**Comments Organized by Similar Areas**

Following is a summary of all comments received by the Lowry Vehicle, Pedestrian and Bicycle Safety Committee at the January 15 LUN meeting at Eisenhower Chapel. Comments have been re-organized below to combine comments for specific roadway segments or intersections. Each “Form” received from the 35 responders was given a number (1-35).

Comments in Red Are bicycle or pedestrian related

Comments in Black Are vehicle related

**Fairmount Drive**

* 17a – Cedar/Bayoud and Fairmount – I have videos of kids barely able to cross from school to apartments. Busses can’t get out to onto Fairmount.
* 25a – Bikes use Fairmount between Alameda and Lowry Blvd as a race course. Shouldn’t be on the sidewalk, but are in droves. Very unsafe.
* 29a – Traffic doesn’t stop routinely to let pedestrians across to the park or back across to the E. Bayoud Ave side. Better signage and cross walk stripes would help. *(Assume at Fairmount and Sports Blvd)*
* 17c – Bayaud/Cedar and Fairmount – From 7:45 to 8:45 AM, Cars coming out of Jackie Robinson area try to zip across to cross to Bayaud (After school also).
* 22d – Need traffic slowing at round about Lowry Blvd and Fairmount

**Lowry Boulevard**

Quebec and Lowry

* 15a – Crossing Quebec at Lowry Blvd.
* 24a – It is dangerous to try to cross Lowry on foot going in any direction at Quebec and Lowry
* 28b – Lack of cross walk at intersection of Lowry Blvd and park by new buildings and future Lucky’s Market.
* Misc2 – Pedestrians can’t safely cross Lowry Blvd at Quebec in N/S direction.
* 10a – Need 2 left turn lanes heading west at Lowry and Quebec
* 14a – Lowry Blvd and Quebec – Left turn signal needs to last longer than 5-10 seconds when turning onto Quebec. Problem at rush hours, especially with new buildings
* 16b – Left Turn on Lowry Blvd to Quebec (heading west). Only one lane to make left turn onto Quebec and arrow is only a few seconds. Really difficult during rush hour.
* Misc3 – Need double left hand turn from WB Lowry Blvd to SB Quebec.

Rosemary

* 32a – Lowry Blvd and Rosemary – difficult to cross Lowry Blvd especially at peak hours.
* 33a – Difficult to cross Lowry Blvd at Rosemary Street at Peak hour
* 15b – Rosemary and Lowry Blvd.
* 21b – Rosemary and Lowry Blvd. is getting tougher to get onto Lowry taking left from Rosemary.
* 24c – People speed on Lowry. Need stop sign at Rosemary.
* 33b – Difficult to turn left (NB to WB) from Rosemary Street to Lowry Blvd

General Areas along Lowry Blvd

* 5a – Speeding traffic – North on Alton Way
* 11a – Lowry Blvd – no safe crossing
* 11e - There is no safe crosswalk across Lowry Blvd to get to Lowry Elementary or Lowry Sports Park
* 17b – Crossing at circle (roundabout) does not work
* 21a – The crosswalks at roundabouts are great, but it feels like you are taking your life in your hand when you cross there.
* 24b - It is also dangerous to cross Lowry on foot anywhere between Quebec and Fairmount, plus the circle at Fairmount is dangerous if on foot.
* 27b - Dangerous intersection needs pedestrian walking or flashing light or something to ensure ped safety.
* 5b – Yosemite speeding (Lowry Blvd to Dayton)
* 11d – Concerns with every roundabout on Lowry Blvd
* 16a – Pedestrian and Bike crossings at traffic circles
* 24d – Traffic circles need better signage. People don’t know how to use them, not turning right if in the right lane. People don’t signal their intentions

**Lowry Boulevard (Continued)**

Lowry Blvd West of Quebec

* 27a - Pedestrians trying to cross Lowry Blvd to get to the park (near Pontiac intersection) in Blvd One. Difficult to see oncoming traffic or for drivers to see pedestrians.
* 28c – New Lowry Blvd through Blvd One too high a speed zone (plus drivers do not respect posted speed.
* 28d – Street get and stays very icy after snow. *(Assume Lowry Blvd west of Quebec by writers location)*

Uinta and Lowry (Where put Uinta Comments separately)

* 1a - Roundabout at Uinta Way and Lowry Blvd by Hospice center from 5:00 to 6:30 PM
* 12a – Cut thru traffic and speeding from new apartments at Uinta and Lowry
* 13b – More enforcement of speed on Uinta between 6th and 11th.
* 30c – Circle at Uinta Way by Hospice is difficult. Only 1 lane and much increase in traffic due to apt complex, park, hospice, thru road and Blvd One.
* 35e – Concerned about future capacity of roundabout at Uinta Way and Lowry Blvd as Broadstone apartments become fully occupied. The west and east interior legs of the roundabout are only one lane.

**Yosemite**

* 19a – Crossing any part of Yosemite as a pedestrian is very dangerous.
* 5b – Yosemite speeding (Lowry Blvd to Dayton)
* 10b – Traffic goes way too fast on Yosemite (up to 60 mph) How about speed bumps
* 19b – Yosemite way and Sports Blvd. The lighting at this intersection is very poor. When approaching the intersection at night from the east, it’s impossible to see the entrance to Sports Blvd.

**Rampart Way and E 1st Place**

* 22b - 4 way stop at E. 1st Place and Rampart Way
* 3b – 1st Ave and Rampart – Should be a four way stop
* 4c – Stop sign at Rampart / 1st
* 7c - Need stop signs at Rampart and 1st Place

**Roslyn Street and E. 1st Place or E 1st Avenue**

* 4b – Crossing Roslyn at E. 1st Place.
* 8a – I appreciate the sidewalks / crosswalks near Safeway to north at E 1st Avenue

**Spruce Street and E. 1st Place**

* 22c – Need 4 way stop @ E. 1st place and Spruce Street
* 31a – Cars do not always stop at cross street *(assume 1st Place and Spruce)*

**2nd and Roslyn St (By Safeway and Chapel)**

* 4a – Crossing from Parade Lawn to Town Center
* 6a – Need pedestrian crosswalk, marking and sign leading from Safeway / Town Center across Roslyn toward green space of Officers Row
* 11c - We need a crosswalk @ Roslyn and 2nd into Town Center
* 18a – East side of Safeway – Crossing to Officer’s Row in dire need of a crosswalk! A ton of walkers there.
* 22a – Need crosswalks across Roslyn to Safeway at Eisenhower chapel
* 7d - 2nd & Roslyn should be a 3-way Stop
* Misc5 – Fox news had a segment on a safer crossing behind Safeway on Roslyn.
  + A favored safety enchantment is a blinking stop sign.
  + Denver’s Department of Transportation and Infrastructure (DOTI) said the intersection of concern is not busy enough for stop signs, but officials say they are looking at adding a striped crosswalk.
  + There is no timeline on when a crosswalk will be installed. DOTI also said a speed study in the area did not show speeding was an issue.

**2nd Avenue and Quebec**

* 7a – 2nd and Quebec; 2nd Ave entrance into Parking lot by Starbucks
  + I was hit by a car when walking across Quebec at 2nd – have watched and experienced many near misses! It needs major study on how to make it safer.
* 7b – 2nd and Quebec, Need signs that say no right turn when pedestrians present.

**6th Avenue General**

* 31b –Syracuse and 6th Avenue – Bicycles do not stop
* 23a – On 6th Ave (Syracuse East to Uinta) – high speeds
* 26d – Speed on 6th east of Quebec and west of Uinta

**6th Avenue and Quebec**

* 2b – There needs to be a left turn arrow for people turning from 6th Avenue on to Quebec
* 8b – Left turn signal at Quebec and 6th *(assume for east/west traffic)*
* 26b – Left turn from 6th to Quebec – both east and west bound.
  + Now no left turn signals. Cars try to beat opposing cars or turn after light has turned red during commute times.
* 33c - Eastbound 6th Ave at Quebec needs to have a sign added for “No Right Turn on Red”. Sight distance is very poor.
* 34b – 6th and Quebec – Need left turn lanes for EB and WB drivers on 6th. During rush hours, and during school hour traffic, back ups occur that prevent left turns until after the signal turns yellow. Then many go thru as the red cycle begins, just to get through signal. Also the bend in EB 6th just west of Quebec cause pour sight distance for WB left turns onto Quebec
* 35a - Left turns are needed for east and west bound vehicles at 6th and Quebec. Intersection is off-set, reducing visibility for east and west bound vehicles making left turns.

**6th Avenue and Roslyn**

* 11b – 6th Ave @ Roslyn – no safe way for pedestrians on bikes to cross here to get to Stanley British / Lowry Swim Club / Ulaanbaatar Park

**8th Avenue**

* 3a – Four way stop intersections – How many stop lines are required? E 8th Ave and Trenton has only one stop line. Seen stop signs Run several times.
  + Same for E. 8th and Uinta, and E. 8th and Rosalyn
* 9a – Syracuse and 8th, frequently an issue (may need to be a 3-way stop sign)

**11th Avenue**

* 2a – 11th and Syracuse lost a left turn lane (11th both east and west) and making a left turn is now more dangerous because cars go into the bicycle lane to get around left turners
* 20b – Roslyn and 11th – Turning onto Roslyn from 11th is dangerous. Turn is poorly designed and causes numerous accidents, sometimes weekly. Many of my neighbors have been rear ended when turning off 11th onto Roslyn.
  + Remove the concrete curb portion of the sidewalk that extends into Roslyn on SW side of 11th.
* 30a – On 11th, coordinated lights on Quebec and Syracuse
* 30b – Bike path on 11th at intersection of Uinta took out turning lane. Very confusing. Too many lines now.
* 30d - Parking from apartment complexes bleed over parking into residential neighborhoods (11th by post office)
* 34a – At signal at 11th and Syracuse the new bike lanes on 11th cause rush hour backups because the left turn lane (suicide lane) has been removed. Many drivers going NB on Quebec turn east at 11th and then go to Syracuse and take a left to continue NB into Stapleton to avoid heavy traffic backups on the two lane section of Quebec between 11th and 23rd. Drivers have slowly resolved the issue by passing on the right side in the bike lane if cars leave enough room. In general, the bike lanes have removed a refuge area for left turns all along 11th, but Syracuse had the highest turn volumes and backups.

**General**

* 13a – Intersections with stop signs need to be striped (painted) with cross walks
* 26a – Bikes obeying traffic rules
* 28a – Lack of cross walks on 1st *(assume between Monaco and Quebec since live off Monaco)*
* 32b - Ulster and Bayaud (No side) – *Assume they mean no sidewalk on parkway on north side of EB Bayaud*
* Misc1 – Sidewalk needed along West side of Quebec between 6th and 8th.
* 7e – We need an occasional traffic cop issuing speeding tickets and keeping people honest about stop signs, etc.
* 12b – Additional traffic if occupancy is increased in houses
* 14b – In general would be good to know when there is a 4-way stop. This was helpful when I lived in CA.
* 15c - Ice build-up and continuous presence along Ellsworth between Rosemary to Syracuse to Trenton, south side of street / gutters and intersections.
* 20a – Median in middle of Quebec between 10th and 11th is a traffic hazard & causes accidents. Just ask the homeowner on Quebec and 10th with the stone fence how many accidents and whether their property got struck.
  + Remove the concrete median in the middle of Quebec between 10th and 11th.
* 23b – On Syracuse and Trenton, 6th to 8th high speeds
* 26c – Alley traffic speeds
* 30e – Need turning arrow at Quebec and Colfax going North (There is one going south). There is a turning lane.
* 34c – Locations for new traffic calming white ballards need to be more carefully studied.
  + Example - NB Monaco to WB Colfax – During AM rush hour, the existing two lanes on Colfax would hold up to 4 cars turning left. Additional cars would pull behind the others on the right side (where ballards are now) to get out of the way of through traffic on Monaco. Now they just back up the left lane on Monaco, and cars dart from the left lane to the right lane to get around backed up cars.
* Misc4 – Need to trim trees better in front of signs. Can’t see some stop signs.