FOCUS GROUP MEMBERS:

Present were Jenny Hill, Jean Aaro, Karen Anesi, Scott Langley, and Joe Hanrahan

Present on behalf of the staff are Devin King, Savannah Lytle, and Courtney Child

*Mr. King will send group members a notification about when the city is presenting to city council and draft of the intersection plans.*

Questions for open discussion from the group.

1. **What if there was no change to vehicle travel lanes; but improvements to bicycle and pedestrian. Pros/Cons?**

   The group was not in favor of making no changes to the intersection. Without improving the intersection, people will continue to feel this intersection is dangerous, it is confusing to navigate, and continue to avoid traveling through it.

   There was concern for making improvements that residents who live nearby will be negatively affected by the increase in traffic and will not have access to driveways, trash pickup, other city services, and general access.

   The group discussed the only change being eliminating the left turn (from Florida to 3rd). Then the conversation was talking about how this would change where people would turn left. The thought was that you would have to turn left on 14th, but that can only be done on a green light, which can take a while to turn.

2. **What if we removed the left turn lane (from 15th to 3rd) and added a left turn lane at 3rd to 14th?**

   The group was largely in favor of this option. They talked about the Midtown Safety and Connectivity project and how making 2nd a one-way would change traffic flow. The group talked about how vehicles would be able to access stores and businesses nearby with these changes to 2nd.

   There was a thought about making 14th one-way and this brought up concerns about the increase of traffic in the alley-way by Autozone. The group mentioned one-way streets often cause speeding. The group was unsure if this change could benefit the businesses nearby or if there would be no impact.

   They briefly talked about how the cost is unknown to open the median at 14th and what engineering this might entail.
The group then discussed the idea of a stop sign going south bound on 3rd at 14th and having the left hand turn on 3rd going to 14th. Then northbound 3rd from 14th and 15th could become a one lane road and what problems this would cause or if it would mitigate traffic at the intersection.

3. What about any of the three proposed roundabouts?

The group’s concerns about any type of roundabout are the engineering plans that would be required for the road and for the sidewalk, it being too small the handle the amount of traffic, it would not improve sightlines in the right areas that would make the intersection safer, and would not improve drivers communicating turns. The group talked about how the number one movement of traffic in the intersection (15th to Florida) would lose its right-of-way if there were a roundabout.

A benefit of a roundabout is that it is a traffic calming mechanism, which is needed to improve this intersection.

The group talked about when and where roundabouts are used. The group was having a hard time visualizing a mini roundabout, so Mr. King told them how much traffic a mini roundabout can handle and some examples in Colorado.

4. Continuous Flow Intersection. Pros/Cons?

Immediately the group said they have no appeal. There was no interested in talking more, until the group started to visualize where the stop lights would be. One concern was this would be a major change to the intersection and would require digging up the historic boulevard in the area. The group is interested in a solution that is neighborhood-friendly and a CFI tends to be a design seen for interstates. Another con of the CFI is that it is not bicycle or pedestrian friendly.

5. How would you see improving safety and connectivity for bicyclists and pedestrians?

The group agreed the existing conditions are not favorable for bicyclists or pedestrians. And they agreed any traffic calming features would improve safety for all users. After talking about speed humps and speed tables, the group talked again about eliminating the left turn from 3rd to 15th, which would cause one less conflict point, therefore making pedestrian crossing less stressful. The group likes the flashing beacon light at 2nd and 15th and would like to see this at 3rd and 15th.

Another idea for making the intersection feel safer for bicyclists and pedestrians is making vehicles commit to a lane when coming off Florida. And having bicyclists travel in the vehicle lane (sharrows) when coming off of Florida because they are mostly likely turning left or right at 2nd and this would increase their visibility.