



# Public Comment Report

## Santa Fe and Mineral Intersection Project

A summary of comments received from the  
online survey and first public open house.

*City of Littleton*  
November 2018



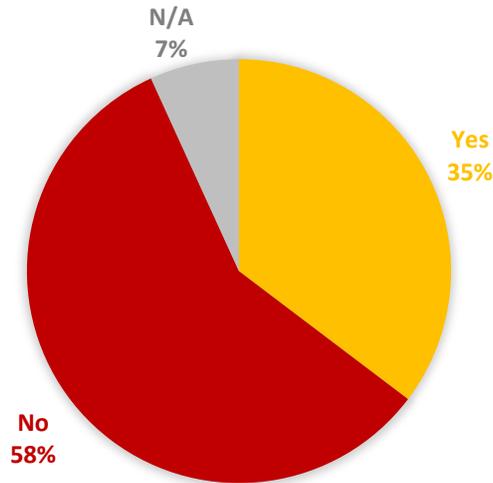


## Contents

Open Littleton Survey Results.....	2
Public Open House Comments (September 13, 2018).....	7



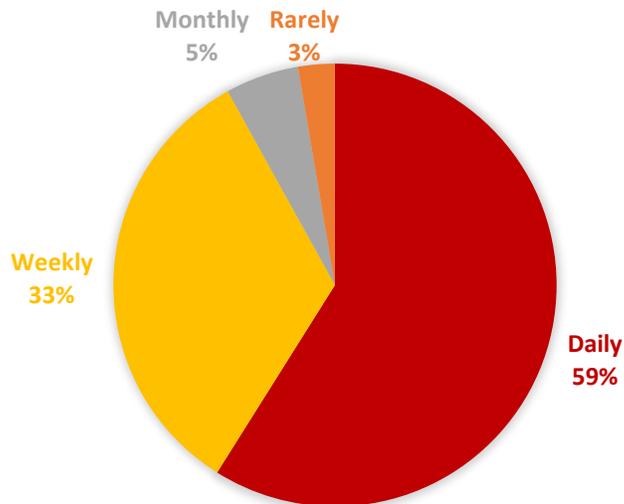
### Q1: Do you consider this a safe intersection?



#### Comment Snapshot

- No. I've seen multiple rear end crashes here due to everyone speeding up and then hitting their brakes again when the light turns red.
- No. I have personally witnessed an accident on the east side of mineral because of the buildup of traffic.
- For automobiles, Yes. For bicyclists or pedestrians, absolutely not.
- Yes. I haven't seen any unsafe situations as I travel through it.

### Q2: How often do you travel through this intersection?



### Comment Snapshot

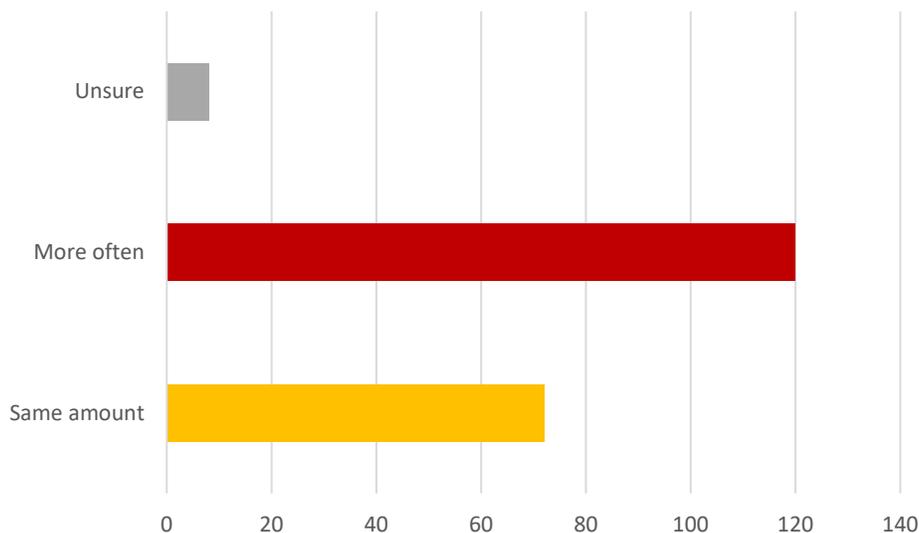
- I travel through this intersection at least 5 times a week for work and 1-2 times during the weekend for social activity.
- Not often. I avoid it when possible. If I do, it's for shopping or to go south towards Castle Rock. I used to travel there daily but changed daycares to not have to do that anymore. It was a nightmare.
- I could use this intersection at least 2x per day to commute to work downtown. I avoid it, though, during rush hour. I only use it after about 7 pm or on weekends.
- Daily for access to light rail, frequently for access to Santa Fe, C-470, and Aspen Grove.

### Q3: How often do you avoid this intersection? What alternate routes do you use?

#### Comment Snapshot

- Whenever I can and since I am east of Santa Fe and south of Mineral, I take Jackass Hill to Prince Street or Mineral to Broadway to head north. I take Mineral to South Park Lane to County Line or Mineral to Broadway to head south.
- I avoid Mineral going West in the afternoon at all costs. I use Broadway or Platte Canyon to get to Belleview.
- I never avoid this intersection as it is the direct route from my place of employment into my residence in South Park. The alternative is to travel southbound Santa Fe, which is still part of the problem intersection. Almost daily. Prince St to Jackass Hill - Broadway or University to County Line.

### Q4: How much more often would you use this intersection if traffic operations were improved?



### Comment Snapshot

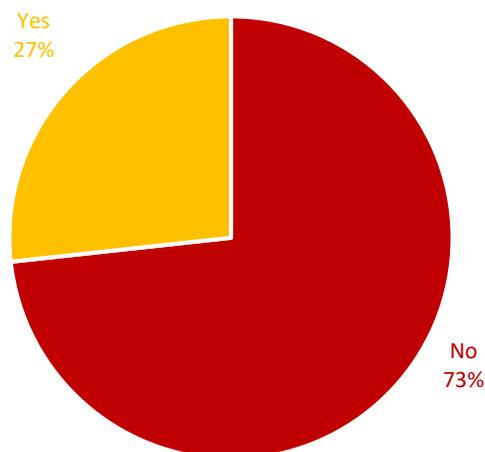
- Probably the same, but hopefully less frustration.
- Much, much more. And we would spend money more locally too. You're missing my tax dollars due to this intersection, and the terrible light timing.
- I have to use this intersection so any improvement would be better than what we see every day.
- We'd bike down to the Mary Carter Greenway trail much more often. I'd also be more likely to use it during rush hour.

### Q5: In your opinion, what are the biggest challenges for the traffic at the intersection (left turns, through traffic, signal timing, too much traffic etc.)?

#### Comment Snapshot

- The left turn signal traveling on Mineral east to west could be longer. Few cars are able to move through the intersection using a left turn because the light is short and frequent travelers usually wait to make sure all cars are stopped before entering the intersection. Lots of red light runners!
- Too much traffic, right turns from Mineral to Santa Fe and the fact Santa Fe is not through traffic at the intersection. It needs to be set up like Santa Fe and Belleview with Santa Fe elevated and not stopping at Mineral.
- ALL OF THE ABOVE!!!! This is the perfect storm.
- Much is traffic flow, semi-trucks, construction vehicles, people using it as an alternate then C470 to get to Dry Creek.

### Q6: Do you bike or walk through this intersection?



### Comment Snapshot

- I'm alive, so therefore it proves I don't bike or walk near this intersection.
- Sometimes I walk when taking the light rail. Having a drop off on the east side of Santa Fe for the light rail would help.
- I use the light rail pedestrian bridge if I am walking or on my bike.
- I would never do either its too dangerous. I've used the light rail bridge. This intersection is not made for either bikes or pedestrians.

### **Q7: How often do you avoid this intersection when biking or walking? What alternate routes do you use?**

#### Comment Snapshot

- All the time. If riding a bike we go up the ramp for the trains and across the bridge to get to the other side.
- Always. Use Carter greenway or Highline Canal instead.
- We almost always avoid it by going up and across the RTD light-rail platform.
- We always use the overpass. We would otherwise bike on the highline canal to the underpass to get to the routes along the Platte River.

### **Q8: Please provide additional comments.**

#### Comment Snapshot

- I am amazed how congested this is, never saw it coming. Let's fix it.
- For those of us who live east of Santa Fe between the downtown and Mineral, the only routes to get to Santa Fe are via Mineral or via West Church Avenue near ACC or via streets which access Santa Fe north of Church in the downtown area. If there was any way to extend Ridge Road to Santa Fe, that would give people that additional route which would inevitably cut down on some usage of the Mineral/Santa Fe intersection.
- Why not do an overpass with exits underneath, you can turn right, wait at the light to turn left, or do a U-turn to go back the other way. Traffic on the upper pass going straight, never even have to stop. They do this in the southeast area of Texas, Harlingen is the experience I have with this type of road. It would solve a lot of problems. Very similar to Belleview and Santa Fe. Make Santa Fe more of an actual Highway.
- I think a classic Diamond Interchange is the proper investment. I think any smaller improvements will have their gains wiped out by future development and drawing in new commuter traffic.

## Public Open House Comments (September 13, 2018)

The City of Littleton hosted the first public open house for the Santa Fe and Mineral Intersection study on September 13, 2018 from 5:30 to 7 p.m. at the Carson Nature Center. The event gave the public an opportunity to talk with the project team and provide their feedback on the project, presenting why this intersection study is necessary, existing conditions, future traffic congestion and possible long- and short-term solutions.

A total of 34 people signed in, however there were more than 60 attendees. Here's what we heard:

- About existing conditions:
  - Traffic is unpredictable at the intersection
  - Signal timing fixes can help, but will not solve the problem
  - Regional traffic from Douglas County, Highlands Ranch, and other nearby cities is the real issue
  - The intersection can be dangerous
  - WB bicycle lane is rarely used by bikes and impedes traffic flow
  - Mineral backups are just as bad as Santa Fe
  - East/West and North/South traffic flow are both important
- About the proposed solutions:
  - The at-grade solutions are a “band-aid” and the real need is to grade-separate this intersection
  - Some of the at-grade solutions show promise, particularly the Quadrant Roadway
  - Coordination with RTD or the Evergreen (SW quadrant developer) would be difficult for the Quadrant Roadway
  - The CFI and Median U-turn seem very confusing, and several people worried about how people new to the intersection would be able to find their way through it.
  - The grade-separated options create noise and visual impacts
  - The SPUI option works very well at Belleview
  - At-grade solutions don't appear to help east-west traffic on Mineral
  - Remove the WB bike lane and widen Mineral
  - Prefer the grade-separated options in an ideal world (where cost is not a consideration)
  - Signal timing on the rest of the corridor
  - The City should consider contacting Waze and/or Google to reduce re-routing traffic to parallel facilities as cut-through.