

Town of Superior
Transportation & Safety Committee (T&SC)
Meeting Notes
August 5, 2019

Members of the Committee in attendance: Kevin Ryan, Neal Shah

Others in Attendance: Alex Ariniello, Staff; Sgt. Chamberlain and Sgt Troy Wolf, Boulder County Sheriff; Carlos Hernandez, Fox-Tuttle Hernandez Transportation Group; Alie Hopper, resident

Agenda Items:

1. Neighborhood Traffic Calming Program Update
 - Staff presented the new NTCP webpage (<https://www.superiorcolorado.gov/board-advisory-groups/transportation-and-safety-committee-tsc/neighborhood-traffic-calming/>) which contains the status of current projects and requests.
 - Links to presentation materials of neighborhood meetings are included as well as links to the NCTP Checklist and NTCP application form.
 - TSC requested Town staff add descriptions of completed projects.
 - A resident at the hearing requested information on traffic calming on streets in the Sagamore neighborhood. Staff directed the resident to the TSC website and the application process.

2. Project Updates
 - A. South Coal Creek Drive:**
 - i. 25 MPH Speed Limit is now posted.
 - ii. Concrete median island for pedestrian enhancement at the Akron Place intersection (near BVSD bus stop) is completed except for signing. TSC requested monitoring the visibility and installing additional measures until the final signing can be installed. TSC also requested that additional notification of future traffic calming projects occur in the work areas prior to construction.
 - B. 76th/Sycamore:**
 - i. Staff has applied for DRCOG funds. DRCOG will review the applications and select projects this fall. Staff has also included \$200,000 in its 2020 budget request.
 - ii. Staff presented a draft survey questionnaire to be sent out in August. Residents will be asked to rate three options with and without cost implications:
 1. Would remove left turn lanes, add new concrete medians islands in the middle of the street and add new flashing;
 2. Would remove left turn lanes, narrow the intersection, add new concrete bulbouts at the edges, and add new flashing crosswalks;
 3. Would rebuild the intersection as a raised intersection.
 - iii. Staff presented map showing the boundary for the mail out survey notices which included Sagamore and Coal Creek Crossing.
 - iv. The TSC had minor changes to the survey form and endorsed moving forward. The postcard will have a link to the electronic survey and a closing date of September 6. Staff will summarize the data and present it to the TSC at its October meeting.
 - C. Rock Creek Circle:**

- i. Staff reported on the neighborhood meeting held on June 24, 2019. The presentation material, notes and survey results can be found on the NTCP website.
- ii. Staff presented a draft survey questionnaire to be sent out in August. Residents will be asked to rate four options with and without cost implications:
 1. Reduce the speed limit to 25 MPH;
 2. Install speed feedback signs;
 3. Narrow the intersections with painted zones and flexible posts along the corridor;
 4. Add raised crosswalks at each of the intersections.
- iii. Staff presented map showing the boundary for the mail out survey notices which included all residential areas south of Coalton Road. The TSC directed that this area be reduced to eliminate areas west of Indiana St.
- iv. The TSC had minor changes to the survey form and endorsed moving forward. The postcard will have a link to the electronic survey and a closing date of September 6. Staff will summarize the data and present it to the TSC at its October meeting.
- v. Staff presented the results of survey regarding a mid-block pedestrian crossing of Coalton Road near the Summit. It would require median improvements, ADA ramps and pedestrian actuated flashing beacons. 40 responses were with 62.5% in favor, 12.5% not sure and 25% not in favor. The TSC directed staff to proceed with this installation.

D. Castle Peak Drive:

- i. The Permanent Speed Hump at the south location has been installed.
- ii. The temporary speed hump near Grays Peak appears to be in an effective location. TSC directed staff to remove the temporary installation and install permanent speed hump.

E. North Pitkin Avenue:

- i. Speed data and volume data will be collected after school starts.
- ii. A neighborhood meeting will be held in late September.

3. New Requests

Traffic calming applications have been received for:

- Yarrow Circle
- Riverbend

4. McCaslin/Indiana Improvement Options

Following up on discussion at the April Town Board meeting, staff presented options for improving the McCaslin/Indiana intersection:

- Installation a traffic signal. Traffic volume data was collected and compared with MUTCD traffic signal warrants. The current volumes do not warrant a traffic signal. The TSC asked if speed data was collected. Staff said that it wasn't with this study, but staff will see if prior speed counts have been taken. Cost of the traffic signal was estimated at \$560,000.
- Construction of a roundabout. A roundabout is feasible at this intersection and would cost \$1.7 to 2.0 million depending on whether pedestrian walks are included around the roundabout.
- Left-turn Acceleration Lane: This option would add a left-turn acceleration lane on McCaslin for vehicles turning left from Indiana onto McCaslin. Left-turning vehicles would only have to find gaps in the northbound traffic stream since they could enter McCaslin and travel side-by-side with southbound traffic until the merge point. Intersection delays would be reduced. To improve safety, a median island on

McCaslin is recommended to allow for safe interaction between left-turning vehicles and southbound traffic. This option is estimated to cost about \$800,000 to design and construct.

- Short-term Striping Changes: This option would add a raised pork-chop island with stop sign on north east corner of Indiana; move the WB Indiana stop line closer to McCaslin, add new signage for the turn lanes on McCaslin and add green bike lane skip striping in the merge zones before, after and at the intersection. This option would provide better visibility and reduce acceleration distances for vehicles turning from westbound Indiana to southbound McCaslin. It will also increase driver's awareness of the downhill McCaslin bicycle lane and make conflict zones more visible for people riding downhill on bicycles. It is estimated to cost about \$75,000 to design and construct. Trustee Ryan did not favor the existing or proposed bike lane configuration since bicyclists could have vehicles passing on both sides. He asked whether the bicycling community was consulted. Carlos responded that he discussed this configuration with several bicycling advocates and this configuration is acceptable with the green bars to enhance the conflict zones. Trustee Ryan did not favor the raised pork chop island since a bicyclist in this downhill stretch could hit it at a high rate of speed.

Staff recommended pursuing Option 4, short-term striping changes in the coming year. For the long term, staff recommends programming improvements in the Town's CIP for improvements to this intersection in conjunction with resurfacing of McCaslin from Coalton Road to SH 128. During the year prior to this project, a community outreach process should be undertaken to fully evaluate the benefits and costs of potential improvement options for this intersection. The process should be completed prior to budget development for the following year. The TSC endorsed this approach but directed that the pork-chop island be striped rather than raised concrete. TSC requested a copy of the speed data that was collected during the traffic studies and historic traffic data on McCaslin to show trends if both are available.

The TSC will update the Town Board on the McCaslin and Indiana intersection project and the Coal Creek mid-block crossing.

The next meeting of the TSC will be on October 7, 2019.