

COMMUNITY MEETING #2 RESIDENT INPUT

May 25, 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 #2, May 25, 2016:

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

1. There is a lot of waiting required at the Mineral Avenue/Polo Ridge Drive intersection. The pedestrian signal should be converted to a full signal.
Meeting Response: As discussed in the presentation, an intersection has to satisfy certain requirements in order to justify a traffic signal, none of which are the case for this intersection. If the city installs a signal without satisfying a warrant, then the liability associated with the potential additional accidents that are likely to occur could fall on the city.
2. More information on the timing of the short term compared to long term projects would be helpful. Could a phased approach be used to implement various components?
Meeting Response: Absolutely a phased implementation would be appropriate. The city will be looking at trying to implement the solutions that are supported, make the most sense from a safety and cost perspective, and for which there is budget to construct this year. Then solutions that require obtaining other jurisdiction approvals or budgeting to obtain the appropriate funds, could potentially be constructed next year, if appropriate.
3. Could the center median along Mineral Avenue be widened to allow cars to cross one direction of travel and pause in the center of the roadway before turning left into the other direction of travel?
Meeting Response: The cost to widen the physical raised median would be very prohibitive; however, there are other ways to create a larger area for cars in the middle of Mineral Avenue. The lane striping could be modified to narrow the lanes and create a striped median or shoulder along the center raised median.
4. If an additional traffic signal along Mineral Avenue at Wolff Street and Polo Ridge Drive would have too many issues, what about a traffic signal located at the Overlook Way/Dusk Court intersection, which is more centrally located along the corridor?
Meeting Response: While the spacing is much better at the Overlook Way/Dusk Court location, this intersection also does not satisfy any of the requirements to justify a traffic signal.
5. Wouldn't a southbound double left from Platte Canyon Drive onto eastbound Mineral Avenue create fewer gaps to turn left onto eastbound Mineral Avenue from Wolff Street, Dusk Court and Polo Ridge Drive?
Meeting Response: There is the potential that when traffic from two left turn lanes is released from southbound Platte Canyon Road onto eastbound Mineral Avenue, the result is more difficulty making a left turn from the side street locations. However,

moving traffic more efficiently through the Mineral Avenue/Platte Canyon Road intersection should create more gaps at other times.

6. As an alternative to adding a second southbound left turn lane on Platte Canyon Road to Mineral Avenue, could the signal timing just be adjusted to provide more green time for the left turn movement?
Meeting Response: Adding more green time to the southbound left turn movement requires taking green time away from traffic along Mineral Avenue, which would likely result in longer queues and more delay for the majority of the traffic travelling through the intersection.
7. 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.
Meeting Response: That is great that residents are finding other means to access the corridor provided the alternatives are safe and legal. That is why the city installed the "OK TO U TURN" signs a couple of years ago, to provide other options and encourage vehicles to find safe alternatives during overly congested periods.
8. How can we justify a hole in the wall in Meadowbrook for only 100 cars?
Meeting Response: The potential solutions presented were intended to address the concerns expressed at the first community meeting. One of the requests was to look at a potential alternative access for the Meadowbrook neighborhood directly to Platte Canyon Road.
9. Won't development of the Ensor property just bring more cars and more access points along Mineral Avenue?
Meeting Response: As part of the development process for the Ensor property a traffic study will be required that estimates the amount of additional traffic that will utilize Mineral Avenue west of the development. Access to the Ensor property has already been identified, with a new traffic signal along Santa Fe Drive between Mineral Avenue and County Line Road, along with two additional right-in/right-out only access locations. The only access planned for along Mineral Avenue is the extension of Platte River Parkway to the south and potentially a right-in/right-out between Platte River Parkway and Santa Fe Drive.
10. Is 45 mph the appropriate speed for Mineral Avenue as both east and west of this section of the roadway are signed at 40 mph?
Meeting Response: Mineral Avenue is appropriately signed today provided the type of roadway, access and intersection spacing. However, the speed limit could potentially be reduced in conjunction with other modifications to the roadway, such as narrowing travel lanes and reducing the number of through lanes to match the segments to the east and west.
11. Maybe by narrowing the road the 85 percentile may then be 40 mph.
Meeting Response: Absolutely, narrowing the travel lanes is certainly one potential way of lowering speed.

12. What is the timing for the potential short term solutions?

Meeting Response: Some of the solutions that require minimal construction and minimal costs, could potentially be implemented this year (2016). However, any solutions that require more construction will need to be budgeted for future years, which will require weighing the needs for this area with other projects proposed around the city.

13. How does the signal warrant that is based on accidents work?

Meeting Response: There is a signal warrant that factors in the number of accidents as well as the severity of the accidents. However, none of the unsignalized intersections within the study area along Mineral Avenue satisfy the requirements of the accident warrant.

14. Turning out of Meadowbrook is much more difficult than out of Overlook and should be treated as such.

Meeting Response: As a resident of Overlook I have experienced the challenges of access along Mineral Avenue for many years. I have at times intentionally driven into the Meadowbrook neighborhood to experience the challenges reported by the residents. I admit there is a different feel to turning left from the north side of Mineral Avenue, especially when the trail is busy with bicyclists and pedestrians.

15. Before the city completes the short term striping solution, could you send out an email or flyer to let residents know about the change?

Meeting Response: The city will definitely continue to post updates on the project website, which would be the best location to identify changes before they occur.

16. Can the "NO U TURN" sign currently limited to between 6 and 9 am at Wolff Street be changed to all day and enforced by police?

Meeting Response: The city will consider the potential impacts both associated with restricting and allowing the U-turn movement at this location, and attempt to come up with the safest operation possible.

17. Can the westbound right turn lane out of Polo Reserve be made permanent?

Meeting Response: The intention is to maintain the southbound Polo Ridge Drive to westbound Mineral Avenue right turn movement as this is an add lane along Mineral Avenue starting at Polo Ridge Drive.

18. Can the center medians be shortened 10 feet to facilitate an easier left turn out on to Mineral Avenue?

Meeting Response: The city will need to investigate the ability to pull back the nose of the center median islands. Some cost prohibitive obstructions to consider include potential utility impacts.

19. It is frightening to turn out at Polo Ridge Drive in front of speeding cars.

Meeting Response: The city respects the concerns and safety of all the residents, which is why this corridor study was initiated. Hopefully the solutions identified as part of the study will be able to be implemented and improve the operations along Mineral Avenue to help residents feel more comfortable with the driving conditions.

20. Can vehicles turning right from northbound Platte Canyon Road to eastbound Mineral Avenue be forced to stay in the outside lane as far as possible with a solid line as this would help people turning left out from southbound Wolff Street?

Meeting Response: Adequate access needs to be provided to the development along the south side of Mineral Avenue east of Platte Canyon Road. However, the city will take into consideration the accessibility for southbound Wolff Street vehicles as part of any redesign of Mineral Avenue.

Comment Forms Received at Community Meeting #2, May 25, 2016:

1. [REDACTED] – Be proactive, currently the heaviest volumes on the studied corridor are 2 times per day, 5 days a week. When RTD builds a new parking garage for the Mineral Station, and when the 100+ acres on the SW corner of Mineral and Santa Fe develops (and CDOT says only 3 new intersections onto Santa Fe) and ¼ of the access will have to be from Mineral, the traffic will be much heavier all day, 7 days a week. City Council should not approve 1 million square feet of retail and several hundred homes on that 100 acre site. When the developer applies for a change of zoning, just say no. Use the land to expand the SSPR open space.
2. [REDACTED] – Lower the speed limit to 40 mph to be consistent with Ken Caryl and Mineral east of Santa Fe.
3. [REDACTED] – Presentation did not address the backups from Santa Fe to Cooley Lake in the morning! Santa Fe to Writer's Park in the afternoon. Once you get on Mineral, there are excessive waits.
4. [REDACTED] – Nice presentation. Screen was a bit small. Thank you for the study.
5. [REDACTED] – Yes on left turn from Mineral Dr onto southbound Platte Canyon! Yes on 40 mph on Mineral Ave.
6. [REDACTED] – Really like the “striping” solutions - right hand dedicated turns. 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. 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. Widen the median so that you can be better protected on a left hand turn by only dealing with half the traffic at a time and stopping half way. Reduce the speed limit to 40 mph to be consistent with Ken Caryl and over time reduce the impact/consequence of potential left had turn accidents. Add stripe or a small cement barrier to keep northbound Platte traffic turning right from quickly moving into the most northerly lane going eastbound before Wolff. This eliminates additional left turn options out of Wolff. Thanks for the study. There are solutions that can work that don't involve traffic lights.

7. [REDACTED] – 1. 45 mph is scary. At least 1 x/week, I am shaking by the time I get out onto Mineral. 2. There needs to be a break in traffic somehow. 3. If trees need to come out on median, then they need to come out.
8. [REDACTED] – All good ideas: 1. Increase median to make it feel safe to be in the middle. 2. Take off times on Wolff U-turn. 3. Take out Platte Canyon no left turn out of Outlook. 4. Double left from Platte Canyon onto Mineral. 5. Decrease speed limit to 40 or 35 like Bowles or Ken Caryl. Not a solution – cut out/gate from Meadowbrook to Platte.
9. [REDACTED] – Woolf & Mineral is a complete disaster at certain times of the day. Cars are speeding up till right westbound lane, bicycles are crossing in both directions, residents of Meadowbrook are avoiding the intersection at Woolf by going to Dusk.
10. [REDACTED] – Please make the mid-point for a one half left-turn on to Mineral be a longer/wider “safe zone” to wait to finish your left-turn.
11. [REDACTED] – Agree with doing short term solutions on Dusk and Wolff. Agree that traffic lights on Mineral not workable. Need the light @ Polo @ rush hour. No U turn on Wolf would be better.
12. [REDACTED] – Implement the restriping immediately.
13. [REDACTED] – Implement 2 lane left off Platte onto Mineral.
14. [REDACTED] – Really like the cycle/ped re-crossing, making them go into Meadowbrook giving cars a safer wait area.
15. [REDACTED] – Widen the middle for those waiting to merge to go left so we can wait safely.
16. [REDACTED] – The city has done a good job of analyzing the corridor issues, the apparent direction the city is moving to seems reasonable.
17. [REDACTED] – 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.)
18. [REDACTED] – Thanks for your information/presentation. Nice Job. I like the idea of an expanded center lane to make left turn. 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. And allow more time on the left turn from Mineral to Platte Canyon.

19. [REDACTED] – I like the idea of a center “wait” area. Drive half way, wait for an opportunity to turn left. Make it big enough. Left on Platte Canyon is a good idea.
20. [REDACTED] – Thank you for taking this issue seriously. I worry that a double-left turn off SB Platte Canyon would clog traffic even worse on eastbound Mineral. I like the idea of making the right lanes into turn lanes.
21. [REDACTED] – “Do not block intersection” signs at entrances!

Email Comments Received to Date:

1. [REDACTED] Received May 31, 2016

Aaron, a belated thank you for the recent update on Mineral Avenue.

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. I was also disappointed in the traffic data you presented as I expected there was much more activity at Wolff than reported.

I was pleased that there are some things that can be done at a reasonable cost. Moving the crosswalks would be of great benefit in avoiding an accident with a bicycle. Changes with the right lanes going west would also be helpful. I would like to see the sign limiting u-turns at Wolff limit u-turns at all times. People can go east 100 yards and make their u-turn. I also like your ideas regarding the exit to Platte Canyon from the apartments, giving them a left and right turn.

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.

Thanks for your help.

2. [REDACTED] Received June 1, 2016

Hello Aaron and Traffic Planning Staff,

Since the meeting at Carson Center the other evening, I have been more acutely attentive to the driving conditions along Mineral Ave.

I have been considering the suggestions and trying to visualize and guess at the effectiveness of the ideas presented.

The reallocation of the W. Mineral Ave. curb lane to a right-turn-only lane with narrower restriping and right-turn-only signage, and 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. 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.

Thank you for this economical and potentially very effective proposal.
I support restriping and re-signing the West Mineral Avenue Corridor.

Second, 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.

Alas, I don't know if traffic will respond... But, 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. It might just work -- at least with newer incoming residents, not yet accustomed to the Mineral Avenue speedway!

Thank you for all your effort!

3. [REDACTED] Received June 4, 2016

Aaron,

I live in Meadowbrook and attended your 5/25 meeting reviewing the data analysis and potential solutions. I had to leave right at 7p – just as the Q&A began, but I did want to give you my comments.

First and foremost, I thought the presentation was well done. The sequence of the presentation and the information/data and potential solutions were well conceived – thank you. As you know, the topic can quickly become personal and emotional and you did a pretty good job to try to keep it objective. You should know that you did come across a touch condescending a couple of times related to the data and what people should expect living on such an arterial, but I'd encourage you to remain empathic to the perceptions. Mineral is certainly a busy street and it's not easy to navigate – especially

for less experienced and timid drivers. Remember it's not just those of us who chose to buy/live along Mineral that have to navigate it and its side streets.

That said, I sincerely appreciate that you brainstormed various solutions to improve safety in spite of your belief that the data doesn't support a worsening condition. I was surprised and pleased by the number of potential solutions you presented.

Unfortunately, I suspect many of those will be prohibitive because of costs &/or politics (both from the City &/or neighborhood perspectives). But, I believe there are some simple and inexpensive options that would make a big difference:

1. 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. My home backs to Mineral and is 3 houses from the S. Wolff intersection. 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.

2. As a supporting effort to west bound 3rd lane becoming right-in / right-out, I would also respectfully request that the west bound side of the Wolff / Mineral intersection be signed and striped "do not block intersection" to help accommodate left in & left out as cars get backed up from Platte Canyon.

3. Please, please, please make the Wolff/Mineral intersection a "No U-turn" for all times of day. Right now it is limited only in the early morning. U-turns at Wolff adds unnecessary complexity to an already busy intersection. The very next east bound intersection from Wolff - S. Utica Dr. has a long left turn lane "to nowhere" as there is no curb cut into Meadowbrook. This would be an ideal spot to encourage U-turns with a "U-Turn Allowed" sign. I don't know if such a thing exists or would be effective, but adding a "proceed to next intersection for U-turn" at Wolff/Mineral might also help as I see people making U-turns at Wolff even during the times it's prohibited.

4. I also concur with the idea to create 2 left turn lanes from Platte Canyon.

I hope these inexpensive items can be implemented sooner than later. Thanks again for your efforts and considerations.