, and follow the City's procurement process, and issue a notice to proceed for construction, this work would

ISSUES BRIEFING CONTINUED

likely be complete in late summer or early fall. Construction of the improvements at Reunion and 104th would be prioritized over the other two intersections, but design and procurement would need to be done as a package.

Other Alternatives

Staff also evaluated two additional potential alternatives. However, neither is recommended:

1. Pausing the ADA Transition Plan for sidewalks to allow in-house design of pedestrian improvements at 104th and Reunion on an expedited schedule. While this could advance design at that single location, construction would still need to be bid out, and in-house capacity would only allow one intersection to move forward. Designing all three locations internally would be too time-intensive and would significantly delay progress on the ADA Transition Plan; and
2. Requesting a CIP project for 2027 to fund both design and construction. This option could include improvements and only 104th and Reunion, or all three previously identified intersections. However, this approach would delay improvements by at least one year.

IMPACT

Financial	
Budgetary Impact	The budgetary impact of this project will vary depending on which option City Council chooses to pursue. The recommended option of bundling three intersections together for a 2026 project is \$500,000 .
Amount Currently Budgeted	N/A
Funding Source	PW CIP fund balance
Additional Funding Needed	This project is currently unfunded, but there are CIP

ISSUES BRIEFING CONTINUED

	accounts that would support this project.
Additional Funding Source	N/A
Total Budgetary Impact	\$500K
Operational	
Department	Estimated Hours (week/month/year)
Department 1	If bid, less than five hours of staff time per week.
Department 2	Not applicable.
Total Staff Impact	Three hours per week for duration of design and construction.
Strategic Plan	
Strategic Plan #	Strategy 1.3: Improve pedestrian and bike safety on City trails and sidewalks and at road crossings and intersections through education, design, and repairs
Impact	Bundling three pedestrian crossing improvements for 2026 continues the efforts began in 2025, and advances the City's efforts to improve safety for pedestrians at critical intersections. Further, these improvements are consistent with best practices to bring existing intersections into full ADA compliance.

CONCLUSIONS

In conclusion, staff recommends proceeding with the bundled-project approach for the 2026 pedestrian crossing improvements. This strategy supports timely advancement of critical ADA and pedestrian safety upgrades, optimizes the use of available staff resources, and provides a consistent framework for addressing priority crossings in future years.

NEXT STEPS

Council

- Formal direction in a motion to proceed with Issue.

ISSUES BRIEFING CONTINUED

- Approval of resolution to award and negotiate contract after competitive bidding process.
- The work associated with the recommended action would be complete would likely be complete in late summer or early fall.