



## **Memorandum**

TO: Transportation & Safety Committee

FROM: Alex Ariniello, Public Works & Utilities Director

DATE: February 4, 2019

RE: Committee Staffing  
Discussion of 2019 TSC Goals

Due to the TSC's desire to hold additional meetings in 2019 and to address issues in a more comprehensive fashion staff has retained the services of the Fox Tuttle Hernandez Transportation Group, a local transportation planning firm. Mr. Carlos Hernandez will present his experience in working with citizen transportation groups and his approach to addressing speed management issues with the TSC. He will facilitate a discussion of the TSC's 2019 Goals. To give the new TSC members an idea of the types of issues discussed by the TSC in the past, staff developed the attached spreadsheet.

### **Attachments**

- Power Point Presentation
- TSC Topics

# Fox Tuttle Hernandez Transportation Group

Transportation planning and engineering for people. Data driven. Safety first.



- 20 years in Boulder County
- Specialize in community engagement
- Recommended by town councils, staff and community members

# Carlos Hernandez, AICP and CTP

- Certified Transportation Planner
- Co-owner of FTH
- Louisville resident
- 40 neighborhood traffic plans since 1998 and counting!



# Carlos Hernandez, AICP and CTP



# Superior Traffic Calming Program Overview

## Adopted in December 2006

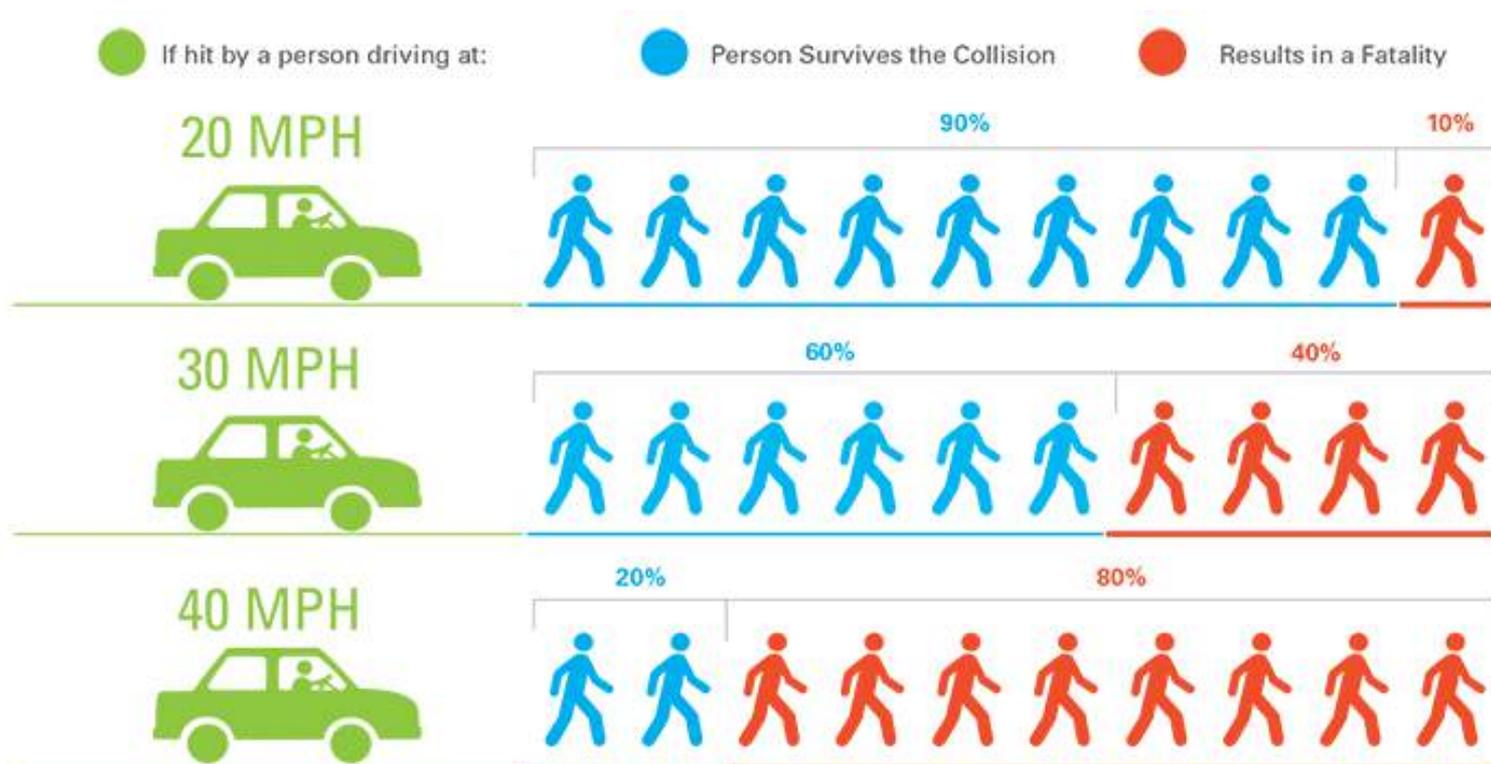
- Define the process and criteria for designing & implementing traffic-calming measures.
- Direct traffic-calming expenditures to projects identified as priorities.
- Foster a collaborative relationship between residents & staff in implementing traffic-calming measures.
- Encourage residents' involvement in maintaining the safety & livability of their neighborhoods.



# Superior Traffic Calming Program Overview

## Criteria

- Only collector and local streets eligible
- 5 MPH over posted speed (85<sup>th</sup> percentile speed study)
- Traffic volumes +500 per day



# Superior Traffic Calming Program Overview

## Types of projects:

*Proactive Program (P-NTCP) : projects identified by town*

*Reactive Program (R-NTCP) : 5 signatures of residents from 5 different households on street*

## Program steps:

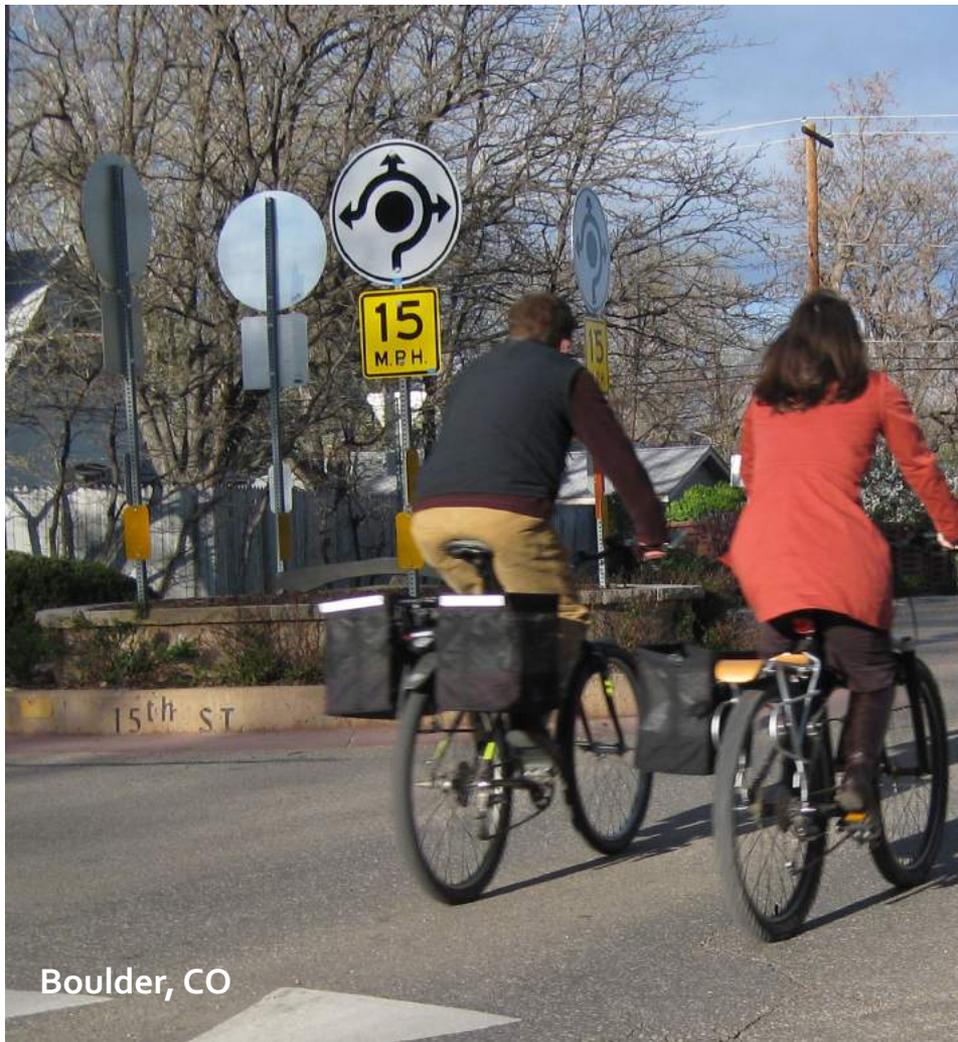
- Staff will conduct studies to determine a project's eligibility
- Staff will define a project's boundary area
- A neighborhood design charette is conducted
- Staff refines & finalizes the project proposal
- Neighborhood open house conducted
- A mail-in vote: 50% of affected households should respond and 65% approval required
- If approved, the project proceeds to construction.
- If rejected, the project can be reconsidered in 2 years.



**16 projects  
considered  
since 2012**

# Two parts to consider

**Part A:** Key lessons from peer Neighborhood Traffic Calming (NTC)



Boulder, CO

**Part B:** Process considerations to prepare a holistic Superior NTC plan



Gunnison, CO

# Part A: NTC Key Lessons

- Community-wide holistic approach to road safety
- Outlines responsibilities of the residents, staff, and board
- Clearly identifies problem, evaluation, tools, and installation
- Outlines a petition, review process and removal criteria
- Timeline from request to installation is set by NTC process
- **Respect for the process even when not convinced of the outcome**



# Part A: NTC Key Lessons

- NTC criteria set every 5 years
- NTC program has a timeline
- NTC funded every year
- Neighbors working together
- Removes difficult board decisions
- Two neighborhood meetings
- Phone, in person and mail surveys
- Neighbors support data collection
- No inequitable voting
- Before, after and monitoring

## PHASE 1 - ALL APPLICATIONS



## PHASE 2 - SIMPLE PROJECTS



OR

## PHASE 2 - COMPLEX PROJECTS



2018 NSMP Simple Project Scores and Ranking

Project Score Rank	Street Name	First Cross Street Name	Second Cross Street Name	85th Percentile	Speed Limit	Speed Points	Average Daily Traffic (ADT)	ADT Points	Speed Related Crashes	Crash Points	Sidewalk Points	Bike Route Points	Activity Generator Points	TOTAL POINTS
<b>Simple Projects</b>														
1	55th St.	Ontario Ave.	Sioux Ave.	34	25	27	1578	1	0	0	0	2	5	35
2	S. 41st St.	Table Mesa Dr.	Hanover Ave.	31	25	18	508	1	0	0	1	0	5	25
3	S. 46th St.	Table Mesa Dr.	Hanover Ave.	29	25	12	1276	1	0	0	1	2	5	21
4	Grinnell Ave.	Toedtli Ave.	Drew Cir.	29	25	12	2219	2	0	0	1	0	5	20
5	37th St.	Baseline Rd.	Aurora Ave.	29	25	12	289	1	0	0	1	0	5	19
6	Upland Ave.	19th St.	22nd St.	28	25	9	439	1	0	0	1	2	5	18

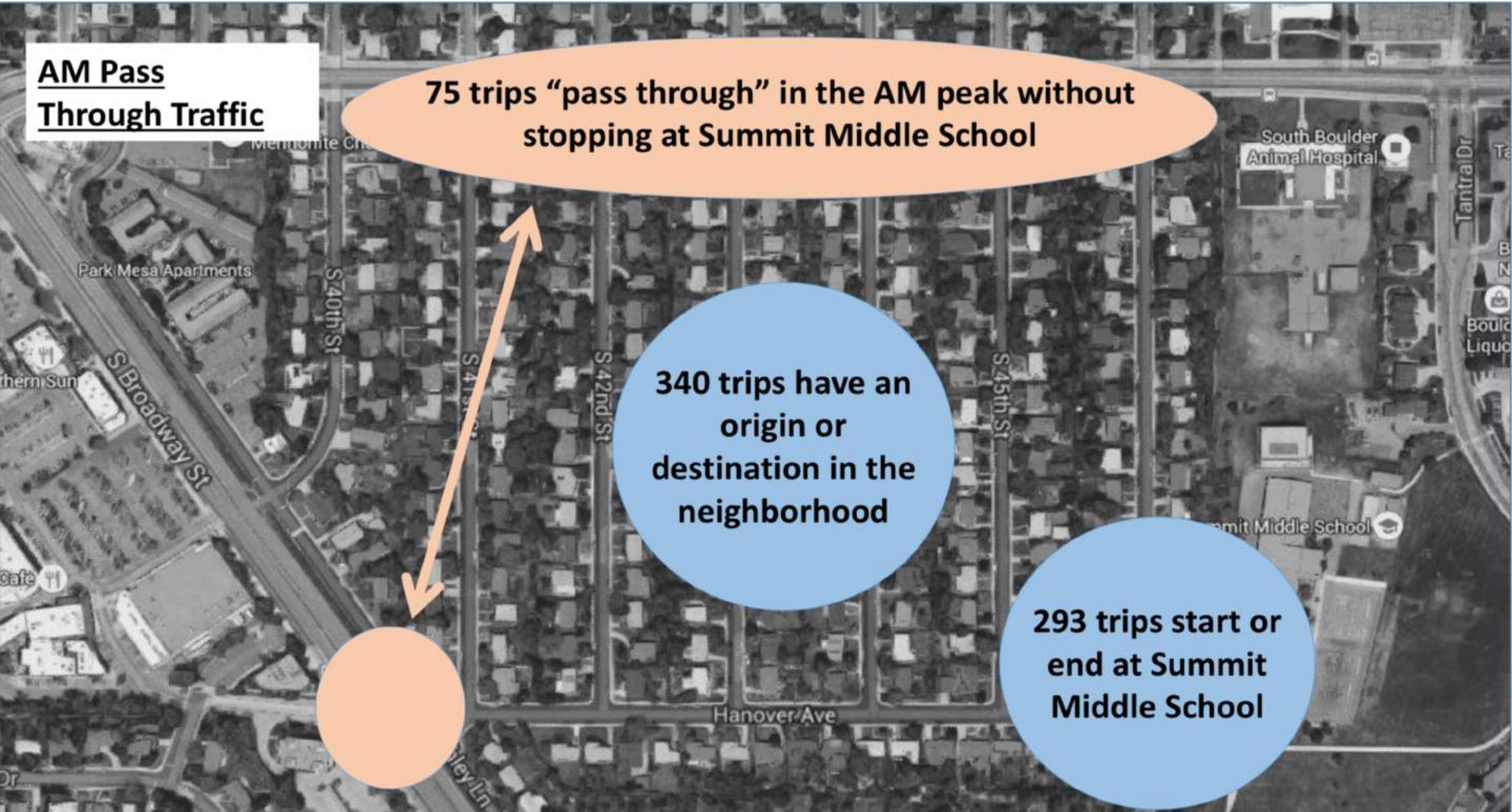
# Part A: NTC Lessons

- NTC defines the role of data collecting and “triggers”
- Traffic, speed, crash and user experience
- Data collection should not cost more than the treatment
- Buy “big data” for results on local vs. thru traffic
- One week of traffic counts with hourly data mapping
- Survey helps quantify the perception vs data experience



Boulder, CO

# Part A: NTC Lessons



# Part A: NTC Lessons

## AM Pass Through Traffic

**40<sup>th</sup>-45<sup>th</sup> Streets: 167 cars**  
19% pass through  
81% neighborhood

**46th Street: 203 cars**  
18% pass through  
18% neighborhood  
64% school

**Hanover Avenue: 375 cars**  
20% pass through  
36% neighborhood  
44% school

\*includes trips "in and out"

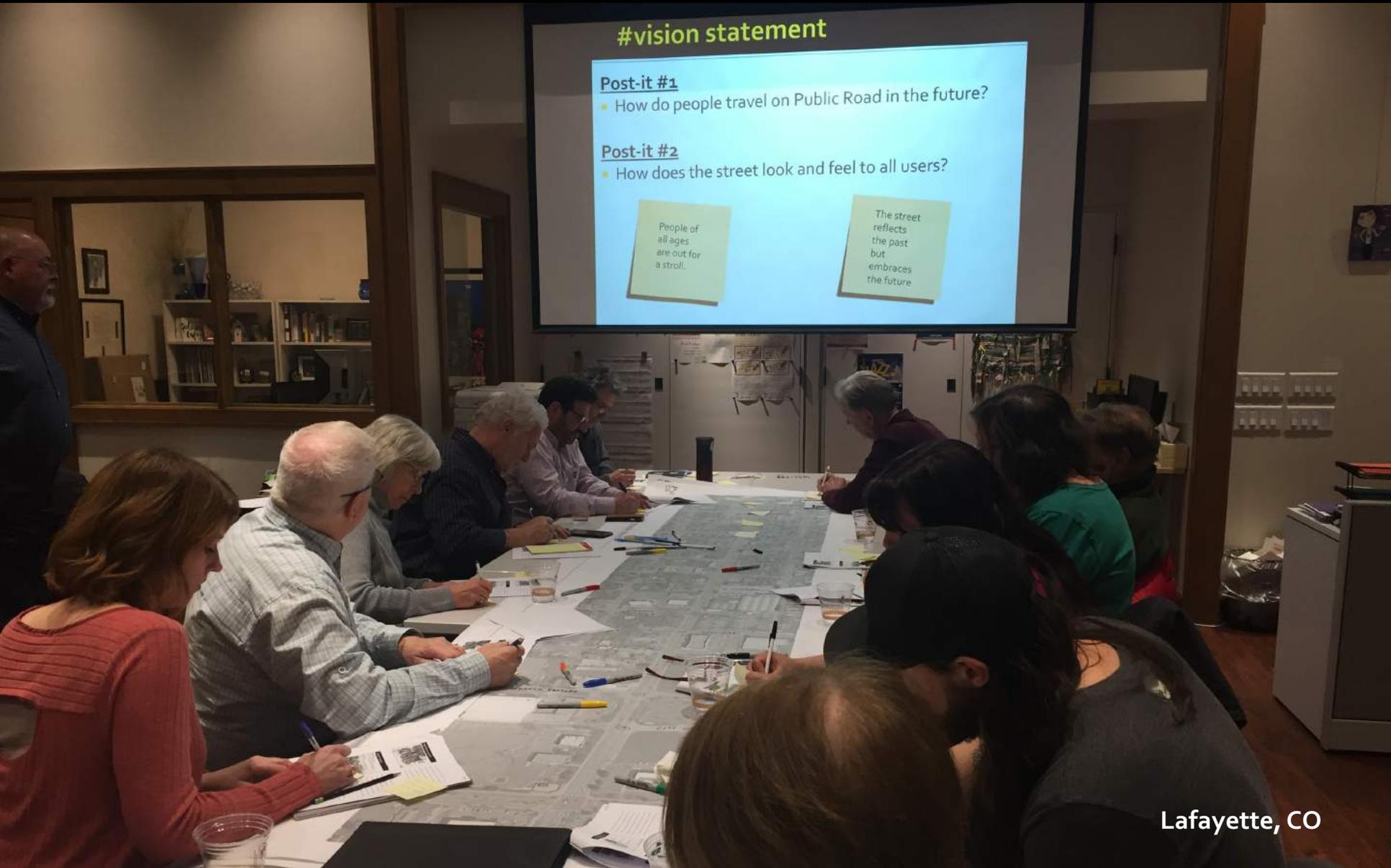
# Part B: NTC process consideration

## Community Working Groups

- 28 applications submitted 17 selected
  - 53% men
  - 47% women
  - 71% old town business/resident
  - 24% design background
  - 24% are former or current city board members
  - **47% are new to city projects/process**



# Part B: NTC process consideration



## #vision statement

### Post-it #1

- How do people travel on Public Road in the future?

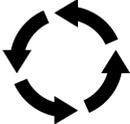
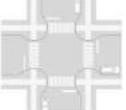
### Post-it #2

- How does the street look and feel to all users?

People of all ages are out for a stroll.

The street reflects the past but embraces the future

# Part B: NTC process consideration

<b>Stop signs</b> 	<b>Traffic circles</b> 	<b>Traffic signals</b> 
<b>Raised intersections</b> 	<b>Concrete ramps</b> 	<b>Painted crosswalks</b> 
<b>Colored concrete crosswalks</b> 	<b>Bulbouts</b> 	



# Part B: NTC process consideration



# Part B: NTC process consideration



# Part B: NTC process consideration

cityoflafayette.granicus.com

CITY OF *Lafayette* COLORADO

1:04:22 / 4:11:13

City Council 8/21/18

Index Share Embed

This screenshot shows a video player interface for a Granicus recording. The browser address bar at the top displays 'cityoflafayette.granicus.com'. Below it is a banner for the 'CITY OF Lafayette COLORADO'. The main video frame shows a man with a beard and long hair, wearing a grey button-down shirt, standing at a wooden podium and speaking into a microphone. The podium has a digital display showing '6:43'. In the background, several people are seated at desks in a council chamber. The video player controls at the bottom show a play button, a progress bar at 1:04:22 / 4:11:13, and a volume icon. Below the controls are the text 'City Council 8/21/18' and three icons for 'Index', 'Share', and 'Embed'.

cityoflafayette.granicus.com

CITY OF *Lafayette* COLORADO

55:44 / 4:11:13

City Council 8/21/18

Index Share Embed

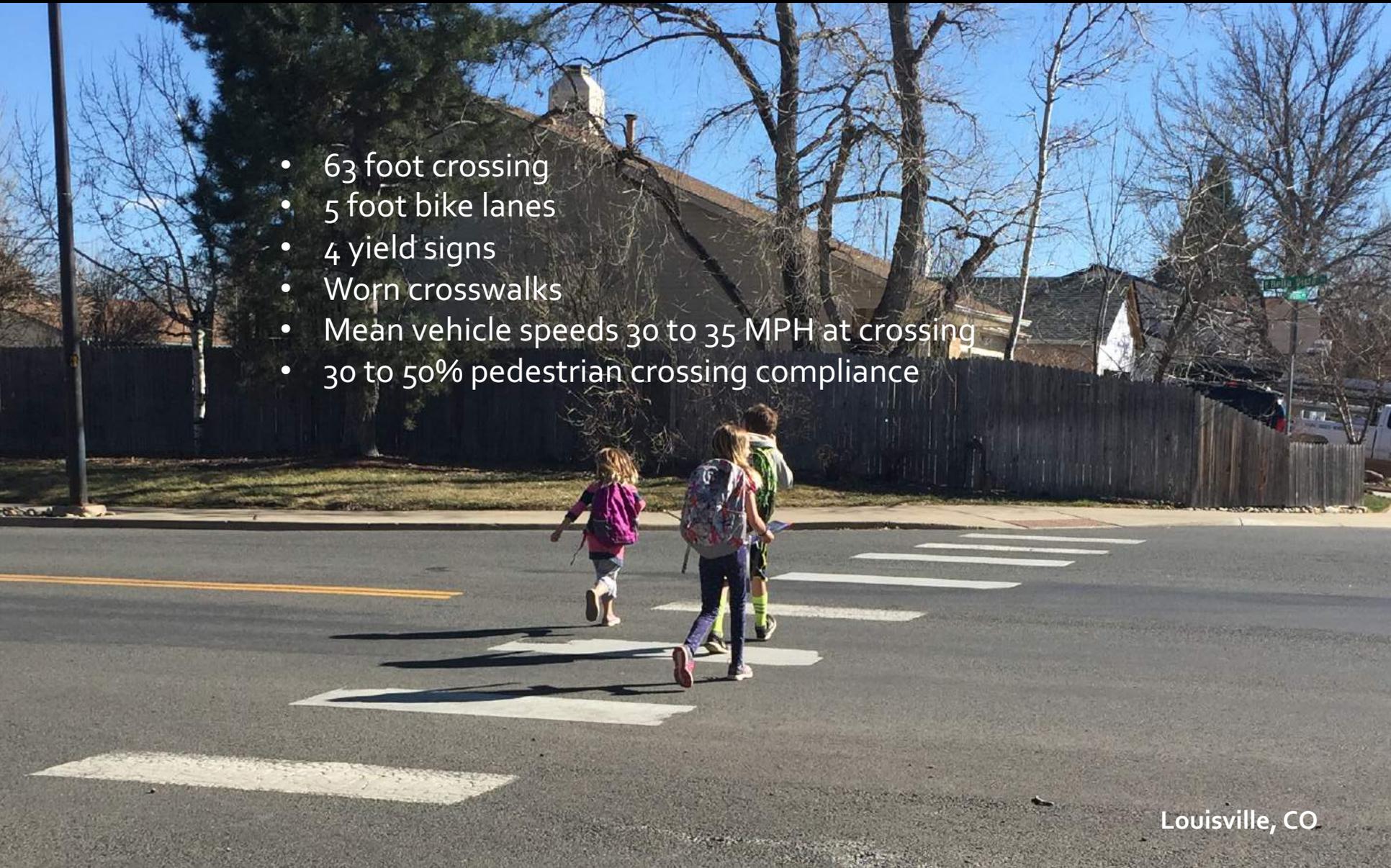
This screenshot shows a video player interface for a Granicus recording. The browser address bar at the top displays 'cityoflafayette.granicus.com'. Below it is a banner for the 'CITY OF Lafayette COLORADO'. The main video frame shows a woman with long brown hair, wearing a grey top, standing at a wooden podium and speaking into a microphone. The podium has a digital display showing '6:35'. In the background, several people are seated at desks in a council chamber. The video player controls at the bottom show a play button, a progress bar at 55:44 / 4:11:13, and a volume icon. Below the controls are the text 'City Council 8/21/18' and three icons for 'Index', 'Share', and 'Embed'.

# Part B: NTC process consideration



# Part B: NTC process consideration

- 63 foot crossing
- 5 foot bike lanes
- 4 yield signs
- Worn crosswalks
- Mean vehicle speeds 30 to 35 MPH at crossing
- 30 to 50% pedestrian crossing compliance



# Part B: NTC process consideration



WEEK ONE : BELLA VISTA/CHERRY  
60 TO 80% CROSSWALK YIELD COMPLIANCE

# Part B: NTC process consideration



WEEK ONE: BELLA VISTA/CHERRY  
10' LANES WORKING WITH TRUCKS

Louisville, CO

# Part B: NTC process consideration



WEEK ONE: BELLA VISTA/CHERRY  
VEHICLE SPEEDS 20 TO 25 MPH @ CROSSINGS

# Part B: NTC process consideration

- 38 foot crossing
- 0 yield signs
- No crosswalks
- Mean vehicle speeds 20 to 25 MPH at crossing
- 50 to 65% pedestrian crossing compliance

# Part B: NTC process consideration

- Two 18 foot crossings
- 4 yield signs
- New crosswalks
- 2 crossing islands
- Neighborhood art project

WEEK ONE : GARFIELD/PINE  
70 TO 85% CROSSWALK YIELD COMPLIANCE

# Part B: NTC process consideration



WEEK ONE: GARFIELD/PINE  
10' LANES WORKING WITH BIG TRUCKS

# Part B: NTC process consideration



WEEK ONE: GARFIELD/PINE  
TURNING RADIUS WORKING WITH BVSD BUSES

Louisville, CO

# Part B: NTC process consideration



# Part B: NTC process consideration



# Part B: NTC process consideration



Topic/Issue	Location	Traffic Control Measure	Comment	Year Discussed
Speeding/Cut Through Traffic	Castle Peak Ave	Temporary Speed Humps	Demonstration/Permanent in 2019	2017-18
Speeding	Pitkin	Stop Sign/Temporary Speed Humps	Test in 2019	2018
Speeding/Cut Through Traffic	Weldona Way	Closure/Speed Humps/Other	Installed Speed Humps	2017
Twenty is Plenty	Town-wide	Speed Limit Signs	Tabled	2018
Cut Through Traffic	Coal Creek Dr/4th Ave	Left-turn Restriction at 4th Ave	Demonstration/Removed	2017-18
Pedestrian Access	76th St/Sycamore	4-Way Stop/RRFB/Median Refuge	No Change	2017
Speeding/Snow Removal	Castle Peak/Huron	Parking Restrictions	No Change	2017
Development Access	88th Access Options	Access Locations/Restrictions	No Action	2016
Pedestrian Protection	88th/Rock Creek Pkwy	Install RRFB across North leg	Installed in 2018	2016
School Zone	West Torreys Peak	Expand Eldorado K-8 School Zone	School Zone Signing and Flashers	2015
Pedestrian Protection	McCaslin /High Plains	Traffic Signal/Trail Improvements	Installed in 2013	2013
Speeding/Pedestrian Protection	Rock Creek Circle	Restriping/Medians/Crosswalks	Implemented in 2016	2013
Speeding	Coalton Road	Speed Radar Sign	Installed in 2014	2013
Speeding/Pedestrian Protection	Coal Creek Dr near Coal Creek Crossing	Sidewalks/Bulbouts	Constructed in 2015	2013
Pedestrian Protection	Rock Creek Pkwy	RRFBs	Installed at 4 locations in 2015 & 2017	2013
Pedastrian Protection	3rd Ave/Coal Creek Bridge	Sidewalks on Bridge	No Change	2012



## **Memorandum**

TO: Transportation & Safety Committee

FROM: Alex Ariniello, Public Works & Utilities Director

DATE: February 4, 2019

RE: Pitkin/Riverbend All-Way Stop

After hearing from residents living along Pitkin, north of Rock Creek Parkway the TSC recommended the installation of an all-way stop at the Pitkin/Riverbend intersection along with two speed humps (see attached TSC Notes 2018-1-17). The all-way stop was installed in September 2018 and the speed humps will be installed this spring. Staff has received e-mails from residents in the area (see attached).

### **Attachments**

- TSC Notes 2018-1-17
- Spence E-mail 2018-11-19
- Spence E-mail 2019-1-13

**Town of Superior**  
**Transportation & Safety Committee (T&SC)**  
**Meeting Notes**  
**September 17, 2018**

Members of the Committee in attendance: Mark Lacis, Chris Hanson, Kevin Ryan

Others in Attendance: Alex Ariniello, Staff; Sgt. Chamberlain, Boulder County Sheriff; several residents

Items from the Public not on the Agenda: several residents thanked the Board for closing Weldona Way at 88<sup>th</sup> Street and suggested that staff contact mapping companies so that GPS routing will reflect the closure.

Agenda Items:

1. Pitkin Speed Hump Requests:

- a. Oded Ouaknine presented a request for speed humps on Pitkin Avenue north of Rock Creek Parkway. Several residents spoke in favor of the request. Others were opposed to the speed humps and felt four speed humps were too many. There was a suggestion for installation of an all-way stop at Pitkin Ave/ Riverbend St. Staff presented cost of speed humps (\$12,000 each), raised pedestrian crossings (\$25,000 each), speed radar signs (\$5,000 each), and Stop signs (\$200 each). The cost for installing the temporary speed humps that the Town owns was estimated at about \$3,000. Sgt. Chamberlain discussed the option of making the intersection of Pitkin Avenue and Riverbend Street into a 3-way stop. Trustee Hanson discussed options for speed hump placement on Pitkin Avenue and the priority level of streets for snow plowing. Trustees Hanson, Lacis and Ryan requested that two speed humps be installed in the spring of 2019 and that an all-way stop be installed immediately at Pitkin Avenue/Riverbend Street.

2. Speed Enforcement by the Sheriff's Office

- a. Sgt. Chamberlain presented a comparison of the numbers of tickets written by officers between 2018 and 2017. An additional deputy was added in 2018 and this is reflected in the increase of traffic tickets written in 2018. Sgt. Chamberlain discussed procedures for writing tickets and warnings.

3. Castle Peak Speed Humps Update

- a. Staff presented traffic counts for Castle Peak Ave and surrounding streets before and after the installation of temporary speed humps on Castle Peak, potential locations for permanent speed humps on Castle Peak Avenue between Mt. Sopris Parkway and Rock Creek Circle, and the design of speed humps. It was noted that the temporary speed humps will be removed for the snow season. Resident Laura Skladzinski discussed the placement of permanent speed humps north of Mt Sopris Parkway and suggested locations on Castle Peak Avenue south of Mt Sopris Parkway. Resident Brian Hill asked how the technique for determining the placement of speed humps will improve over time and about the extent of speed hump installation in the future. Trustees Hanson, Lacis, and Ryan requested that a permanent speed hump be placed at the northernmost location on Castle Peak Avenue and that temporary speed humps be used to determine other

locations on Castle Peak. The Trustees also requested an article in the Sentential explaining why the temporary speed humps were removed and what will occur next year.

4. Follow-up from Prior Meetings

- a. Staff presented an update on traffic calming and new installations including “Yield to Pedestrians” signage at the intersection of Marshall Road and Sycamore Street, sharrows on S. 76<sup>th</sup> Street, new rectangular rapid flashing beacons at the crosswalk near Sycamore Street & 5<sup>th</sup> Avenue, and at Rock Creek Parkway & 88<sup>th</sup> Street, and two new speed radar signs on McCaslin Boulevard near Indiana Street.

**The next TSC will take place on December 17, 2018.**

## Alex Ariniello

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**From:** Susan Spence <skspence982@comcast.net>  
**Sent:** Monday, November 19, 2018 5:08 AM  
**To:** Matt Magley  
**Cc:** Alex Ariniello  
**Subject:** Re: Pitkin & Riverbend 3-way Stop

Good morning Matt,

I thought it best to wait until the election was behind us and the new board members were seated to follow-up with you on the removal of the unnecessary stop sign. Now that you have the additional information and background, I'm hoping the board can quickly reverse their earlier decision.

After 25 years with absolutely no change in the traffic, this stop sign is completely unnecessary. As it is now, I leave my house and pass two homes and come to a stop sign. I pass the pond and an additional house and come to a stop sign. I pass four more houses and come to a stop sign. I go another 20-30 yards with no homes and come to a stop sign. Four stop signs to get to Rock Creek Parkway that is little more than a long stones throw from our house.

Thanks for your quick consideration on this matter.

Susan

**From:** Matt Magley  
**Sent:** Thursday, October 11, 2018 4:10 PM  
**To:** Susan Spence  
**Subject:** RE: Pitkin & Riverbend 3-way Stop

Thanks Susan this is good background information for us.

Matt

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**From:** Susan Spence [mailto:skspence982@comcast.net]  
**Sent:** Wednesday, October 10, 2018 9:28 AM  
**To:** Matt Magley  
**Subject:** Re: Pitkin & Riverbend 3-way Stop

Thanks Matt, that helps a lot. So it's actually a new resident at Pitkin and Roggen that is concerned about people running the "Marianne Brockman" stop sign.

Just a bit of quick history for you and Alex ... that stop sign never existed in the original Rock Creek traffic design. It was installed in 1994 at the request of Marianne Brockman (a friend of mine that had two little girls and also watched other children daily in her home on Pitkin). The Brockman's lived in the 2nd house up from the Roggen stop sign, backing up to the pond. She worried that cars coming around that semi blind curve on Pitkin too fast while kids were playing in her front yard would endanger the children.

I think that stop sign was a wise addition, but I know a couple residents on Karval that will occasionally run it if no one is around as they believe it to be unnecessary. I also think I know the house Oded lives in as I see his son cross to fish quite often and his son has literally walked out in front of my car (before I even get to the Roggen stop sign) and I have stopped to let him cross. Perhaps the solution here is to teach his son to cross at the stop sign crosswalk and always look and wait to make sure the car stops before he crosses.

So, the Riverbend 3-way stop sign addition will not address Oded's issues and, as I mentioned earlier, will actually make that Pitkin uphill more problematic in the winter as that location gets icy and having to stop and start again will be tricky on that slope. That's already a bit of an issue at the Roggen stop sign and, if there is no one at the intersection, cars will often slow but not stop during the winter if it's icy.

I think the Committee and the Board had the best of intentions, but I also don't think they had all the necessary information to make that decision. Knowing what I know now, if I had been a part of either the Committee or the Board, I would have instructed Mr. Ouaknine to first teach his son how to safely cross at the Roggen/Brockman stop sign crosswalk adjacent to his house. There are many residents that pass through there daily to walk the pond and neighbors are always very good about stopping to let them cross.

I hope this additional information and background helps and that the Board will be able to reverse it's earlier decision on the Riverbend 3-way stop. Over 25 years and there has never been an incident at the Roggen intersection. Perhaps, as Alex suggested, the Town can add the "STOP" pavement markings at that intersection instead to add emphasis. But even that addition won't help if his son walks out in front of traffic and doesn't use the crosswalk.

Please let me know if you or Alex have questions or need additional detail.

Thanks again,  
Susan

**From:** Matt Magley  
**Sent:** Tuesday, October 09, 2018 4:00 PM  
**To:** Susan Spence (skspence982@comcast.net)  
**Subject:** FW: Pitkin & Riverbend 3-way Stop

The initial concerns were identified in Oded's e-mail:

"There are many families with small kids on this street who are crossing S. Pitkin multiple times a day, I frequently see cars speeding when coming down from rock creek toward S. Pitkin. The stop sign on S. Pitkin and E. Roggen way may as well be a recommendation, very few cars actually stop while many don't even slow down. This issue is a real risk to my kids and other children in the neighborhood."

I've attached the cover memo to the TSC. You can also watch the TSC video for the 9/17.18 to listen to the comments made by residents and TSC members.

Matt

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**From:** Susan Spence [mailto:skspence982@comcast.net]  
**Sent:** Tuesday, October 09, 2018 2:12 PM  
**To:** Matt Magley  
**Subject:** Re: Pitkin & Riverbend 3-way Stop

Hi Matt,

Thanks for your email, I completely understand that your hands are tied on this matter. I will reach out to a couple Town Board members but, before I do, could you please tell me what the issue was for the residents that approached the Committee. That would be helpful to know.

Again, after 25 years, the only thing that has actually changed at that intersection is that there are NEW residents living in the area. We have good friends that live a couple houses off of 88th on Weldon that have been there for many years and are absolutely furious with the approval of the road closure there.

I think the Transportation and Safety Committee and/or the Town Board need to be very, very careful about responding so quickly to what must be new residents in the area.

Thanks again,  
Susan

**From:** Matt Magley  
**Sent:** Friday, October 05, 2018 4:28 PM  
**To:** Susan Spence  
**Subject:** RE: Pitkin & Riverbend 3-way Stop

Hi Susan, this was a request made by residents to the Transportation and Safety Committee at their last meeting on September 17<sup>th</sup>. I asked the Board if they were ok with the Committee's recommendations, including this one, and there were no objections. I won't be able to remove the new signs unless I receive direction from the Board to do so. I wish I had another answer for you. Hope you and your family are doing well.

Matt

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**From:** Susan Spence [mailto:skspence982@comcast.net]  
**Sent:** Tuesday, October 02, 2018 11:38 AM  
**To:** Matt Magley  
**Subject:** Pitkin & Riverbend 3-way Stop

Hi Matt,

Sorry to bother you with this but we were both shocked and disappointed to see the 3-way Stop go in at Pitkin and Riverbend. Given that the traffic and adjacent housing levels haven't changed in 25 years, we really can't understand why there is suddenly an issue there after all this time.

In my 25 years of back and forth through that area, the one problem I have seen occur off and on is that drivers will pull up to the existing Stop sign on Riverbend and look right (down Pitkin to make sure it's clear) but will start to pull out BEFORE they look left .... so I always slow down (and sometimes have to swerve left) when I see they're not looking but their car is already moving. What they are actually doing is impatiently rolling through that Stop sign -- which is illegal.

I think adding that in after 25 years is a big mistake and will actually cause new issues once winter is upon us as that area gets very icy and it's hard to start/stop on that hilly spot. I would like to understand how that was added before trying maybe a speed bump or raised crosswalk if speed and/or pedestrian crossing is the issue.

I'm really hoping after all this time with no issues, a hand full of new residents (perhaps those that don't like to actually stop and wait at the Riverbend Stop sign??) weren't able to demand this change -- and I really hope we can get it corrected soon.

Thanks,  
Susan

## Alex Ariniello

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**From:** Susan Spence <skspence982@comcast.net>  
**Sent:** Sunday, January 13, 2019 3:35 PM  
**To:** Matt Magley  
**Cc:** Alex Ariniello  
**Subject:** Pitkin/Riverbend -- New Stop Sign Update

Hi Matt,

Just a quick note while I'm thinking of it. Friday was the first significant snow storm we've had since the new stop sign went in and, as expected, it was an issue for anyone that needed to stop on that Pitkin slope going up hill. For those that had to stop, it was difficult to start up again with spin outs and fish tailing. We also noticed that for those that didn't need to stop, they just ran the stop sign to keep their momentum.

Please pass this information along to the Transportation Committee. Again, 25+ years with no issues at that location and now we have artificially created an issue by randomly adding a stop sign on that up hill slope. My brother has lived in the Riverbend neighborhood for about 20 years and they are wondering the same thing – why was it added after all these years?

Thanks for your consideration on this matter.

Susan



## **Memorandum**

TO: Transportation & Safety Committee

FROM: Alex Ariniello, Public Works & Utilities Director

DATE: February 4, 2019

RE: North Torreys Peak Traffic Calming

Staff has received the attached E-mail regarding speeding on N. Torreys Peak Drive and a request for speed humps. Residents living along this street have had a longstanding concern about speeding. Staff has begun collecting speed and volume data in the neighborhood. Staff is recommending a neighborhood outreach process to determine appropriate traffic control measures.

### **Attachments**

- Speed Counts
- Schreyer E-mail 2018-12-10



Survey Summary Chart   Vehicle Speeds Graph   Speed Time Graph   15 Minute Breakdown   Weekly Summary

Total Surveyed: 2138

Print Chart

10 MPH Pace ?

Pace Range 18 to 27  
 Number in Pace 1455  
 Percent in Pace 68.05%

Location: Torreys Peak Jade Ct EB

Start: 1/17/2019 14:56:19 Zone: Residential

Finish: 1/25/2019 23:41:15 Speed Limit: 25

Direction: E Weather: Cold, 8" snow

Start @ 20

Increment by 2

Speed	1 - 19	20 - 21	22 - 23	24 - 25	26 - 27	28 - 29	30 - 31	32 - 33	34 - 35	36 - 37	38 - 39	40 -
Volume	624	269	336	355	314	145	65	23	4	1	1	1
% of Total	29.18%	12.58%	15.71%	16.6%	14.68%	6.78%	3.04%	1.07%	0.18%	0.04%	0.04%	0.04%

Speed Statistics      Speed Limit: 25

At/Under Limit	Over Limit	Average Speed	85th Percentile	Maximum Speed
1584	554	21.39	27	40
74.08%	25.91%		?	

Number Over Limit

Speed	25+	35+	45+	Total
Volume	551	3	0	554
% of Total	25.77%	0.14%	0%	25.91%

Torreys Peak eastbound at Jade Ct. deployed on north side of roadway

## Alex Ariniello

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**From:** Mark Lacis  
**Sent:** Monday, December 10, 2018 7:16 PM  
**To:** Matt Magley; Kevin Ryan; Laura Skladzinski; Neal Shah; Alex Ariniello; jchamberlin@bouldercounty.org  
**Subject:** Fwd: Speed bumps

Matt, Alex, and TSC members -

Please see the below request for speed bumps on N. Torreys Peak (between Rock Creek Circle and Indiana). I agree that some additional Sheriff's Office speed enforcement would be appropriate.

Thanks  
Mark

Sent from my iPad

Begin forwarded message:

**From:** Mark Lacis <[markl@superiorcolorado.gov](mailto:markl@superiorcolorado.gov)>  
**Date:** December 10, 2018 at 7:13:14 PM MST  
**To:** Judi Schreyer <[judim19@yahoo.com](mailto:judim19@yahoo.com)>  
**Subject: Re: Speed bumps**

Thank you Judi. I will escalate this and make sure that our Town's Public Works Department as well as the Transportation & Safety Committee are aware of the request. As a neighbor who lives just up the road, I agree that Torreys Peak has become a problem. I'm also sending this to the Sheriff's Office to request additional speed enforcement as well.

Thank you,  
Mark Lacis

Sent from my iPad

On Dec 10, 2018, at 12:14 PM, Judi Schreyer <[judim19@yahoo.com](mailto:judim19@yahoo.com)> wrote:

Good afternoon, I'm writing to inquire about getting speed bumps on N. Torreys Peak Drive. We moved into our house mid July and since that time I have been observing the amount of traffic on the street and the speed at which people drive.

There are many families with children on this street, including my own, and I fear for the safety of these children at times. In addition, this street is a major thoroughfare to Eldorado Pk-8. I have put up "slow down children playing" signs but that hasn't been much help. I was hoping maybe the town could be of assistance.

I look forward to hearing from you.  
Thank you,

Judi Schreyer

Yoga and Fitness Instructor

858-204-6091

*~ Aim to inspire people, not compete with them!*



## Memorandum

TO: Transportation & Safety Committee

FROM: Alex Ariniello, Public Works & Utilities Director

DATE: February 4, 2019

RE: Coal Creek Drive/Akron Pedestrian Crossing

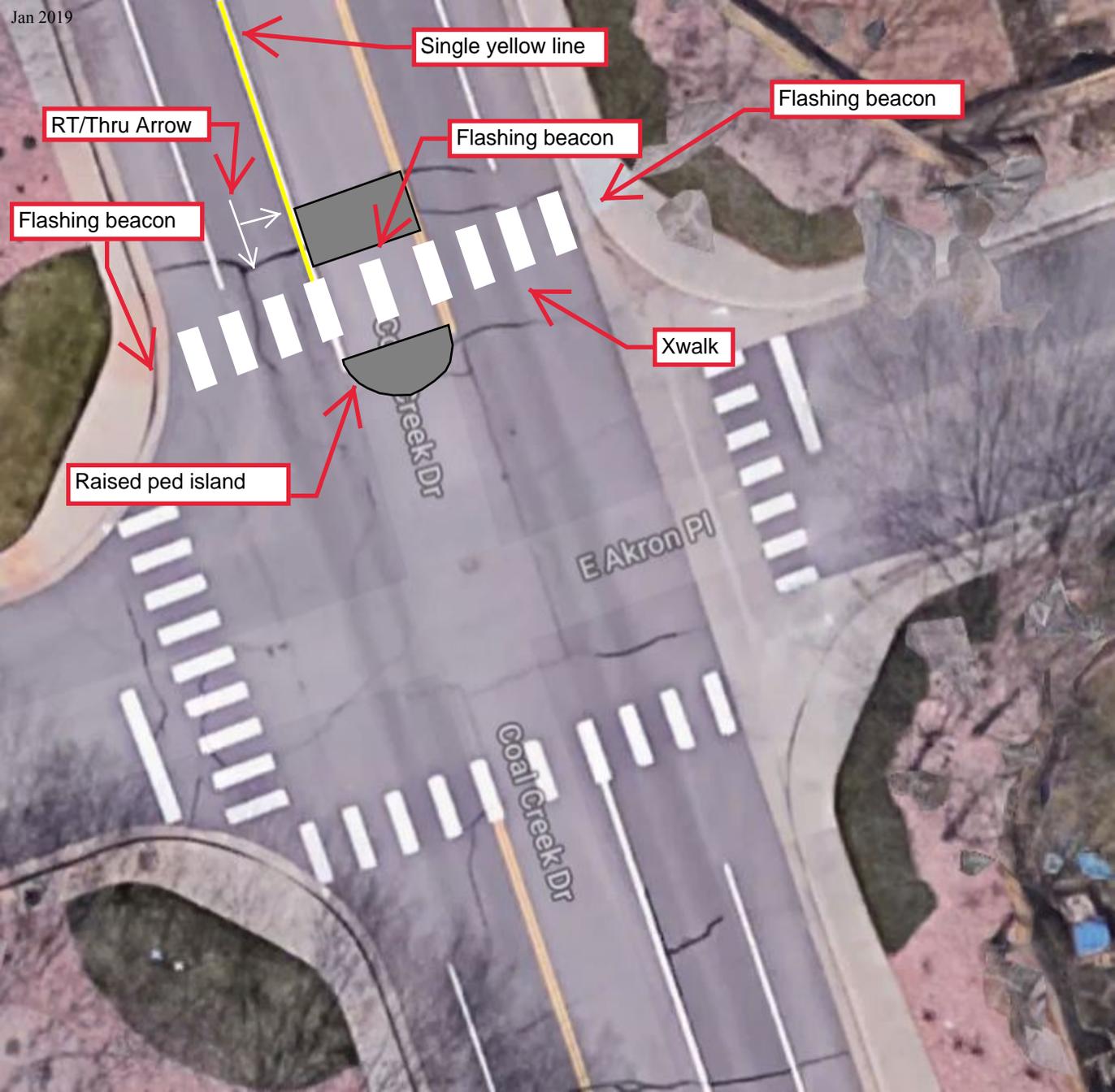
With the permanent closure of Weldon Way, school buses no longer enter the Weldon neighborhood with bus stops relocated to Coal Creek Drive north of Akron Place. With the Lanterns development under construction and Coal Creek Drive planned to connect to Downtown Superior, traffic volumes on Coal Creek Drive are expected to increase creating more vehicle/pedestrian conflicts. While the Town has planned a traffic calming project on Coal Creek Drive in conjunction with the connection to Downtown Superior, Trustee Shah has requested that Town staff evaluate short-term improvements to the Coal Creek Drive/Akron Place intersection.

Staff developed the attached plan for additional pedestrian protection including the following elements:

- Installation of a painted crosswalk on the north side of the intersection
- Installation of raised median island in the center (this would entail elimination of the southbound left-turn lane)
- Installation of a rectangular rapid flashing beacon (this could be relocated from the Rock Creek Parkway/Coal Creek Drive intersection once the traffic signal is installed).

### Attachments

- Coal Creek Drive/Akron Place Sketch



Single yellow line

Flashing beacon

Flashing beacon

RT/Thru Arrow

Flashing beacon

Xwalk

Raised ped island

