

COMMUNITY MEETING #2 SUMMARY

May 25, 2016

In Attendance:

City Representatives:

Aaron Heumann, Transportation Engineering Manager

Tim Weaver, Traffic Analyst

Debbie Brinkman, City Council Member

25 Residents (signed in)

Discussion:

Aaron Heumann welcomed everyone and explained the purpose of this second Community Meeting to continue discussions regarding the Mineral Avenue corridor between Platte Canyon Road and Polo Ridge Drive. Aaron introduced the city representatives and Debbie Brinkman, the City Council Member representative for the area.

Aaron indicated the intention of the meeting was to summarize the data collected along the Mineral Avenue corridor, present the assessment of the data, and discuss potential solutions. After delivering a PowerPoint presentation (see *Community Meeting #2 Presentation*), Aaron indicated the city would open the meeting to questions and comments. In addition, comment cards were available for written feedback, and city staff remained after the meeting for those more comfortable with one-on-one discussions.

There were several resident questions and comments voiced during the presentation and in the open forum after the presentation, which have been summarized below. In addition, written comments were collected and are included in the summary.

Comment Summary:

1. Proposed Additional/Alternative Solutions

- Widen the center median along Mineral Avenue to allow left turning cars to first cross and wait in the center before entering into Mineral Avenue traffic.
- Shorten the center medians 10 feet to facilitate an easier left turn out on to Mineral Avenue.
- If a traffic signal will not work along Mineral Avenue at Wolff Street or Polo Ridge Drive, then add a signal at the more centrally located Overlook Way/Dusk Court intersection.
- As an alternative to adding a second southbound left turn lane on Platte Canyon Road to Mineral Avenue, adjust the signal timing to provide more green time for the left turn movement.
- Change the "NO U TURN" sign currently limited to between 6 and 9 am at Wolff Street to being restricted all day and enforced by police. U-turns at Wolff Street adds unnecessary complexity to an already busy intersection. Direct U-turns to the very next eastbound intersection at Utica Drive

- Reduce the speed limit to 40 mph along this segment of Mineral Avenue to be consistent with Ken Caryl and Mineral east of Santa Fe.
- Make the westbound right turn lane out of Polo Reserve permanent.
- Force vehicles turning right from northbound Platte Canyon Road to eastbound Mineral Avenue to stay in the outside lane as far as possible with a solid line to help people turning left out from southbound Wolff Street.
- Add “DO NOT BLOCK INTERSECTION” signs along Mineral Avenue at Wolff Street to help accommodate left in and left out movements as cars back up from the Platte Canyon Road intersection.

2. Support of Proposed Solutions

- Mineral Avenue Restriping Outside Lanes as Right Turn Lanes
 - “Really like the “striping” solutions - right hand dedicated turns.”
 - “Implement the restriping immediately.”
 - “I like the idea of making the right lanes into turn lanes.”
 - “Changes with the right lanes going west would also be helpful.”
 - “The reallocation of the W. Mineral Ave. curb lane to a right-turn-only lane with narrower restriping and right-turn-only signage...seems to make a lot of safety sense.”
 - “As I drive the Mineral Avenue Corridor, I try to imagine disallowing the three-lane mentality after the curb lane became right-turn-only. Hmm. It might just work -- very, very well. I support restriping and re-signing the West Mineral Avenue Corridor.”
 - “The idea to sign and stripe the 3rd lane as exclusive right-in / right-out is definitely worth a try. I don’t believe there would be much need/value to do so on the east bound side based on traffic, but it would certainly help to do so on the west bound side. Reducing to just 2 west bound “fast lanes” would certainly help both the left in and left out movements at Wolff. Many of the accidents at that intersection have been in that 3rd lane as people turn left into Meadowbrook with the first 2 lanes yielding.”
- Southbound Platte Canyon Road Dual Left Turn Lanes
 - “Good idea: double left from Platte Canyon onto Mineral.”
 - “Implement 2 lane left off Platte onto Mineral.”
 - “Left on Platte Canyon is a good idea.”
 - “If the Southbound Platte Canyon left-turn lane to Eastbound Mineral was made a two-lane left-turn-arrow, then in addition to clearing the left-turn lane on Platte Canyon more quickly, that might channel the residents of the communities on the southside of Mineral into the rightmost lane of Mineral, and the thru traffic & residents of the northside of Mineral into the center lane of Mineral. That makes a lot of sense, and might avoid the need to skate across multiple lanes if I'm travelling from Southbound Platte Canyon to Eastbound Mineral and trying to turn South into S. Wolff St., S. Utica Dr., or S. Overlook Way in order to arrive home in the Overlook. I support the proposal to add the dual left-turn-only lane on Platte Canyon Rd.”

- Mineral Drive Full Movement Access to Platte Canyon Road
 - “Yes on left turn from Mineral Dr onto southbound Platte Canyon!”
 - “Take out Platte Canyon no left turn out of Outlook.”
 - “I also like your ideas regarding the exit to Platte Canyon from the apartments, giving them a left and right turn.”
 - “I also concur with the idea to create 2 left turn lanes from Platte Canyon.”
- Trail Crossing of Wolff Street, Dusk Court and Polo Ridge Drive
 - “Agree with doing short term solutions on Dusk and Wolff.”
 - “Really like the cycle/ped re-crossing, making them go into Meadowbrook giving cars a safer wait area.”
 - “Moving the crosswalks would be of great benefit in avoiding an accident with a bicycle.”
- No New Traffic Signals
 - “Agree that traffic lights on Mineral not workable.”

3. Support of Additional Solutions

- Mineral Avenue Center Median Widening
 - “I like the idea of an expanded center lane to make left turn.”
 - “I like the idea of a center “wait” area. Drive half way, wait for an opportunity to turn left. Make it big enough.”
 - “Increase median to make it feel safe to be in the middle.”
 - “Bumping over the thru lanes closer to the curb through restriping, and adding a bit more width to the median via restriping to allow a safer half-left-turn-with-a-pause-at-the-median, seems to make a lot of safety sense.”
- Speed Limit Reduction
 - “Maybe by narrowing the road the 85 percentile may then be 40 mph.”
 - “I also support changing the posted speed limit downward to 40 MPH, thereby matching the adjacent feeder streets of Mineral Ave. east of Santa Fe Dr., and Ken Caryl Ave. west of Platte Canyon Rd. Then, the Mineral Avenue Corridor becomes a consistently regulated drive at 40 MPH.”
 - “Yes on 40 mph on Mineral Ave.”

4. Concerns with Proposed Solutions

- No New Traffic Signals
 - “Convert the Mineral Avenue/Polo Ridge Drive pedestrian signal into a full signal.”
 - “Need the light @ Polo @ rush hour.”
 - “I was disappointed to hear that we will not be getting a stop light at Wolff and the pedestrian light won't be cycling anymore.”
- Trail Crossing of Wolff Street, Dusk Court and Polo Ridge Drive
 - “Not a fan of moving the pedestrian and cyclists out of sight of Mineral drivers – this puts cyclists & pedestrians at additional risk by drivers turning right into community.”

- Platte Canyon Road Southbound Double Left
 - A southbound double left from Platte Canyon Drive onto eastbound Mineral Avenue could create fewer gaps to turn left onto eastbound Mineral Avenue from Wolff Street, Dusk Court and Polo Ridge Drive.
 - “I worry that a double-left turn off SB Platte Canyon would clog traffic even worse on eastbound Mineral.”
- Meadowbrook Direct Access to Platte Canyon Road
 - “We cannot justify a hole in the wall in Meadowbrook for direct access to Platte Canyon Road for only 100 cars.”
 - “Do not add an additional exit out of Meadowbrook. It is not worth the cost and runs the risk of additional traffic through the community.”
 - “Not a solution – cut out/gate from Meadowbrook to Platte.”
 - “I don't like the idea of an exit from Meadowbrook to Platte Canyon as it would not solve the problem of making left hand turns. This would facilitate another right hand turn which we can do already.”

5. Project Phasing

- Provide information on the timing of the short term compared to long term projects.
- What is the timing for the potential short term solutions?
- I also wish that there would be a couple of phases to this solution, if more car traffic will be added if the property on south of Santa Fe/Mineral intersection is developed, down the line.

6. General Concerns

- Adjacent Area Impacts
 - The Ensor property development will bring more cars and more access points along Mineral Avenue.
 - Currently the heaviest volumes on the studied corridor occur two times per day during five days of the week. If RTD builds a new parking garage for the Mineral Station, and when the 100+ acres on the southwest corner of Mineral Avenue and Santa Fe Drive develops and one-quarter of the access will occur along Mineral Avenue, the traffic will potentially be much heavier all day, 7 days per week.
 - The presentation did not address the backups eastbound along Mineral Avenue from Santa Fe Drive to Cooley Lake in the morning and westbound to Writer's Vista Park in the afternoon. Once you access Mineral Avenue there are excessive waits.
- Continuing Concerns
 - Turning out of Meadowbrook is much more difficult than out of Overlook and should be treated as such.
 - It is frightening to turn out at Polo Ridge Drive in front of speeding cars.

- The 45 mph speed limit is scary. There needs to be a break in traffic somehow. If trees need to come out of the center median, then they need to come out.
- The Wolff Street and Mineral Avenue intersection is a complete disaster at certain times of the day. Cars are speeding up to use the right westbound lane, bicycles are crossing in both directions, and residents of Meadowbrook are avoiding the intersection at Wolff Street by going to Dusk Court.
- The traffic data presented was disappointing as much more activity was expected at Wolff Street than what was reported.
- Present Resident Solutions
 - The residents are already finding their own solutions, such as turning right and making a U-turn at the next street instead of trying to turn left or going half way across Mineral Avenue and angling their car in the center median.
 - Corridor residents already have “solutions*” to turning left. So your statistics on time to turn left are compromised and questioned. (*Solutions are not legal or safe.)