



**AGENDA
TOWN OF SUPERIOR
TRANSPORTATION & SAFETY COMMITTEE
February, 3 2020
6:00-8:00 PM
BOARD ROOM, TOWN HALL**

- 1) Call Transportation & Safety Committee to order (6:00 PM)
- 2) Items from the Public not on the Agenda (6:05 PM)
- 3) Project Updates (6:10 PM)
 - A. 76th/Sycamore – **Attachment A**
 - B. Torreys Peak - **Attachment B**
- 4) 2019 Crash Summary – **Attachment C** (7:00 PM)
- 5) Adjourn Transportation & Safety Committee (8:00 PM)

Next meeting: April 6, 2020



Memorandum

TO: Transportation & Safety Committee

FROM: Alex Ariniello, Public Works & Utilities Director

DATE: February 3, 2020

RE: 76th Street/Sycamore Street Update

At the December 2, 2019 meeting, the TSC made recommendations for 76th St/Sycamore that included:

- Install All-Way Stop
- Restripe to eliminate left-turn lanes on 76th St.
- Pursue bulb-outs and other features with future overlay project

Staff has worked up a plan to carry out the first two of these recommendations as shown on the attached sketch. The elements include:

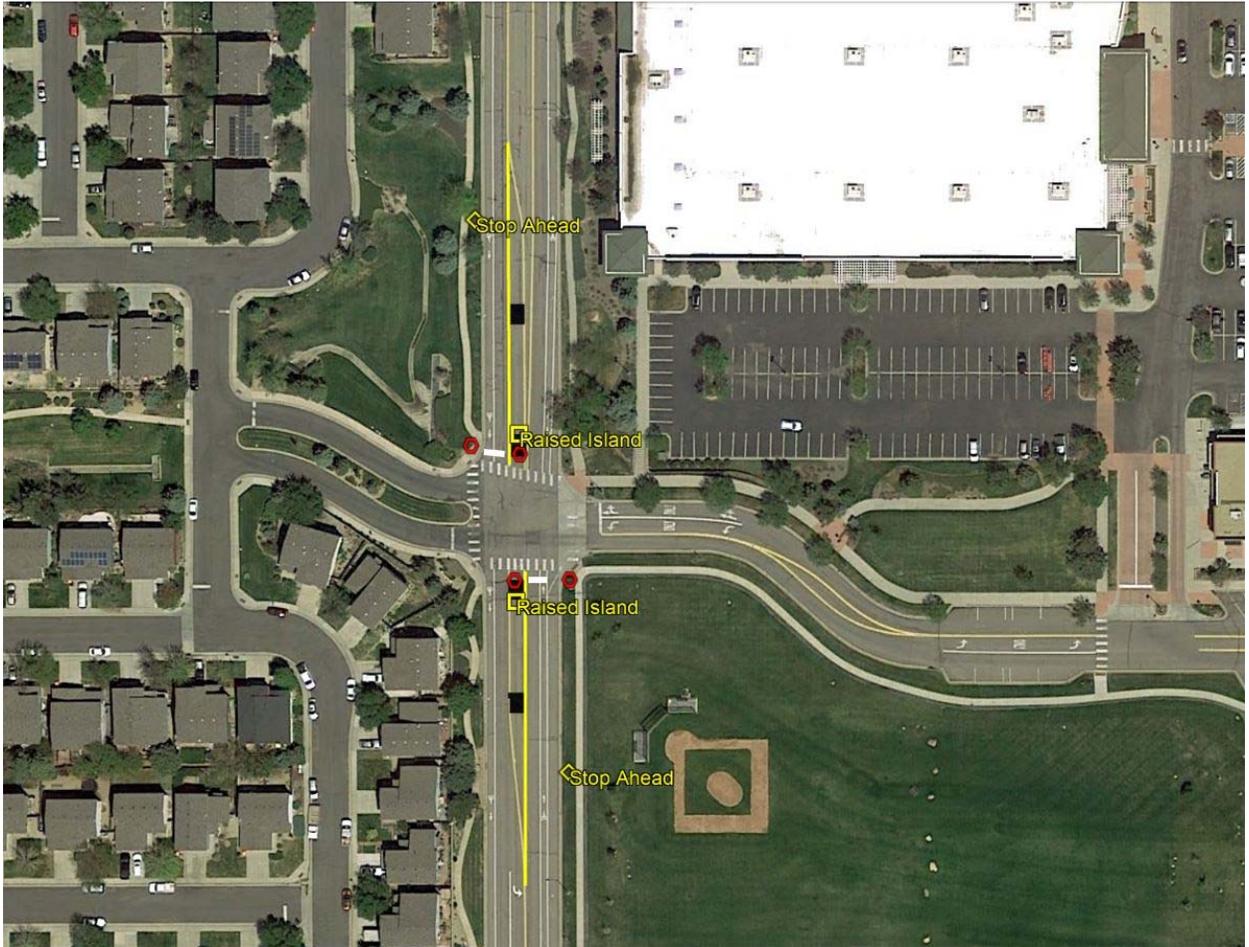
1. Install two Stop signs on each 76th Street approach. These and the existing Stop Signs on Sycamore will all have “All-Way” placards
2. Install Stop Bars on the 76th approaches
3. Install “Stop Ahead” signs on the 76th St approaches
4. Install double yellow lines on the left-turn lanes
5. Black out the “arrows” and “Onlys” in the left-turn lanes
6. The sketch shows raised islands but these will be added later if needed.
7. Install red flags on at least one of the 76th Street approach Stop signs

Staff has ordered the signs and plans to implement the plan in early February.

Attachments

- 76th/Sycamore Signing and Striping Plan

76th/Sycamore Signing and Striping Plan

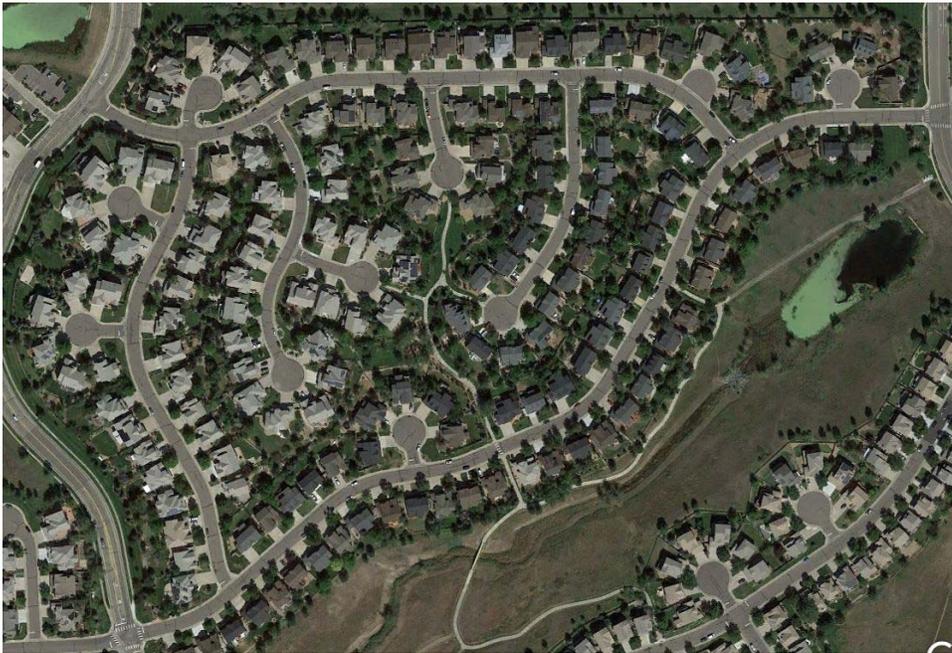




Meeting Summary

North Torreys Peak Neighborhood Meeting
January 30, 2020
7:00-8:30 PM
1500 Coalton Road

Notices were mailed to all residents in the North Torreys Peak Neighborhood below.



Staff Present

- Alex Ariniello, Public Works Director
- Bill Fox, FoxTuttle

Agenda

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

Residents Present

- See attached sign in sheet

Discussion Summary

1. Alex gave an overview of the Towns Traffic Calming Program, the process, and the NTCP Checklist.
2. Bill described the use of the 85% speed in the process.
3. Alex presented the results of the speed and volume data collected on Torreys Peak and Topaz and the unobstructed roadway length along each corridor. (see December 2, 2019 TSC Memo).
4. It was noted that in the center of each corridor the speed data indicated 25 mph 85th % speeds in both directions on Torreys Peak, and 23 mph/25 mph directionally on Topaz, and that these speeds did not meet the speed threshold of 5 mph above the posted speed limit.
5. One resident questioned if speeds might be higher near the ends of the corridors rather than in the middle. Alex indicated that data was not currently available.
6. It was also noted that Topaz had less than 500 vehicles per day (vpd) and Torreys Peak had 765 vpd.
7. Bill and Alex reviewed potential traffic calming tools, including raised pedestrian crossings, speed humps, entry islands, chokers, and speed feedback signs, and described the pros, cons, and costs of each.
8. Residents supported the installation of a raised pedestrian crossing at the existing trail crosswalk near the middle of the Torreys Peak study area, particularly given the amount of school aged children that use the crossing.
9. There was a discussion about what else might be done along Torreys Peak, including the application of neighborhood entry islands near both ends, and/or radar speed signs to create a system of traffic calming treatments from end to end.
10. Alex indicated the difficulty of installing the entry islands given the closely spaced driveways in the corridor, but also indicated that staff would take a closer look.
11. None of the residents in attendance were opposed to implementing traffic calming treatments on Torreys Peak Dr.
12. Alex indicated that potential staff recommendations would be discussed at the next TSC meeting on Monday, February 3rd, and encouraged the neighbors to attend that meeting if possible.
13. One resident from the Topaz corridor discussed speeding issues and potential treatments. He was opposed to speed humps but that radar speed signs could be an initial treatment if neighbors continue to express concerns about speeding along Topaz.

Other Comments Received

Staff received two e-mails which are attached. Staff also received a phone call from Diane Marsella who expressed a concern about sight distance at the Topaz/Silver place intersection. She also was concerned about speeds on Indiana Street near Topaz and the deteriorating condition of Indiana Street.



North Torreys Peak Neighborhood Meeting 1/30/2020

Name	Address	Phone Number/Email
Alicia Mirdamadi	819 Topaz St, Superior	979-7324521
Brett Schreyer	2749 N. Torreys Plk Dr	720-602-8990
Gwen Pomper	2802 N. Torreys Peak Dr	3-668-1203
Andy Pompa	2802 N. Torreys Peak Dr	" 1 4
Grady Annd	2724 N. Torreys Plk.	307-411-2607
Jon Church	2900 Jade Court	720-530-5874
Anne Jahn	2930 N. Torrey Plk	anne.jahn@firstnet.com

Notes & Agendas: www.superiorcolorado.gov/boards-committees/transportation-safety-committee-tsc/agendas-meeting-notes

Video: <http://www.superiorcolorado.gov/boards-committees/board-of-trustees/agendas-minutes-and-meeting-videos>
Under "Community Programming"

Alex Ariniello

From: Megan Fehr <chaotictot@gmail.com>
Sent: Friday, January 24, 2020 9:47 AM
To: Alex Ariniello; Stuart Fehr
Subject: Re: Traffic Calming Measures on Topaz St

Alex,

Thank you for the clarification, since we cannot make the meeting, we do not support any traffic calming measures at this time.

Thanks,
Megan and Stuart

On Wed, Jan 22, 2020 at 1:05 PM Alex Ariniello <alexa@superiorcolorado.gov> wrote:

Megan & Stuart:

The Transportation & Safety Committee reviewed the traffic volume & speed data and directed staff to conduct neighborhood outreach to see if there is support for traffic calming measures in the neighborhood.

Alex Ariniello

Public Works & Utilities Director

Town of Superior

From: Megan Fehr <chaotictot@gmail.com>
Sent: Wednesday, January 22, 2020 11:25 AM
To: Alex Ariniello <alexa@superiorcolorado.gov>; Stuart Fehr <Stuart.fehr@gmail.com>
Subject: Traffic Calming Measures on Topaz St

Alex,

We cannot attend the meeting for the traffic calming measures on Thursday January 30th. Can you please provide some additional information on if any traffic calming measures are being recommended?

I found the memo on the traffic study which suggests that the traffic patterns do not meet NTCP Eligibility Criteria but was unsure what the intent of the meeting was?

Thanks,

Megan and Stuart Fehr

Alex Ariniello

From: Marsha Lajoie <marshathomas2000@hotmail.com>
Sent: Wednesday, January 22, 2020 9:35 AM
To: Alex Ariniello
Subject: Traffic Calming Measures on Topaz

Hello Alex,

I will not be able to attend the neighborhood meeting next week but as a resident of Topaz street I wanted to give me feedback. Drivers using Topaz Street often exceed the speed limit. I am happy to hear the town is considering taking action. I hope something can be done by either installing speed bumps or some other speed reducing barrier to control the speed limit on this street. Torreys Peak Drive would also benefit from a speed bump.

Thank you!
Marsha Lajoie
834 Topaz Street
720-879-4551



Memorandum

TO: Transportation & Safety Committee

FROM: Alex Ariniello, Public Works & Utilities Director

DATE: February 3, 2020

RE: 2011-19 Crash Data

Crash Data

The Boulder County Sheriff's Office responds to reports of traffic crashes within the Town of Superior. The attached graphs, tables and figures display and summarize reported crashes that occurred during the 2011-19 time period:

Graph 1: Crashes on Public Streets vs Private Property

Graph 2: Injury vs. Total Crashes

Graph 3: Intersection vs. Non-Intersection Crashes

Graph 4: US 36/McCaslin DDI Crashes

Graph 5: US 36/McCaslin DDI Crash Breakdown by Intersections

Table 1: Intersections Ranked by 2019 Crashes

Table 2: Intersections Ranked by 2011-19 Crashes

Table 3: 2019 Non-Intersection Crashes

Figure 1A: 2019 Crashes (North Area)

Figure 1B: 2019 Crashes (with SH 128)

Figure 2: 2011-19 Crashes (North Area)

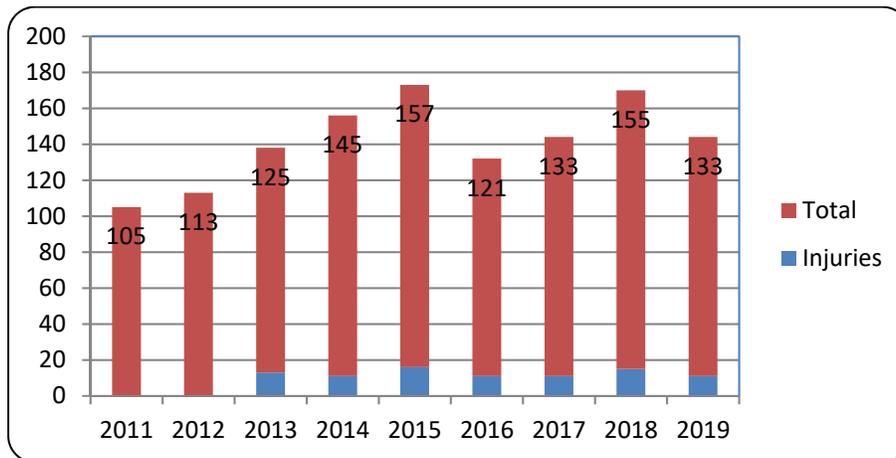
Figure 2B: 2011-19 Crashes (with SH 128)

Crash Summary and Highlights

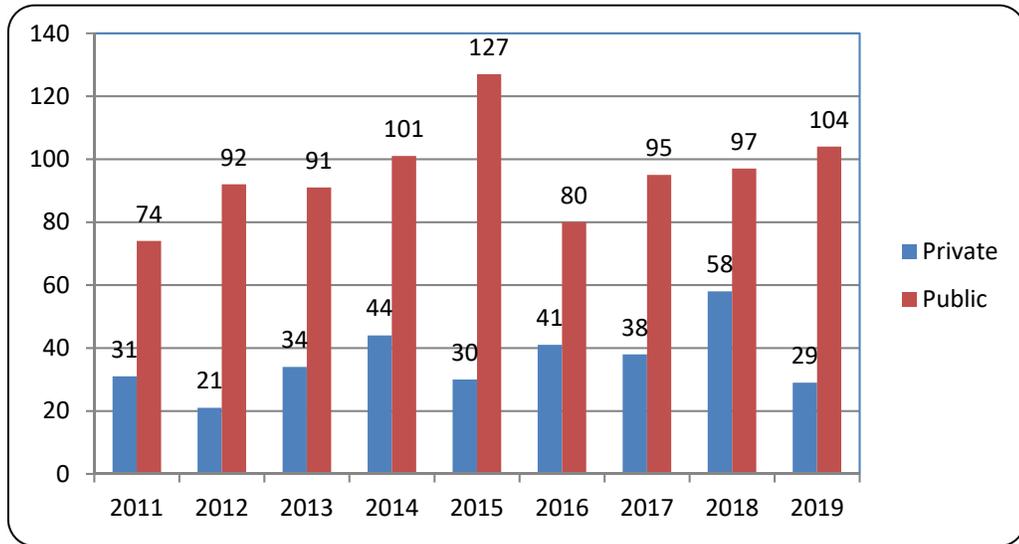
Total crashes decreased by 14% (155 to 133 crashes) in 2019 but most of this decrease (58 to 29 crashes) occurred on private streets or parking lots. As shown in Graph 2, crashes on public streets increased by 7% (97 to 104). This increase was attributable to an increase of 7 crashes on SH 128. Crashes resulting in injuries decreased by 27% (15 to 11 crashes) and remain a small proportion of total accidents (8%).

During the nine-year period, 2011-19, there was one pedestrian/vehicle crash, 3 crashes involving bicycles, four crashes involving deer or elk, three DUI crashes and two fatal crashes (both on SH 128). **There hasn't been a fatality on Town maintained streets during the last ten years.**

Graph 1
Injury vs. Total Crashes



Graph 2
Crashes on Public Streets vs. Private Property



Intersection vs. non-intersection crashes are displayed in Graph 3. Intersection crashes decreased by 10% (78 to 70) in 2019 while non-intersection crashes increased by 79% (19 to 34) which was primarily due to increases in SH 128 crashes, crashes on 88th Street (due to construction) and Downtown Superior parking crashes.

Graph 3
Intersection vs. Non-Intersection Crashes

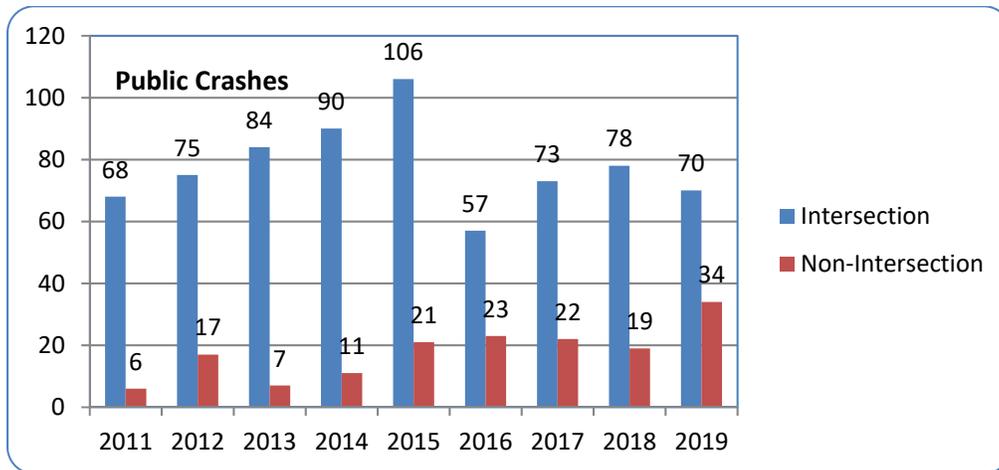


Table 1 displays the location of intersection crashes ranked by total number of 2019 crashes. The McCaslin/US 36 interchange had the most crashes in 2019 with 12, followed by McCaslin/Main Street and McCaslin/Marshall with 9 each. Rock Creek Parkway/Coalton Road had a significant uptick in crashes primarily due to the Coalton Road construction.

Table 2 ranks all the intersection crash locations by the total number of 2011-2018 crashes. Not surprisingly, the McCaslin/US 36 interchange and the McCaslin/Marshall intersection had by far the most crashes during this nine-year period.

Table 1		
Intersections Ranked By 2019 Total		
Intersection	Traffic Control	2019
McCaslin/US 36 (1)	Traffic Signals	12
McCaslin/Main St	Roundabout	9
McCaslin/Marshall (2)	Traffic Signal	9
Rock Creek Pkwy/Coalton (3)	Traffic Signal	8
Coalton/Indiana	Traffic Signal	4
Marshall/Center Dr	Traffic Signal	4
Coalton/Tyler Dr	Traffic Signal	3
Marshall/Sycamore	Traffic Signal	3
McCaslin/Coalton	Roundabout	3
SH128/Indiana	Traffic Signal	3
McCaslin/Rock Creek	Traffic Signal	2
Rock Creek Pkwy/88th	Roundabout	2
SH128/McCaslin	Traffic Signal	2
76th/Sycamore	Minor Street Stop Control	1
McCaslin/Superior Plaza	Minor Street Stop Control	1
Rock Creek Cir/W Yarrow Cir	Minor Street Stop Control	1
Rock Creek Pkwy/Coal Creek	Minor Street Stop Control	1
Rock Creek/Coal Ridge/Honey Creek	Minor Street Stop Control	1
Total		70

**Table 2
Intersections Ranked By 2011-19 Total**

Intersection	Traffic Control	2011	2012	2013	2014	2015	2016	2017	2018	2019	Total
McCaslin/US 36 (1)	Traffic Signals	11	11	15	22	17	13	12	10	12	123
McCaslin/Marshall (2)	Traffic Signal	14	13	21	15	17	5	8	11	9	113
Rock Creek Pkwy/Coalton (3)	Traffic Signal	3		4	5	9	5	4	4	8	42
Marshall/Sycamore	Traffic Signal	6	8	3	6	2	3	4	2	3	37
Marshall/Center Dr	Traffic Signal	4	3	1	4	5	2	2	3	4	28
Rock Creek Pkwy/88th	Roundabout	4	3	3	3	6	3	2	2	2	28
McCaslin/Coalton	Roundabout	4	3	2	4	4		2	4	3	26
SH128/McCaslin	Traffic Signal	1	2		4	6	3	5	3	2	26
SH128/Indiana	Traffic Signal	1	1	3	3	4	2	5	2	3	24
Coalton/Tyler Dr	Traffic Signal	2	1	1	3	4	1	4	2	3	21
McCaslin/Rock Creek	Traffic Signal	1	7	2	2	3			4	2	21
McCaslin/Main St	Roundabout							2	6	9	17
McCaslin/Discovery	Minor Street Stop Control		1	3	4	1	1	3	3		16
Coalton/Indiana	Traffic Signal	2		1		1		1		4	9
88th/Shamrock Dr	Minor Street Stop Control	2	1	2		2		1			8
88th/Weldona	Minor Street Stop Control	1	2	1		1	2	1			8
McCaslin/Coal Creek	3/4 Intersection	1		2		1	3	1			8
McCaslin/Superior Plaza	Minor Street Stop Control		1		1	1	1	2	1	1	8
Rock Creek Pkwy/Coal Creek	Minor Street Stop Control	1					2	1	3	1	8
Rock Creek Pkwy/Indiana	Traffic Signal	1	1	1	1	3					7
76th/Sycamore	Minor Street Stop Control				1		1	1	1	1	5
Rock Creek Pkwy/Tyler Dr	Minor Street Stop Control			1	2			1	1		5
McCaslin/Indiana	Minor Street Stop Control		1		1			1	1		4
Center Dr/5th	Roundabout	1				1	1				3
Marshall/76th St	Minor Street Stop Control		1		1				1		3
McCaslin/High Plains (4)	Traffic Signal				1	1	1				3
Rock Creek Pkwy/Enterprise	Minor Street Stop Control				1	2					3
Rock Creek Pkwy/Pitkin	Minor Street Stop Control		1	2							3
Rock Creek/Coal Ridge/Honey Creek	Minor Street Stop Control			1		1				1	3
Rock Creek Cir/W Yarrow Cir	Minor Street Stop Control							1		1	2
SH 128/Ridge Parkway	Traffic Signal							1		1	2
5th Ave/Sycamore St	Minor Street Stop Control							1			1
88th/US 36	None							1			1
Main St/Gateway Dr	Roundabout								1		1
McCaslin/Creek View Way	Minor Street Stop Control							1			1
N Torreys Peak/Indiana	Minor Street Stop Control							1			1
Rock Creek Cir/Castle Peak Ave	Minor Street Stop Control							1			1
Rock Creek Cir/Coalton Rd	Traffic Signal							1			1
Rock Creek Cir/E Yarrow Cir	Minor Street Stop Control							1			1
Superior Dr/Creek View Way	Curve							1			1
Promenade/Old Rail Way	All-Way Stop Control										0
		60	61	68	84	91	49	73	65	70	607

Notes:

- (1) DDI under construction in 2014-15 and open in 2016
- (2) DDI under construction in 2014-15 and open in 2016. Eastbound triple-
- (3) Southbound double-left implemented in 2015
- (4) Traffic signal installed in 2014

For 2019, non-intersection crashes were summarized by location as displayed in Table 3. The number of crashes on SH 128 within the Town limits (9) was surprising since few had been reported in prior years. 88th Street also had more crashes (4) than in the past due to the utility construction activities. Downtown Superior is starting to see increased crashes as more development activity takes place. Rock Creek Ranch had 14 crashes dispersed over a wide area, with hit parked vehicle, backing out or driveway crashes and intersection crashes been reported.

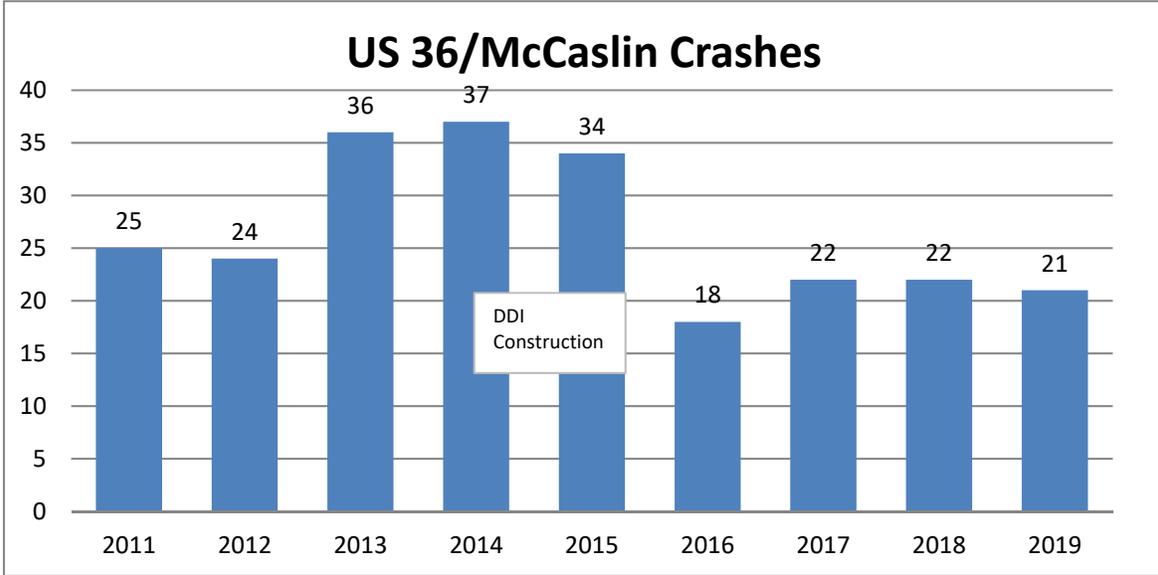
Crashes in private parking lots and on private streets are also reported by location in Table 3.

Table 3		
2019 Non-Intersection Crashes		
<u>Arterials</u>		
McCaslin Blvd		1
Coalton Rd		1
88th St		4
SH 128		9
<u>Collectors & Local Streets</u>		
Original Superior		1
Rock Creek Ranch		14
Downtown Superior		4
Total Public		34
<u>Shopping Centers</u>		
100 Superior Plaza Way	Superior Liquors	1
100 McCaslin Blvd	Starbucks	1
303 Marshall Dr	Whole Foods	5
400 Marshall Dr	Target	5
600 Marshall Dr	Costco	7
1621 Coalton Rd	Safeway	1
<u>Multi-Family</u>		
2600 Rock Creek Pkwy	Bell Flatirons	7
1880 Enterprise	Saddlebrooke	2
Total Private		29
Total Public & Private		133

McCaslin/US 36 DDI

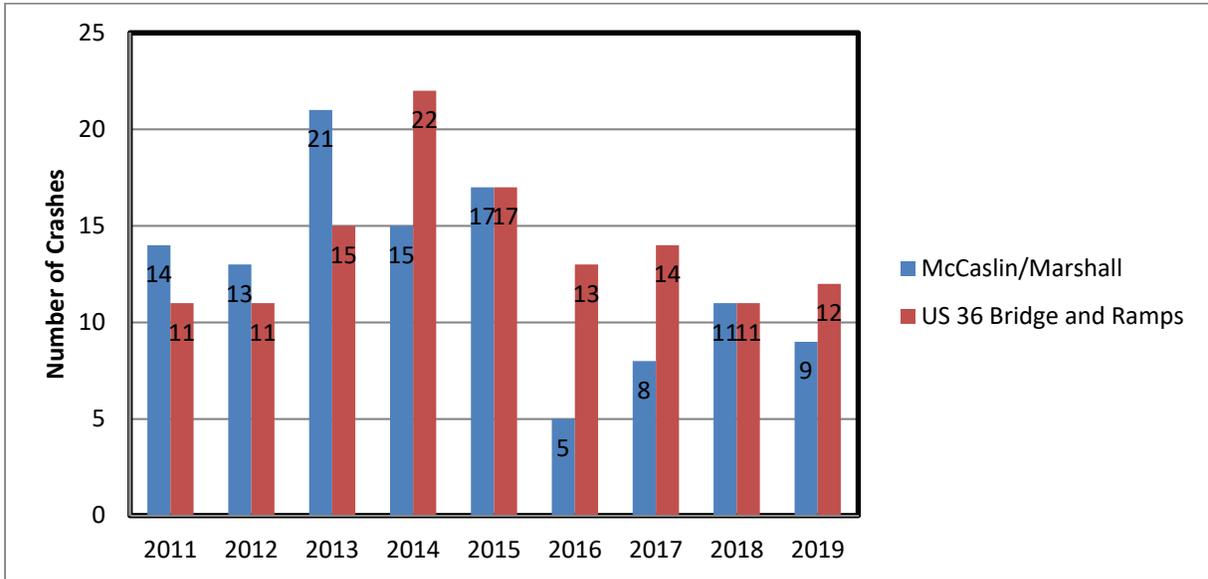
The Town has been tracking crashes at the McCaslin/US 36 Diverging Diamond Interchange (including the McCaslin/Marshall intersection) before, during and after its construction in 2014-15 as shown in Graphs 4 & 5. Comparing the pre-construction period (2011-13) with the post-construction period (2016-19) average annual crashes decreased by 27% (from 28.3 to 20.8).

Graph 4
US 36/McCaslin DDI Crashes



Total of DDI and McCaslin/Marshall Intersection

Graph 5
US 36/McCaslin DDI
Crash Breakdown by Intersections



- No injury crashes in 2016
- 2 injury crashes in 2017
- 1 injury crash in 2018
- 1 injury crash in 2018

Figure 1A (North Area)

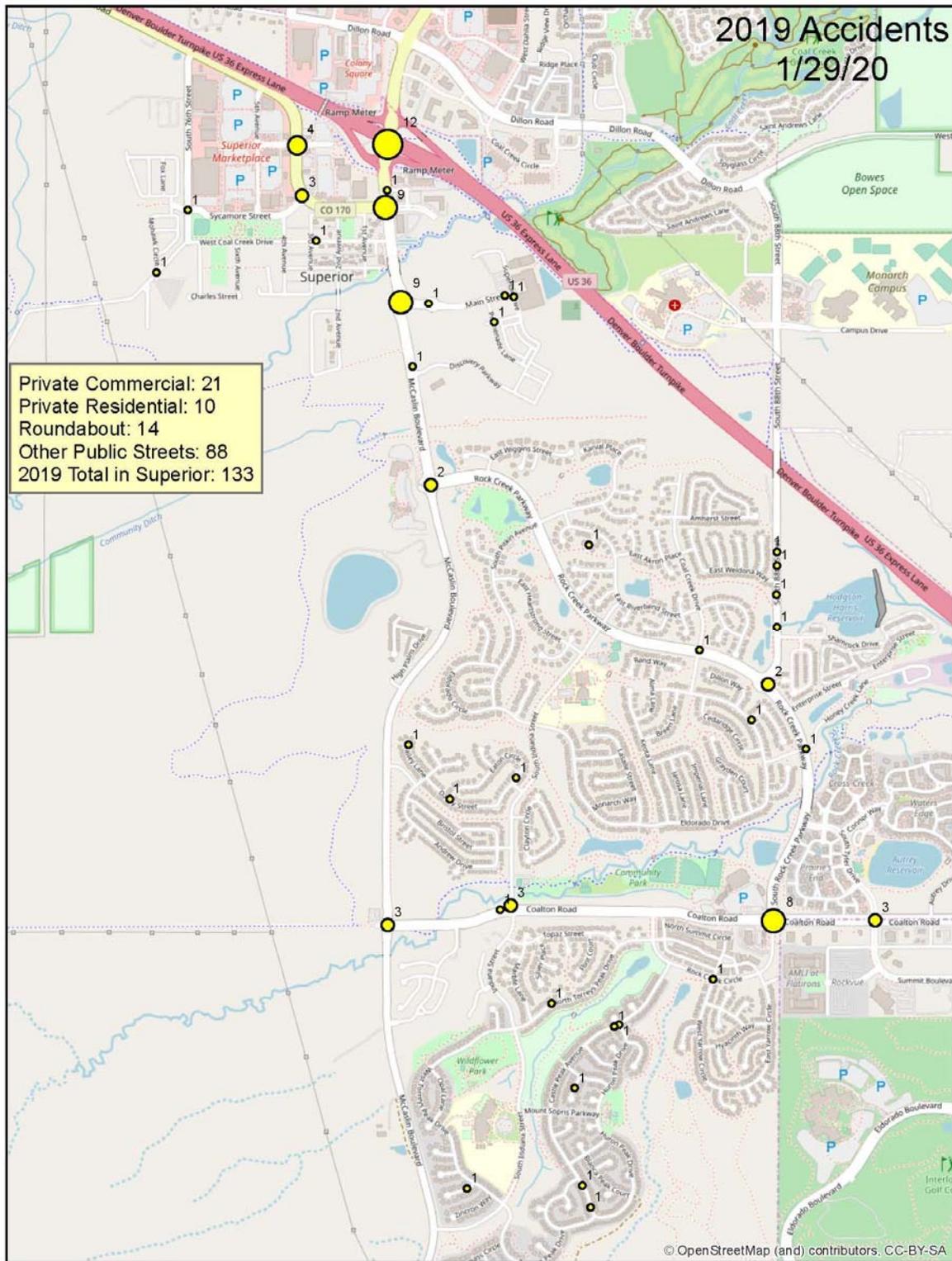


Figure 1B (with SH 128)

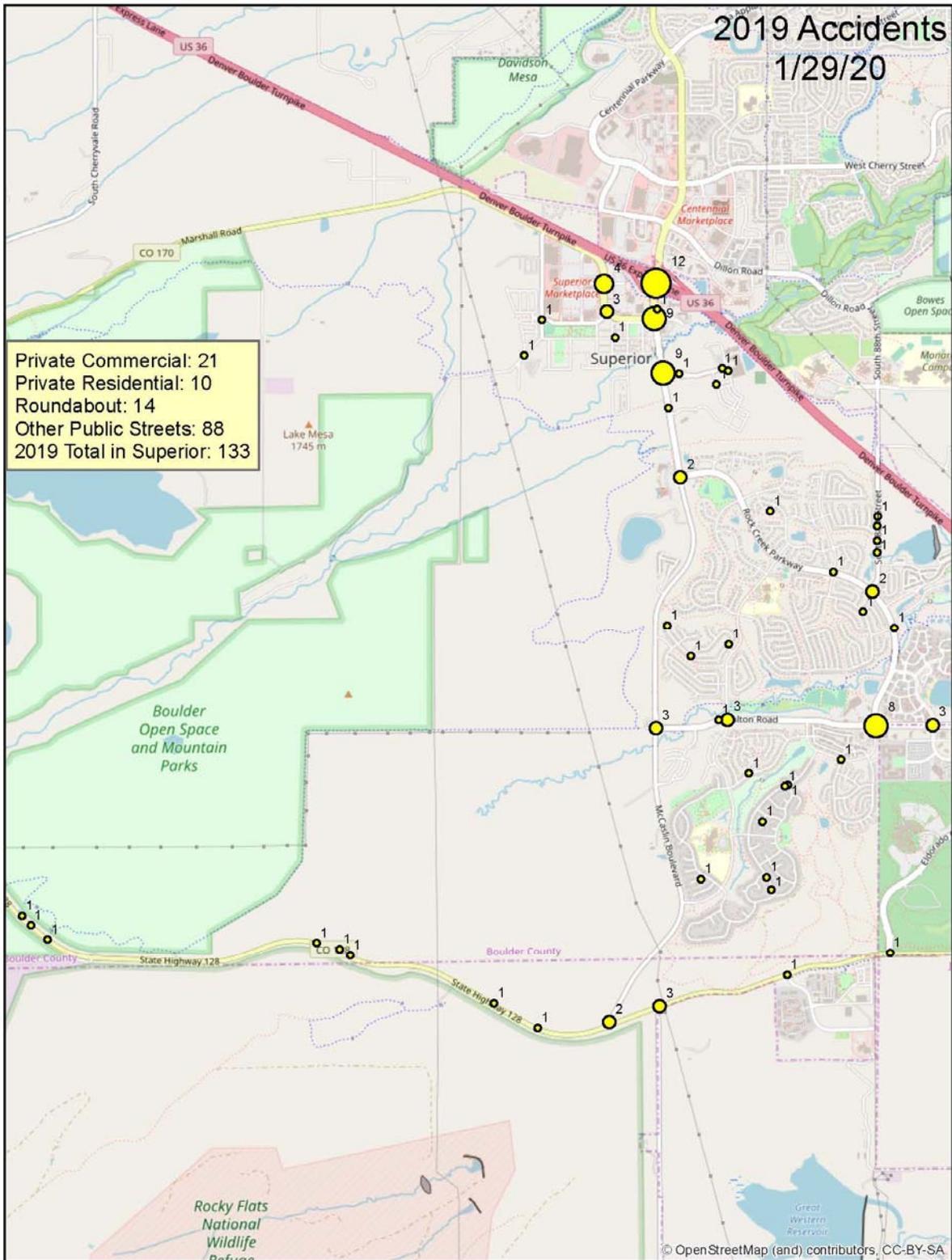


Figure 2A (North Area)

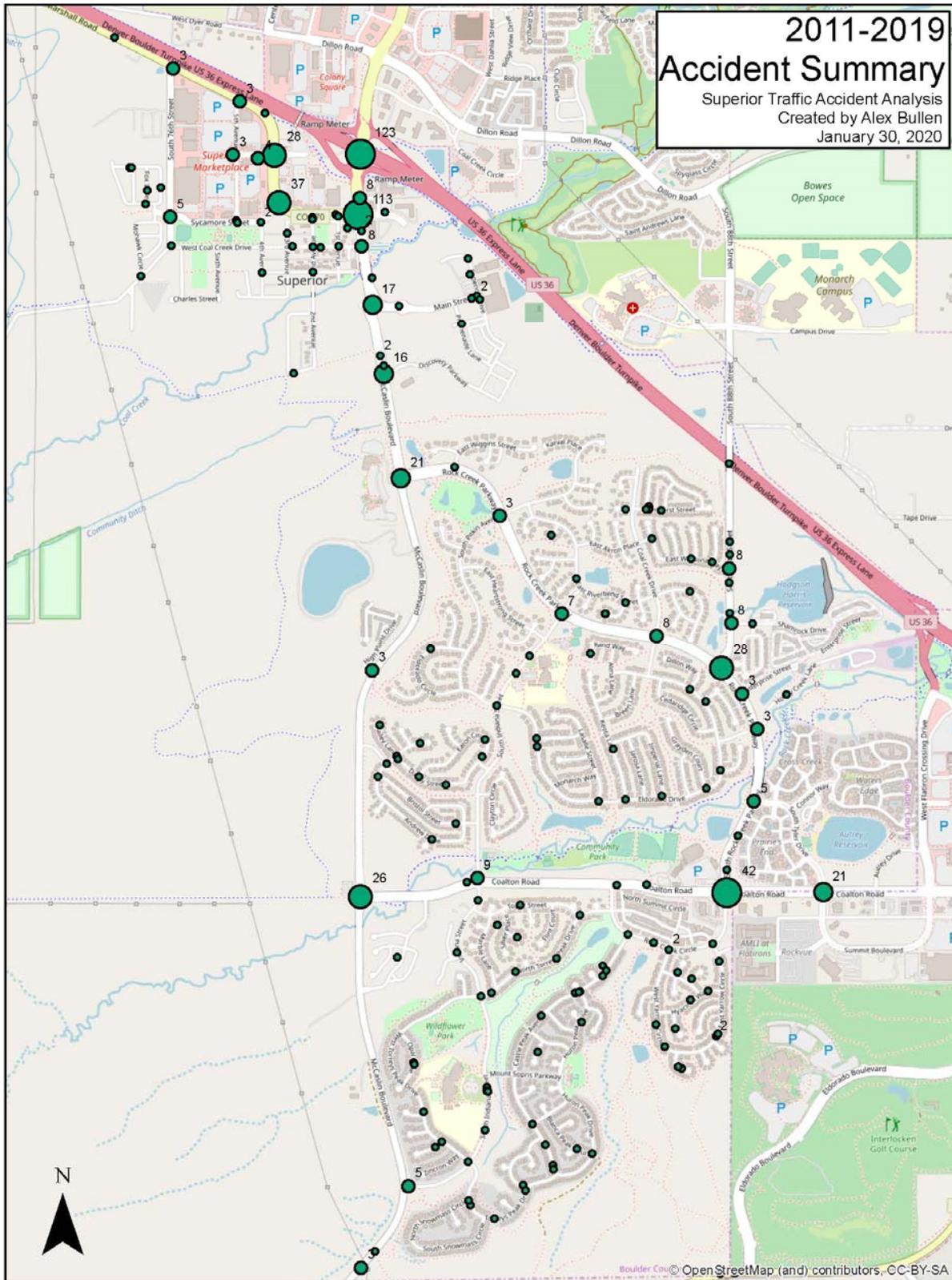


Figure 2B (with SH 128)

