



Public Road Strategic Corridor Plan

FPR-WG Meeting #4 Summary
Thursday, June 21st, 2018
5:30PM to 8PM
The Collective

Meeting outcomes

- Work as a group to understand recommendations, implementation phasing and next steps



6:00 – 6:05 p.m.Review agenda, rules, roles and responsibilities

Carlos Hernandez reviewed the agenda and group roles and responsibilities.

6:05 – 6:20 p.m.Summary presentation

Carlos covered project progress to date, aging infrastructure, and past meeting summary. The project recommendations were then presented as summarized in the meeting presentation.

6:20 – 7:00 p.m.Detailed plan review and discussion

Alicia Zimmerman reviewed the plans block by block and intersection by intersection, discussing what would change and what would remain the same. The group asked questions and made comments about the recommendations, including (bold added for most-discussed items):

- Flashing crosswalks are activated by someone pushing a button – might kids push a button just to have the lights flash? (They have capability to be overridden).
- Radius for buses turning is it adequate? (Can increase radius if necessary to accommodate desired design vehicle)
- 3 motorcycle spaces - 3 full spaces or 3 motorcycle spaces? (Three motorcycle spaces is one full car parking space)
- What will protect walk and wheel space? (Many options depending on cost and desire – initial deployment will likely use flexible posts)
- **Increased speed is a concern due to removal of some stops.**
- Are we still considering raised intersections, textures, etc to slow traffic (due to removal of traffic control)? (Not shown in this plan, but will keep it on the table)
- Two stop-controlled intersections in Louisville - Main Street and Pine and Main Street and Front in Louisville are similar and they work well now.
- Kimbark - there is currently an unofficial left turn lane there. NB left turners are backing up NB throughs. Can we remove parking there and add a turn lane and through lane? (Phasing will allow for a decision on this or a change at a later date if necessary)
- Bump outs planned for first phase vs. later? (No bump outs planned for first phase because of a fiscal restrictions)
- RRFBs - both sides vs. one side of intersection? (Currently shown as one side only. Can work either way, will look at pedestrian counts and consider safety implications)

- Chester/Festival plaza - why remove stop sign? (Traffic progression and balancing removals of stops along corridor)
- Will cars still be able to make a left out other places? Can we consider adding back in the stop at Cannon? (Yes, they will be able to turn left. Adjacent stop signs may even help with this. Will further discuss adding the 4-way stop at Cannon back in)
- RRFBs sometimes cause a gap, especially if it's only 1 side. Also focuses drivers on one leg where pedestrians will more likely be.
- Sight distance on SE corner of Cleveland and Public with existing tree and parking is a concern.
- **Cannon - stop vs. RRFBs vs raised**

6:20 – 7:00 p.m.Emma intersection review and discussion

Carlos reviewed videos and data at the Emma intersection, and described the background on converting Emma to a 4-way stop with two lanes approaching on each leg.

- Traffic signals are not warranted currently, and wouldn't be warranted even with the new development.
- Traffic signals are not what allows the side street traffic to turn left. (videos were presented showing current operations and how, due to opposing through traffic, only a few cars make it through on Emma each cycle length)
- The group asked about a traffic circle at Emma - bus and fire truck turning capabilities would mean the circle would have to be so big that significant property on each corner would need to be acquired.
- 4-way stop operations were discussed - can both lanes go at the same time? (yes) Miramonte Blvd/Kohl St in Broomfield is a good example to go look at to see how it's currently operating.
- Is crossing a 2-lane approach with stop signs safer for pedestrians or less safe? (More for pedestrians to watch, longer crossing distance, but cars are always required to stop, and pedestrians get to cross right when they get to the intersection rather than waiting for the signal). Include an awareness campaign with school, community, etc.

7:32 – 7:50 p.m.Review three-year implementation plan

Carlos presented the proposed three-year implementation plan was presented as summarized in the meeting presentation.

Questions and comments from the group included:

- Corrals at Simpson and near Emma in the fall 2018
- There is LURA funding for the streetscape plan up to Simpson currently.
- It is important to have public information campaign integrated into changes.
- Can we do streetscape improvements earlier (especially with existing funding)?
- Will we be improving the “coffins”? (part of streetscape plans)

7:45 – 8:00 p.m. Next Steps: Public meeting, project FAQ, and August City Council

Debbie presented updates on next steps, including a public meeting, council presentation, and FAQ draft.

- It was important to look at data, videos, process to come to a logical decision on each of these intersections.
- Proposing to push presentation to City Council back a month (to August). Would like to take July and do a public open house meeting/public workshop on July 18th. Would like FPRWG members to be there to help present the information to their neighbors.
- What’s the ask to council - for approval for this plan; and also for approval for \$\$ for this year and next year
- What info from the public does council get - should they get all of the surveys?
- When can members of the FPRWG “go live” (via social media, etc) with the information discussed in this meeting? 2 weeks before public workshop - go live with FAQ. Plan comes out day after the workshop.