

COMMUNITY MEETING #3 SUMMARY

July 28, 2016

In Attendance:

City Representatives:

Mark Relph, Acting City Manager/Public Works Director

Aaron Heumann, Transportation Engineering Manager

Tim Weaver, Traffic Analyst

Debbie Brinkman, City Council Member

16 Residents (signed in)

Discussion:

Aaron Heumann welcomed everyone and introduced the city representatives. He explained the purpose of this third, and likely final, Community Meeting was to summarize the study to date, present the recommended implementation plan for improvements to the Mineral Avenue corridor between Platte Canyon Road and Polo Ridge Drive, and to collect any feedback and answer questions from the residents. Aaron then went through the PowerPoint presentation (see *Community Meeting #3 Presentation*), quickly recapping the process and data collection conducted as part of the study and explaining all the solutions that were discussed earlier. The solutions that the city is recommending, which are focused on creating a safer corridor for all users, were then presented along with a phasing plan and estimated implementation costs.

There were several resident questions and comments voiced during the presentation and in the open forum after the presentation (see *Community Meeting #3 Resident Input* for the complete list of comments), which have been summarized below.

Comment Summary:

1. Raised Pedestrian Crossing Concerns

- Potential need for additional right-of-way.
- Bicycles being required to ride through an “S” rather than straight.
- Need for raised crossings for bicycles and pedestrians with the installation of deceleration lanes along Mineral Avenue and traffic going slower.
- A cheaper solution would be to notify the bicycles of the proper way to cross at intersections with signs/flyers, etc.
- It is already difficult to travel east/west on a bicycle now.
- A typical bicycle 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 bicycles/pedestrians and vehicles, but this is necessary to make the operations work better.

2. Operational Concerns

- Installation of acceleration/deceleration lanes will reduce the number of through lanes and impact capacity.

- The addition of blank out signs that restrict turn movements when the pedestrian signal is activated at Polo Ridge Drive will make turning left out in the morning more difficult.
- The proposed center staging area is still intimidating even at 25' wide.
- Kids are told not to drive across an intersection unless they can go the whole way, not half way at a time.
- Need a way to indicate when you are in the middle area as a "safe zone".
- The center area is not a "perfect situation" and we should look at how to mark a "safe zone".
- The right turn only at Wolff with the backup in traffic in the evening will help for both turning in and turning out.

3. Other Solutions Proposed

- Consideration for flashing lights for pedestrians to cross Mineral Avenue at Wolff Street and Dusk Court.

4. Phasing Concerns

- Phase three should be moved up if the neighborhood is willing to help with the funding.
- Phase one should be completed as soon as possible.

5. Implementation

- The No U-turns signs should be installed right away.
- A plan needs to be considered as to how to break the habit of drivers using the outside lanes once they have been converted to right lane acceleration/deceleration lanes.
- An "A" list should be developed as the priority improvements.
- 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. Hopefully, Council will also recognize this important issue.

6. Next Steps

- Aaron should present the study findings to Council.
- Concern that Council does not listen unless lots of people are present to represent the issue.
- The PowerPoint presentation should be made available on the website.

Aaron indicated the city will send emails and Nextdoor notifications once a presentation date to City Council is established.

Mark Relph closed the meeting by thanking the residents for participating in this first time process for evaluating a corridor and sticking with the city in the joint effort since January. He also indicated this is the process the city would like to follow to address neighborhood issues in the future, so any feedback on the process would be greatly appreciated.