

COMMUNITY MEETING #1 RESIDENT INPUT

January 27, 2016

Comments and issues were submitted by residents in three forms: (1) by placing sticky notes on one of the three wall maps provided at the Community Meeting; (2) by filling out a comment card at the Community Meeting; or (3) via email. The information submitted by residents has not been altered other than to redact all personal information (i.e., names, addresses, phone numbers, email addresses, etc.) to preserve privacy.

Map Comments Received at Community Meeting #1, Jan. 27, 2016:

The approximate location of the sticky note placed on the maps is indicated in brackets [] at the end of each comment.

Volume/Accident Data Map Comments

0. School bus comes down Wolff to cross Mineral and has to exit at 4pm M-F at Utica [Mineral/Wolff and Mineral/Utica intersections]
1. Traffic accidents have increased greatly at intersection Mineral & Platte Canyon [Mineral/Platte Canyon intersection]
2. 5pm left turn at Wolff – 2 lanes stop, not third – pull around you. Dangerous. [Mineral/Wolff intersection]
3. Can't make a left turn. [Mineral/Wolff intersection]
4. Cannot exit Meadowbrook eastbound in the mornings. Teenage drivers need to make U-turn in rush hour traffic to get to school. [Mineral/Dusk intersection]
5. With speed people are doing, this has opportunity for a major accident. [Mineral/Polo Ridge intersection]
6. Original proposal from Apt developer said there would be a traffic light. [Mineral/Wolff intersection]
7. Eastbound can't enter Meadowbrook at evening rush hour. [Mineral/Wolff intersection]
8. Bikers need yield or stop signs. [Mineral/Wolff intersection]
9. What further development (multi-family?) is planned for south Platte (here) [Platte Canyon to south]

Detailed Aerial Map Comments

10. It's not safe to do left turn onto Mineral from Main entrance/exit of Outlook Littleton. Also some street lighting seems inadequate on this corridor. [Mineral/Utica intersection]
11. Using U-turn as means to travel east on Mineral is dangerous. [Mineral/Utica intersection]
12. Bad weather, crashes and road maintenance can make Mineral a parking lot. No way in or out of neighborhoods. Emergency vehicles!! [Mineral/Dusk intersection]
13. Change light to a full light at Polo. Doesn't calm traffic anymore. It helped. [Mineral/Polo Ridge intersection]
14. Very hard to see speeding cars coming down hill! [Mineral/Polo Ridge intersection]

15. What will be developed here (Ensor Property)? What impact on traffic backup on Mineral? [Mineral/Platte River intersection]

General Aerial Map Comments

16. Eastbound Platte River crossing are only at Mineral, Bowles and Belleview. Can State be involved in providing flyover access to C-470 eastbound?!! [Platte Canyon]
17. Consider entrance from Platte Canyon to EB C-470 to draw off some of the Jefferson County traffic. [Platte Canyon]
18. We would like to be able to make a left turn here (from westbound Mineral Drive to southbound Platte Canyon Road). [Platte Canyon/Mineral Dr intersection]
19. What about the additional traffic from upcoming townhouses near the car wash? (Jefferson County development project to the south along Platte Canyon Road.) [Platte Canyon south of Mineral Drive]
20. Speed limits are not being enforced. How many speeding tickets have been written on Mineral in the past year? [Mineral west of Wolff]
21. Rather than make U-turns traffic often shoots into Wolff. U-turns at Hinsdale Court and then leaving right. Safety is the issue. [Wolff north of Mineral]
22. Left turn during rush hour is very difficult and dangerous. [Mineral/Wolff intersection]
23. When making left into Wolff a westbound car entering the turn lane for Dunkin Donuts blocks the sight line for the car in the eastbound turn lane. [Mineral/Wolff intersection]
24. Put in the traffic light at Wolff. Can't make turns. People ignoring no U-turns. Horrible backups. [Mineral/Wolff intersection]
25. Access in/out of this area has not been modified to accommodate increased traffic/pedestrians/daycare. [The Meadows at Platte Valley]
26. Inability to turn left. [at Mineral/Wolff intersection]
27. Is the new development owner's offer to install a light still available (i.e., they are still building)? [The Meadows at Platte Valley]
28. Need to figure out how to consider severity and safety risk at intersections rather than just traffic volumes. Volume data will not measure the real problem at this intersection. [Mineral/Wolff intersection]
29. 20% of traffic accidents surveyed over Jan '13 – Dec '15 occurred at Mineral & Wolff. No solution offered. [Mineral/Wolff intersection]
30. In addition to frequency of incidents, severity of incidents needs to be considered. This is a high speed, unprotected intersection. [Mineral/Wolff intersection]
31. U-turn sign forces vehicles into our community. Please remove u-turn sign. [Mineral/Wolff intersection]
32. Turning left into the Meadowbrook community as I proceed east across Platte Canyon between 4:30 pm and 6:30 pm is very difficult. The number of accidents has increased

dramatically since construction started on the new apartments. Safety is a major concern. [Mineral/Wolff intersection]

33. Speed way too high from Platte Canyon to first side street. [Mineral between Platte Canyon and Wolff]
34. Apartment construction has added to number of cars traveling on Mineral. Many trying to make a left, turn right onto Mineral and do U-turns by Overlook and Polo Reserve. [The Meadows at Platte Valley]
35. People get lost and end up circling the cul-de-sac because they don't realize it's a dead end. [Hinsdale west of Geddes]
36. Overlook concerns – safety for children can't crossover going left (west) at rush hour or heavily trafficked times. [Mineral/Utica intersection]
37. Traffic violates speed limits. [Mineral between Utica and Overlook/Dusk]
38. Lack of pedestrian crossings between South Platte and Polo Reserve. [Mineral between Utica and Overlook/Dusk]
39. Can't turn left (east) in the morning. In the evening can't turn (west). Not safe walking when people U-turn from shopping center hitting curb and onto sidewalk. [Mineral and Dusk intersection]
40. Cannot turn left onto WB Mineral in the morning. Cannot turn either direction in the afternoon. [Mineral and Dusk intersection]
41. Left turn during rush hour is difficult and dangerous. [Mineral and Dusk intersection]
42. Inability to turn left. [Mineral and Dusk intersection]
43. Risk of drivers turning out and hitting bicycle/pedestrian traffic using path. [Mineral and Dusk intersection]
44. We would like to be able to make a left turn here. [Mineral and Overlook intersection]
45. Improve visibility of pedestrians for traffic coming out of Overlook. [Mineral and Overlook intersection]
46. We live in Overlook. During rush hours – AM and PM – making a left turn onto Mineral is lengthy, and dangerous. [Mineral and Overlook intersection]
47. Correlate timing of lights between Polo Reserve and Platte Canyon. [Mineral and Overlook intersection]
48. 3 lanes raceway, 4 if you count turn lanes. Sunlight in eyes eastbound morning, westbound at night, hard for drivers to see people exiting side roads. [Mineral between Overlook/Dusk and Polo Ridge]
49. [REDACTED] Issues: 1. Traffic volumes during rush hours (8 AM and 5 PM); 2. Traffic accidents from Dusk to Wolff during rush hours; 3. Need more traffic law enforcement during rush hours; 4. Need the NO U-TURN sign limitation of 6 AM to 9 AM removed; 5. The inadequate setback of the apartments causing icing of Mineral all winter; 6. Need Platte Canyon expanded/improved to allow access to Bowles during rush hours; 7. Could use traffic light/Polo traffic speed sign at Mineral and Dusk. [Mineral]

50. I am concerned for my daughter and granddaughter when they leave exiting our south gate due to traffic and excessive speed. [Mineral/Polo Ridge intersection]
51. Difficulty turn east from Polo Ridge during peak hours – lights aren't working. Can't turn. [Mineral/Polo Ridge intersection]
52. Polo Ridge left turn onto Mineral very risky. [Mineral/Polo Ridge intersection]
53. Difficulty: turn east (left) from Mineral gate of Polo Reserve: morning 7:00 to 8:30; evening 4:30 to 6:00. [Mineral/Polo Ridge intersection]
54. The Polo Reserve light used to be programmed to work during rush hours. No longer does – always green, unless pedestrian pushes crosswalk button. We've noticed the difference. [Mineral/Polo Ridge intersection]
55. I see no reason for this light except that it allows me to make a U-turn (my go-to left turn) from Mineral and Overlook Way. [Mineral/Polo Ridge intersection]
56. Bikers do not stop at stop sign and have run into my car or cause close calls on accidents. [Mineral/Polo Ridge intersection]
57. Issues are more severe at certain times of day – but some are at all times: 1. Speed – some vehicles are doing 60+ mph by the time they get to Polo Ridge eastbound; 2. In the morning they are facing sun; 3. It is dangerous to turn right and virtually impossible to turn left. [Mineral/Polo Ridge intersection]
58. We cannot exit our area either east or west in the morning or evening due to traffic and cars speeding both directions. It is not safe to enter Mineral without risking an accident. [Mineral/Polo Ridge intersection]
59. There is a crossing light at Polo Ridge. It used to cycle in the evening. Someone decided to stop this light cycling. That could be done both morning and evening [REDACTED]. [Mineral/Polo Ridge intersection]
60. \$2000 worth of damage done to wife's car as she hit snow bank trying to join road in right hand turn with cars speeding down road. [Mineral/Polo Ridge intersection]
61. Left hand turn from Polo Ridge to Mineral impossible, dangerous. [Mineral/Polo Ridge intersection]
62. Safety concerns from high "65 mph" speeding vehicles from eastbound vehicles [REDACTED] [Mineral/Polo Ridge intersection]

Comment Forms Received at Community Meeting #1, Jan. 27, 2016:

1. [REDACTED] – Exiting from Polo Reserve onto Mineral is dangerous for every resident and their kids. People drive well over the speed limit going both east and west making getting out of the neighborhood a substantial problem.
2. [REDACTED] – 1. Meadowbrook has no alternate means of exit as compared to other neighborhoods. 2. Left hand turns are against 3 lanes of traffic – not 2 lanes on rest of Mineral. If you count turn lane it is 4 lanes – then add traffic from Dunkin Donuts it is a challenge. 3. Need to find a safe way to turn into and out of Meadowbrook. 4. Of 14 left turns (going east on Mineral) Platte Canyon to Broadway, the turns at Meadowbrook are only ones without lights – 7 turns have lights, 4 past Santa Fe are lefts into businesses and remaining 3 at Meadowbrook and Polo Sanctuary.
3. [REDACTED] – Bikers do not stop at the stop sign at Polo & Mineral. Twice bikers ran into my car as I was waiting to exit Polo – very dangerous. The lanes go from 2 to 3 as you drive west.
4. [REDACTED] – Turning east (left) on Mineral at gate of Polo Reserve neighborhood (Polo Ridge Dr.) difficult times: 7:00 – 8:30 am M-F; 4:30 – 6:30 pm M-F.
5. If our elected officials had actually thought traffic through before allowing all these apartments (and now more development on Platte Canyon south of Mineral) – none of which generates sufficient income to the City and County – we wouldn't have these messes! Bowles is seriously so over built it cannot be widened. How the City Council got re-elected is beyond understanding. There have been way more traffic accidents at Platte Canyon and Mineral in the last year than in the last 3.
6. I am an Overlook resident. To head west during morning or evening rush hour on Mineral I head north on Platteview, west on Jamison, south through Mountain Gate and merge northbound onto Platte Canyon. Then I turn left/west on Mineral/Ken Caryl at the light. The Mountain Gate streets are narrow, busy, and have kids and pedestrian traffic. Seems like I'm adding a safety issue to Mountain Gate residents and myself.
7. [REDACTED] – Left turn from Polo Ridge onto Mineral very risky/dangerous.
8. Need to make traffic light at Polo Ridge a real light (rather than just pedestrian) at certain times of day.
9. [REDACTED] – You stated safety was the #1 concern. We have a crossing light at Polo Ridge Drive. During rush hour both AM and PM that light could be part of the light control system for Mineral. It should function like a normal traffic light during those times.
10. (1) 4:30 PM today, tried leaving subdivision from Dusk, one vehicle in front of me; took 5 lights to get onto Mineral east. (2) Wait at Dusk and Wolff to exit, only to have vehicle turning into Meadowbrook only making a U-turn. Yeah now we get to wait 5 more lights. (3) I've been one of the "11 accidents," which has led to traumatic life style. (4) What the h--- with all the snow, so we can't get out! (5) I brought up opening Mineral Drive to both south and north admittance 7 years ago. NOW it's maybe good enough? (6) We were told/sold the light at Wolff/Mineral was definite, if the strip mall went in. NOW it's not good enough? (7) Selling and leaving neighborhood looks better every day.

Email Comments Received to Date:

1. [REDACTED] Received Jan. 18, 2016 – Below are a few we would like addressed at the meeting:
 - people continue to make U turns at Mineral and Wolf between 6-9 am. There was a discussion of no U turns at all at this intersection (we prefer that).
 - the joints on the road need to be re-sealed, currently this creates a lot of noise as cars drive on it (Highlands Ranch and Lone Tree recently modified the roads and it's much quieter)
 - the restaurants (Subway, Dunkin Donuts, King Liquor leave their lights on all night - can they turn off lights at 11 pm or earlier?
 - create a merge lane to head east from Wolf on to Mineral
2. [REDACTED] Received Jan. 21, 2016 – I recently came across a letter from you to Meadowbrook residents. It didn't show a date but was in the last few years. That letter indicated that 27,000 vehicles use Mineral and the average speed was 47 mph while the speed limit is 45. Approximately 36% of people exceeded the speed limit going eastbound and 26% going westbound. The 85th percentile was 55 mph, west bound, and 53 mph east bound. I am sure the traffic has increased since then.

That letter referenced the cycling of the crossing signal at Polo Ridge and the electronic speed signs which have been very helpful. You also mentioned the development at Mineral and Platte Canyon, indicating the developer would need to make traffic improvements. Although it was mentioned that a stop light at Wolfe and Mineral would be part of this development, it never happened.

I sent by a separate email the response from Mark Relph to my recommendations made in June last year. He had several technical reasons for not implementing any significant changes. While Ralph does not appear to be concerned with the intersection of Mineral and Platte Canyon, there were at least two significant accidents in that intersection in the last month. My wife has an addition suggestion for that intersection. She suggests left turns on green arrow only which might reduce the number of cars running the red light, which is frequent. I will never understand why people are opposed to red light cameras.

I have not followed the further development at Mineral and Santa Fe but this will increase the traffic issue. Littleton obviously has traffic issues for all east-west streets as only Mineral and Bowles are the only streets that allow continuous traffic from Broadway west. It would be interesting to learn more about what is happening up there.

One other thing I wanted to mention to you is in regard to the little stop signs at the sidewalks at Wolfe and Dusk. They are still missing. Even though you are a biker, I still think the bikers took them. While bikers may not stop, it at least provides some help and protection to autos entering Mineral. At Wolff, you have to worry about bikers and cars coming from both directions, people making u-turns and cars coming at you from Dunkin Donuts. You need four eyes. My last suggestion was for yield signs at the intersections for bikers and walkers.

I look forward to the meeting and appreciate the help you provide.

3. [REDACTED] Received Jan. 25, 2016 – I live at 4560 W. Mineral Ave, and my commute starts by heading westbound on C470. To do this, I have to make a dangerous left turn onto Mineral leaving my complex, where there are frequent accidents. Then, I have to make another immediate left off of Mineral at S Platte Canyon. The much safer and easier option would be for me to make one left directly leaving my complex at W Mineral Dr. (one block south of Mineral on S Platte Canyon, here), avoiding Mineral Ave altogether. Unfortunately, there is a no-left-turn sign and a curb here. Can we please have those removed? Patrons of the Dunkin' Donuts, daycare (under construction), and the other shops there have the same dilemma. Thank you for your consideration.
4. [REDACTED] Received Jan. 28, 2016 – I recall that Craig Faessler may have had the position now occupied by Aaron. It seems to me that Craig's position was sub-contracted to an outside firm who hired Craig. I know Craig as we attend the same church. I haven't seen him for some time.

During last night's meeting, I realized that I have been submitting my solutions for the traffic problem on Mineral and not identifying my primary concerns. So, here goes"

- the primary issue is safely entering Mineral from Meadowbrook, particularly at Wolff. It is impossible to exit Wolff and turn east on Mineral. Three lanes of traffic from both directions is a challenge. It is not safe to take a right from Wolff onto Mineral heading west. You have to wait, of course, until there is an opening in outside lane (right lane heading west) and then a car might change lanes at the last minute to go north on Platte Canyon. Watching three lanes from both the east and west and from the south (the commercial area and condos) while watching for bike riders is difficult to say the least. All of this is made more difficult by the now frequent u-turns and slowing of traffic when the light at Platte Canyon turns red. Entering Mineral from Dusk is slightly better.
- a secondary issue are the accidents at Mineral and Platte Canyon. I didn't realize that you had to work with CDOT to resolve this intersection.
- finally, the increasing amount of traffic on Mineral is a problem for which there is no solution. Further development at Santa Fe and Mineral will add to this. My biggest concern here is that we will eventually have continuous three lanes from Santa Fe to Platte Canyon at the current speed limits.

I apologize for not "sticking" around and writing these concerns on "sticky" notes but I felt I could express myself better by email. Personally, I think the concerns are well known to everybody. What is missing are solutions. I still think some of my suggestions are pretty good.

Last but not least, thanks for addressing [REDACTED] early on so that the meeting could be civil.

5. [REDACTED] Received Feb. 1, 2016 – [REDACTED] I am one of the original homeowners in the Sanctuary at Polo Reserve. I moved into my home at [REDACTED] in August of 1996 almost 20 years ago and long before the traffic became the problem it has become today.

First I would like to say that you handled the meeting very well the other night and did not let things get out of hand. Your idea of submitting our concerns in writing was a very good one, because there were several angry people there that wanted to give you an

ear full, and I felt that was not fair to you because you knew we had a problem and it was best solved when you could receive our concerns and get an overall picture from everyone who will submit it, rather than dealing with the most outspoken people at the meeting.

Your idea of putting the maps of the walls and people putting sticky notes on them was ok, but that left you with a lot of sticky notes with small writing on them to try and figure out the problems. You did have sheets there to write on and I did write on one and submitted it to the pile. It only touched on some of my concerns. Those and others I will relate to you here.

Mineral has become a crowded race track at rush hour both in the morning and evening. One of the first things I would do is move your flashing sign registering the cars' speeds going east a block farther down Mineral toward Santa Fe. Why? Well, if you have a red light at Platte Canyon and Mineral and then proceed toward Santa Fe, the odds are, you are not yet even going 45 mph by the time you get to the sign. Farther down Mineral the speeds increase and that is where that light should be blinking showing the speed. If you don't think this is correct, just do the drive. The only way the flashing sign does any good now is when the cars have come into the intersection on a green light and are already going 45 mph or more.

We having a crossing light at Mineral and Polo Ridge Drive. This light is **VERY NECESSARY**, because it is the only way pedestrians who live on the south side of Mineral (the apartments, the Overlook, and Sanctuary) can cross Mineral to get to the sidewalk that leads to the light rail and Aspen Grove. The other two options are, trying to cross without a light, or by going West up the hill to Platte Canyon and crossing over there. That would not make any sense.

Presently, during rush hour those of us that have to exit into traffic on Mineral at Polo Ridge Drive from both the Sanctuary the Farms on the north side, actually take our lives in our hands. We just have to dart out when ever there is a small opening and hope one of the cars that are speeding down Mineral will not crash into us. The traffic is so bad in the morning that many times the school bus drivers will have a student go out and push the crossing light to stop traffic so they can enter onto Mineral. They are not supposed to do that, but if they go out the back way from the Polo Reserve Farms and try to get onto Platte Canyon to turn left to get to Mineral, they get the traffic jam both ways on Platte Canyon. They just wait and hope someone will let the school bus in.

That also does not make any sense.

A reasonable fix, and one that seems to be to be the easiest and I would think would be the least expensive, is to make the crossing light at Polo Ridge Drive into a regular traffic light during the rush hours in the morning from 6:30 AM to 9:00 AM and in the evening from 4:30 PM until 7:00 PM. The light is already there. It does not need to be changed. That light used to cycle in the evening rush hour and then someone, no one seems to know why, but someone decided to stop that. We at least could get out of our neighborhood in the evening. It has always been a big problem in the morning.

If you put this light in the regular cycle with the other lights, then those of us that have lived with this traffic congestion for years would then be able to get on Mineral from Polo

Ridge Drive from both sides of Mineral. Also the people that live on the north side of Mineral in Meadowbrook would be able to cross onto Mineral to turn east toward Santa Fe. They would not have to worry about getting crashed into by a car speeding up the hill on Mineral.

It was mentioned that traffic flow is a concern with people coming east on Mineral from Jefferson County. Those people are the ones causing the congestion, so they will just have to deal with a slower drive on Mineral. They are the cause and they should be the solution, not those of us that live here and have to deal with them everyday. They would now have to go the speed limit which they are supposed to do anyway, but seldom do. (As an aside, if you want to increase the revenue stream for the City of Littleton, there are thousands of dollars in traffic fines that could be issued for speeders on Mineral every day. They love to speed down that hill.)

There is nothing to lose by making the crossing light at Polo Ridge Drive a regular traffic light timed in with other traffic lights and doing a study to see how traffic is affected. You did this on Santa Fe by putting a light at the Brewery for people to turn. Why not try this here.

I am looking forward to your next meeting when you have come up with suggestions from the input from those of us that are affected the most. We are the people that live here everyday and have to deal with this. We are not those people that speed by here everyday and have little regard for the problems they are causing and feel Mineral Ave is just a speedway from Platte Canyon to Santa Fe. The way things are going now, safety should be your main concern, not the traffic flow. There is going to be a very serious accident and some one is going to get killed on Mineral one of these days. Does that have to happen for anything to be done? I certainly hope not.