

COMMUNITY MEETING #3 RESIDENT INPUT

July 28, 2016

Comments and issues were submitted by residents in three forms: (1) verbally during the Community Meeting; (2) by filling out a comment card at the Community Meeting; or (3) via email subsequent to the meeting. 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.

Verbal Comments at Community Meeting #3, July 28, 2016:

The comments that were raised at the meeting, to the best of our recollection, have been identified below.

1. Comment: Why do we want to make the bikes go in an “S” and not straight?
Meeting Response: Aaron explained that bikes are travelling fast downhill and not always paying attention to vehicles at the crossings.
Comment: Another citizen commented that bikes make no effort to stop or even slow down.
2. Comment: Can we move phase three up if the neighborhood was willing to help with the funding?
Meeting Response: We will have to check with Mark and see if that is possible.
Comment: It is bringing property value down now so would be willing to participate.
3. Comment: How long would it take to complete phase one?
Meeting Response: About two weeks for the crosswalks and signs on the trail. The striping would have to be bid out, but a couple of months.
4. Comment: Can we install No U-Turns now?
Meeting Response: Yes, the U-turn and “DO NOT BLOCK INTERSECTION” signs could be installed, but the city would need to have the signs made first.
5. Comment: After we install the right lane acceleration/deceleration lanes how do we break the habit of drivers that currently use the outside lanes to speed past everyone?
Meeting Response: Good point, we will ask police to enforce the new condition and we will put up message board signs in advance to let people know of the change. For the speed limit signs we will put “NEW” on the top of the signs for a few months.
6. Comment: Of the items we are proposing to do, is there an “A” list of improvements that should be done first?
Meeting Response: We really did present the improvements in order by cost/ease of completing. There are some safety items that we would like to complete early, if possible.
7. Comment: For the August council meeting are you, Aaron, going to present this study? We have heard that council does not listen unless lots of people are there to represent the issue?

Meeting Response: Yes, I will present the findings, and we can send out via email the date of the meeting for those residents who want to attend.

8. Comment: In Littleton it seems we have an issue with not enough routes for east/west traffic and that in the big picture \$500,000 does not seem that much to spend. We hope council realizes that.

Meeting Response: Agreed, Mineral Avenue is an important east/west corridor. We will have to see if Council recognizes the significance weighed against other needs of the city and demands on funding.

9. Comment: If you are putting in deceleration lanes and traffic will go slower, then why do you need to do the raised crossings for the bicycles/pedestrians? It would be cheaper to notify the bikes of the proper way to cross at intersections with signs/flyers, etc. It is already difficult to go east/west on a bike now.

Meeting Response: Aaron said he is a bike rider also and the issue is that both vehicles and bicycles/pedestrians need to compromise. Slowing bicycles down to a reasonable speed and riding through an "S" curve, while no longer having to negotiate ramps, is the compromise being asked of bicycles/pedestrians. Meanwhile, vehicles will be required to stop prior to the raised crosswalk and again for traffic on Mineral Avenue as their compromise.

Comment: Another resident added that a typical bike rider does not think about the vehicle coming out of the neighborhood and the car is coming out trying to gauge traffic to turn across Mineral Avenue. This solution seems to penalize both, but is necessary to make the operations work better.

10. Comment: Putting in the acceleration/deceleration lanes will reduce the through lanes. Won't that affect capacity?

Meeting Response: The reduction in through lanes should not have a significant impact on capacity because the road is only four lanes both east and west of this section. In essence the outside lanes are functioning as long right turn lanes now.

11. Comment: If you put up signs that say no left when crosswalk light is on at Polo Ridge Drive, how are people supposed to turn left out in the morning to go to school?

Meeting Response: We are creating a center area that is wider so vehicles can go half way, wait as needed, and then proceed the remainder of the way.

Comment: I am not sure it will be wide enough there at Polo.

Meeting Response: The median will be wider than today, but we will look at the width more closely during the design stage of the work.

12. Comment: Center area is still intimidating even at 25'. I will never do this.

Meeting Response: I can see that this movement could be more difficult for some drivers than others. However, you do not have to complete this maneuver; this is just an option for those who are comfortable with the staged left turn. You will still be able to

simply pick a gap where you can drive all the way across Mineral Avenue at once, except now there will be two fewer lanes (the right turn lanes) to worry about.

13. Comment: I have always told my kids not to cross an intersection unless you can do it all at once.

Meeting Response: That is fair, and drivers who are not comfortable with the staged turn do not have to do it.

14. Comment: At Wolff Street, where there will be a No U-Turn sign and sign to tell you to go to the next intersection to the east, will there be some kind of way to indicate when you are in the middle that you are in the “safe zone”?

Meeting Response: There will be lane striping and delineators to help provide a guide for positioning your vehicle in the center area.

Comment: Who has the right-of-way once you pull into the center area in the middle of Mineral Avenue?

Meeting Response: Aaron explained several scenarios, but in general Mineral Avenue traffic has the right-of-way.

Comment: Another resident indicated the center area is not a “perfect situation” and we should look at how to mark a “safe zone”.

15. Comment: Can you put in flashing lights to cross Mineral Avenue at Wolff Street and Dusk Court?

Meeting Response: Aaron explained that the flashers are referred to as rectangular rapid flashing beacons (RRFB's), and we would ask people in this corridor to go to the traffic signal at Platte Canyon Road to the west or the pedestrian signal at Polo Ridge Drive to the east in order to cross Mineral Avenue.

Comment: We need an RRFB on Federal Boulevard.

Meeting Response: Aaron indicated that the city is in the process of installing a pedestrian crossing at Berry Avenue along Federal Boulevard.

Comment: We really need three there.

16. Comment: The right turn only at Wolff Street with the backup in traffic in the evening will help for both turning in and turning out.

Meeting Response: Agreed.

17. Comment: When will the PowerPoint presentation be available on the website?

Meeting Response: In a week or so.

Comment Forms Received at Community Meeting #3, July 28, 2016:

1. **[REDACTED]** – Good Job. Phase one is critical and important to do now. No U-turn, stripe and sign. Phase three not critical. Very expensive.

2. **[REDACTED]** – Great Job!!! Phase one is awesome and needs to be implemented immediately! Additionally would like this coordinated with the Mineral Station study. It is confusing because more traffic will affect Mineral back to Platte Canyon. Process is great.
3. **[REDACTED]** – Good presentation. Consider safe zone concept. Delineation of right lane, something to force driver to see the change.
4. **No name** – How are you notifying bicycle/pedestrian users and Mineral commuters? This seems like \$½ million for a few rich home owners at expense of many more non-car drivers or commuters.
5. **[REDACTED]** – This is great, but another area of town that needs flashing sign button crosswalk ASAP is on Federal and Prentice. A life was lost there nearly 2 years ago and there is no crosswalk on Federal between Belleview and Bowles. This is unsafe with all the apartments and schools in the area.

Email Comments Received to Date:

1. **[REDACTED]** Received July 29, 2016

“We began this process with daily emails to city council and staff due to daily accidents, speed violations, congestion and hazardous traffic patterns over a year ago. We had low expectations since Council had changed the adjacent property zoning to allow high density apartments with low parking rations. But Aaron has been hired. We have had inquiry meetings and now recommendation meetings. Council is involved. We are pleased with the recommendations in light of the existing conditions. We are pleased with the process to date. The plans are phased and reasonable. We are quite interested in implementing Phase One approved. Thanks.

2. **[REDACTED]** Received August 8, 2016

“I really appreciated your recommendations. Turning the right lane going west into a "right turn only" lane is very good. Today, too many cars use that as a "speed" lane since they don't have to stop at the stop light. There have been accidents where cars going west are backed up by the stop light. They stop short of the intersection to let a car who wants to turn left at Wolff, for example. The car then gets hit by someone in the third lane. This happened to the company mowing my lawn.

Slowing the speed to 40 and eliminating u-turns at Wolff will help a lot. Double lefts from Platte Canyon should help move cars from the intersection.

Letting cars exit north and south (south of the intersection) will be helpful and eliminate some of the left turns to the west at Wolff, if cars from the commercial center can get to the Platte Canyon exit.

I also like the "set back" at Wolff and Dusk so that pedestrians and bike riders use the "set back" to cross the street but doubt that the city will spend the money to make this change. This change would protect bike riders and cars at the same time.

Finally, thanks for not promoting an exit to Platte Canyon from Meadowbrook. This would not address any of the issues on Mineral. Might make it worse as cars would be cutting through the neighborhood to avoid the stop light.

Great job! Let's hope that City Council will allow some of this to happen. It is imperative that changes be made on Mineral and Bowles since they are the only through streets west of Santa Fe."