



MEMORANDUM

TO: Transportation & Safety Committee

FROM: Alex Ariniello, Public Works & Utilities Director

DATE: October 7, 2019

RE: Weldona Stop Signs

BACKGROUND

At its August 13, 2018 meeting, the Town Board decided to permanently close Weldona Way at 88th Street. A temporary closure was implemented in September, 2018 and a permanent closure was completed in June, 2019. At its June 4, 2019 meeting the Transportation & Safety Committee requested that staff evaluate the need for all-way Stop control at the Weldona Way intersections with Elmore Court and Idalia Court and report on the removal costs for the speed humps.

Traffic counts were taken in mid-October, 2018 after the Weldona closure was in place. The average weekday traffic was measure at 570 vehicles per day on Weldona Way east of Idalia Court. The 85th percentile speed was 22 mph westbound and 19 mph eastbound. The traffic volumes on Idalia Court and Elmore Court are each estimated to be just less than 200 vehicles per day.

Removal of each speed hump is estimated to cost about \$10,000.

Staff prepared the following analysis based on criteria for Multi-Way Stop Control found in the *Manual of Uniform Traffic Control Devices (MUTCD)* with staff comments in red.

Section 2B.07 Multi-Way Stop Applications

Support:

Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal. **Traffic volume on Weldona is about triple the volume on Elmore and Idalia.**

The restrictions on the use of STOP signs described in Section 2B.04 also apply to multi-way stop applications.

Guidance:

The decision to install multi-way stop control should be based on an engineering study.

The following criteria should be considered in the engineering study for a multi-way STOP sign installation:

*A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal. **Traffic signals are not justified.***

*B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions. **There have been 2 accidents on Weldona Way within the last 8 years***

C. Minimum volumes:

*1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day **Weldona Way averages about 70 vehicles per hour;** and*

*2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours **Elmoro and Idalia average less than 20 vehicles per hour**, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour **Elmoro and Idalia traffic has little delay** ; but*

*3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2 **85th percentile speed on Weldona is less than 30 mph.***

*D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition. **These criteria do not meet the 80 percent threshold.***

Based on the current traffic conditions, the All-Way Stop installations on Weldona Way at Elmoro and at Idalia do not meet MUTCD criteria.

RECOMMENDED ACTION:

Based on the above analysis of MUTCD Multi-Way Stop criteria; and the presence of speed humps on Weldona Way along with the physical closure of Weldona Way at 88th Street which will limit the volume and speed of traffic on Weldona Way, staff recommends removal of the Stop signs on Weldona Way at Elmoro Court and Idalia Court (the side streets will remain Stop-controlled).

Staff recommends keeping the west two speed humps in place since they still serve a traffic calming purpose. The east speed hump is no longer needed but is not recommended for removal until major pavement maintenance work is needed on Weldona Way.



Meeting Summary

Pitkin Avenue Neighborhood Meeting
September 25, 2019
7:00-8:30 PM
BOARD ROOM, TOWN HALL



Agenda

1. Introductions and review agenda (7:00 PM)
2. Neighborhood Traffic Calming Program overview (7:05 PM)
3. Review existing conditions data and feedback (7:15 PM)
4. Traffic calming toolbox options (7:30 PM)
5. Prepare options for TSC consideration (7:45 PM)
6. Next steps (8:25 PM)
7. Adjourn neighborhood meeting (8:30 PM)

Staff Present

- Alex Ariniello, Public Works Director
- Carlos Hernandez, FoxTuttleHernandez

Neighborhood Present

- See attached sign in sheet

Summary of existing conditions input from neighborhood (see presentation for details)

Staff facilitated an exercise to determine if the actual speed data matched the perception of the speeds on Pitkin Way. Staff explained 85th percentile speeds are and asked attendees to write down their perception of 85th percentile speeds at two Pitkin locations. The summary of the neighborhood perception of speed is shown in the table below.

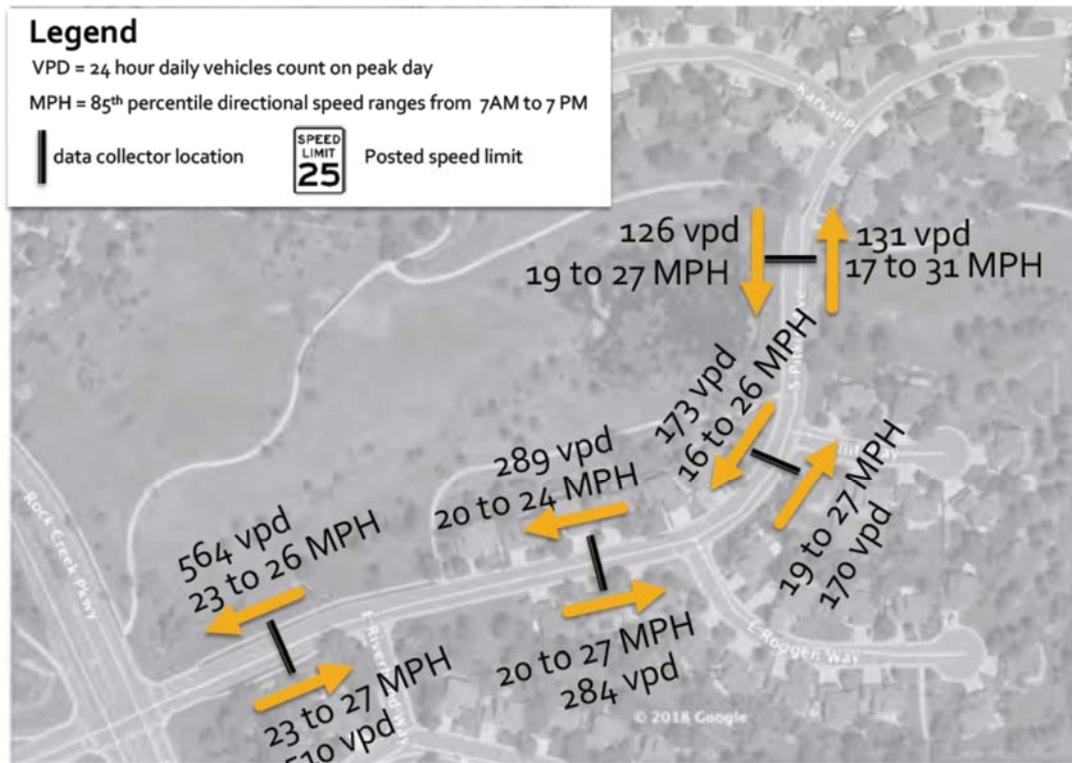
Summary table of Neighborhood speed perception

	Pitkin north of Iliff intersection (near pond)	Pitkin near Riverbend intersection
	20	21
	27	23
	27	25
	28	25
	30	28
	32	28
	32	30
	33	30
	33	30
	35	31
	35	32
	35	32
	35	33
	38	33
	38	34
	38	35
Average (MPH)	32	29

Staff the presented the traffic volume and speed data collected by traffic counters over a week period in August 2019. The perception from neighborhood input is that vehicles are traveling at a higher rate of speed than what was actually measured.

August 2019 Pitkin data summary

85th percentile speeds and daily traffic volumes



Note: Data collected in August 2019 for 24 hours a day from Tuesday to Thursday when BVSD was in session.

Staff opened up the meeting to input on existing conditions data and asked for experiential data from the neighborhood. A summary of the input is noted below:

- The temporary speed hump has appeared to slow traffic on Pitkin
- The temporary speed hump has been difficult for some neighbors with low profile vehicles
- The new 3-way stop at Riverbend has very few full stops (some people don't stop)
- The 3-way stop at Roggen has very few full stops (some people don't stop)
- Neighbors frequently see the same vehicles driving at speeds they think are over the limit
- Some families are using temporary devices in the street to remind everyone of kids/speed
- What is the goal of this effort and do we have all the data to make decisions?
- See attached input from resident

Summary of toolbox options discussed with neighborhood (see presentation for details)

- Speed feedback signs
- Permanent speed humps

- Raised pedestrian crossings
- Raised crossing with median
- Intersection bulbouts
- Curb islands
- Diverter Islands with/out speed humps
- 4-way stop (if warrants are met)

Proposed options to discuss at the October 7, 2019 TSC meeting:

- Increased police enforcement
- Collect additional speed data when the speed hump is removed
- Collect stop sign compliance data
- Package a few options and new data for a November neighborhood meeting
- Packages should consider the corridor from Riverbend to Karval
- Consider keeping all way stops with new traffic calming tools increase compliance
- Consider a speed hump design that does not have such steep approach angles

Sign-In Sheet

Name	Address	Email
MATT TRENKA	1016 E ROBGEN WAY	M4TRENKA@MSN.COM
Mike Mytych	1100 S. Pitkin Ave	mikejmytych@gmail.com
Chris Stevenson Drake	1110 S. Pitkin Ave	cstevensondrake@gmail.com
JOHN POLLARD	1115 S PITKIN AVE	JNPOLLARD@COMCAST.NET
Cammie Muller	1115 S. Pitkin Ave	Cammie-muller@hotmail.com
Susan Spence	982 E Karval	5kspence982@comcast.net
Paul Imbriovone	967 E Karval P	pimbriovone@comcast.net
Jim Conaghan	1021 EAST ROGERSON	Jim CONAGHAN @ YAHOO.COM



Paul & Karen Zimbierowicz
967 East Karval Pl Superior

**Questions and thoughts about traffic calming on the
north end (north of Rock Creek Parkway) of S. Pitkin**

Questions

- What issue are we trying to solve with the stop signs and speed bump and possible further measures?
- Have there been any vehicle/pedestrian accidents on this street?
- Where else in Superior do we have so many stop signs and speed bumps in such a short distance, on streets that are not "through" venues?
- Has the effectiveness of any similar traffic calming measures been studied to learn if they have been effective in decreasing vehicle/pedestrian accidents?
- What cost have all these items amounted to?

Thoughts

- We all want our children and our children's children, our neighbor's children to be safe. However, the purpose of our town streets is to allow vehicles passage and not to become playgrounds for our children. We have many, many parks and areas for children to play as well as in our own yards and driveways.
- Encouraging our children to believe that roadways are safe places to play is irresponsible and further jeopardizes their safety.

Alex Ariniello

From: Sandy Garratt <garratt_dse@comcast.net>
Sent: Wednesday, September 25, 2019 2:39 PM
To: Alex Ariniello
Subject: Stop Signs/Speed bumps on Pitkin

Alex,

We are 26 year residents and the original owners of 932 E. Karval Place. We are not able to attend the September 25 meeting on traffic issues on Pitkin so have prepared this email with our thoughts. We do not believe that the additional stop sign at Riverbend and the speed bump on Pitkin are necessary for speed control.

We believe this is a problem best solved by neighbors working together, each taking responsibility for our actions, acting with consideration for each other and teaching our children safety rules for streets and traffic.

Thank you,

Don and Sandy Garratt



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Alex Ariniello

From: Jim Conaghan <jimconaghan@yahoo.com>
Sent: Tuesday, September 17, 2019 6:42 PM
To: Alex Ariniello
Subject: Pitkin traffic mitigation

Alex,

I am unable to attend the meeting tonight but wanted to give my two cents.

I live at 1021 East Roggen Way. One house off the corner of Pitkin and East Roggen. As such, I have a great view of people blowing through the stop sign on a regular basis. I have never counted but I am sure this happens 30-40 times per day at various speeds.

I am in favor of any mitigation that slows traffic down on Pitkin. The current speed bump seems to be doing that. It is not that huge of an impact either. I have timed it and slowing down to the speed limit then resuming takes 5-6 seconds - not much time given the circumstances.

I am interested in hearing the results of the meeting and the action moving forward knowing the current speed bump probably will be gone by the first snow.

Thanks.

Jim Conaghan

Alex Ariniello

From: Mark Walker <mawalker309@gmail.com>
Sent: Monday, September 16, 2019 7:38 PM
To: Alex Ariniello
Subject: South Pitkin Avenue - traffic calming measures

Alex - I'm writing to follow up to the notice of the neighborhood meeting re traffic calming measures on South Pitkin Avenue scheduled for September 25. Unfortunately, I'll be unable to attend the meeting and wanted to share my thoughts and perspective as the town considers this important issue.

- Stop Sign and Speed Bump: My observation is that the speed bump along with the additional stop sign put in place on South Pitkin have been quite effective in helping reduce the speed of traffic on South Pitkin, proximate to these additional measures. I urge the town to keep both the stop sign and speed bump and make them permanent.
- Additional Calming Measures: Does Superior plan to implement additional traffic calming measures along South Pitkin? The town should consider installing an additional speed bump on South Pitkin between E Iliff Way and E Karval Place. Although the existing speed bump and additional stop sign have helped reduce the speed of traffic on South Pitkin near these measures, the speed of traffic remains unacceptably high further from these measures.

I look forward to understanding how the town plans to proceed and happy to continue to engage on this issue.

Best regards,
Mark Walker
1059 E. Iliff Way
720-878-8528

Alex Ariniello

From: Oded Ouaknine <oded55@gmail.com>
Sent: Monday, September 16, 2019 12:36 PM
To: Alex Ariniello; Bubu
Subject: Re: South Pitkin Neighborhood Meeting

Hi Alex,

Thank you for your notice and the heads up for the town meeting. Unfortunately I will not be able to attend this important meeting due to a scheduled business trip

I want to thank you and the town of Superior for addressing this concern of S Pitkin residents

Few things I would like to note.

1. There is a Dramatic improvement in traffic speed slow down between E. Riverbed and E. Roggen way. mostly as a result of the temporary speed hump the town installed.
2. There is a visible increase in the number of cars that obey the stop sign on E. Roggen and S.Pitkin.
3. Our family and our neighbors between E. Riverbed and E Roggen feel safer now with these measures in place.
4. Traffic coming from north to E.Roggen on S.Pitkin most likely will not stop at the sign on S.Pitkin and E.Roggen and speed up all the way to the hum.
5. I have not noticed an increased police activity as discussed in previous town meetings, I am sure they will be very successful with stop sign traffic violations

I am not sure about the actual measurements and data you collected. We definitely feel a significant difference and hope the town of superior will make this speed hump a permanent solution. I really do not see a reason to put kids life in danger for this small investment or little inconvenience.

Best Regards,

Oded & Bella Ouaknine
981 E Roggen way.

On Fri, Sep 13, 2019 at 2:00 PM Alex Ariniello <alexa@superiorcolorado.gov> wrote:

Dear Residents:

Town staff has scheduled a neighborhood meeting for September 25 from 7 to 8:30 PM to review traffic speed and volume data and to evaluate existing and potential traffic calming measures on South Pitkin Avenue, north of Rock Creek Parkway (see attached notice). Notices have been sent to all residents of Pitkin, north of Rock Creek Parkway, as well as residents of Karvel Place, Roggen Way and Iliff Way. Please share this notice with your neighbors. For those of you who can't attend, please provide your comments on traffic calming measures to me by mail or e-mail.

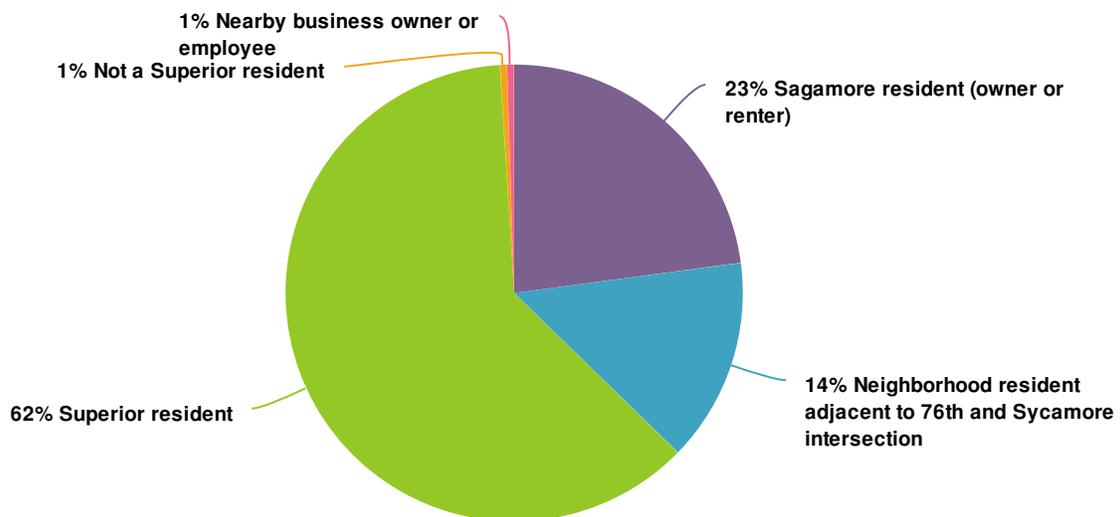
Report for Official Town of Superior TSC Survey: 76th and Sycamore Intersection Traffic Calming

Response Counts

Completion Rate:	100%	
Complete		 189

Totals: 189

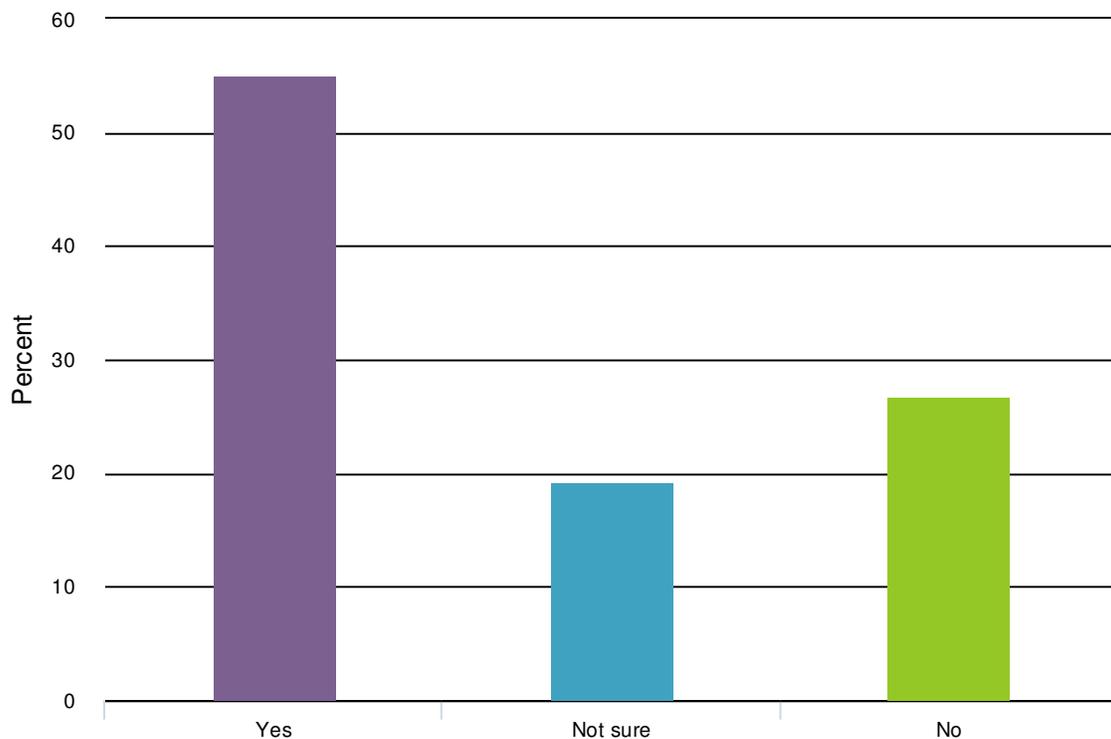
1. The following best describes me:

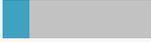


Value		Percent	Responses
Sagamore resident (owner or renter)		22.9%	43
Neighborhood resident adjacent to 76th and Sycamore intersection		14.4%	27
Superior resident		61.7%	116
Not a Superior resident		0.5%	1
Nearby business owner or employee		0.5%	1

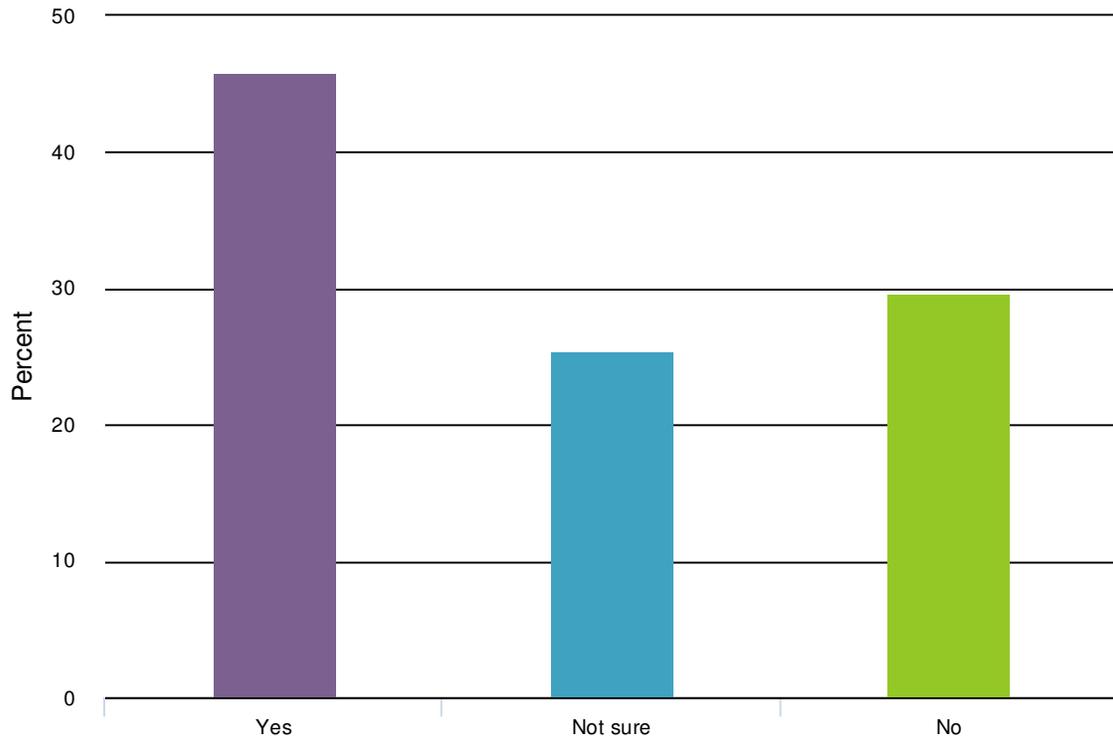
Totals: 188

2. Option 1 (see image below): Would removing left turn lanes, adding new concrete medians islands in the middle of the street and adding new flashing crosswalks improve awareness of people crossing the intersection?



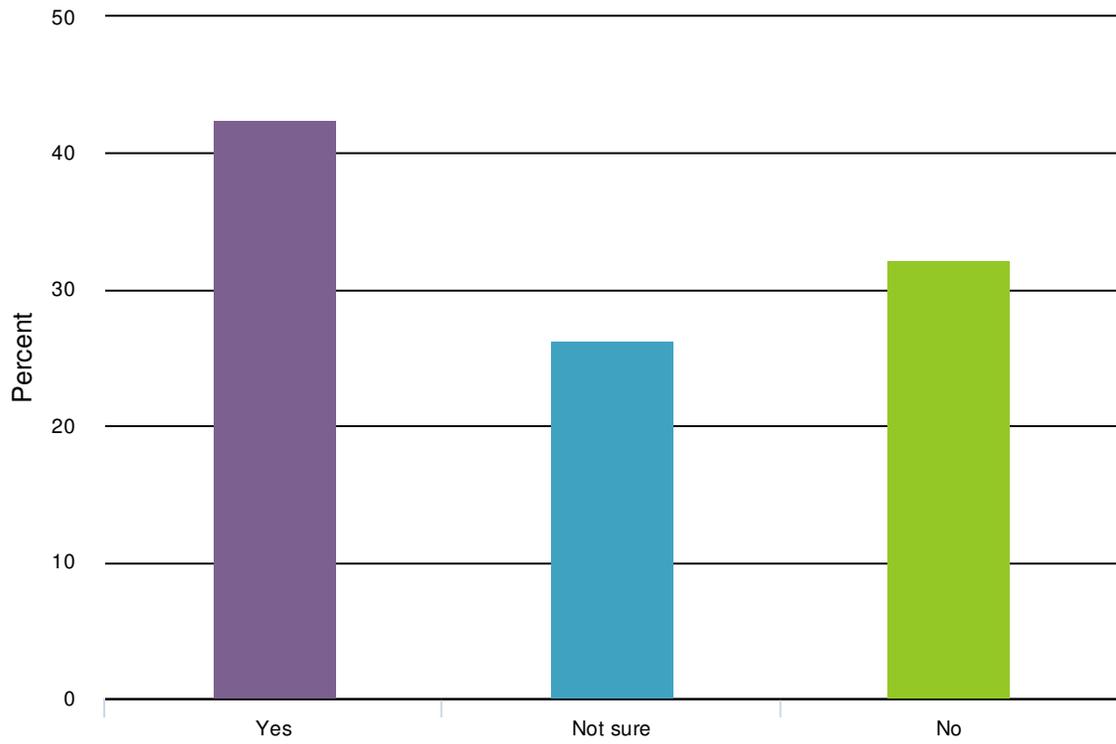
Value		Percent	Responses
Yes		55.1%	103
Not sure		19.3%	36
No		26.7%	50

3. Option 2 (see images below): Would removing left turn lanes, narrowing the intersection, adding new concrete medians islands at the edges, and adding new flashing crosswalks improve awareness of people crossing the intersection?



Value	Percent	Responses
Yes	45.9%	85
Not sure	25.4%	47
No	29.7%	55

4. Option 3 (see image below): Would rebuilding the intersection as a raised intersection improve awareness of people crossing the intersection?



Value		Percent	Responses
Yes		42.5%	79
Not sure		26.3%	49
No		32.3%	60

5. Rate each option's ability to improve awareness of people crossing the intersection (1 is the least favorable and 5 is the most favorable)

	1	2	3	4	5	Responses
Option 1: median islands						
Count	45	12	31	38	50	176
Row %	25.6%	6.8%	17.6%	21.6%	28.4%	
Option 2: narrow intersection						
Count	47	26	42	40	21	176
Row %	26.7%	14.8%	23.9%	22.7%	11.9%	
Option 3: raised intersection						
Count	50	24	38	22	44	178
Row %	28.1%	13.5%	21.3%	12.4%	24.7%	
Do not change intersection						
Count	82	16	15	13	46	172
Row %	47.7%	9.3%	8.7%	7.6%	26.7%	
Totals						
Total Responses						178

6. Rate each option given cost considerations (1 is the least favorable and 5 is the most favorable)

	1	2	3	4	5	Responses
Lowest cost: Option 1 median islands						
Count	37	14	27	41	56	175
Row %	21.1%	8.0%	15.4%	23.4%	32.0%	
Middle cost: Option 2 narrow intersection						
Count	50	29	44	27	25	175
Row %	28.6%	16.6%	25.1%	15.4%	14.3%	
Highest cost: Option 3 raised intersection						
Count	72	27	40	17	19	175
Row %	41.1%	15.4%	22.9%	9.7%	10.9%	
Do not change intersection						
Count	75	15	15	14	56	175
Row %	42.9%	8.6%	8.6%	8.0%	32.0%	
Totals						
Total Responses						175

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Only show: #1 Question "The following best describes me:" is one of the following answers ("Sagamore resident (owner or renter)")

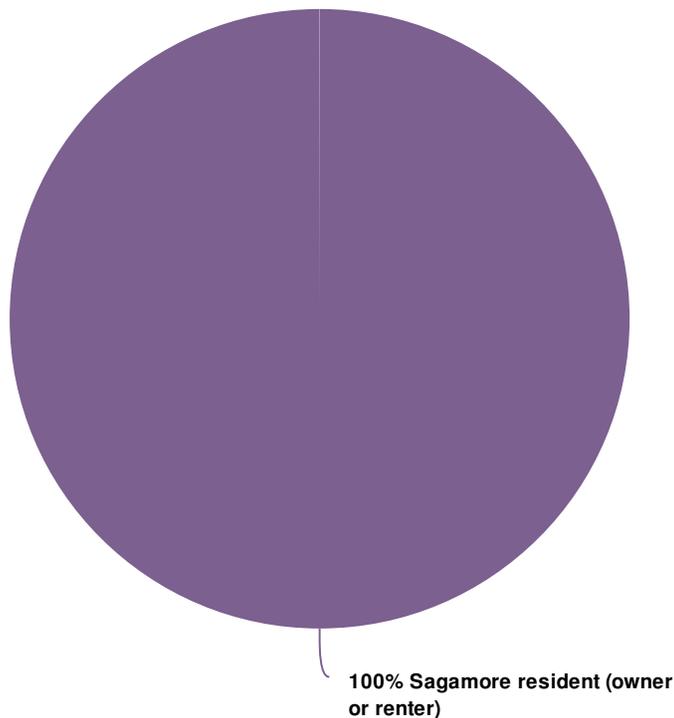
Report for Official Town of Superior TSC Survey: 76th and Sycamore Intersection Traffic Calming

Response Counts



Totals: 43

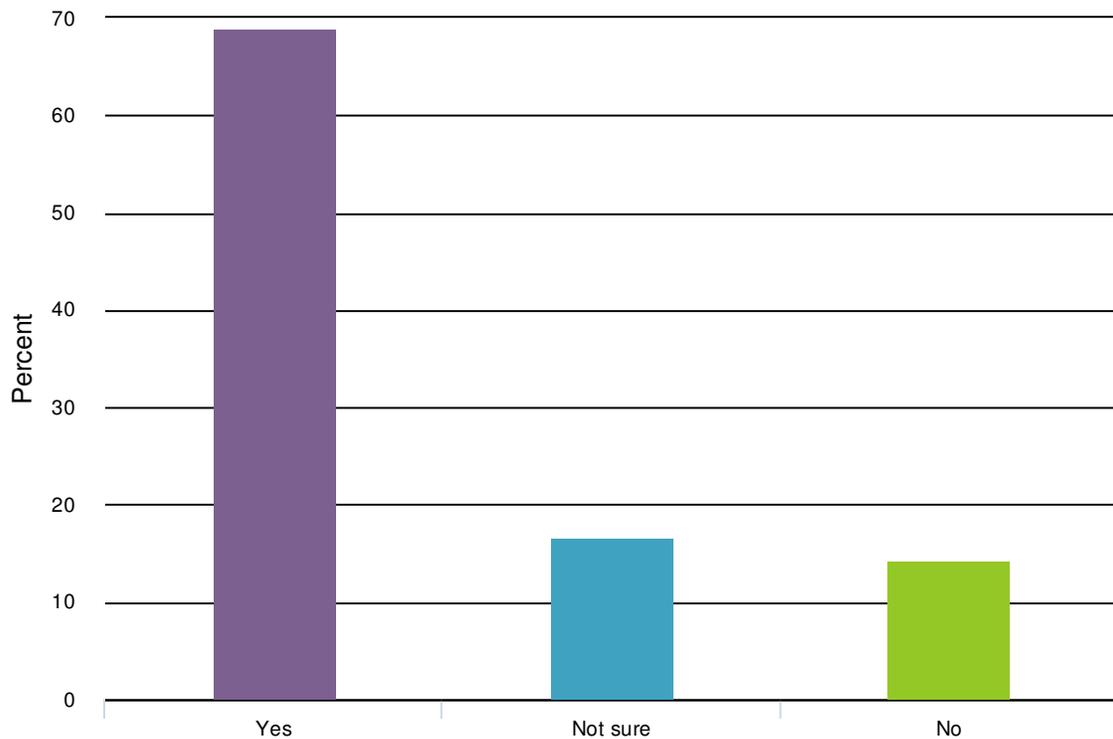
1. The following best describes me:



Value	Percent	Responses
Sagamore resident (owner or renter)	100.0%	43

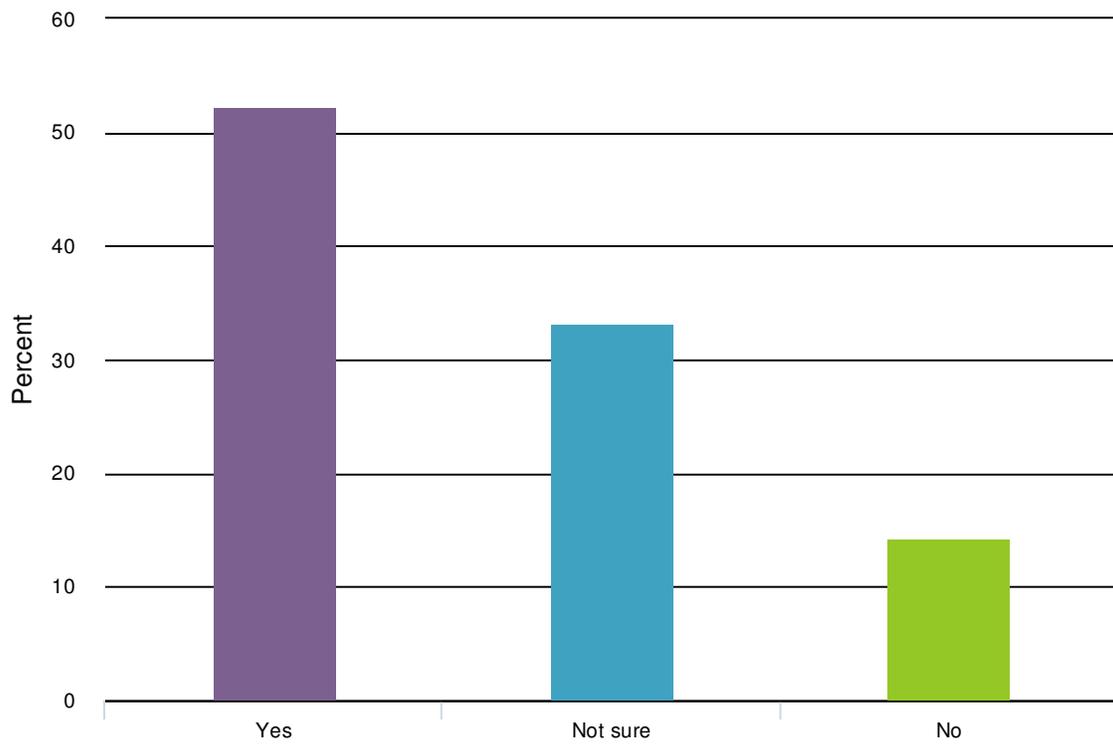
Totals: 43

2. Option 1 (see image below): Would removing left turn lanes, adding new concrete medians islands in the middle of the street and adding new flashing crosswalks improve awareness of people crossing the intersection?



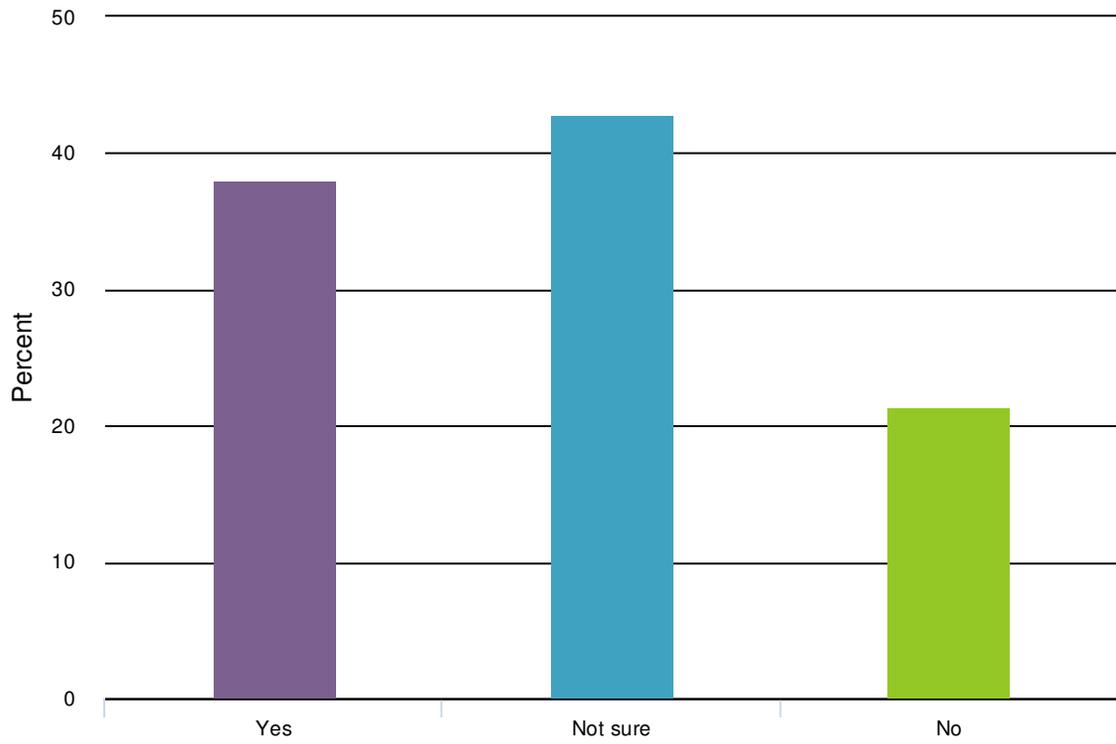
Value	Percent	Responses
Yes	69.0%	29
Not sure	16.7%	7
No	14.3%	6

3. Option 2 (see images below): Would removing left turn lanes, narrowing the intersection, adding new concrete medians islands at the edges, and adding new flashing crosswalks improve awareness of people crossing the intersection?



Value		Percent	Responses
Yes		52.4%	22
Not sure		33.3%	14
No		14.3%	6

4. Option 3 (see image below): Would rebuilding the intersection as a raised intersection improve awareness of people crossing the intersection?



Value		Percent	Responses
Yes		38.1%	16
Not sure		42.9%	18
No		21.4%	9

5. Rate each option's ability to improve awareness of people crossing the intersection (1 is the least favorable and 5 is the most favorable)

	1	2	3	4	5	Responses
Option 1: median islands						
Count	4	2	6	9	18	39
Row %	10.3%	5.1%	15.4%	23.1%	46.2%	
Option 2: narrow intersection						
Count	4	7	10	12	7	40
Row %	10.0%	17.5%	25.0%	30.0%	17.5%	
Option 3: raised intersection						
Count	7	7	12	6	9	41
Row %	17.1%	17.1%	29.3%	14.6%	22.0%	
Do not change intersection						
Count	27	3	4	0	5	39
Row %	69.2%	7.7%	10.3%	0.0%	12.8%	
Totals						
Total Responses						41

6. Rate each option given cost considerations (1 is the least favorable and 5 is the most favorable)

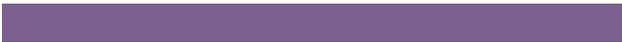
	1	2	3	4	5	Responses
Lowest cost: Option 1 median islands						
Count	4	4	6	11	16	41
Row %	9.8%	9.8%	14.6%	26.8%	39.0%	
Middle cost: Option 2 narrow intersection						
Count	4	7	12	10	8	41
Row %	9.8%	17.1%	29.3%	24.4%	19.5%	
Highest cost: Option 3 raised intersection						
Count	12	7	9	7	7	42
Row %	28.6%	16.7%	21.4%	16.7%	16.7%	
Do not change intersection						
Count	26	3	2	1	7	39
Row %	66.7%	7.7%	5.1%	2.6%	17.9%	
Totals						
Total Responses						42

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Only show: #1 Question "The following best describes me:" is one of the following answers ("Sagamore resident (owner or renter)")

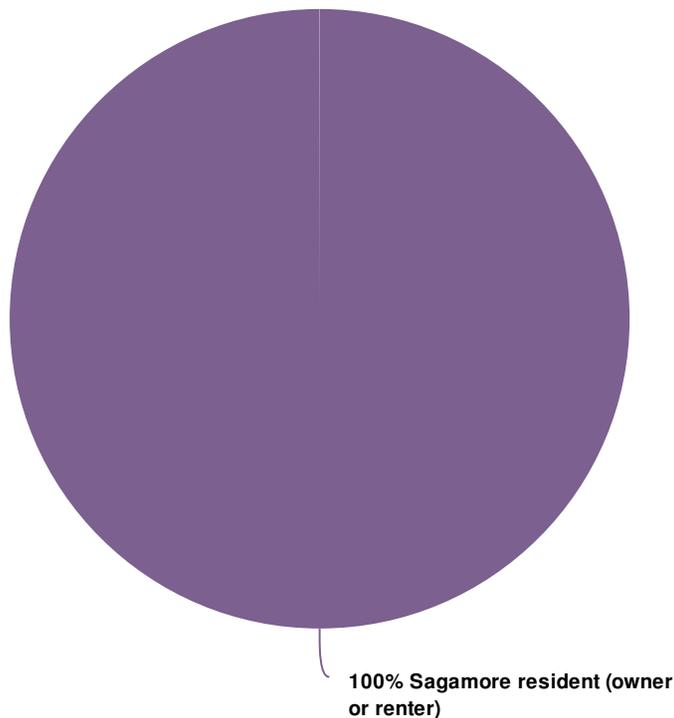
Report for Official Town of Superior TSC Survey: 76th and Sycamore Intersection Traffic Calming

Response Counts

Completion Rate:	100%		
Complete			43

Totals: 43

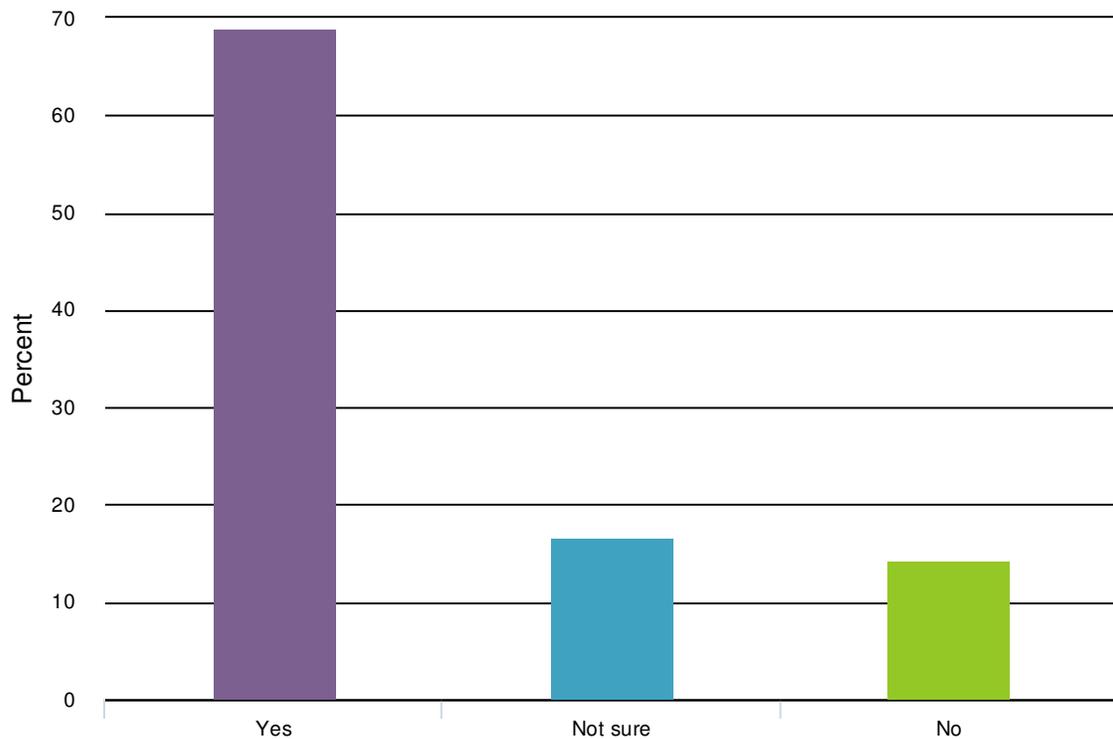
1. The following best describes me:



Value	Percent	Responses
Sagamore resident (owner or renter)	100.0%	43

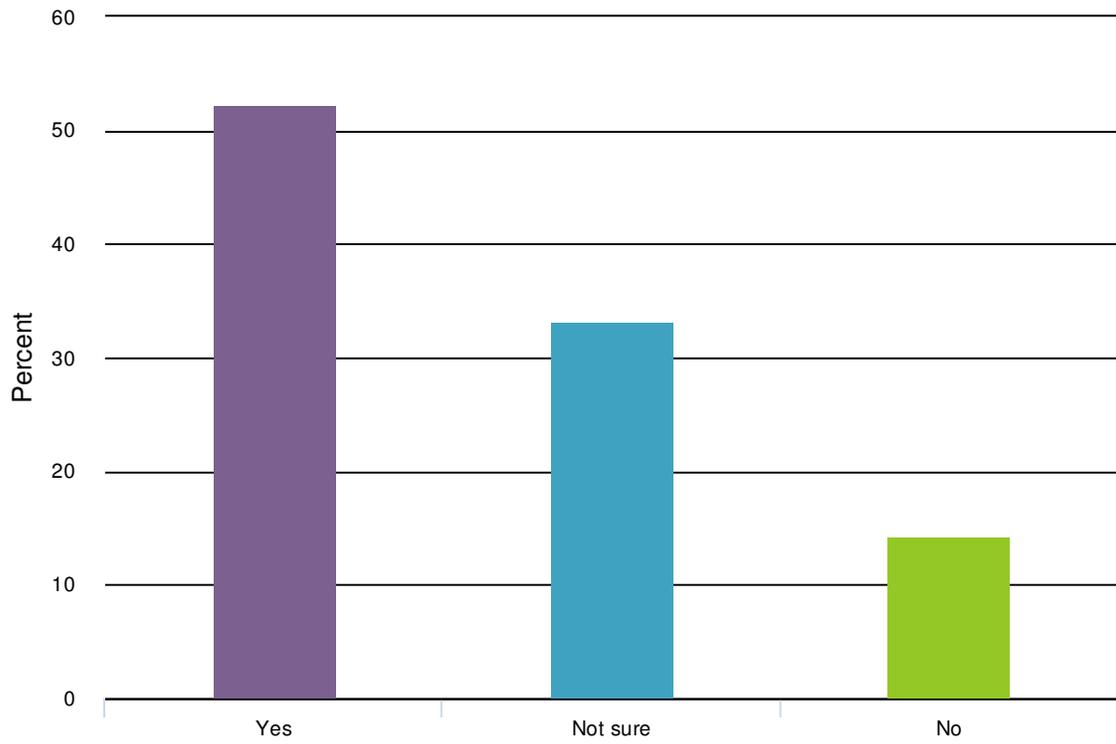
Totals: 43

2. Option 1 (see image below): Would removing left turn lanes, adding new concrete medians islands in the middle of the street and adding new flashing crosswalks improve awareness of people crossing the intersection?



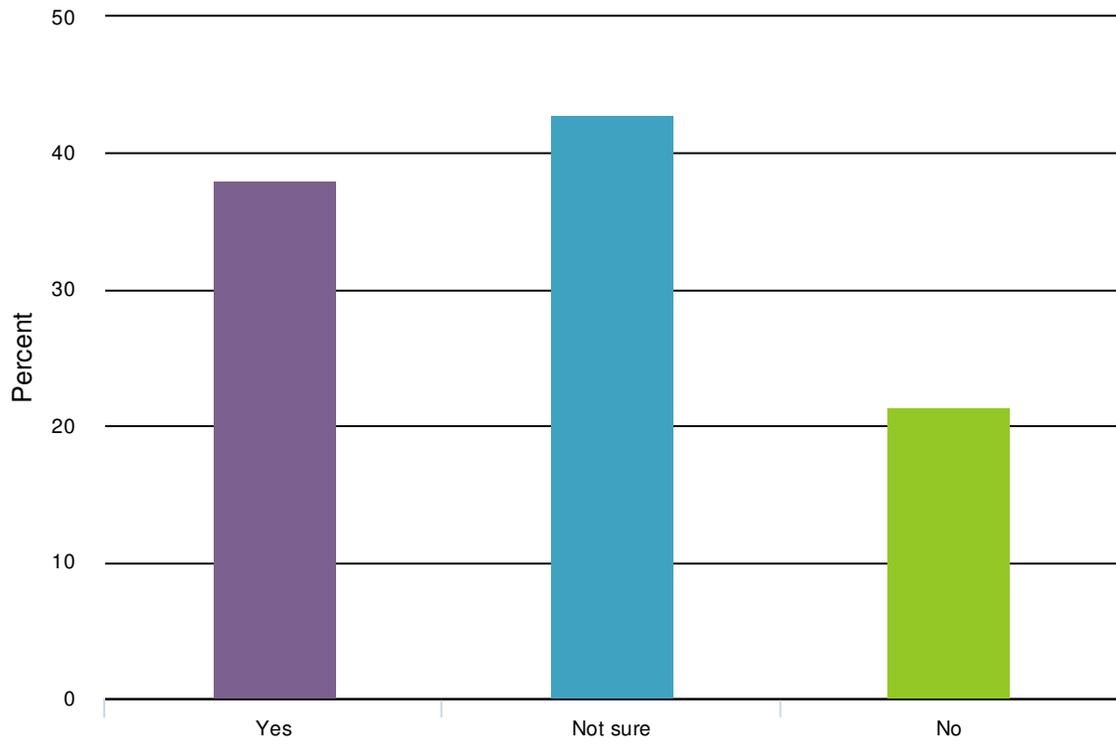
Value	Percent	Responses
Yes	69.0%	29
Not sure	16.7%	7
No	14.3%	6

3. Option 2 (see images below): Would removing left turn lanes, narrowing the intersection, adding new concrete medians islands at the edges, and adding new flashing crosswalks improve awareness of people crossing the intersection?



Value		Percent	Responses
Yes		52.4%	22
Not sure		33.3%	14
No		14.3%	6

4. Option 3 (see image below): Would rebuilding the intersection as a raised intersection improve awareness of people crossing the intersection?



Value		Percent	Responses
Yes		38.1%	16
Not sure		42.9%	18
No		21.4%	9

5. Rate each option's ability to improve awareness of people crossing the intersection (1 is the least favorable and 5 is the most favorable)

	1	2	3	4	5	Responses
Option 1: median islands						
Count	4	2	6	9	18	39
Row %	10.3%	5.1%	15.4%	23.1%	46.2%	
Option 2: narrow intersection						
Count	4	7	10	12	7	40
Row %	10.0%	17.5%	25.0%	30.0%	17.5%	
Option 3: raised intersection						
Count	7	7	12	6	9	41
Row %	17.1%	17.1%	29.3%	14.6%	22.0%	
Do not change intersection						
Count	27	3	4	0	5	39
Row %	69.2%	7.7%	10.3%	0.0%	12.8%	
Totals						
Total Responses						41

6. Rate each option given cost considerations (1 is the least favorable and 5 is the most favorable)

	1	2	3	4	5	Responses
Lowest cost: Option 1 median islands						
Count	4	4	6	11	16	41
Row %	9.8%	9.8%	14.6%	26.8%	39.0%	
Middle cost: Option 2 narrow intersection						
Count	4	7	12	10	8	41
Row %	9.8%	17.1%	29.3%	24.4%	19.5%	
Highest cost: Option 3 raised intersection						
Count	12	7	9	7	7	42
Row %	28.6%	16.7%	21.4%	16.7%	16.7%	
Do not change intersection						
Count	26	3	2	1	7	39
Row %	66.7%	7.7%	5.1%	2.6%	17.9%	
Totals						
Total Responses						42

This report is filtered

Only show: #1 Question "The following best describes me:" is one of the following answers ("Neighborhood resident adjacent to 76th and Sycamore intersection")

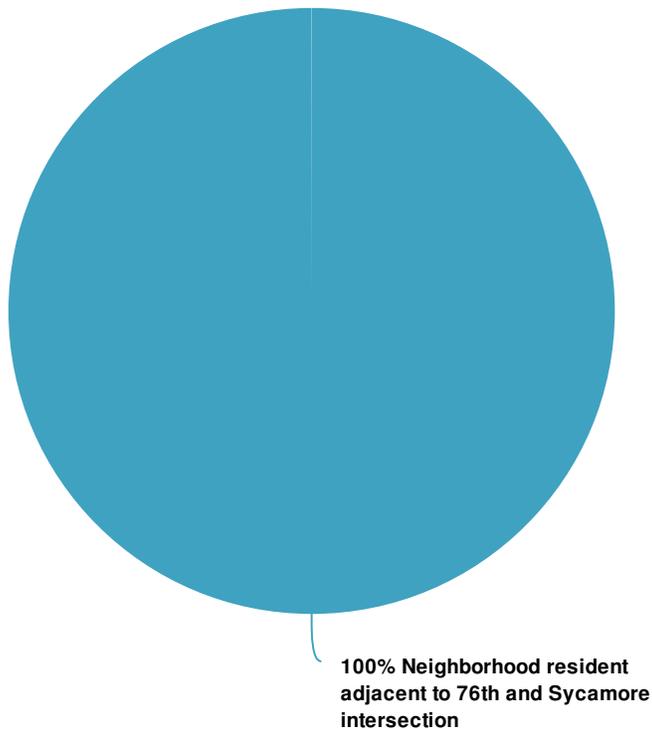
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Response Counts



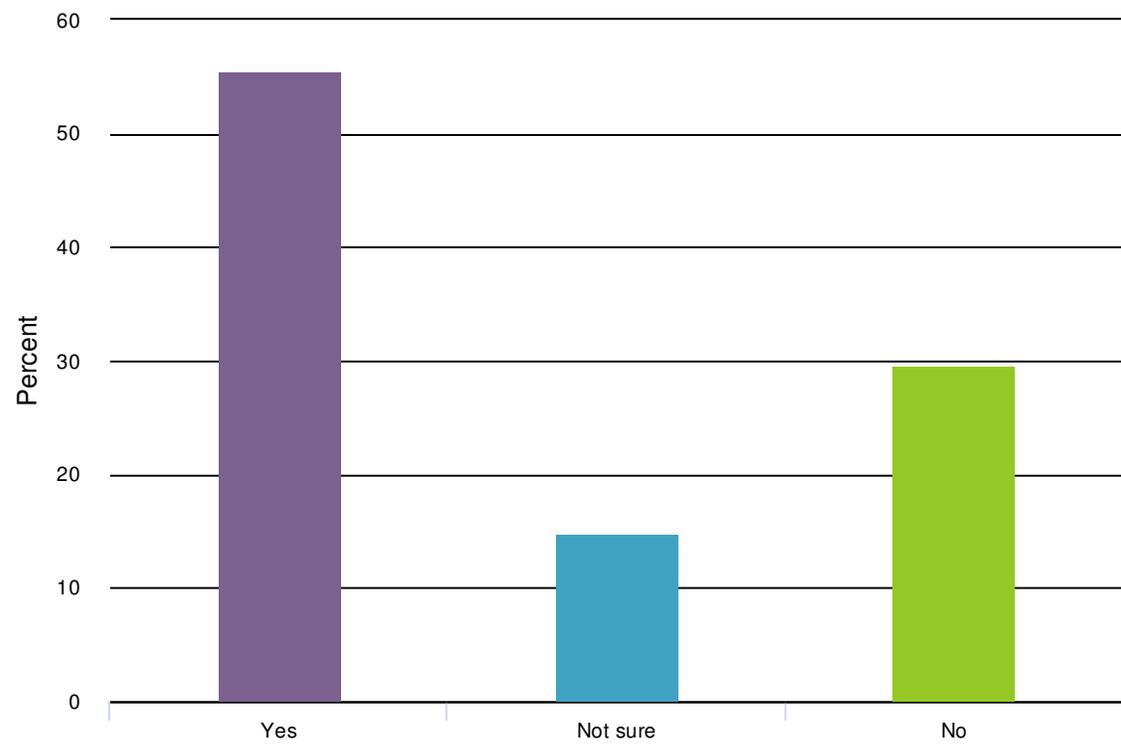
Totals: 27

1. The following best describes me:



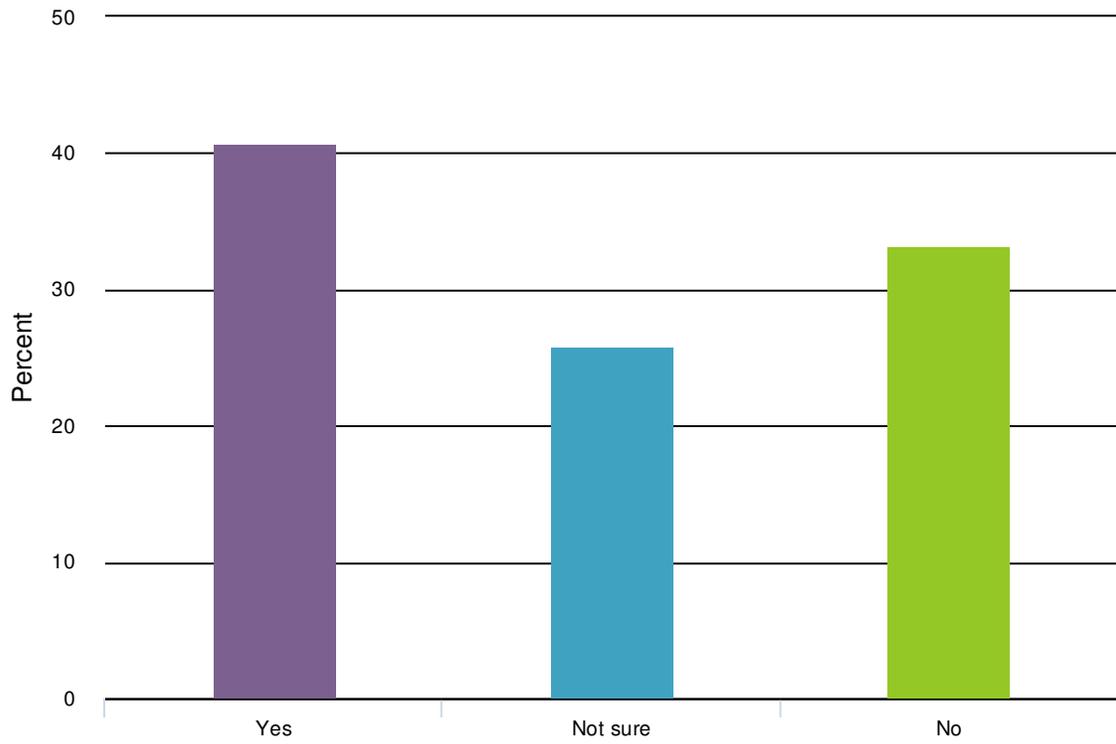
Value	Percent	Responses
Neighborhood resident adjacent to 76th and Sycamore intersection	100.0%	27
Totals: 27		

2. Option 1 (see image below): Would removing left turn lanes, adding new concrete medians islands in the middle of the street and adding new flashing crosswalks improve awareness of people crossing the intersection?



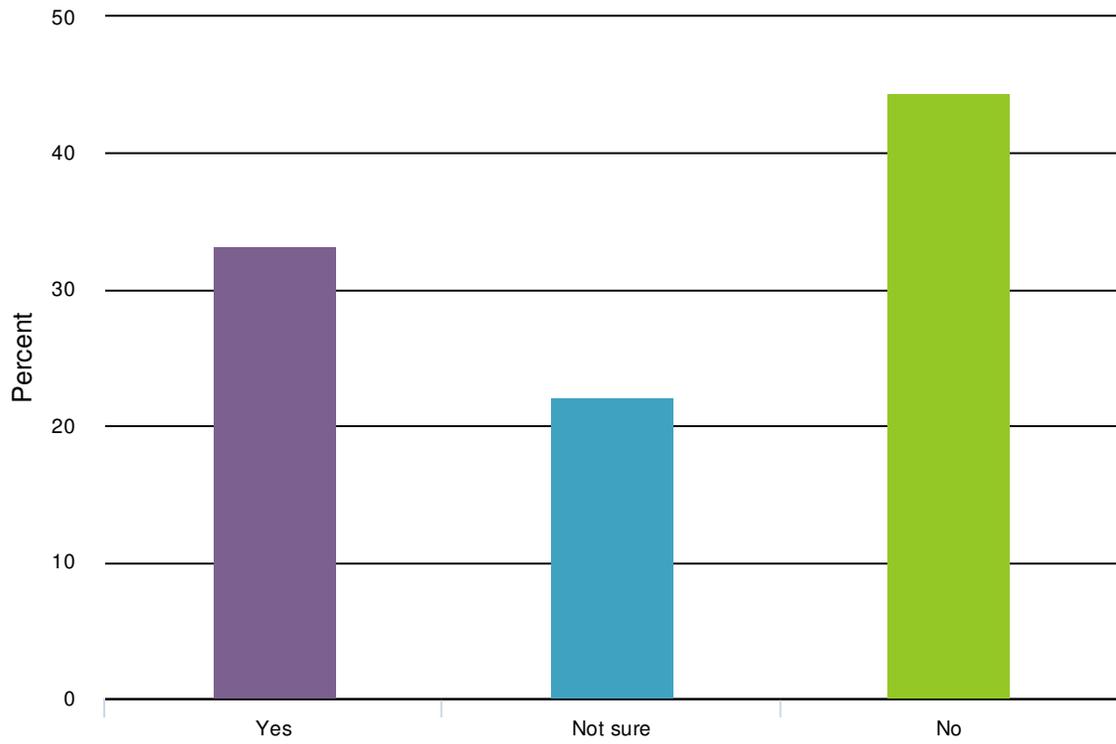
Value	Percent	Responses
Yes	55.6%	15
Not sure	14.8%	4
No	29.6%	8

3. Option 2 (see images below): Would removing left turn lanes, narrowing the intersection, adding new concrete medians islands at the edges, and adding new flashing crosswalks improve awareness of people crossing the intersection?



Value		Percent	Responses
Yes		40.7%	11
Not sure		25.9%	7
No		33.3%	9

4. Option 3 (see image below): Would rebuilding the intersection as a raised intersection improve awareness of people crossing the intersection?



Value	Percent	Responses
Yes	33.3%	9
Not sure	22.2%	6
No	44.4%	12

5. Rate each option's ability to improve awareness of people crossing the intersection (1 is the least favorable and 5 is the most favorable)

	1	2	3	4	5	Responses
Option 1: median islands						
Count	9	3	4	3	7	26
Row %	34.6%	11.5%	15.4%	11.5%	26.9%	
Option 2: narrow intersection						
Count	6	7	6	4	3	26
Row %	23.1%	26.9%	23.1%	15.4%	11.5%	
Option 3: raised intersection						
Count	10	4	2	0	11	27
Row %	37.0%	14.8%	7.4%	0.0%	40.7%	
Do not change intersection						
Count	13	0	1	4	7	25
Row %	52.0%	0.0%	4.0%	16.0%	28.0%	
Totals						
Total Responses						27

6. Rate each option given cost considerations (1 is the least favorable and 5 is the most favorable)

	1	2	3	4	5	Responses
Lowest cost: Option 1 median islands						
Count	7	4	5	3	7	26
Row %	26.9%	15.4%	19.2%	11.5%	26.9%	
Middle cost: Option 2 narrow intersection						
Count	6	8	6	3	3	26
Row %	23.1%	30.8%	23.1%	11.5%	11.5%	
Highest cost: Option 3 raised intersection						
Count	14	4	3	1	4	26
Row %	53.8%	15.4%	11.5%	3.8%	15.4%	
Do not change intersection						
Count	13	0	3	2	7	25
Row %	52.0%	0.0%	12.0%	8.0%	28.0%	
Totals						
Total Responses						26

This report is filtered

Only show: #1 Question "The following best describes me:" is one of the following answers ("Nearby business owner or employee")

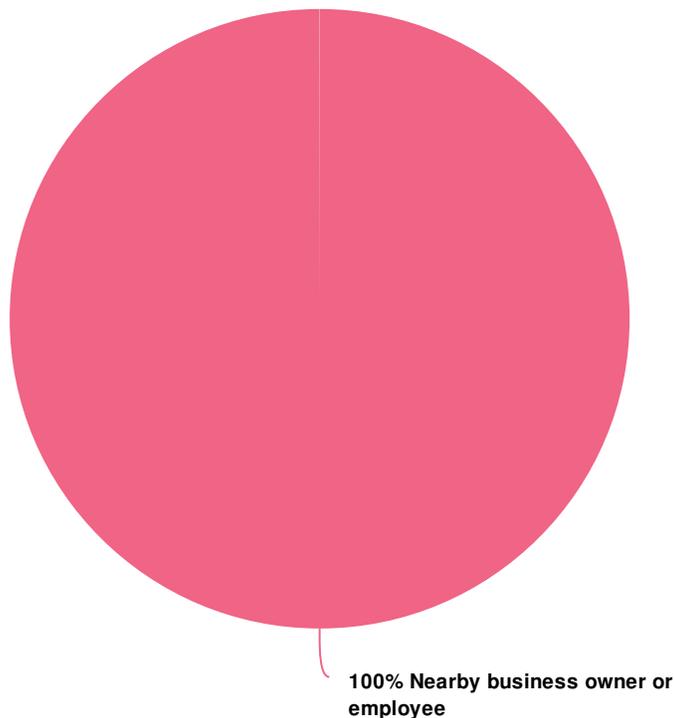
Report for Official Town of Superior TSC Survey: 76th and Sycamore Intersection Traffic Calming

Response Counts



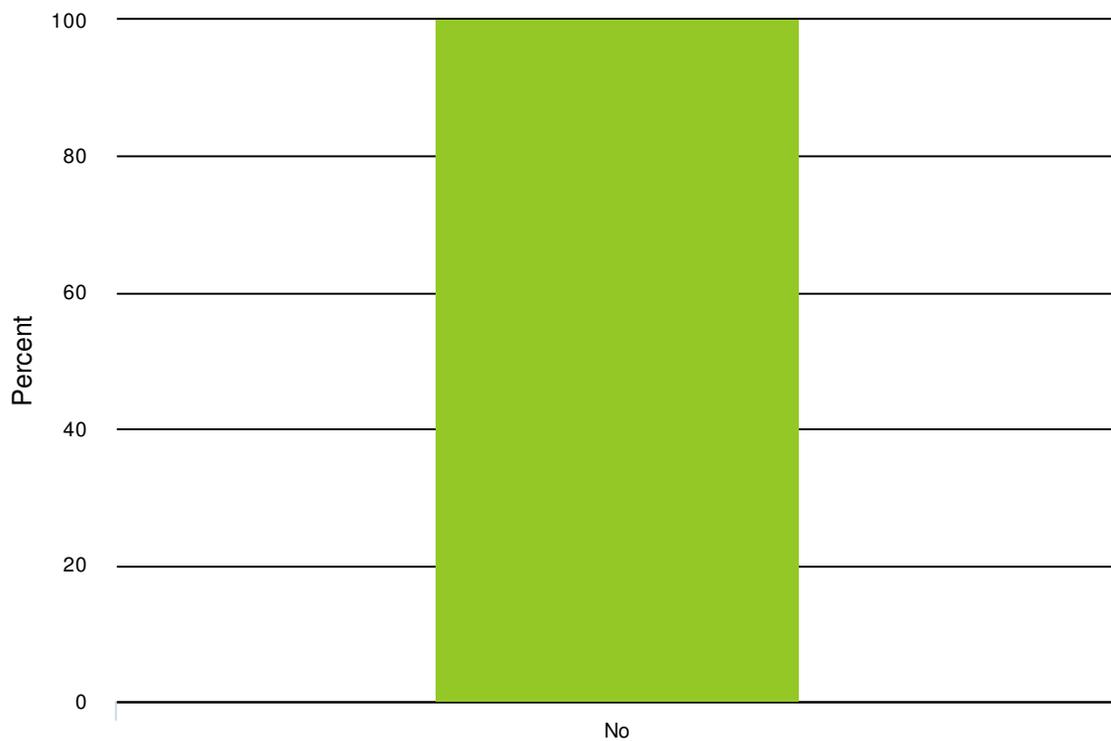
Totals: 1

1. The following best describes me:



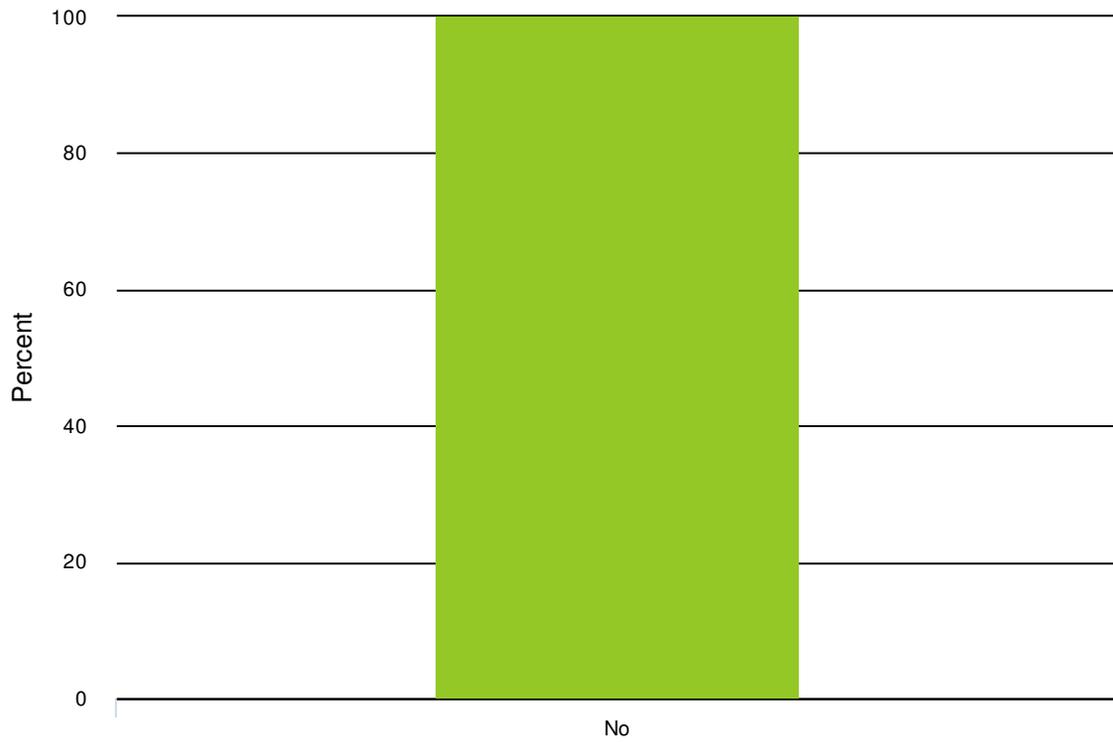
Value		Percent	Responses
Nearby business owner or employee		100.0%	1
			Totals: 1

2. Option 1 (see image below): Would removing left turn lanes, adding new concrete medians islands in the middle of the street and adding new flashing crosswalks improve awareness of people crossing the intersection?



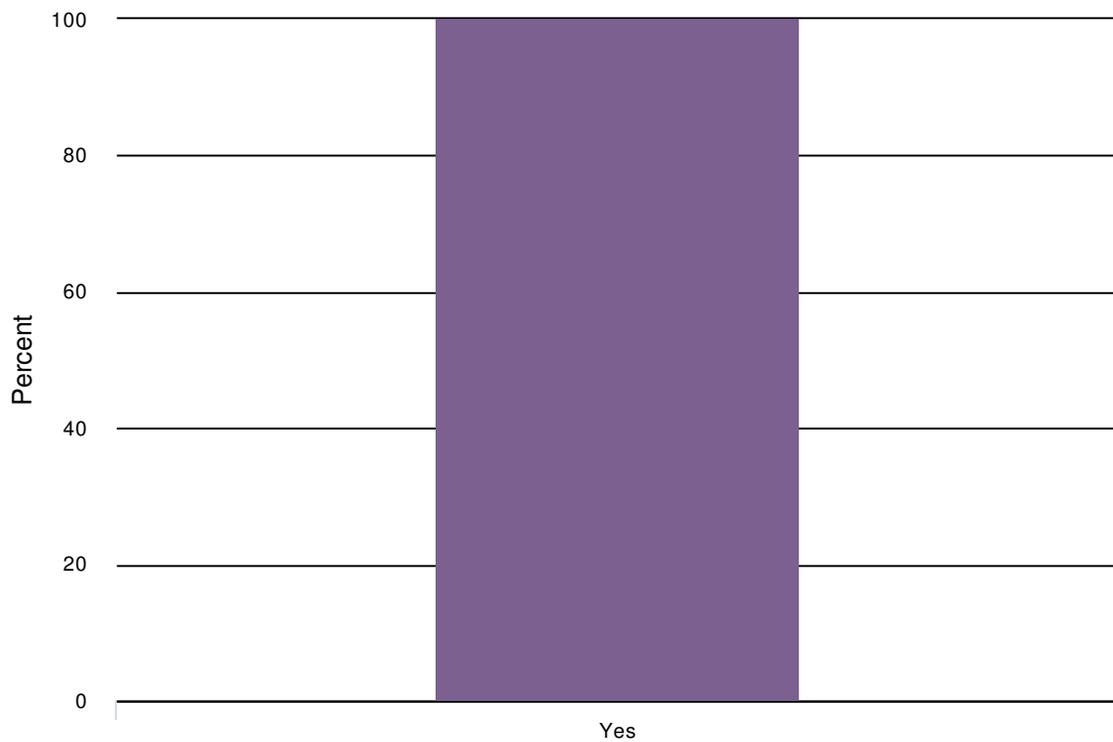
Value		Percent	Responses
No		100.0%	1

3. Option 2 (see images below): Would removing left turn lanes, narrowing the intersection, adding new concrete medians islands at the edges, and adding new flashing crosswalks improve awareness of people crossing the intersection?



Value	Percent	Responses
No	100.0%	1

4. Option 3 (see image below): Would rebuilding the intersection as a raised intersection improve awareness of people crossing the intersection?



Value	Percent	Responses
Yes	100.0%	1

5. Rate each option's ability to improve awareness of people crossing the intersection (1 is the least favorable and 5 is the most favorable)

	1	2	3	4	5	Responses
Option 1: median islands						
Count	1	0	0	0	0	1
Row %	100.0%	0.0%	0.0%	0.0%	0.0%	
Option 2: narrow intersection						
Count	1	0	0	0	0	1
Row %	100.0%	0.0%	0.0%	0.0%	0.0%	
Option 3: raised intersection						
Count	0	0	0	0	1	1
Row %	0.0%	0.0%	0.0%	0.0%	100.0%	
Do not change intersection						
Count	0	0	0	1	0	1
Row %	0.0%	0.0%	0.0%	100.0%	0.0%	
Totals						
Total Responses						1

6. Rate each option given cost considerations (1 is the least favorable and 5 is the most favorable)

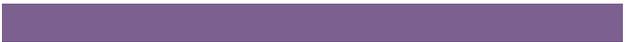
	1	2	3	4	5	Responses
Lowest cost: Option 1 median islands						
Count	1	0	0	0	0	1
Row %	100.0%	0.0%	0.0%	0.0%	0.0%	
Middle cost: Option 2 narrow intersection						
Count	1	0	0	0	0	1
Row %	100.0%	0.0%	0.0%	0.0%	0.0%	
Highest cost: Option 3 raised intersection						
Count	1	0	0	0	0	1
Row %	100.0%	0.0%	0.0%	0.0%	0.0%	
Do not change intersection						
Count	0	0	0	1	0	1
Row %	0.0%	0.0%	0.0%	100.0%	0.0%	
Totals						
Total Responses						1

This report is filtered

Only show: #1 Question "The following best describes me:" is one of the following answers ("Not a Superior resident")

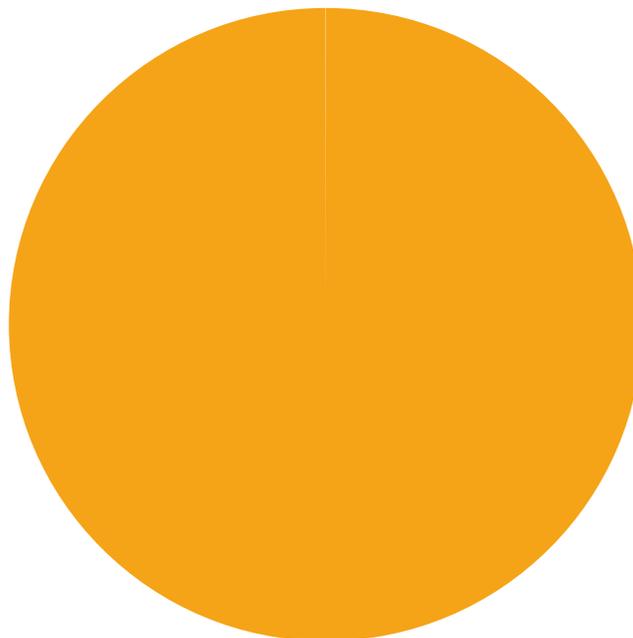
Report for Official Town of Superior TSC Survey: 76th and Sycamore Intersection Traffic Calming

Response Counts

Completion Rate:	100%		
Complete			1

Totals: 1

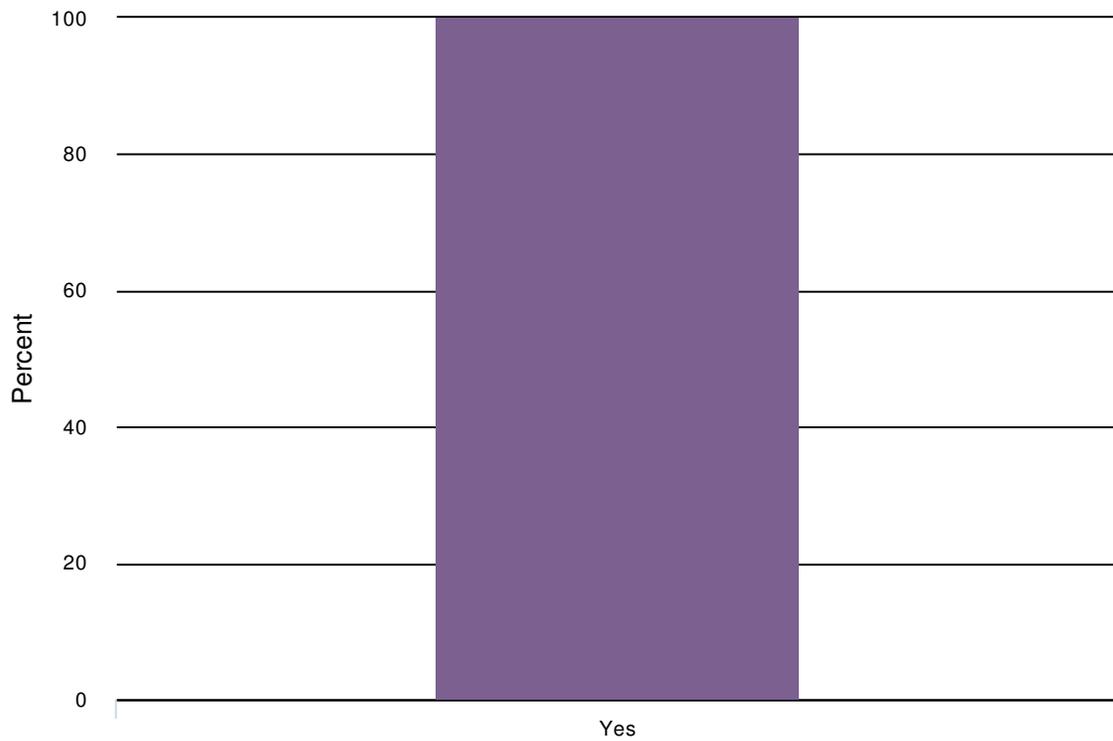
1. The following best describes me:



100% Not a Superior resident

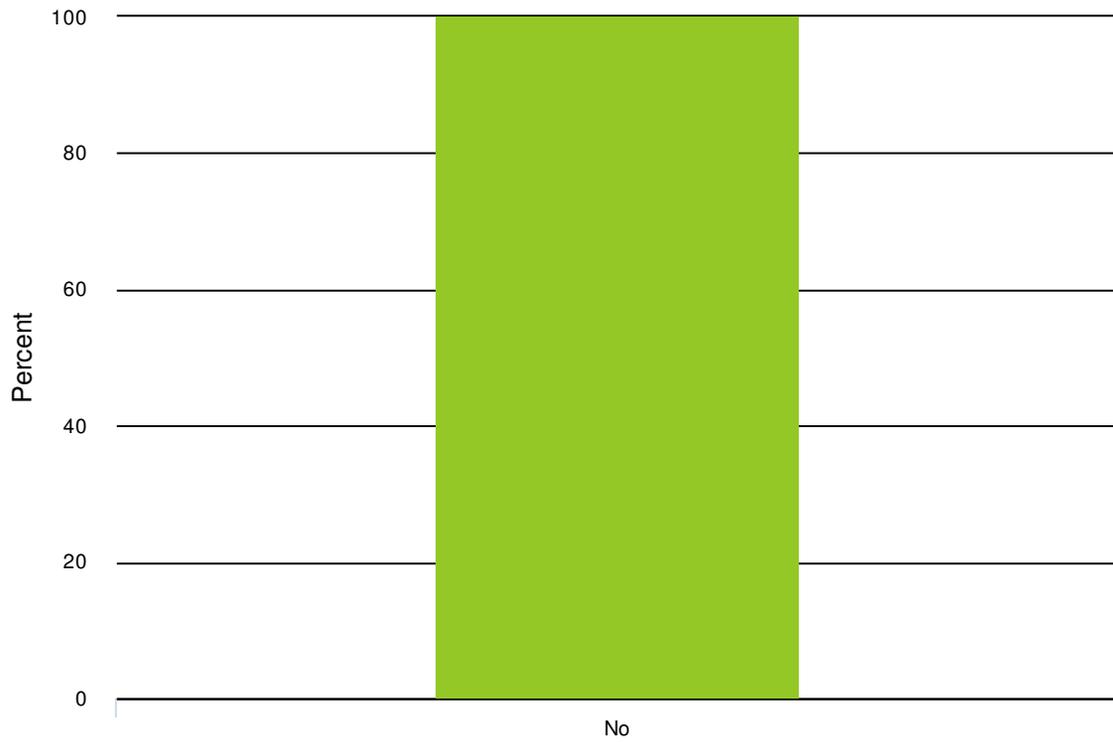
Value		Percent	Responses
Not a Superior resident		100.0%	1
			Totals: 1

2. Option 1 (see image below): Would removing left turn lanes, adding new concrete medians islands in the middle of the street and adding new flashing crosswalks improve awareness of people crossing the intersection?



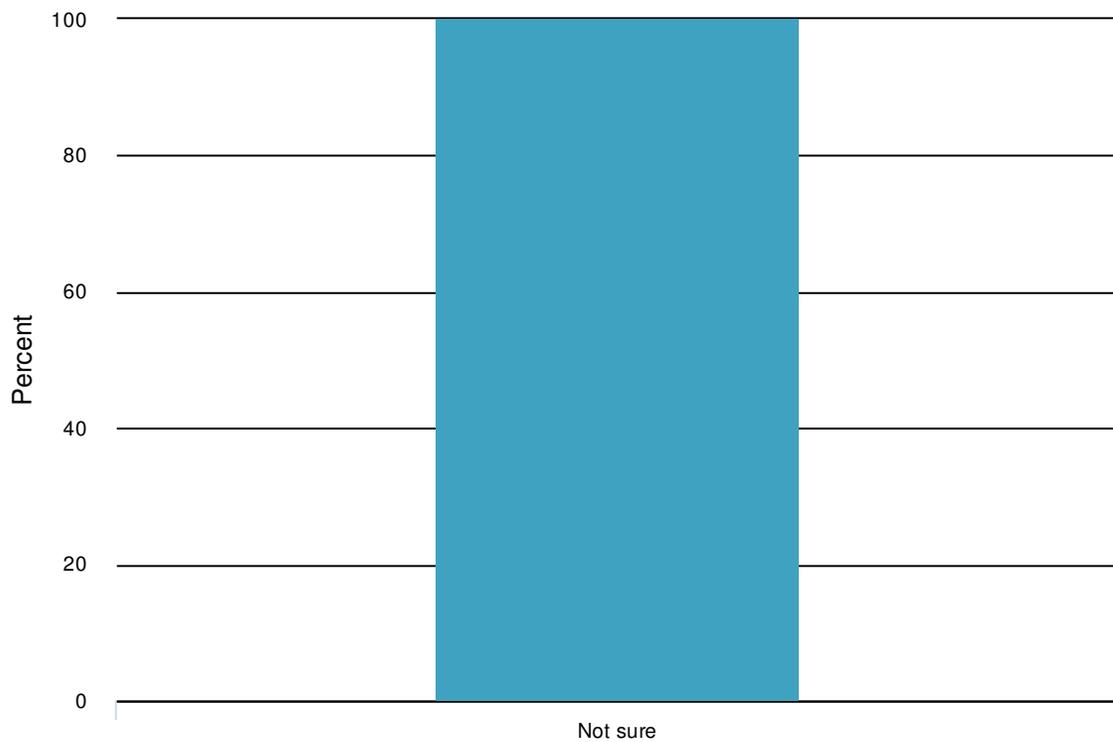
Value		Percent	Responses
Yes		100.0%	1

3. Option 2 (see images below): Would removing left turn lanes, narrowing the intersection, adding new concrete medians islands at the edges, and adding new flashing crosswalks improve awareness of people crossing the intersection?



Value	Percent	Responses
No	100.0%	1

4. Option 3 (see image below): Would rebuilding the intersection as a raised intersection improve awareness of people crossing the intersection?



Value	Percent	Responses
Not sure	100.0%	1

5. Rate each option's ability to improve awareness of people crossing the intersection (1 is the least favorable and 5 is the most favorable)

	1	2	3	4	5	Responses
Option 1: median islands						
Count	0	0	0	0	1	1
Row %	0.0%	0.0%	0.0%	0.0%	100.0%	
Option 2: narrow intersection						
Count	0	1	0	0	0	1
Row %	0.0%	100.0%	0.0%	0.0%	0.0%	
Option 3: raised intersection						
Count	0	1	0	0	0	1
Row %	0.0%	100.0%	0.0%	0.0%	0.0%	
Do not change intersection						
Count	1	0	0	0	0	1
Row %	100.0%	0.0%	0.0%	0.0%	0.0%	
Totals						
Total Responses						1

6. Rate each option given cost considerations (1 is the least favorable and 5 is the most favorable)

	1	2	3	4	5	Responses
Lowest cost: Option 1 median islands						
Count	0	0	0	0	1	1
Row %	0.0%	0.0%	0.0%	0.0%	100.0%	
Middle cost: Option 2 narrow intersection						
Count	0	0	1	0	0	1
Row %	0.0%	0.0%	100.0%	0.0%	0.0%	
Highest cost: Option 3 raised intersection						
Count	1	0	0	0	0	1
Row %	100.0%	0.0%	0.0%	0.0%	0.0%	
Do not change intersection						
Count	1	0	0	0	0	1
Row %	100.0%	0.0%	0.0%	0.0%	0.0%	
Totals						
Total Responses						1

76th and Sycamore e-mail comments from August 2019 survey

Clint and Matt - In my opinion, and as a 20-year resident, this survey needs to be pulled and redone. Immediately.

In the various questions, rather than tease out the various options to be considered: raised median; losing left-turn lanes; flashing lights, etc - the choices are mostly presented as a grouping!! What if I think we need the flashing lights, but not the other features? Question after question lumps them together. TERRIBLE!

Add to that what I've proposed for safety over the years that affect both the intersection as well as the safety of those parking along Sycamore, taking their kids and dogs out of cars, etc: FORBIDDING THE CRAZY LARGE 18-wheelers that leave delivery bays on 76th St (Target, Costco vendors, etc) from coming down Sycamore! Talk about taking one's breath away: just look at how those vehicles have torn up the curbing over and over during the years, trying to turn onto Sycamore. And those monstrous vehicles are within just a FEW FEET of people emerging from cars. How horrible!

So I cannot fill out and submit the survey because it is so poorly laid out for the options to be considered.

And it would be wonderful to be able to have a write-in as I would write in the audacity of such large delivery vehicles not being required to go back to Marshall Rd. That narrow, winding road with cars and pedestrians right there is no place for those vehicles. This would never be tolerated in Rock Creek (it's not even allowed on wide-laned Rock Creek Parkway) - but it's okay here??!

Many thanks -
Rochelle Rittmaster

From: <rochie3832@pcisys.net>

Date: August 15, 2019 at 11:27:14 AM MDT

To: <kevinr@superiorcolorado.gov>, <Neals@superiorcolorado.gov>, <Lauras@superiorcolorado.gov>, <alexa@superiorcolorado.gov>

Subject: Disappointment in 76 St survey

To the Traffic and Safety Committee members:

As a past 8-yr planning commissioner as well as resident who went to many town board meetings for many issues over the years, I want to express disappointment in the survey as presented regarding options for changes along 76th St and Sycamore. I realize that there were residents who participated in meetings that created some of these options, but how the survey is crafted is problematic.

Among my concerns:

(1) Both Options 1 and 2 remove existing bike lanes, but fails to state that explicitly. One would have to study the illustrations to discern this. These options force cars and trucks and bicycles into "share lanes", which is not a way to keep cyclists safe!

76th St is a thorough-fare. There is local residential traffic; there is traffic to/from the Superior Marketplace; there is park traffic (often times quite a bit on weekends); and there is traffic (often trucks - regular trucks) because of nearby commercial endeavors (storage facilities on 76th St and on Coal Creek Drive). It is already confusing that a "share lane" was created going northward of the exit from the delivery bays for Target/Michael's/TJ Maxx, and when I am on my bicycle, coming off the established bike lane, that is scary. And as a motorist, it is also scary because one doesn't know where a bicycle is going to maintain its path without a bike lane - will they all of a sudden come further into the supposed "share lane"? (note that 76th St is a major cycling route - you may or may not know that - and many cyclists have ear-buds in and don't even know when cars are nearby). And oftentimes it is the bike that is not "sharing", not the car.

So in shorter words: an option that eliminates bike lanes, but does not explicitly state that, is not a properly presented option. And frankly, is not a safe option.

(2) Each option's questions don't actually elicit which option a person would like to see. It asks whether we think this, that, whatever would "improve awareness". Each feature has an impact that perhaps lends visibility to the pedestrian crossing - but that doesn't make it a good option. And each option lumps many features and changes together - the options could've been incremental.

(3) Toward the end of the survey, we are asked to rate how we like the various options (raised intersection; removal of left-turn lanes, etc). However the one missing is the one I would have selected: the flashing pedestrian light! In fact, I would think with the broader use of such lights in our town as well as neighboring communities, that this could be/would be a first step to see if that satisfies the needs for pedestrians (very often myself, as I walk most of my errands) to have proper visibility. A flashing light seems to work - why make this more difficult than it may be?

So in shorter words: Give the option of the pedestrian light a place in the ranking.

(4) Not entertained at all, and which has been a concern of many of us here (and it's been my concern for 20 years now) is the continued allowance of 18-wheelers to come down Sycamore. Have you ever seen how

close those monstrous, massive vehicles are to parked cars on the north side of the park? To see that amount of weight and metal a mere few feet from people emerging from cars with their children and dogs? I hold my breath each time I see this - it is beyond frightening.

Sycamore is narrow and winding, with parking on both sides and pedestrian crossings from the park, and no place for such vehicles. They've repeatedly torn up the curbing because they can't actually navigate the intersection without hitting something. And if you don't think we notice, Rock Creek Parkway - wide-laned and very open, with no parking on either side - prohibits such vehicles. That hasn't stopped whatever has to be delivered to the Safeway Center or other businesses along Coalton. But somehow to allegedly affect delivery near the Marketplace (a minor, if any, inconvenience to go back out to Marshall Rd) is to be considered above human safety in what can be a congested, tight area. I brought this up many times in the past, it gets roundly ignored and brushed over - so I will bring it up again here. It is a fatality waiting to happen - I don't say that lightly.

And yes - depending on how it is approached, we understand the deliverybay to Petsmart and OfficeMax is on Sycamore. That can perhaps be the exception of such a lay-out that we would have to tolerate.

So in shorter words: 18-wheelers on Sycamore present a huge safety issue that is being ignored and passed over repeatedly.

(4) There is no write-in option to discuss any of this. Grant it - write-ins don't just blindly tabulate. But many of us for whatever reasons do not attend committee meetings, yet have lived here for a significant time and could have valuable inputs and insights.

I was unable to do the survey because it lacks incremental options, lacks write-in, lacks explicit language that removes bike lanes (which I religiously use, by the way). With bike lanes being the best option at this point for cyclists and motorists to co-exist (studies show that separation between the space the car travels from where a bike would be, even if not a physical barrier between, creates more safety for cyclists), forcing more (not less!) intermingling of bikes with cars and trucks is a recipe for disaster, injuries, and road rage. It is challenging enough when cyclists don't want to stay in the bike lane (again, I cycle - and I stay in the bike lane - but the "pack riders" do not!). So to deliberately create more forcing of vehicles and bicycles to mingle is horrible. And very very unsafe for all.

Thank you for your time and consideration of these points.

Rochelle Rittmaster

20-year resident, Sagamore

From: Town of Superior Colorado <webmaster@superiorcolorado.gov>
Sent: Wednesday, August 21, 2019 7:39 AM
To: Alex Ariniello <alexa@superiorcolorado.gov>
Subject: 76th Street and Sagamore Intersection

Message submitted from the <Town of Superior Colorado> website.

Site Visitor Name: Amy Becker
Site Visitor Email: amybecker@comcast.net

Alex,

I completed the survey regarding the 76th St and Sagamore intersection. One of the most obvious solutions that would help is putting a 4-way stop sign rather than the 2-way stop sign. I have resided in the Sagamore neighborhood for 18 years and the traffic has gotten out of control. It is nearly impossible to cross the street as a pedestrian during certain times of the day and I have witnesses numerous car accidents as well. Please consider changing the stop sign to 1 4-way option as an immediate resolution until something else is instilled.

Thanks,
Amy Becker

230 Mohawk Circle

From: Bill Cullen <cullen.bill@gmail.com>
Sent: Wednesday, August 28, 2019 1:17 PM
To: Alex Ariniello <alexa@superiorcolorado.gov>
Subject: Superior 76th/Sycamore Survery

Hi Alexa, I was hoping you could pass this message along to the committee members about the proposed changes for the 76th/Sycamore traffic easing.

I REALLY appreciate the town soliciting feedback for their proposals; it makes me feel very valued as a resident! But, I don't understand why the cheapest, simplest, and fastest option (possibly also the most effective?) has not been proposed in this survey - which are stop signs on 76th street. These could be installed in 1 day, at minimal cost, and cause no interruption to our neighborhood. Can you please let me know if this option can be considered, or possibly why it is not in the survey?

Cheers!
Bill Cullen
585-278-3859

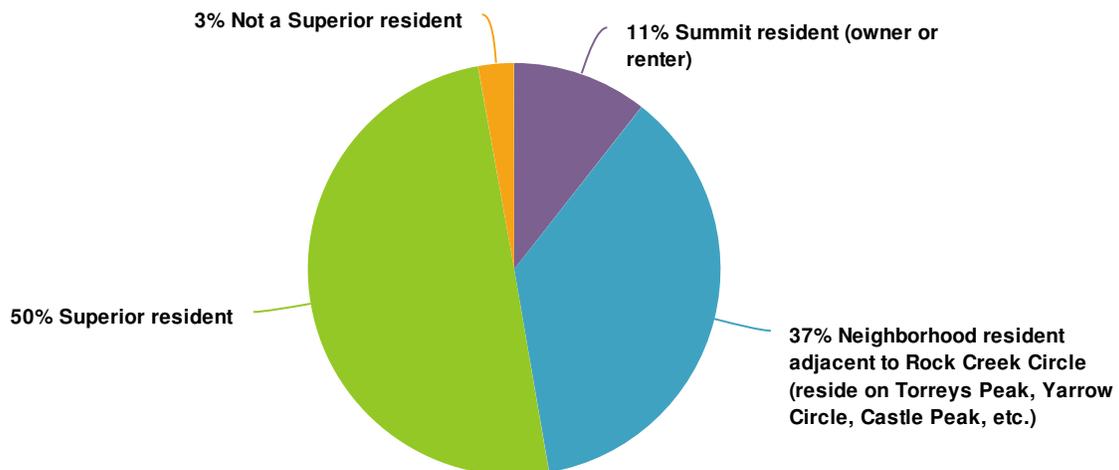
Report for Official Town of Superior TSC Survey: Rock Creek Circle Traffic Calming

Response Counts

Completion Rate:	100%	
Complete		 571

Totals: 571

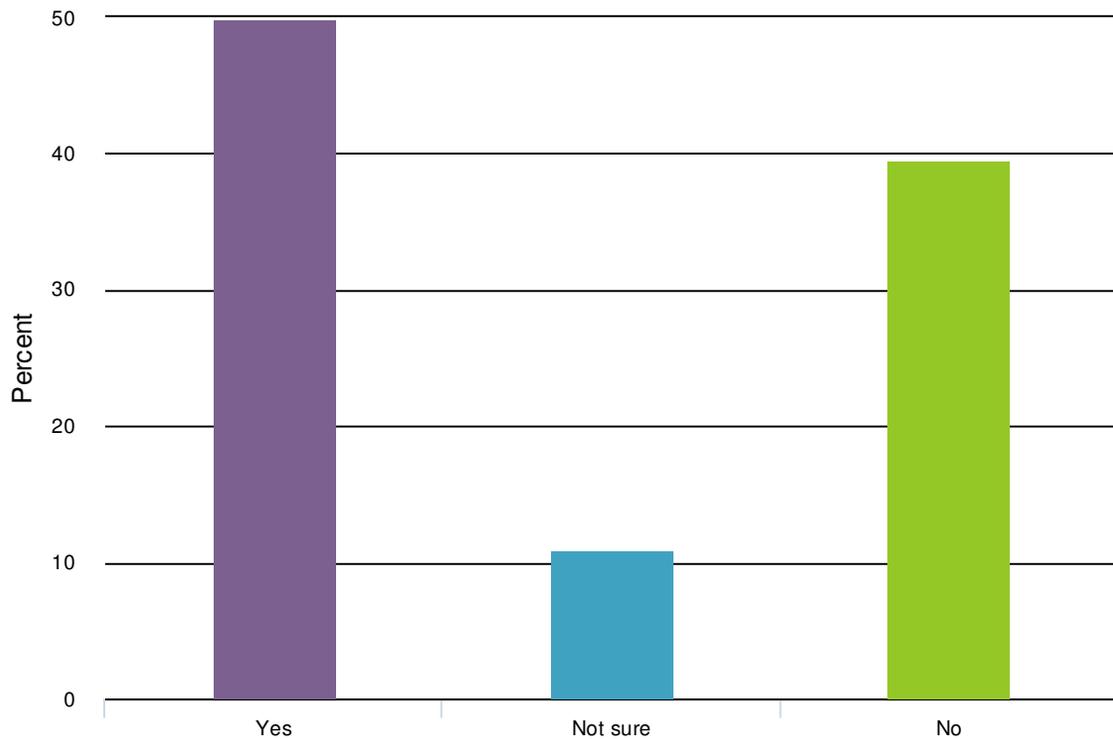
1. The following best describes me:



Value	Percent	Responses
Summit resident (owner or renter)	10.6%	60
Neighborhood resident adjacent to Rock Creek Circle (reside on Torreys Peak, Yarrow Circle, Castle Peak, etc.)	36.7%	208
Superior resident	49.9%	283
Not a Superior resident	2.8%	16

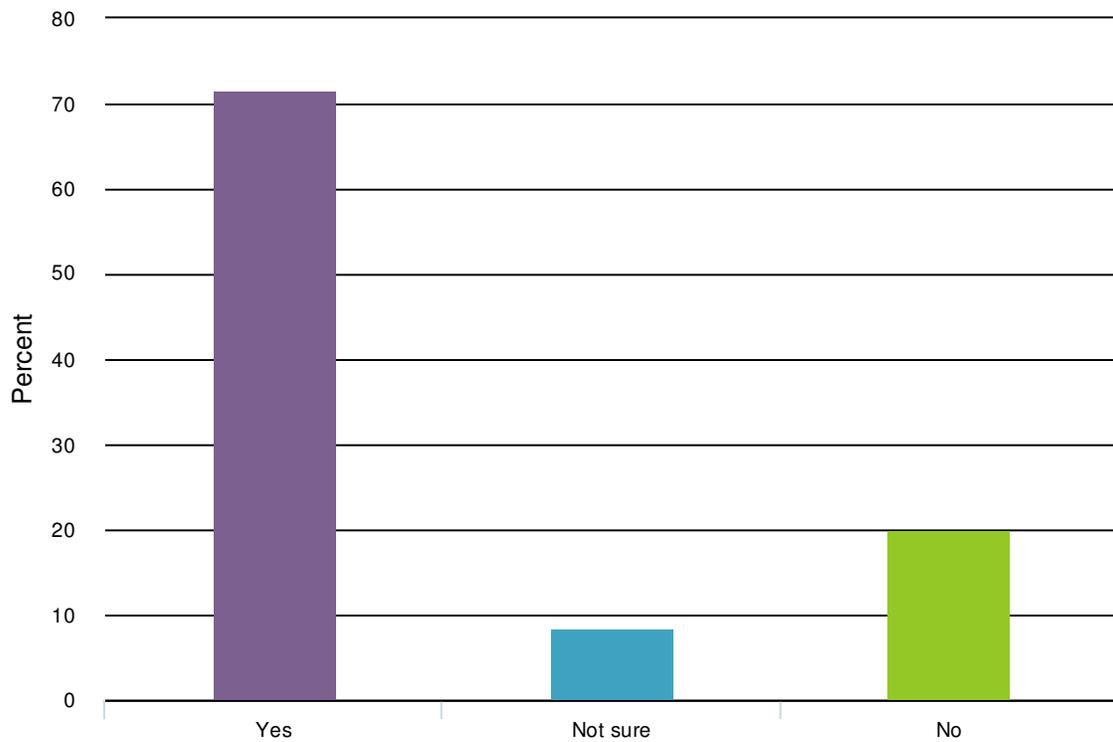
Totals: 567

2. Speed Limit Change: Would you support reducing the posted limit from 30 MPH to 25 MPH along the corridor (see photo below)?



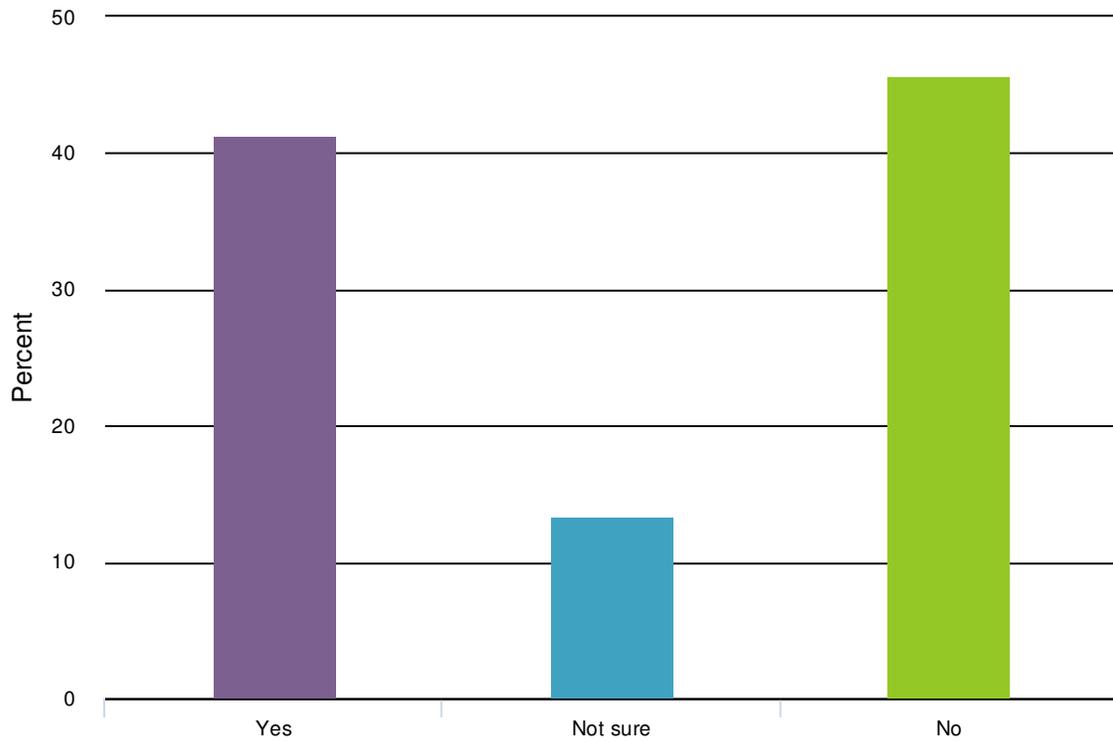
Value	Percent	Responses
Yes	49.8%	280
Not sure	10.9%	61
No	39.5%	222

3. Speed Feedback Signs: Would you support installing speed feedback signs along the corridor (see photo below)?



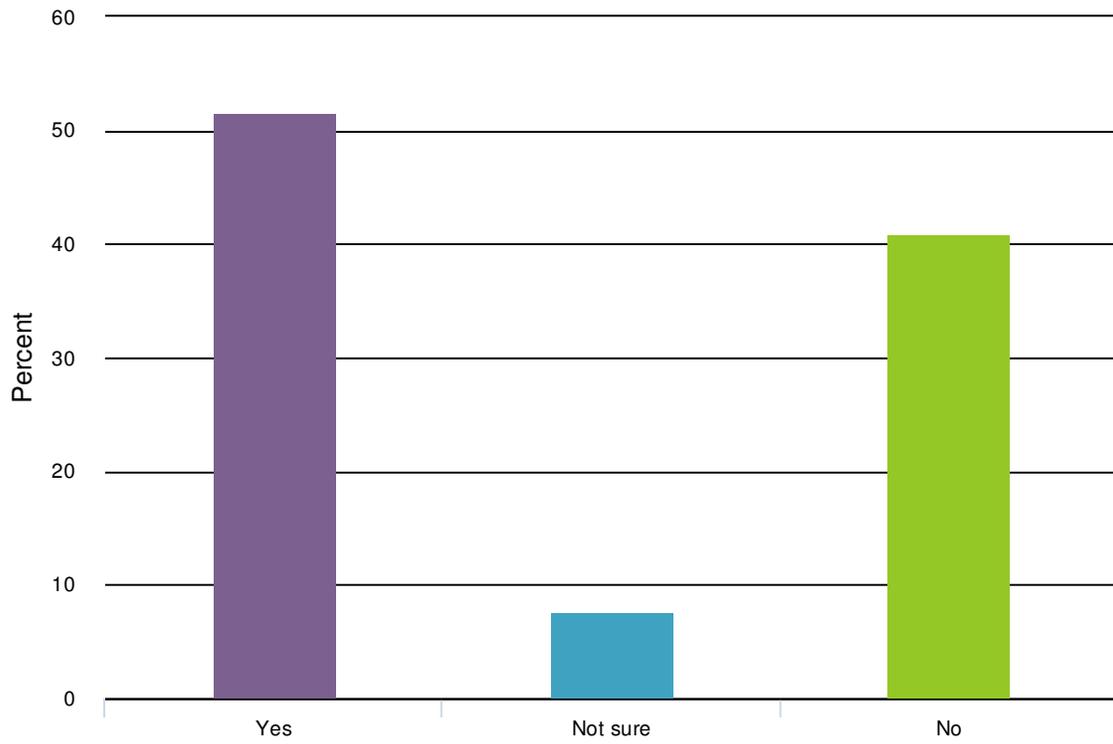
Value		Percent	Responses
Yes		71.7%	403
Not sure		8.5%	48
No		19.9%	112

4. Narrow Intersections: Do you support narrowing the intersections with painted zones and flexible posts along the corridor to improve driver awareness of people crossing and visibility for drivers turning on to Rock Creek Circle (see photos below)?



Value		Percent	Responses
Yes		41.3%	234
Not sure		13.4%	76
No		45.8%	259

5. Raised Crosswalks: Do you support adding raised crosswalks at each of the intersections to improve driver awareness of people crossing the intersections (see photos below)?



Value		Percent	Responses
Yes		51.6%	289
Not sure		7.7%	43
No		40.9%	229

6. Rate each option's ability to calm traffic on Rock Creek Circle (1 is the least favorable and 5 is the most favorable)

	1	2	3	4	5	Responses
Speed limit change						
Count	172	69	97	79	136	553
Row %	31.1%	12.5%	17.5%	14.3%	24.6%	
Speed feedback signs						
Count	60	78	114	122	182	556
Row %	10.8%	14.0%	20.5%	21.9%	32.7%	
Narrow intersections						
Count	166	97	111	103	76	553
Row %	30.0%	17.5%	20.1%	18.6%	13.7%	
Raised crosswalks						
Count	153	69	76	97	160	555
Row %	27.6%	12.4%	13.7%	17.5%	28.8%	
Do not make any changes						
Count	241	48	67	39	132	527
Row %	45.7%	9.1%	12.7%	7.4%	25.0%	
Totals						
Total Responses						556

7. Rate each option given cost considerations (1 is the least favorable and 5 is the most favorable)

	1	2	3	4	5	Responses
Lowest cost: Speed limit change						
Count	144	74	77	79	175	549
Row %	26.2%	13.5%	14.0%	14.4%	31.9%	
Lowest cost: Speed feedback signs						
Count	76	59	82	127	203	547
Row %	13.9%	10.8%	15.0%	23.2%	37.1%	
Mid-range cost: Narrow intersections						
Count	186	89	114	82	73	544
Row %	34.2%	16.4%	21.0%	15.1%	13.4%	
Highest cost: Raised crosswalks						
Count	196	84	93	84	90	547
Row %	35.8%	15.4%	17.0%	15.4%	16.5%	
Do not make any changes						
Count	231	41	69	38	144	523
Row %	44.2%	7.8%	13.2%	7.3%	27.5%	
Totals						
Total Responses						549

This report is filtered

Only show: #1 Question "The following best describes me:" is one of the following answers ("Summit resident (owner or renter)")

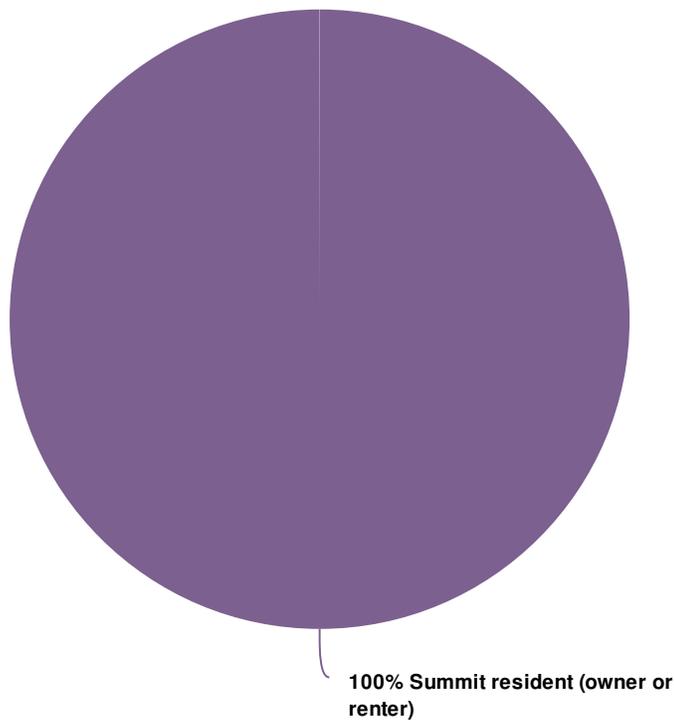
Report for Official Town of Superior TSC Survey: Rock Creek Circle Traffic Calming

Response Counts



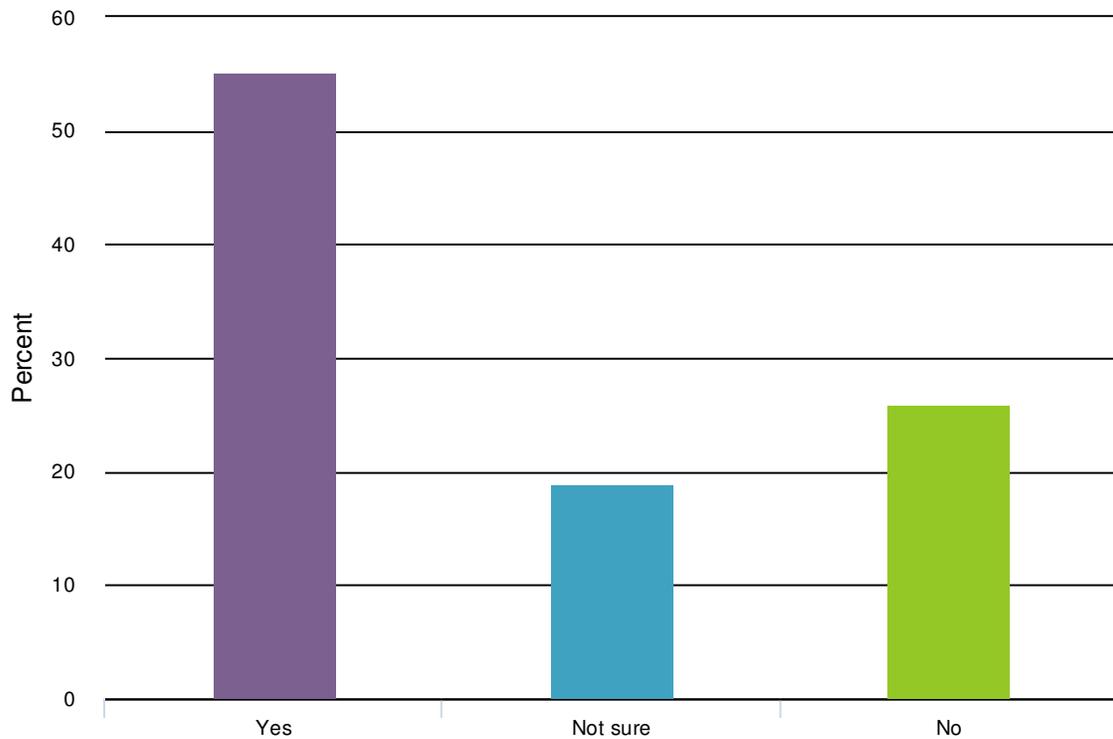
Totals: 60

1. The following best describes me:



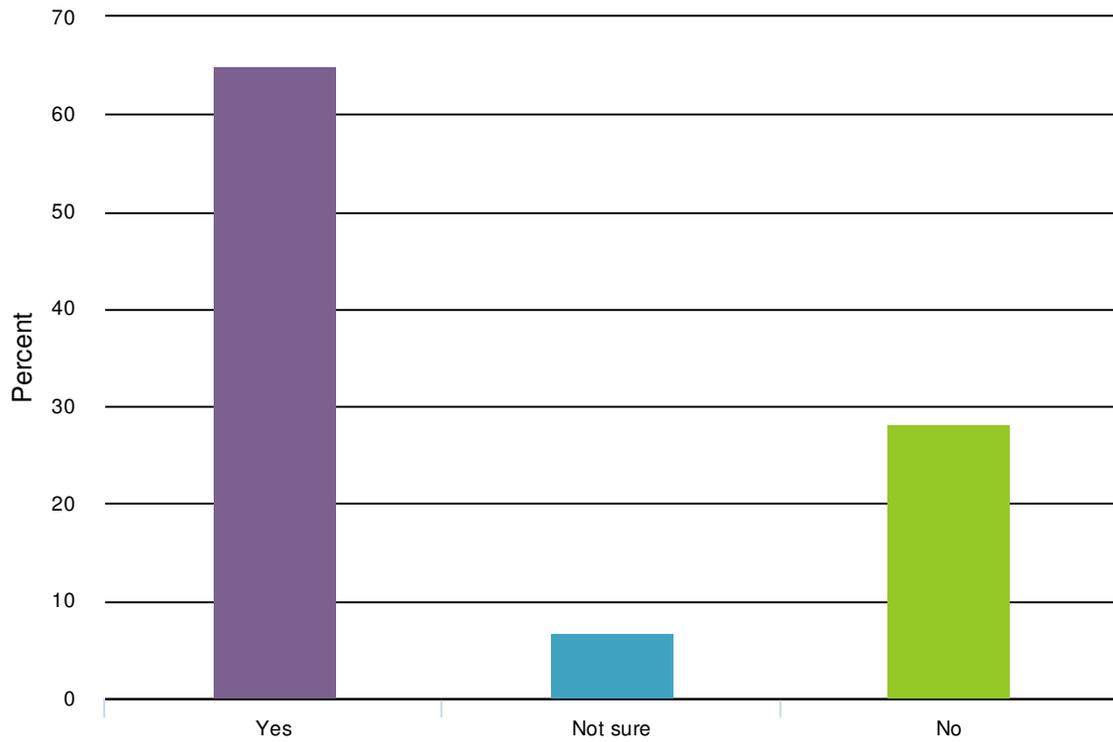
Value	Percent	Responses
Summit resident (owner or renter)	100.0%	60
Totals: 60		

2. Speed Limit Change: Would you support reducing the posted limit from 30 MPH to 25 MPH along the corridor (see photo below)?



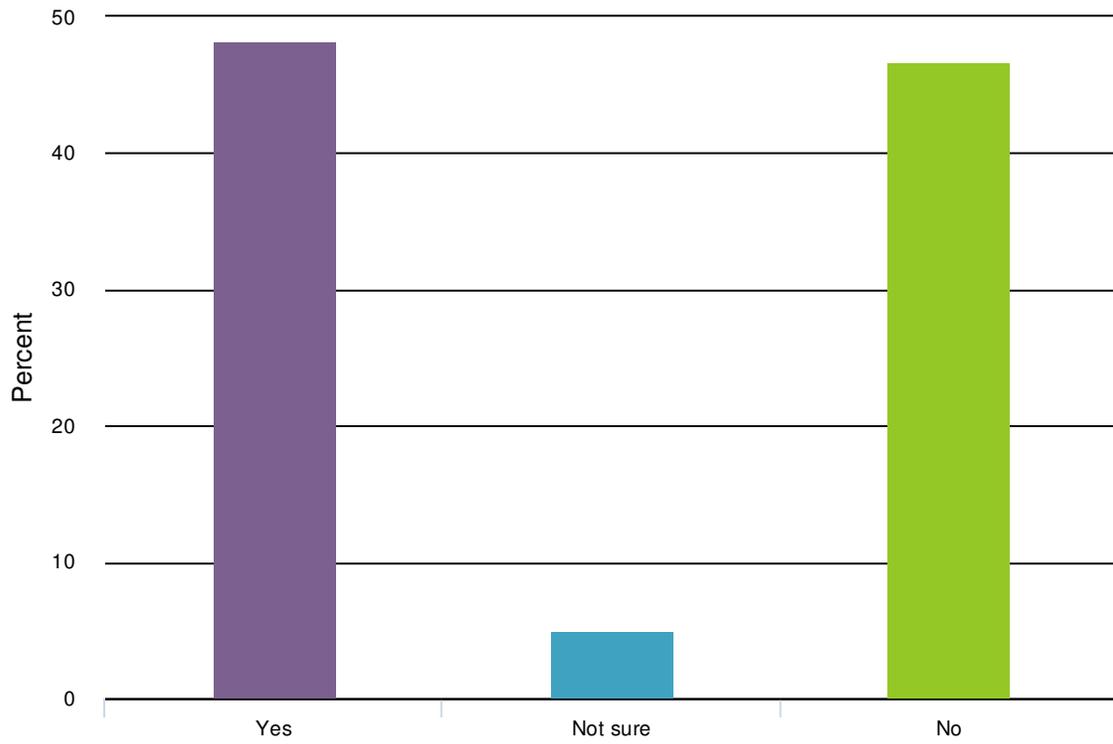
Value	Percent	Responses
Yes	55.2%	32
Not sure	19.0%	11
No	25.9%	15

3. Speed Feedback Signs: Would you support installing speed feedback signs along the corridor (see photo below)?



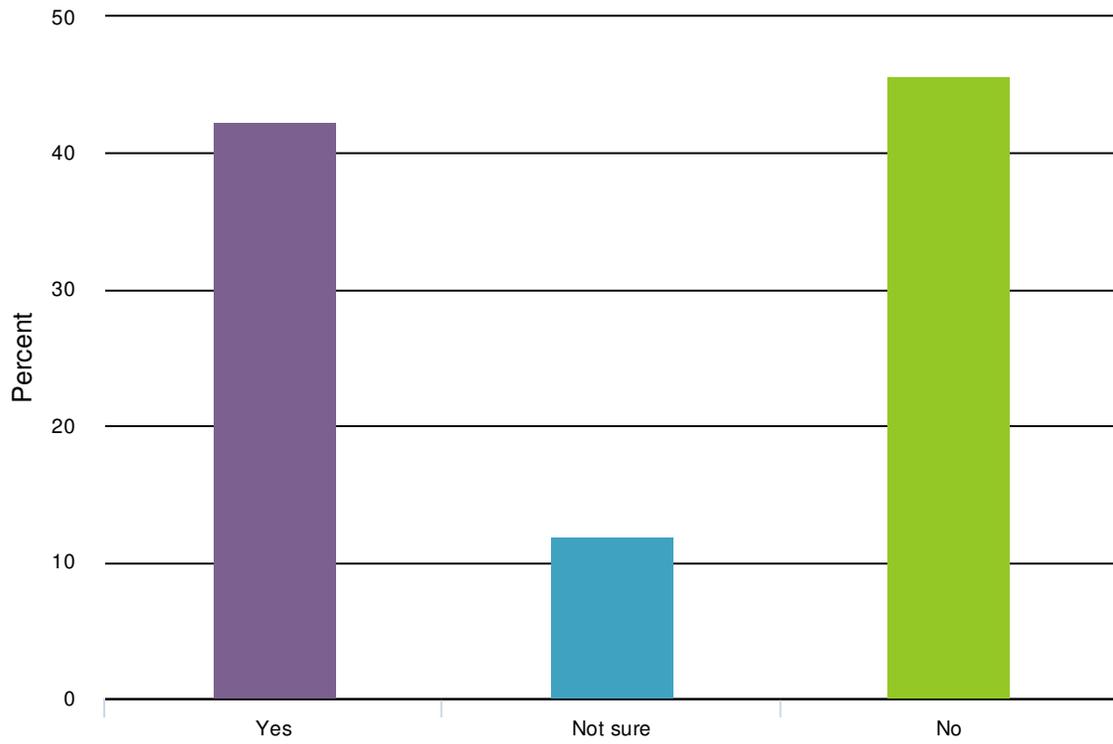
Value		Percent	Responses
Yes		65.0%	39
Not sure		6.7%	4
No		28.3%	17

4. Narrow Intersections: Do you support narrowing the intersections with painted zones and flexible posts along the corridor to improve driver awareness of people crossing and visibility for drivers turning on to Rock Creek Circle (see photos below)?



Value	Percent	Responses
Yes	48.3%	29
Not sure	5.0%	3
No	46.7%	28

5. Raised Crosswalks: Do you support adding raised crosswalks at each of the intersections to improve driver awareness of people crossing the intersections (see photos below)?



Value		Percent	Responses
Yes		42.4%	25
Not sure		11.9%	7
No		45.8%	27

6. Rate each option's ability to calm traffic on Rock Creek Circle (1 is the least favorable and 5 is the most favorable)

	1	2	3	4	5	Responses
Speed limit change						
Count	18	12	9	10	11	60
Row %	30.0%	20.0%	15.0%	16.7%	18.3%	
Speed feedback signs						
Count	4	10	15	11	20	60
Row %	6.7%	16.7%	25.0%	18.3%	33.3%	
Narrow intersections						
Count	17	6	14	12	11	60
Row %	28.3%	10.0%	23.3%	20.0%	18.3%	
Raised crosswalks						
Count	20	5	5	10	20	60
Row %	33.3%	8.3%	8.3%	16.7%	33.3%	
Do not make any changes						
Count	31	2	6	4	14	57
Row %	54.4%	3.5%	10.5%	7.0%	24.6%	
Totals						
Total Responses						60

7. Rate each option given cost considerations (1 is the least favorable and 5 is the most favorable)

	1	2	3	4	5	Responses
Lowest cost: Speed limit change						
Count	12	11	9	14	13	59
Row %	20.3%	18.6%	15.3%	23.7%	22.0%	
Lowest cost: Speed feedback signs						
Count	6	6	9	14	23	58
Row %	10.3%	10.3%	15.5%	24.1%	39.7%	
Mid-range cost: Narrow intersections						
Count	16	11	12	10	9	58
Row %	27.6%	19.0%	20.7%	17.2%	15.5%	
Highest cost: Raised crosswalks						
Count	23	7	15	6	8	59
Row %	39.0%	11.9%	25.4%	10.2%	13.6%	
Do not make any changes						
Count	31	5	5	2	14	57
Row %	54.4%	8.8%	8.8%	3.5%	24.6%	
Totals						
Total Responses						59

This report is filtered

Only show: #1 Question "The following best describes me:" is one of the following answers ("Neighborhood resident adjacent to Rock Creek Circle (reside on Torreys Peak, Yarrow Circle, Castle Peak, etc.)")

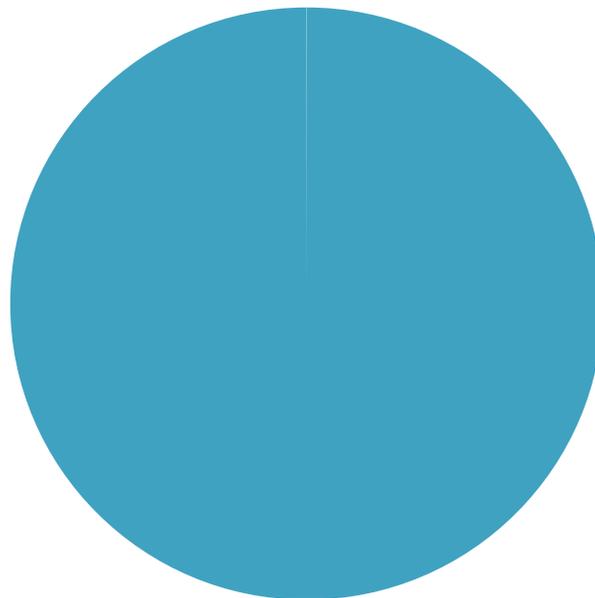
Report for Official Town of Superior TSC Survey: Rock Creek Circle Traffic Calming

Response Counts



Totals: 208

1. The following best describes me:

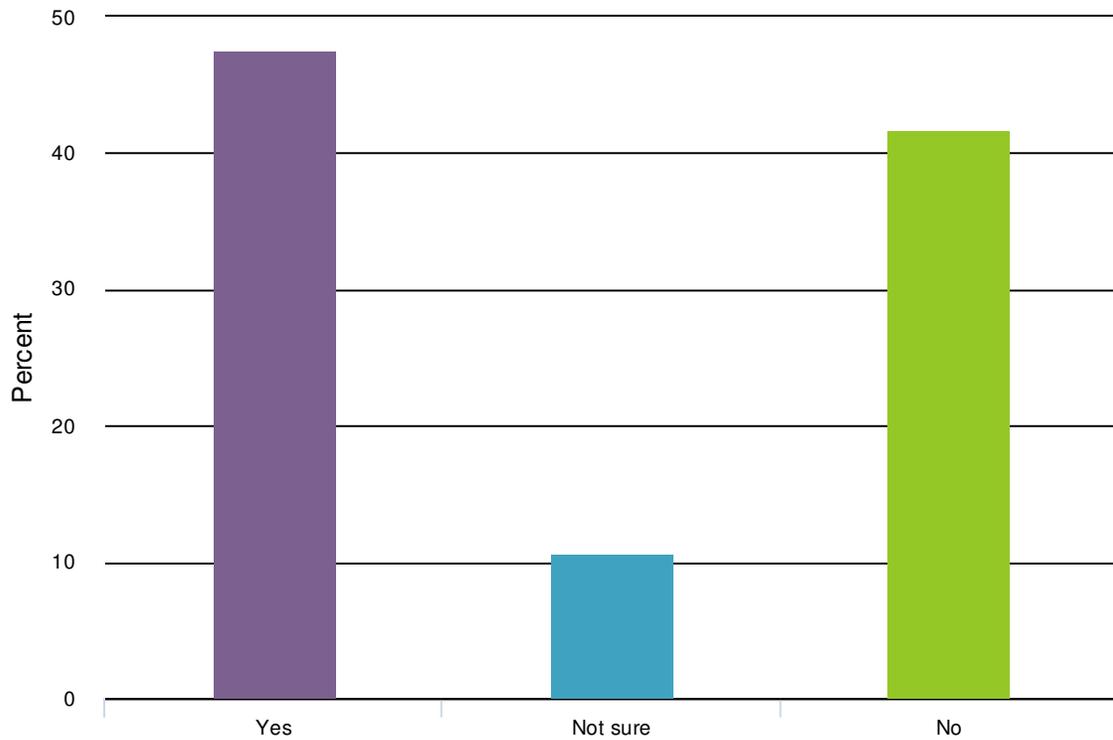


100% Neighborhood resident adjacent to Rock Creek Circle (reside on Torreys Peak, Yarrow Circle, Castle Peak, etc.)

Value	Percent	Responses
Neighborhood resident adjacent to Rock Creek Circle (reside on Torreys Peak, Yarrow Circle, Castle Peak, etc.)	100.0%	208

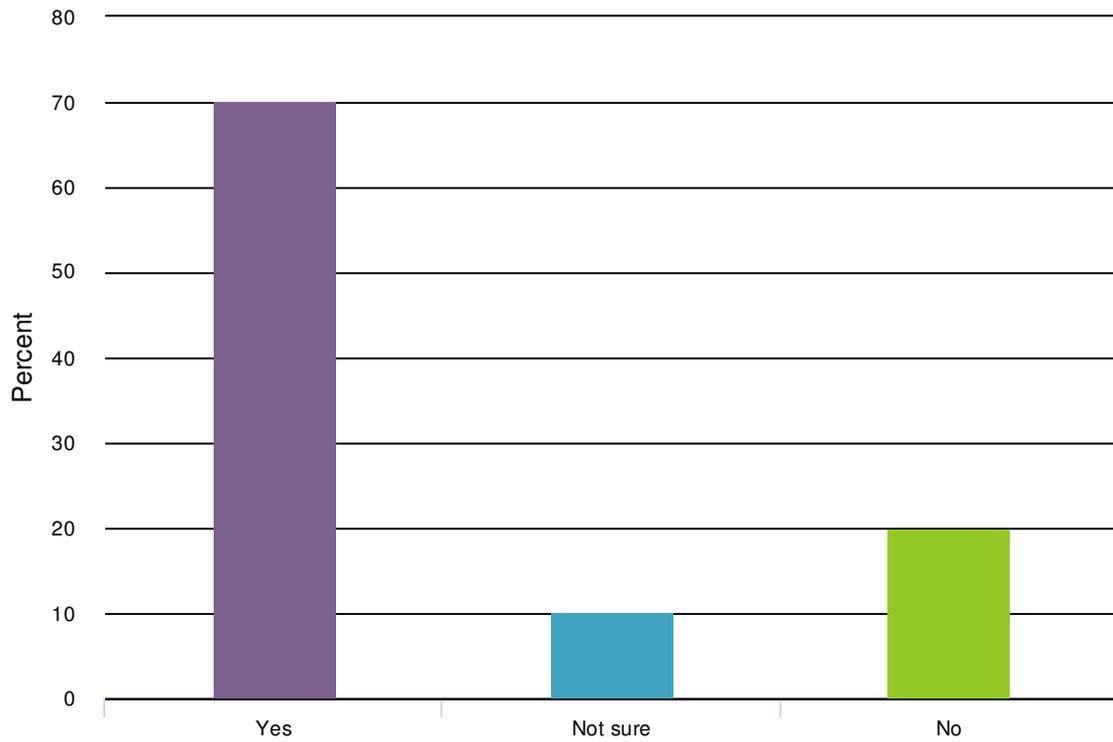
Totals: 208

2. Speed Limit Change: Would you support reducing the posted limit from 30 MPH to 25 MPH along the corridor (see photo below)?



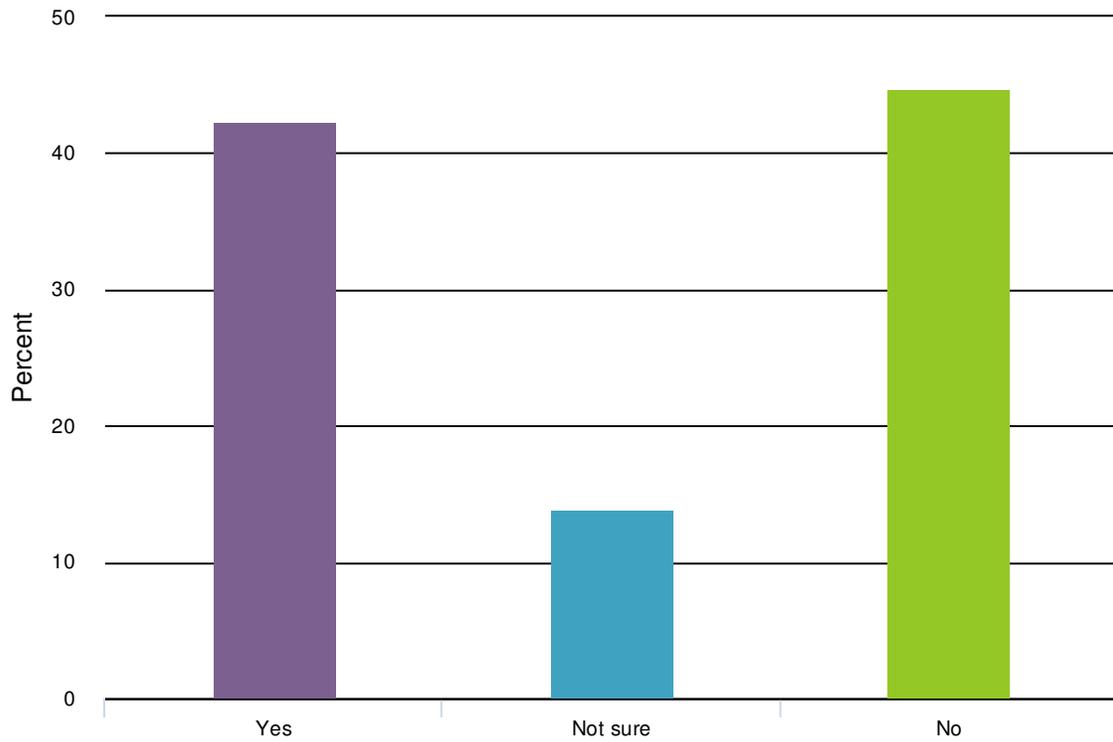
Value	Percent	Responses
Yes	47.6%	98
Not sure	10.7%	22
No	41.7%	86

3. Speed Feedback Signs: Would you support installing speed feedback signs along the corridor (see photo below)?



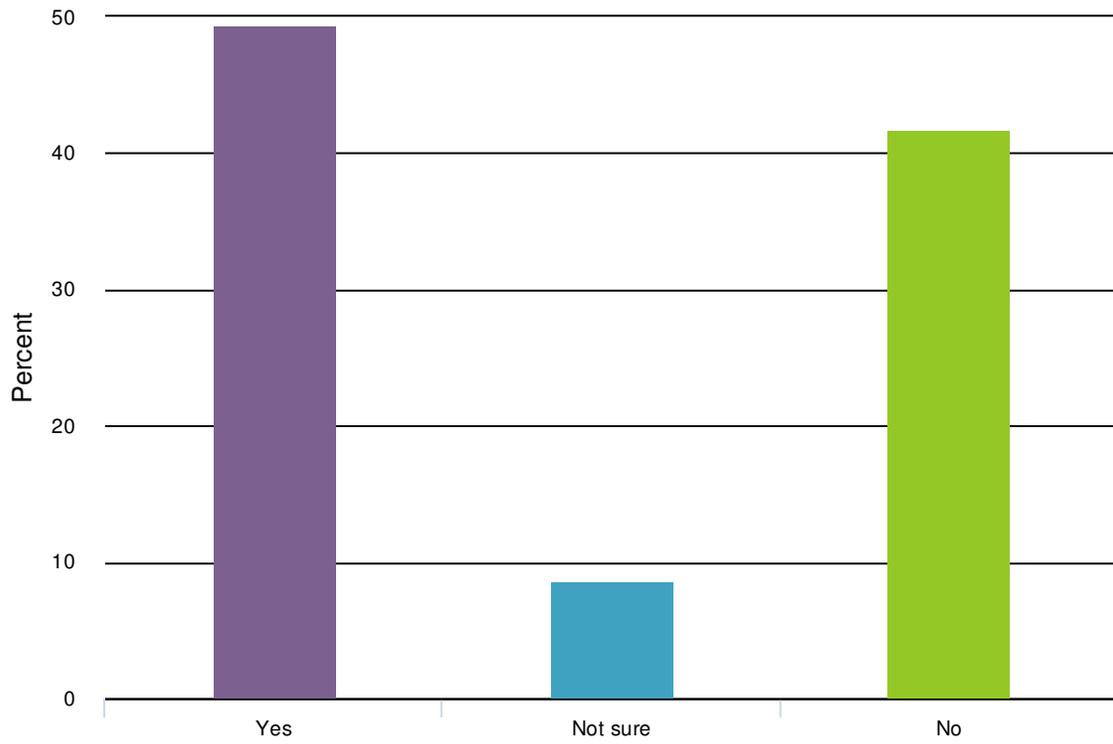
Value	Percent	Responses
Yes	70.2%	144
Not sure	10.2%	21
No	20.0%	41

4. Narrow Intersections: Do you support narrowing the intersections with painted zones and flexible posts along the corridor to improve driver awareness of people crossing and visibility for drivers turning on to Rock Creek Circle (see photos below)?



Value		Percent	Responses
Yes		42.3%	88
Not sure		13.9%	29
No		44.7%	93

5. Raised Crosswalks: Do you support adding raised crosswalks at each of the intersections to improve driver awareness of people crossing the intersections (see photos below)?



Value		Percent	Responses
Yes		49.5%	102
Not sure		8.7%	18
No		41.7%	86

6. Rate each option's ability to calm traffic on Rock Creek Circle (1 is the least favorable and 5 is the most favorable)

	1	2	3	4	5	Responses
Speed limit change						
Count	61	28	35	32	48	204
Row %	29.9%	13.7%	17.2%	15.7%	23.5%	
Speed feedback signs						
Count	24	29	36	46	69	204
Row %	11.8%	14.2%	17.6%	22.5%	33.8%	
Narrow intersections						
Count	58	42	36	43	24	203
Row %	28.6%	20.7%	17.7%	21.2%	11.8%	
Raised crosswalks						
Count	51	25	29	32	67	204
Row %	25.0%	12.3%	14.2%	15.7%	32.8%	
Do not make any changes						
Count	100	14	24	13	46	197
Row %	50.8%	7.1%	12.2%	6.6%	23.4%	
Totals						
Total Responses						204

7. Rate each option given cost considerations (1 is the least favorable and 5 is the most favorable)

	1	2	3	4	5	Responses
Lowest cost: Speed limit change						
Count	46	34	28	26	66	200
Row %	23.0%	17.0%	14.0%	13.0%	33.0%	
Lowest cost: Speed feedback signs						
Count	25	22	34	47	72	200
Row %	12.5%	11.0%	17.0%	23.5%	36.0%	
Mid-range cost: Narrow intersections						
Count	65	38	36	36	24	199
Row %	32.7%	19.1%	18.1%	18.1%	12.1%	
Highest cost: Raised crosswalks						
Count	67	33	32	30	38	200
Row %	33.5%	16.5%	16.0%	15.0%	19.0%	
Do not make any changes						
Count	94	10	21	14	56	195
Row %	48.2%	5.1%	10.8%	7.2%	28.7%	
Totals						
Total Responses						200

This report is filtered

Only show: #1 Question "The following best describes me:" is one of the following answers ("Superior resident")

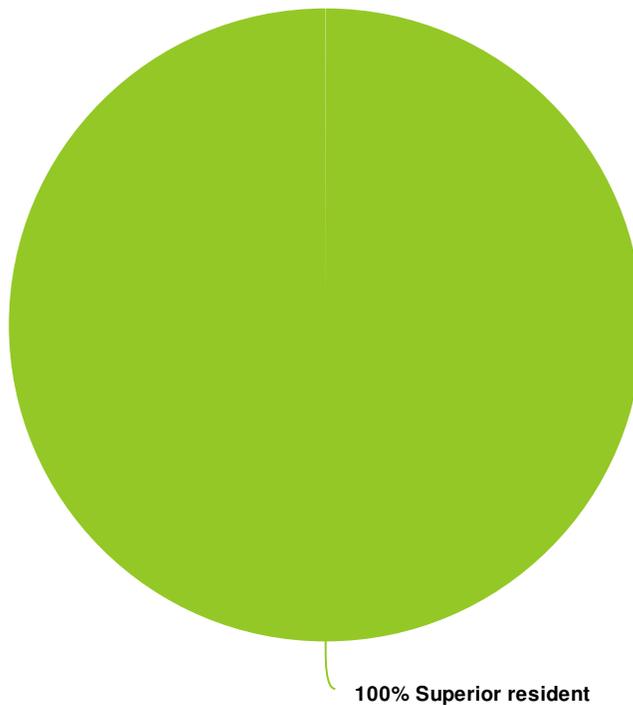
Report for Official Town of Superior TSC Survey: Rock Creek Circle Traffic Calming

Response Counts



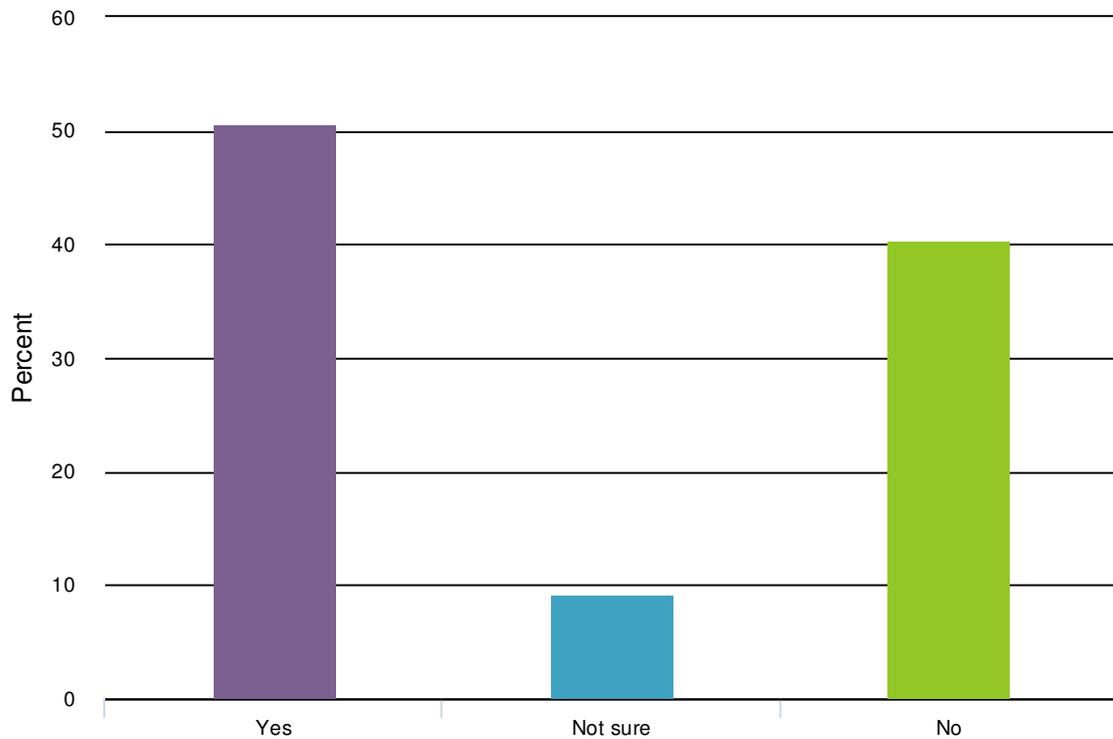
Totals: 283

1. The following best describes me:



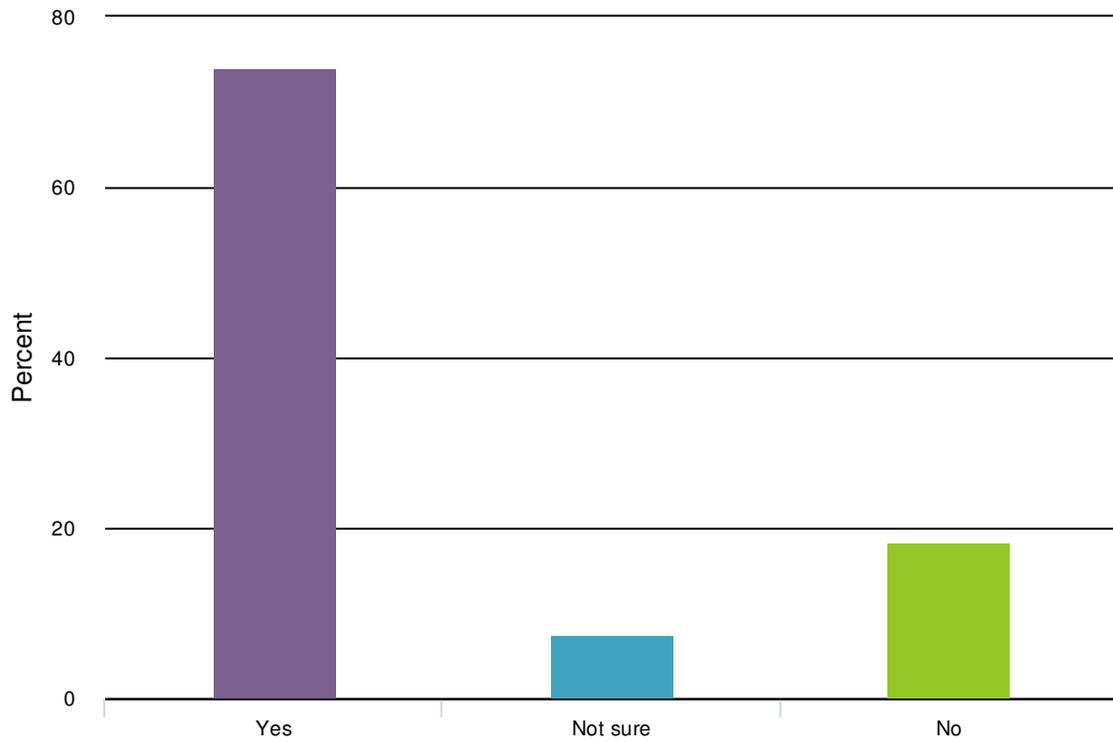
Value	Percent	Responses
Superior resident	100.0%	283
Totals: 283		

2. Speed Limit Change: Would you support reducing the posted limit from 30 MPH to 25 MPH along the corridor (see photo below)?



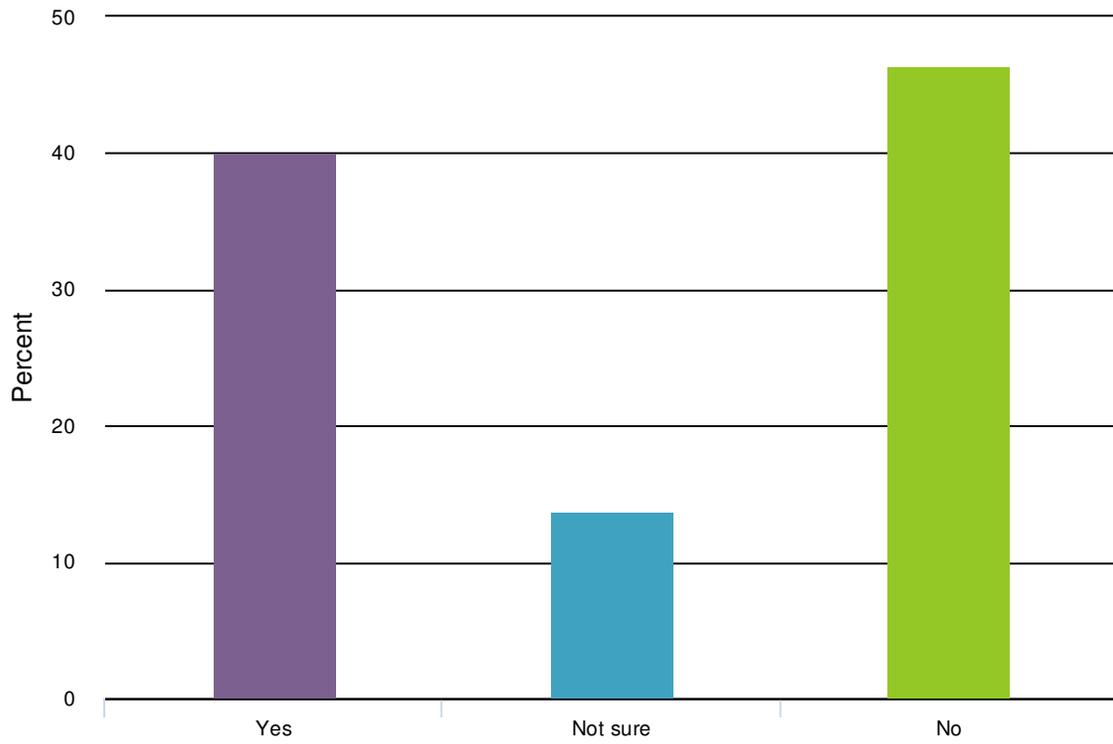
Value	Percent	Responses
Yes	50.7%	143
Not sure	9.2%	26
No	40.4%	114

3. Speed Feedback Signs: Would you support installing speed feedback signs along the corridor (see photo below)?



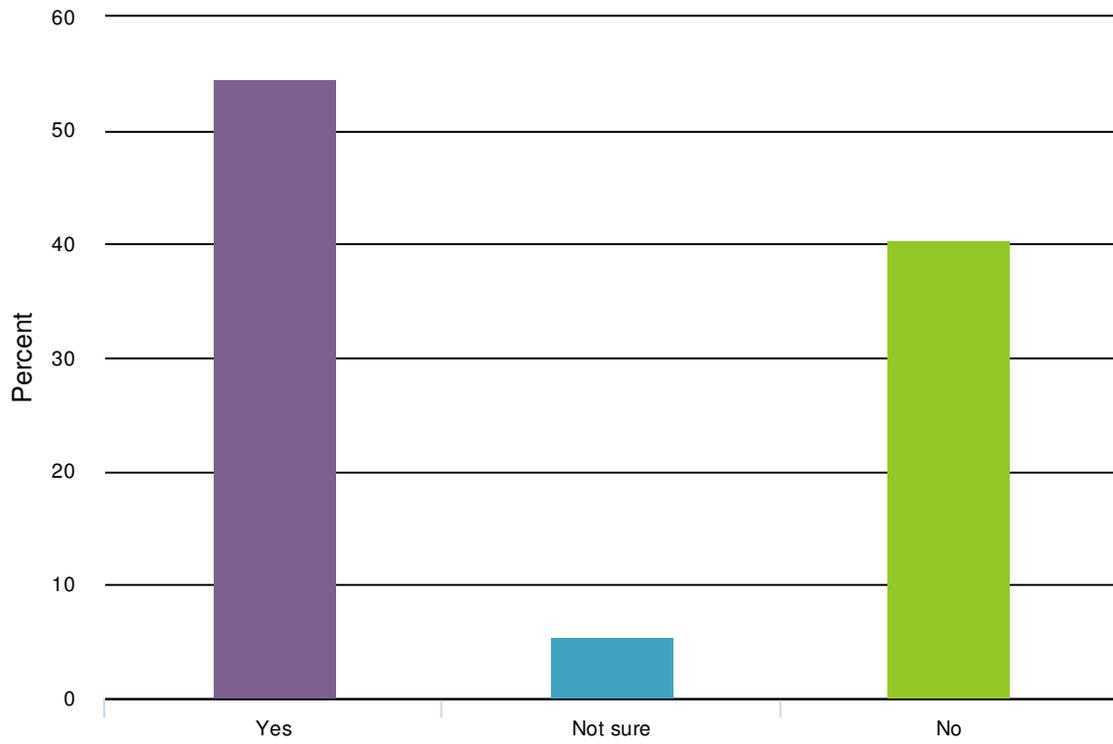
Value	Percent	Responses
Yes	74.0%	208
Not sure	7.5%	21
No	18.5%	52

4. Narrow Intersections: Do you support narrowing the intersections with painted zones and flexible posts along the corridor to improve driver awareness of people crossing and visibility for drivers turning on to Rock Creek Circle (see photos below)?



Value		Percent	Responses
Yes		40.1%	113
Not sure		13.8%	39
No		46.5%	131

5. Raised Crosswalks: Do you support adding raised crosswalks at each of the intersections to improve driver awareness of people crossing the intersections (see photos below)?



Value		Percent	Responses
Yes		54.6%	153
Not sure		5.4%	15
No		40.4%	113

6. Rate each option's ability to calm traffic on Rock Creek Circle (1 is the least favorable and 5 is the most favorable)

	1	2	3	4	5	Responses
Speed limit change						
Count	87	28	50	36	72	273
Row %	31.9%	10.3%	18.3%	13.2%	26.4%	
Speed feedback signs						
Count	31	38	57	62	88	276
Row %	11.2%	13.8%	20.7%	22.5%	31.9%	
Narrow intersections						
Count	88	44	59	45	38	274
Row %	32.1%	16.1%	21.5%	16.4%	13.9%	
Raised crosswalks						
Count	79	37	38	52	69	275
Row %	28.7%	13.5%	13.8%	18.9%	25.1%	
Do not make any changes						
Count	102	31	36	20	69	258
Row %	39.5%	12.0%	14.0%	7.8%	26.7%	
Totals						
Total Responses						276

7. Rate each option given cost considerations (1 is the least favorable and 5 is the most favorable)

	1	2	3	4	5	Responses
Lowest cost: Speed limit change						
Count	82	26	39	38	89	274
Row %	29.9%	9.5%	14.2%	13.9%	32.5%	
Lowest cost: Speed feedback signs						
Count	45	29	35	63	101	273
Row %	16.5%	10.6%	12.8%	23.1%	37.0%	
Mid-range cost: Narrow intersections						
Count	101	37	63	35	36	272
Row %	37.1%	13.6%	23.2%	12.9%	13.2%	
Highest cost: Raised crosswalks						
Count	103	39	44	46	41	273
Row %	37.7%	14.3%	16.1%	16.8%	15.0%	
Do not make any changes						
Count	97	24	42	20	73	256
Row %	37.9%	9.4%	16.4%	7.8%	28.5%	
Totals						
Total Responses						274

This report is filtered

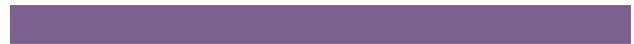
Only show: #1 Question "The following best describes me:" is one of the following answers ("Not a Superior resident")

Report for Official Town of Superior TSC Survey: Rock Creek Circle Traffic Calming

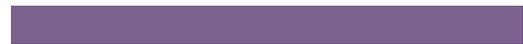
Response Counts

Completion Rate:

100%



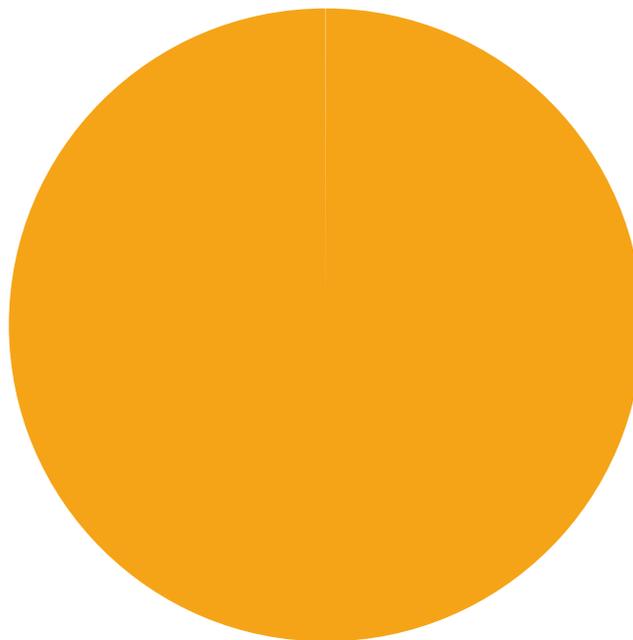
Complete



16

Totals: 16

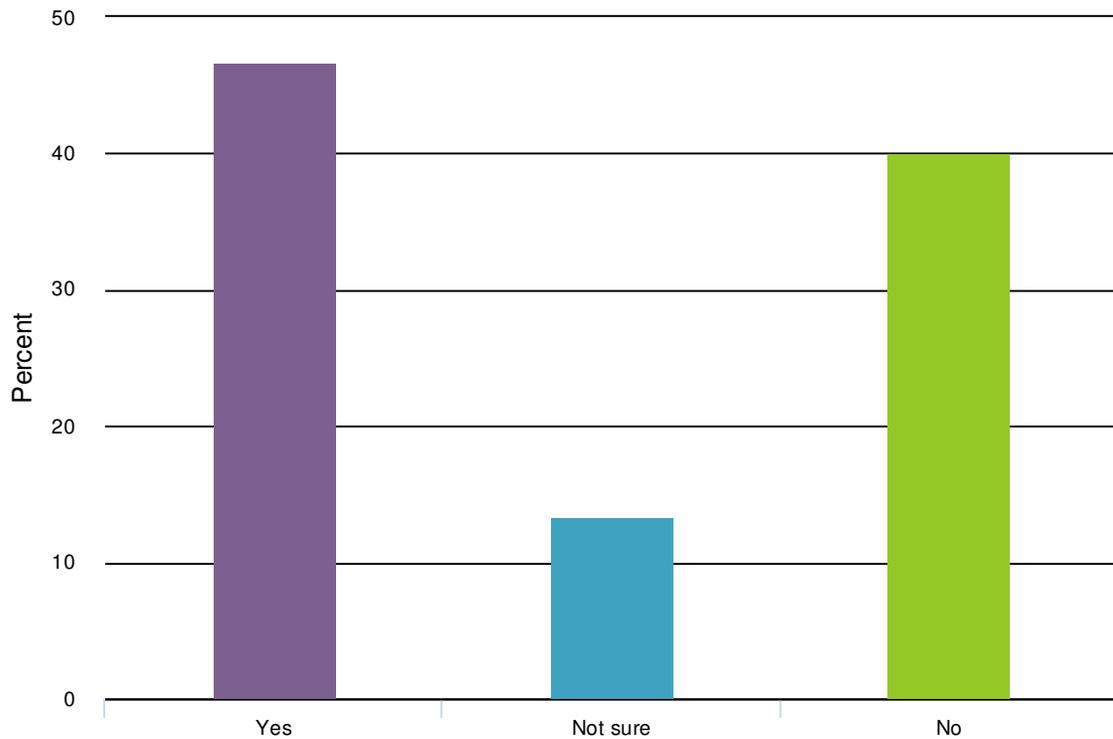
1. The following best describes me:

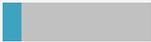


100% Not a Superior resident

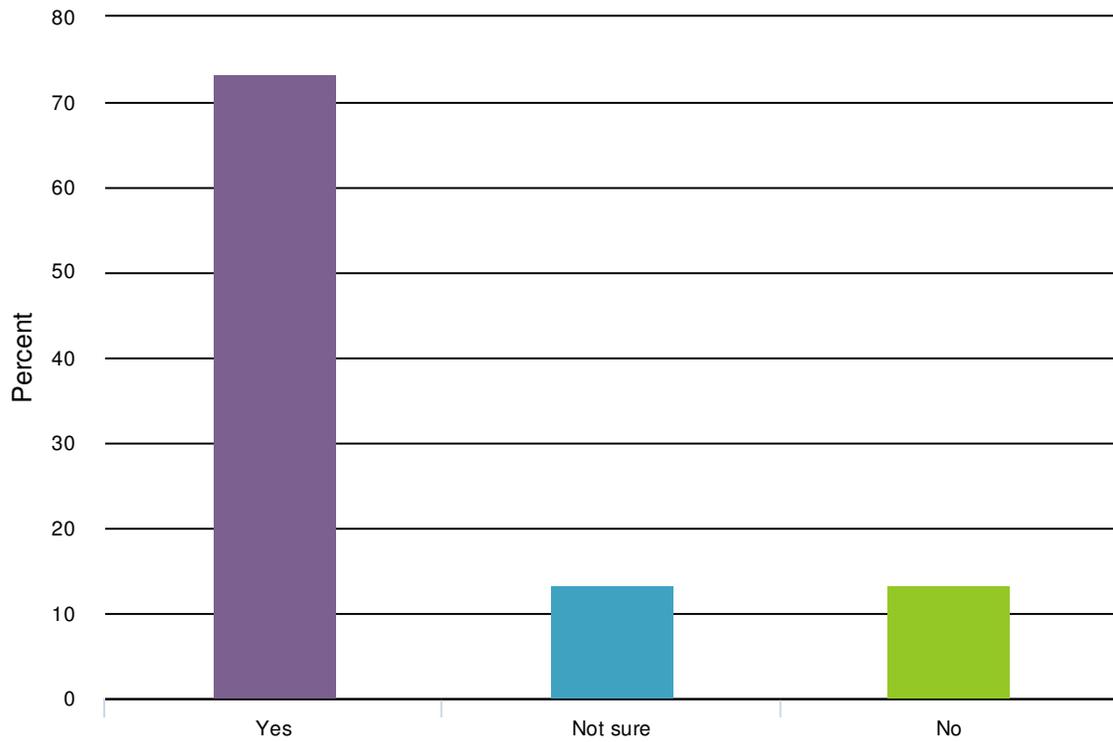
Value		Percent	Responses
Not a Superior resident		100.0%	16
			Totals: 16

2. Speed Limit Change: Would you support reducing the posted limit from 30 MPH to 25 MPH along the corridor (see photo below)?



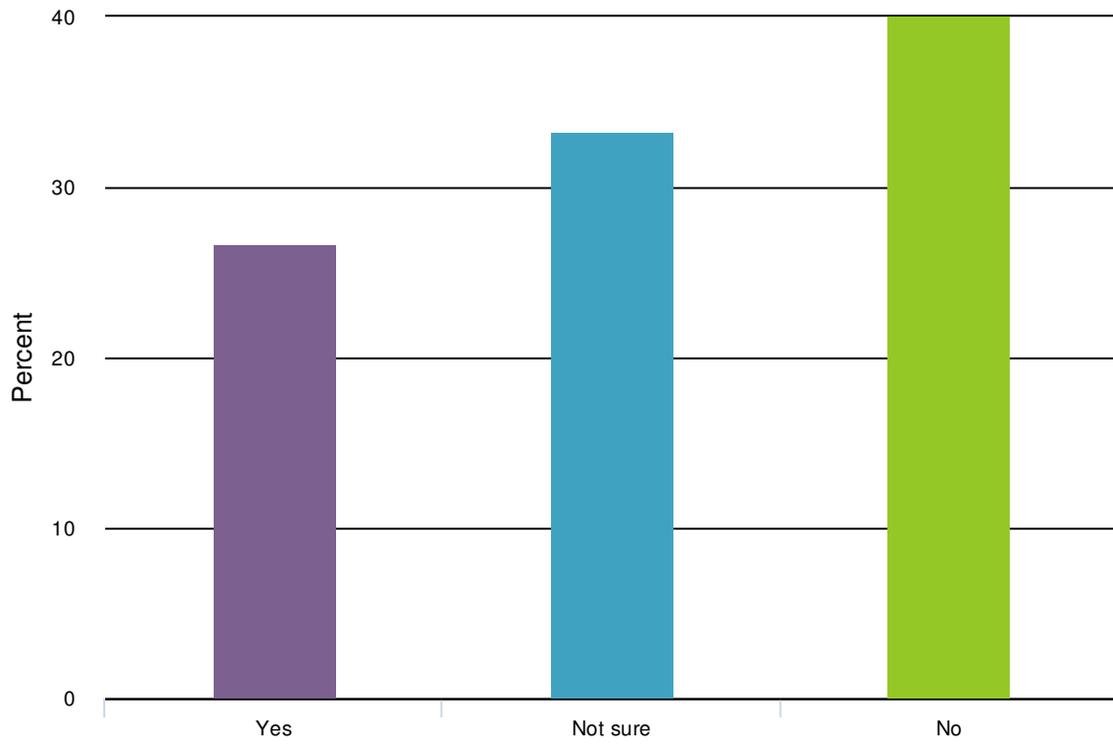
Value		Percent	Responses
Yes		46.7%	7
Not sure		13.3%	2
No		40.0%	6

3. Speed Feedback Signs: Would you support installing speed feedback signs along the corridor (see photo below)?



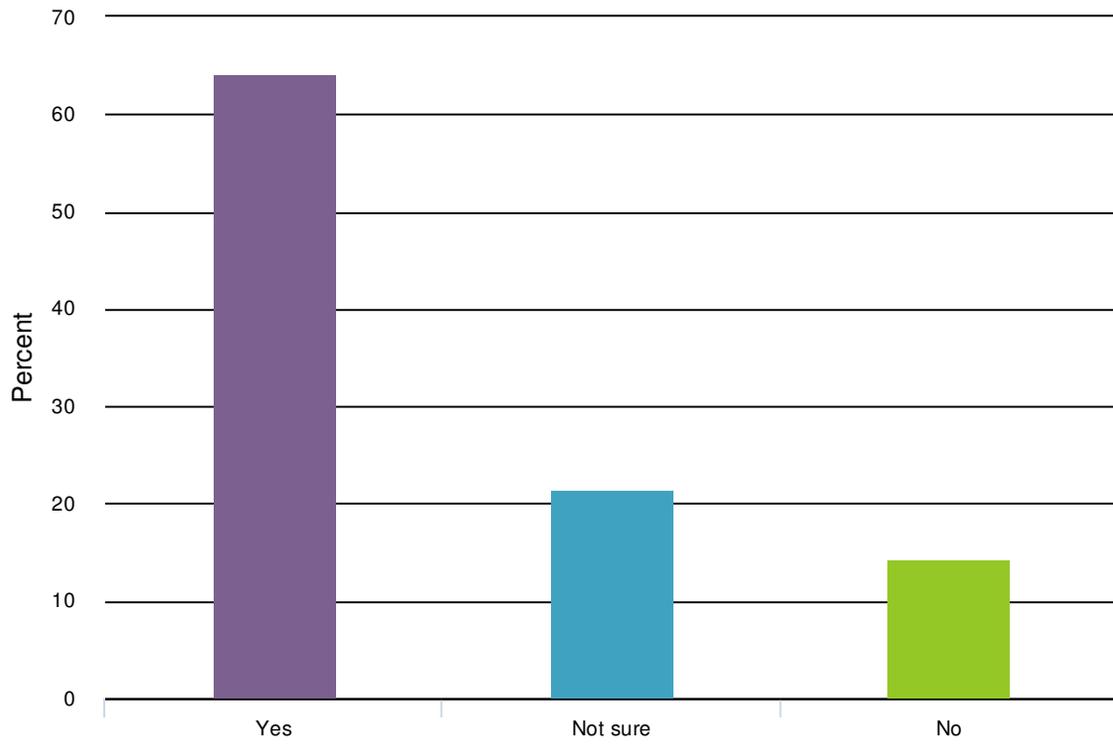
Value		Percent	Responses
Yes		73.3%	11
Not sure		13.3%	2
No		13.3%	2

4. Narrow Intersections: Do you support narrowing the intersections with painted zones and flexible posts along the corridor to improve driver awareness of people crossing and visibility for drivers turning on to Rock Creek Circle (see photos below)?



Value	Percent	Responses
Yes	26.7%	4
Not sure	33.3%	5
No	40.0%	6

5. Raised Crosswalks: Do you support adding raised crosswalks at each of the intersections to improve driver awareness of people crossing the intersections (see photos below)?



Value		Percent	Responses
Yes		64.3%	9
Not sure		21.4%	3
No		14.3%	2

6. Rate each option's ability to calm traffic on Rock Creek Circle (1 is the least favorable and 5 is the most favorable)

	1	2	3	4	5	Responses
Speed limit change						
Count	6	1	2	1	5	15
Row %	40.0%	6.7%	13.3%	6.7%	33.3%	
Speed feedback signs						
Count	1	1	5	3	5	15
Row %	6.7%	6.7%	33.3%	20.0%	33.3%	
Narrow intersections						
Count	2	5	2	3	3	15
Row %	13.3%	33.3%	13.3%	20.0%	20.0%	
Raised crosswalks						
Count	2	2	4	3	4	15
Row %	13.3%	13.3%	26.7%	20.0%	26.7%	
Do not make any changes						
Count	8	1	0	2	3	14
Row %	57.1%	7.1%	0.0%	14.3%	21.4%	
Totals						
Total Responses						15

7. Rate each option given cost considerations (1 is the least favorable and 5 is the most favorable)

	1	2	3	4	5	Responses
Lowest cost: Speed limit change						
Count	4	3	1	1	6	15
Row %	26.7%	20.0%	6.7%	6.7%	40.0%	
Lowest cost: Speed feedback signs						
Count	0	2	4	3	6	15
Row %	0.0%	13.3%	26.7%	20.0%	40.0%	
Mid-range cost: Narrow intersections						
Count	3	3	3	1	4	14
Row %	21.4%	21.4%	21.4%	7.1%	28.6%	
Highest cost: Raised crosswalks						
Count	3	5	2	2	3	15
Row %	20.0%	33.3%	13.3%	13.3%	20.0%	
Do not make any changes						
Count	9	2	0	2	1	14
Row %	64.3%	14.3%	0.0%	14.3%	7.1%	
Totals						
Total Responses						15

Rock Creek Circle e-mail comments from August 2019 survey

Hello Alex,

I live in Rock Creek and would like to express my thoughts on our traffic. I walk, bike and drive the area on a regular basis and I just have not seen that many problems with speeding and poor driving habits. Yes they do exist but are the exception. Please do not add any new traffic calming changes to our streets. As an example, the one put in on Rock Creek Circle near the Starbucks has made it more dangerous for bike riders as the lanes were narrowed. I have personally had cars pass too close to me when riding uphill.

Also I am wondering why all of the resources were spent on the new speed bump on Castle Peak Ave, when there is so much road damage with the asphalt separating, which in effect become speed bumps. I would like to see our resources spent on fixing our roads.

One more note, I would like to see the Sheriffs Office spend their time in locations other than on Coalton Road blocking the turn lane, when watching for traffic violations.

Thank you, Bob Vermillion

3035 Huron Peak Place
Superior, CO 80027-6074

From: Town of Superior Colorado <webmaster@superiorcolorado.gov>

Sent: Wednesday, August 21, 2019 9:45 AM

To: Alex Ariniello <alexa@superiorcolorado.gov>

Subject: Crosswalks on Rock Creek Circle

Message submitted from the <Town of Superior Colorado> website.

Site Visitor Name: John Bahr

Site Visitor Email: johncbahr@gmail.com

Hello Alex,

I'm very concerned about the direction being discussed (in the online survey sent out) for improving the safety of crosswalks on Rock Creek Circle.

As someone who both drives on Rock Creek Circle daily, and uses these crosswalks daily, I feel that the option of having pedestrian crosswalk flashing signs, like we've installed on Rock Creek Parkway, should have been considered. These seem to work very well to attract the attention of drivers and drivers in Superior are familiar with them. I believe that doing something different is only going to cause confusion and problems.

Please let me know if you'd like to discuss this further.

Thank you,
John Bahr

johncbahr@gmail.com

303-748-1786

From: Jeannie Freis <jeanniefreis@gmail.com>
Sent: Monday, August 12, 2019 12:15 PM
To: Alex Ariniello <alexa@superiorcolorado.gov>
Subject: Traffic survey

Hi Alexa -

Thank you for sending out the traffic survey. I jog with my 2 dogs early in the mornings before work (5:45-6:30am typically), and several times I have been nearly hit crossing Rock Creek Circle toward Yarrow. Doesn't matter if it's bright and sunny, I am brightly dressed, or dark early morning and illuminated (headlamp). We are in the crosswalk, looking for cars, and they just don't stop. I've also seen them start to turn in one direction, then do a complete u turn and nearly hit us.

I guess people are not fully awake at that time - especially on Friday mornings.

There was not the option for a flashing set of lights like you see in some crosswalks after you hit the pedestrian button, but that could be another option to bring attention to drivers that someone is walking across the road.

Thank you.
Jeannie Freis (resident with 2 kids and 2 dogs)

-----Original Message-----

From: Jackie Buckley <jackiebuckley01@gmail.com>
Sent: Monday, August 12, 2019 4:14 PM
To: Alex Ariniello <alexa@superiorcolorado.gov>
Subject: 88th Round about

Hi Alex

I'm sure this isn't the first time you've heard of this but the email regarding rock creek circle traffic prompted me to share a concern regarding the round about at 88th and south rock creek pkwy My house is right behind it and I am constantly hearing honking and screeching of tires because people seem to speed through there and do not pay attention. The speed limit leading up to the roundabout goes from 35 to 15 mph. This is rarely obeyed.

Is there any consideration for reducing speed or setting up a radar to help control this area?

Thank you,
Jackie
1717 reliance ct
Superior

Sent from my iPhone

Lynn McAuliffe <lynnmcauliffe@comcast.net>

Having received the survey regarding the intersection of Rock Creek Circle and Yarrow area - I was hoping that there might be a consideration for all the cars parked on the streets and the hazards that are involved with such narrow roads for kids and for traffic. I had to back up down Hyacinth this morning when I was on my way to work to allow the trash truck room - and behind the trash truck there was another vehicle, which necessitated my backing up farther. It is not safe or effective to have so many vehicles parked on the street. (I live on Goldeneye)