

BLUE SAGE PILOT

Virtual Engagement Survey Summary
September 2020



Background

Over the last year, City of Littleton staff have been in contact with residents from the Bow Mar South neighborhood regarding some concerns about safety. Specifically, residents expressed concerns about speeding and the potential for cars to conflict with pedestrians and cyclists who use the streets throughout the neighborhood due to the absence of sidewalks or bike lanes.

While residents throughout the neighborhood share these concerns, Blue Sage Drive was brought up regularly and was therefore selected for this temporary pilot project. The segment from the gate at Tule Lake Drive to the traffic circle at Sumac Lane (see next page) is commonly accessed by the entire neighborhood and is a source of consistent resident communication regarding speeding and the potential for a resident to be hit. City staff conducted several speed and volume studies in the neighborhood, three of which were on Blue Sage Drive.

The results (right) did not suggest to City engineering staff that there was a pervasive problem or pattern of speeding in the neighborhood. However, field observation and data collection showed a high number of people using the street to walk and bike. With pedestrians and cyclists sharing space with motor vehicles, there are often heightened concerns regarding safety.

The Blue Sage Pilot project was created in an effort to address concerns about speeding and pedestrian safety by providing a designated space for people to walk and bike. City engineering staff also anticipate this project will further slow vehicle speeds.

Blue Sage Speed/Volume Summary

Study Date	NB 85p (mph)	SB 85p (mph)	NB Avg Speed (mph)	SB Avg Speed (mph)	ADT
May 2019	31	25	23	22	720
Sep 2019	30	25	23	21	547
Mar 2020	31	25	24	22	527

NB – Northbound

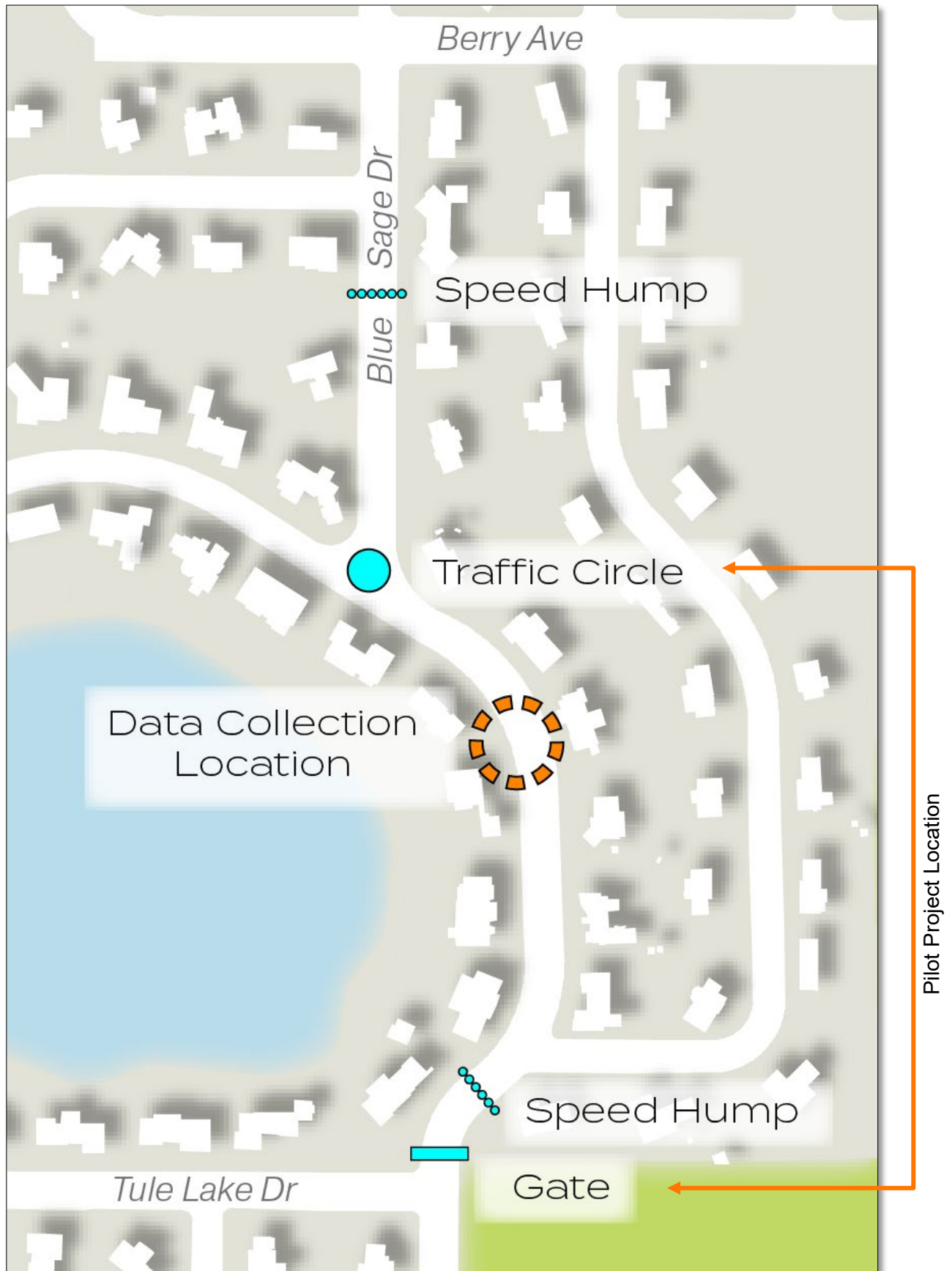
SB – Southbound

85p – 85th percentile speed, common metric to evaluate speeding patterns and measures the speed people feel comfortable driving

Avg Speed – the average (mean) of all the vehicle speeds recorded for the data collection period

ADT – Average Daily Traffic, or the average numbers of cars per day at the place of measuring

Blue Sage Pilot Project Location



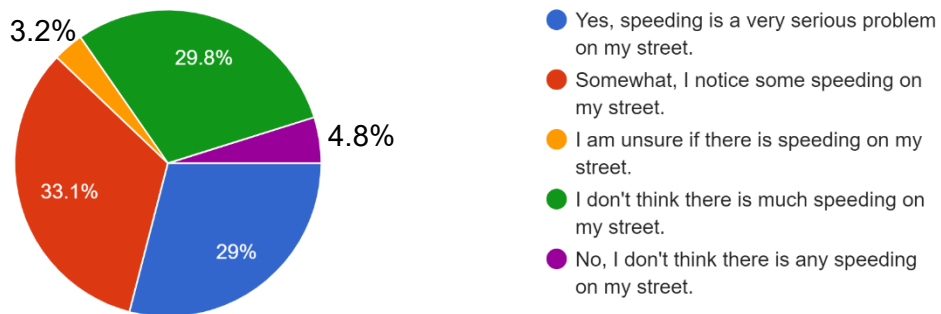
Virtual Resident Engagement

The City of Littleton uses data collection and engineering best practices as vital aspects of making decisions in conjunction with public input. Initially this project was scheduled to take place during the Summer of 2020, with any implementation to be proceeded by in-person neighborhood meetings. However, with the COVID-19 pandemic, the City has been required to suspend in-person meetings until further notice. In an effort to proceed while still obtaining public input, a presentation and online survey was made available for two weeks earlier this month between September 9th and the 23rd. The City coordinated with the Bow Mar South Homeowner's Association in advertising the virtual public engagement, as well as sending out a letter to residents.

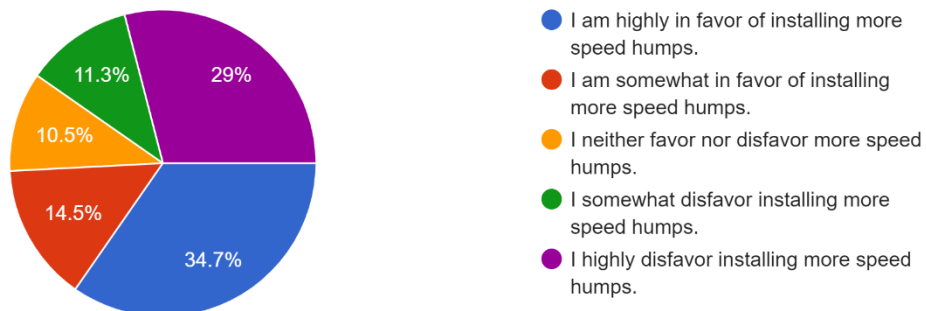
The City received 124 responses from the approximately 200 households, a response rate of roughly 60%. All multiple-choice questions had 124 responses, not all respondents left free form comments. Below are the results from the survey:

Respondents Opinions on Traffic

#1 Do you feel that speeding is a problem on the street you live on?
124 responses

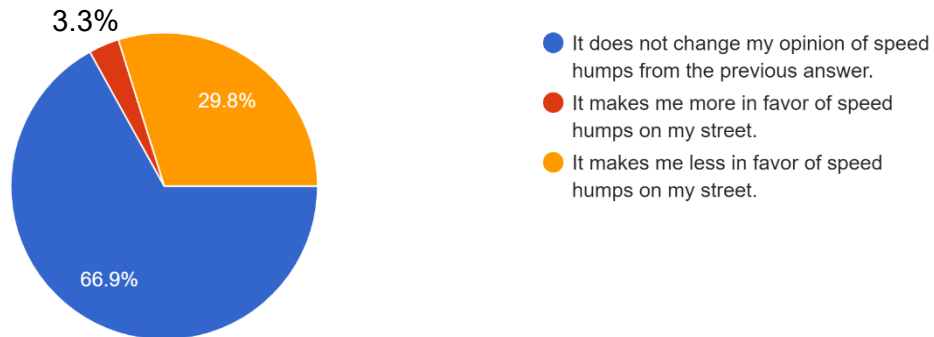


#2 How do you feel about installing speed humps on your street?
124 responses



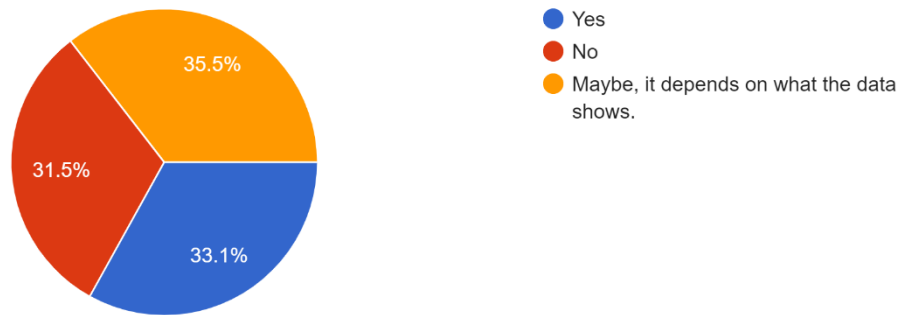
#3 If a speed hump were installed in front of your house, does that change your opinion of speed humps in the previous answer?

124 responses



#4 Would you be open to considering roadway treatments other than speed humps if data collection showed that it reduced vehicle speeds?

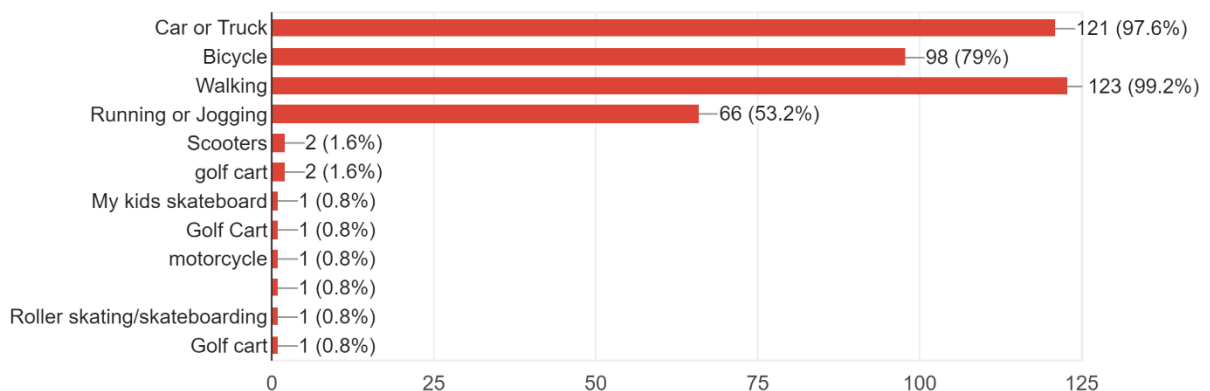
124 responses



Respondents Preferred Modes of Travel

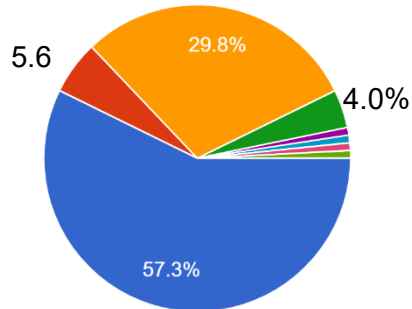
#5 Which modes of travel do you use in Bow Mar South? (select all that apply)

124 responses



#6 If you selected more than one mode of travel in the previous question, which do you use most often?

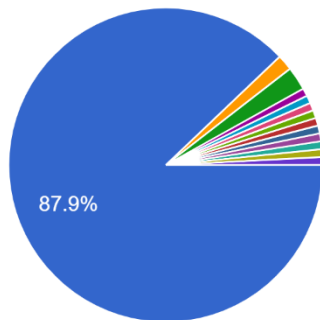
124 responses



- I use my a car or truck most often.
- I use my bicycle most often.
- I walk most often.
- I run or jog most often.
- Not Applicable .8%
- within the neighborhood I walk/bike; going outside I drive .8%
- Car and walking .8%
- I drive my car/bike/walk/run about evenly .8%

#7 If you didn't select "Bicycle", "Walking" and/or "Running or Jogging" above, why don't you use those modes to travel?

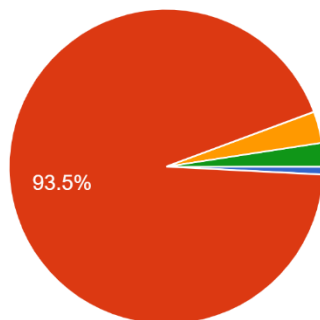
124 responses



- I do bike, walk, run, or jog!
- I don't have the equipment needed to... 0%
- I don't enjoy biking, walking, running,... 1.6%
- I don't feel safe biking, walking, runni... 2.4%
- I have limited personal mobility and a... <1%
- Wrote in answers 7.3%

#8 If you do bike, walk, run, or jog in Bow Mar South, what is the primary reason you do so?

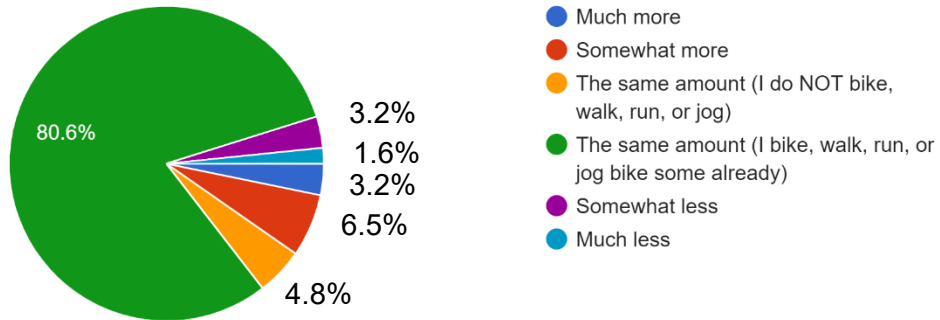
124 responses



- I do not bike, walk, run, or jog. <1%
- I bike, walk, run, or jog for exercise or recreation.
- I bike, walk, run, or jog to do errands or other regular trips. 3.2%
- I bike, walk, run, or jog as my primary means of traveling. 2.4%

#9 If there was an on-street designated walking and biking area on streets in Bow Mar South, would you bike, walk, run, or jog more or less than you do now?

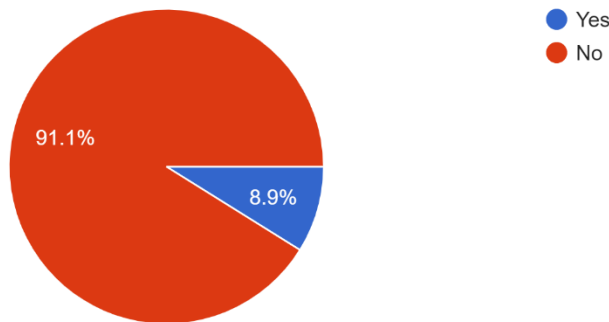
124 responses



Respondents Parking Habits

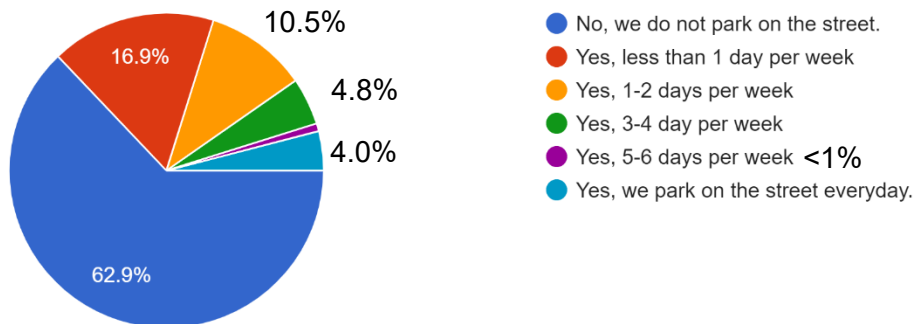
#10 Do you live on Blue Sage Dr between Tule Lake Dr and Sumac Ln?

124 responses



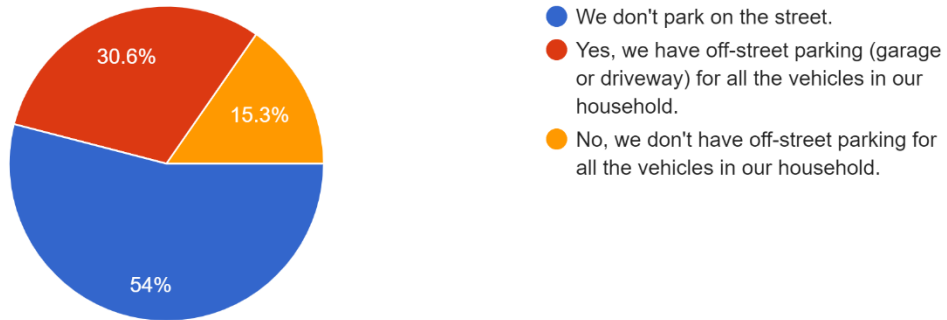
#11 Do you (or anyone in your household) park on the street and if so, how often?

124 responses

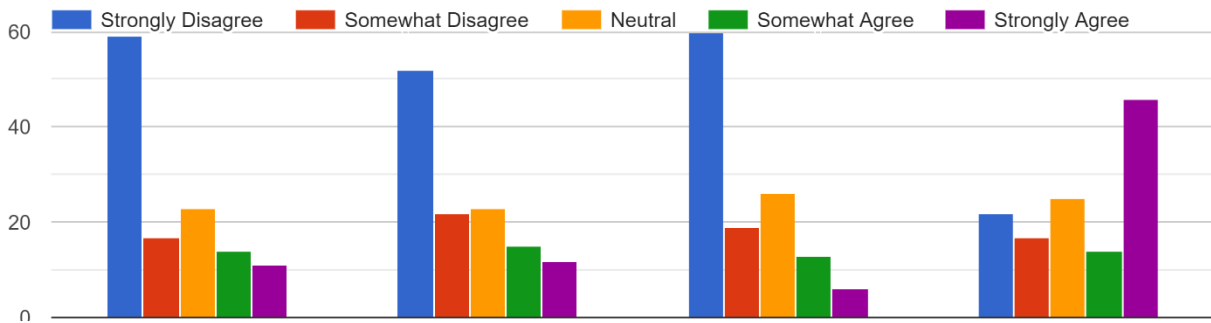


#12 If you (or anyone in your household) do park on the street, is there room in your garage or driveway to accommodate all the vehicles in your household?

124 responses



#13 For this project, there will likely need to be changes to where and when people are allowed to park on the street along this segment of Blue Sage Dr



Please rate the following statements:

I am in favor of removing all on-street parking

I am in favor of replacing on-street parking with an on-street walking and biking area

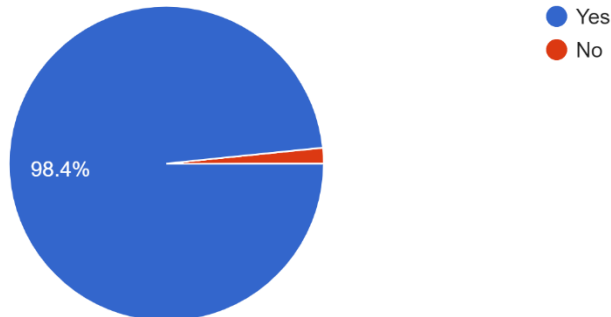
I am in favor of replacing on-street parking with an on-street walking and biking area if parking is allowed Friday, Saturday, and Sunday evenings

I am not in favor of replacing on-street parking to any degree

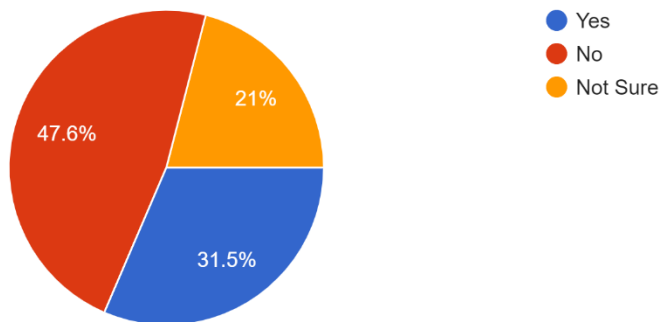
#14 Did you review the presentation on the Blue Sage Dr Pilot Project?

<https://youtu.be/jh4UOvXQaZc>

124 responses

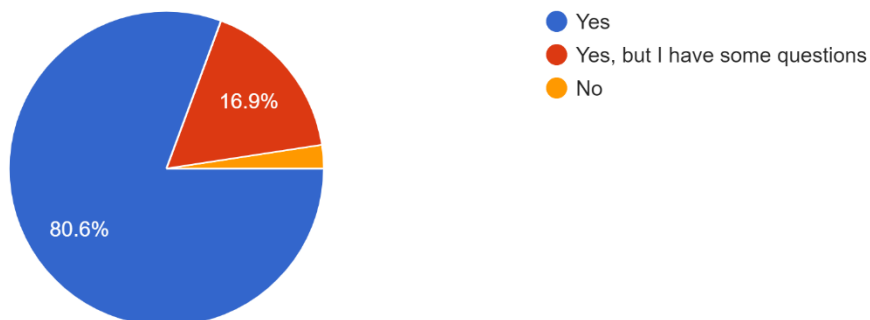


#15 This pilot project is a short-term project to see how changes to the street might impact driver behavior and increase safety for pedestrians and cyclist. This project will be on Blue Sage Dr from about Tule Lake Drive to Sumac Ln. Generally, are you in favor of some changes to the street to narrow the drive lanes and provide a space for people to walk and bike?



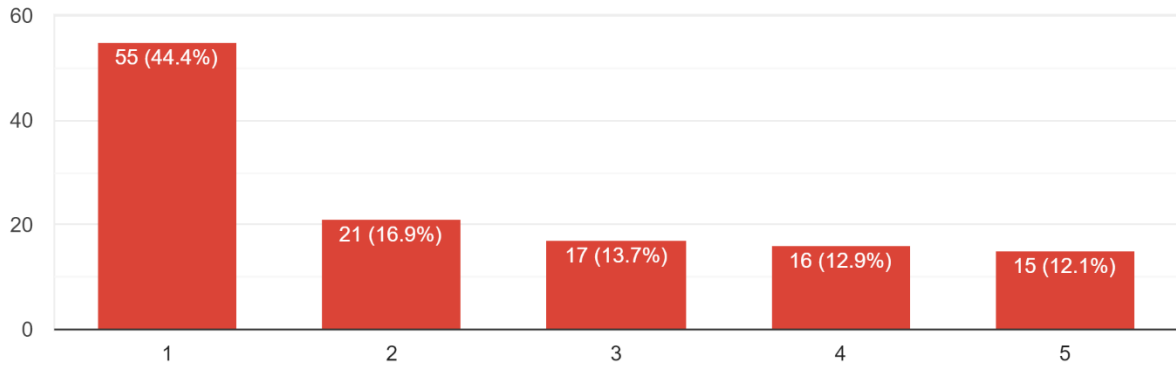
#16 After seeing the presentation for the Blue Sage Dr Pilot Project, do you feel you have a general understanding of the different options presented?

124 responses



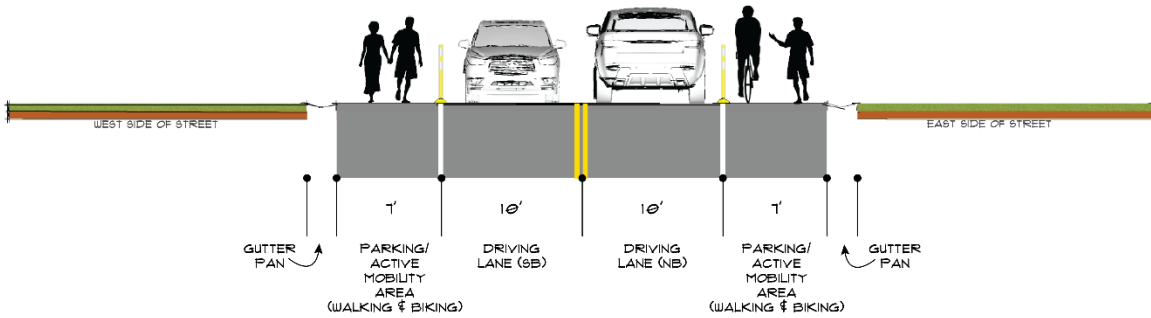
#17 After reviewing the features of Option 1, and its pros and cons, how would rate your opinion of this option?

124 responses



Note: 1 is a low rating and 5 is a high rating

BLUE SAGE DR - OPTION 1



PROS

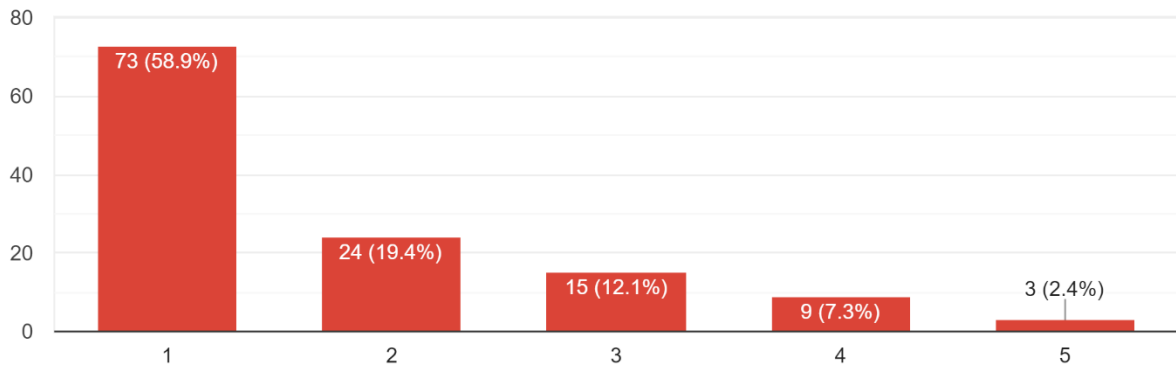
- + NARROW DRIVE LANES THAT TEND TO SLOW DRIVERS
- + DEDICATED AREA FOR PEOPLE TO WALK & BIKE

CONS

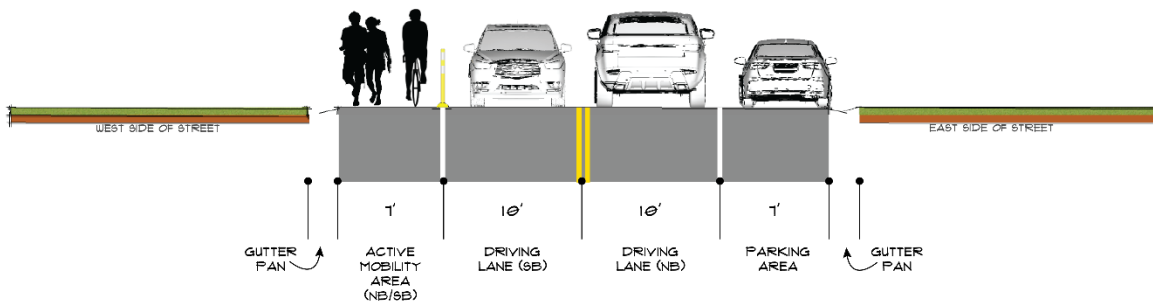
- + ON-STREET PARKING WILL NEED TO BE RESTRICTED OR REMOVED

#18 After reviewing the features of Option 2, and its pros and cons, how would rate your opinion of this option?

124 responses



BLUE SAGE DR - OPTION 2



PROS

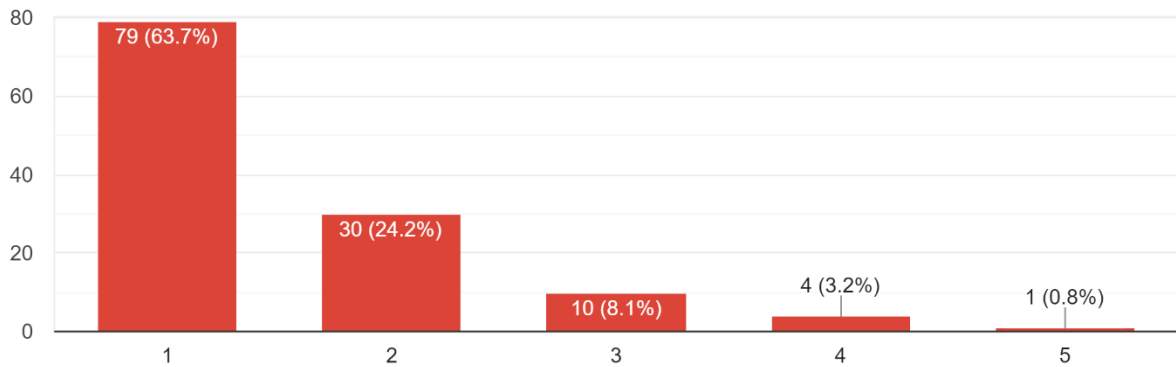
- + NARROW DRIVE LANES THAT TEND TO SLOW DRIVERS
- + SMALL DEDICATED AREA FOR PEOPLE TO WALK & BIKE

CONS

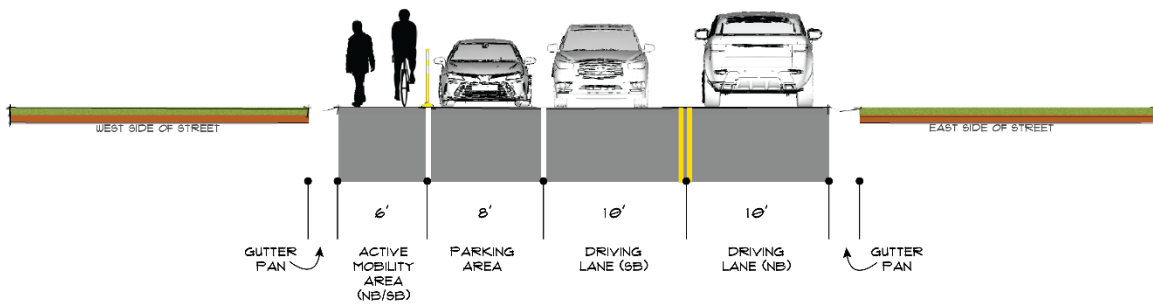
- + ON-STREET PARKING WILL NEED TO BE REMOVED FROM THE WEST SIDE OF STREET
- + WALKING & BIKING AREA IS BIDIRECTIONAL AND SMALLER THAN RECOMMENDED
- + PEOPLE MAY NEED TO CROSS STREET TO WALK OR BIKE

#19 After reviewing the features of Option 3, and its pros and cons, how would rate your opinion of this option?

124 responses



BLUE SAGE DR - OPTION 3



PROS

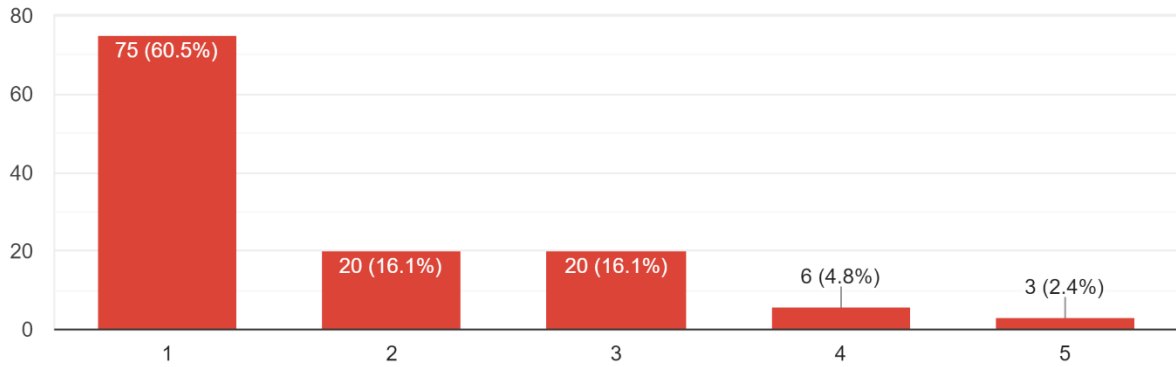
- + NARROW DRIVE LANES THAT TEND TO SLOW DRIVERS
- + SMALL DEDICATED AREA FOR PEOPLE TO WALK & BIKE
- + ACTIVE MOBILITY AREA IS BUFFERED FROM MOVING TRAFFIC

CONS

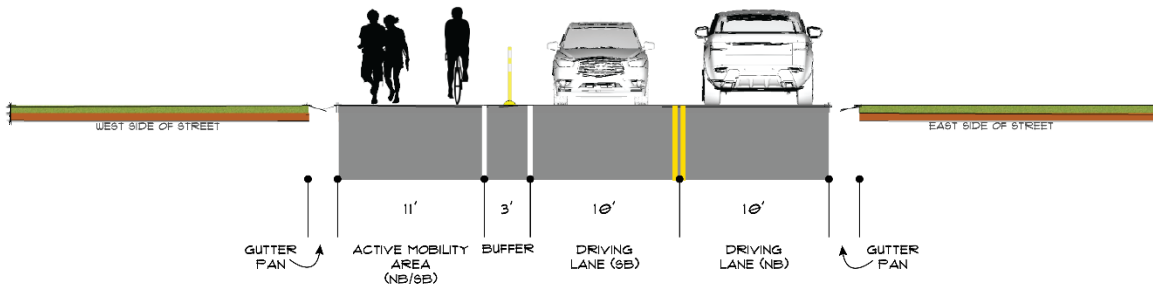
- + ON-STREET PARKING WILL NEED TO BE REMOVED FROM THE EAST SIDE OF STREET
- + WALKING & BIKING AREA IS BI-DIRECTIONAL AND SMALLER THAN RECOMMENDED
- + NB DRIVE LANE IS PUSHED TO EAST MEANING VEHICLES WILL BE DRIVING CLOSER TO YARDS
- + PEDESTRIANS & CYCLIST MUST CROSS TO THE WEST SIDE OF THE STREET

#20 After reviewing the features of Option 4, and its pros and cons, how would rate your opinion of this option?

124 responses



BLUE SAGE DR - OPTION 4



PROS

- + NARROW DRIVE LANES THAT TEND TO SLOW DRIVERS
- + WIDE DEDICATED AREA FOR PEOPLE TO WALK & BIKE
- + ACTIVE MOBILITY AREA IS BUFFERED FROM MOVING TRAFFIC BY 3'

CONS

- + ON-STREET PARKING WILL NEED TO BE RESTRICTED OR REMOVED FROM THE STREET
- + NB DRIVE LANE IS PUSHED TO EAST MEANING VEHICLES WILL BE DRIVING CLOSER TO YARDS
- + PEDESTRIANS & CYCLIST MUST CROSS TO THE WEST SIDE OF THE STREET

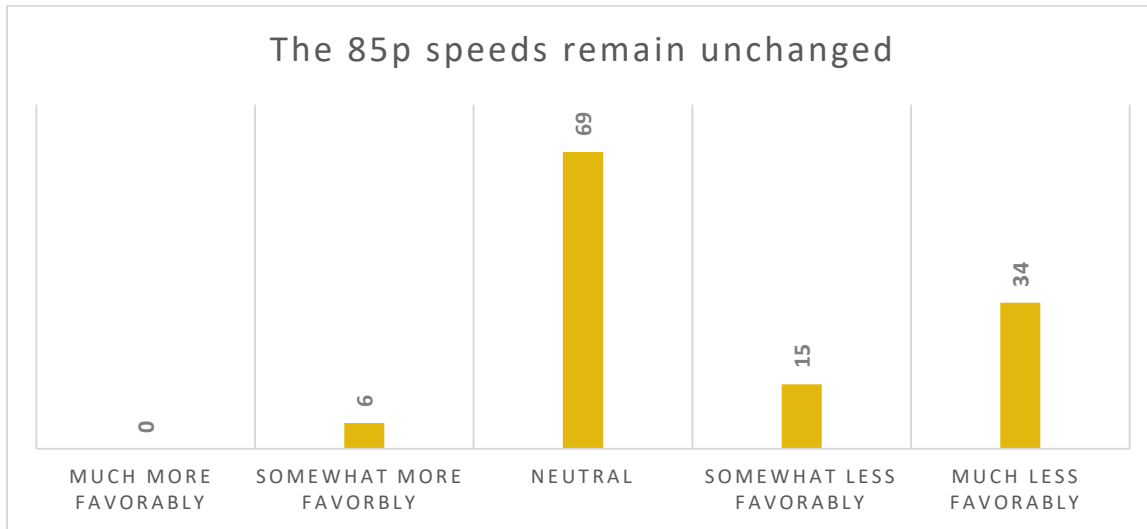
#21 Aggregated Rating by Option

	MEAN SCORE	MEDIAN SCORE
OPTION 1	2.31	2
OPTION 2	1.75	1
OPTION 3	1.53	1
OPTION 4	1.73	1

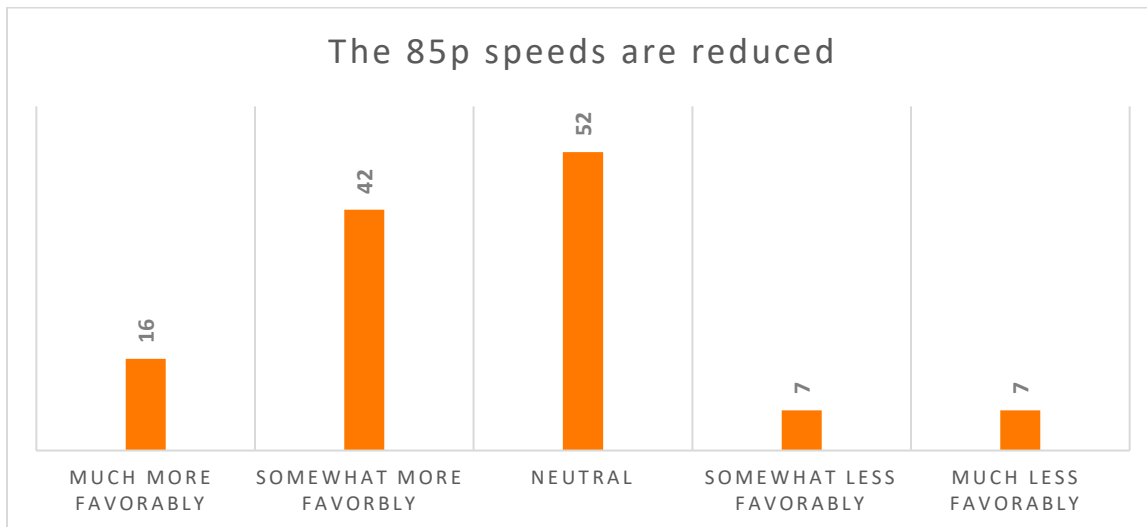
#22

Throughout this project, the City of Littleton will be collecting data to see how behaviors and opinions evolve over the life of the project. How might the outcome of this data collection impact your view of the project? (Note: 85p speed refers to the speed below which 85% of the drivers are traveling, and average speed refers to the mean speed at which half the drivers are travelling faster and half slower.)

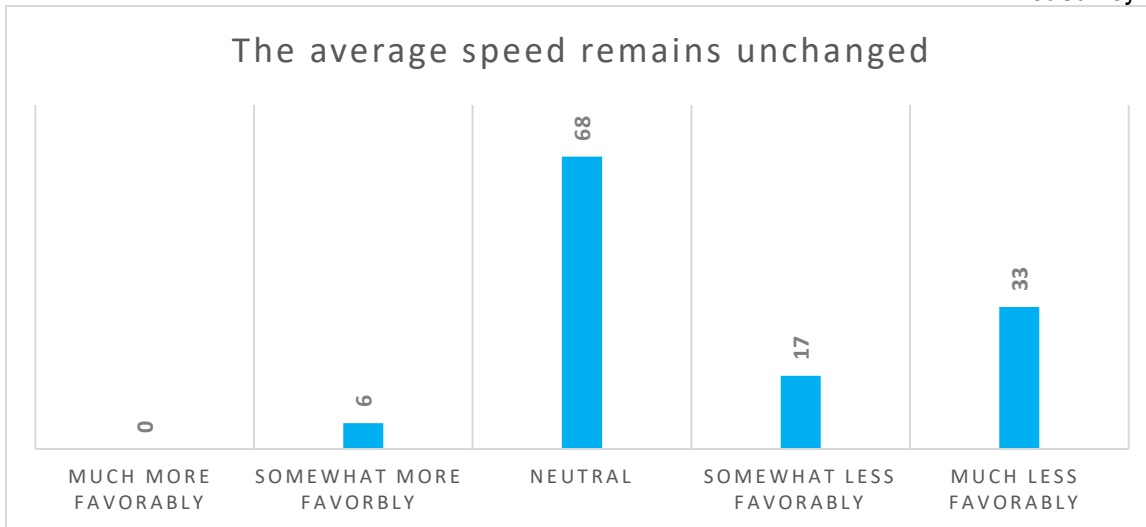
#22a



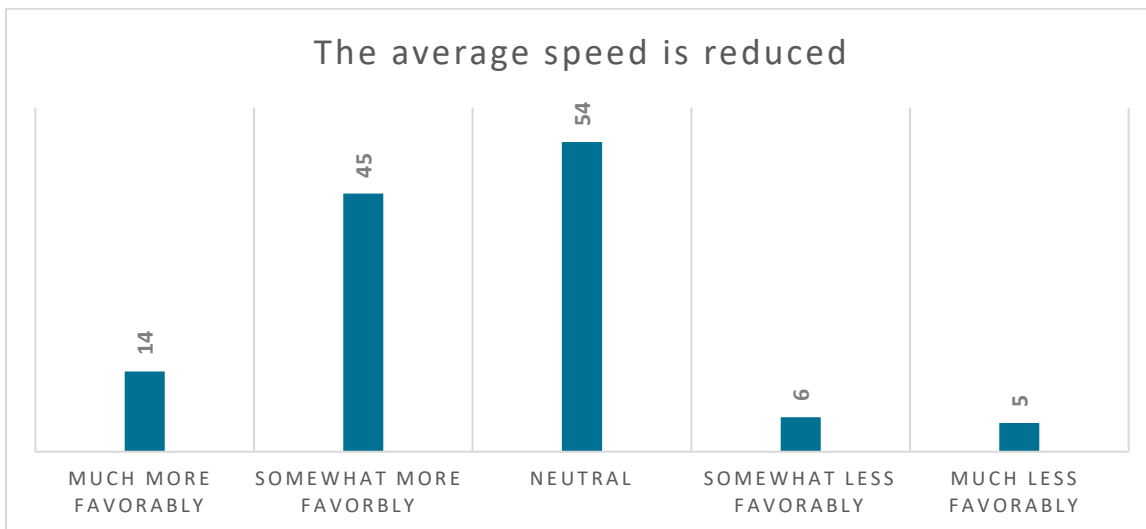
#22b



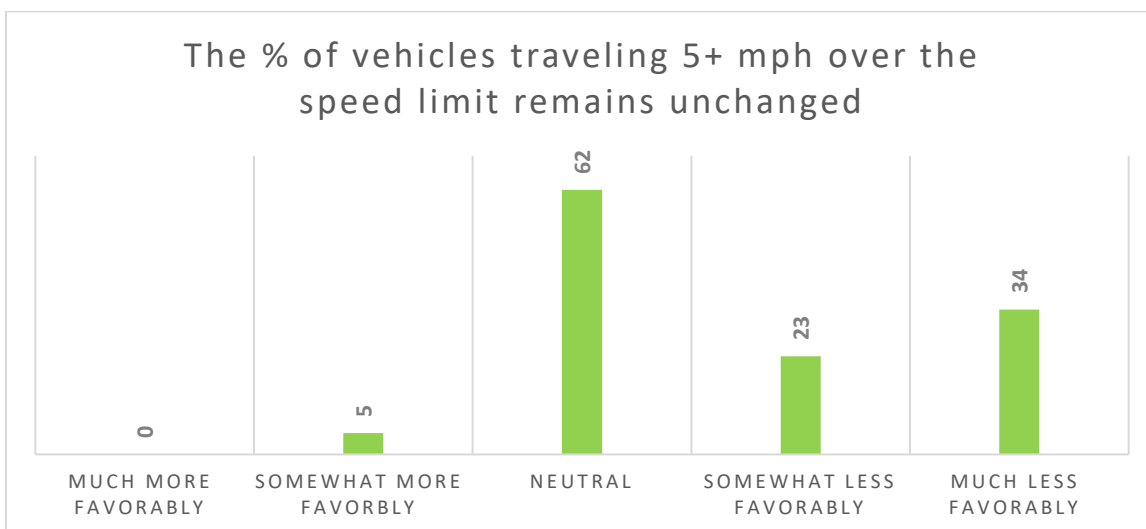
#22c



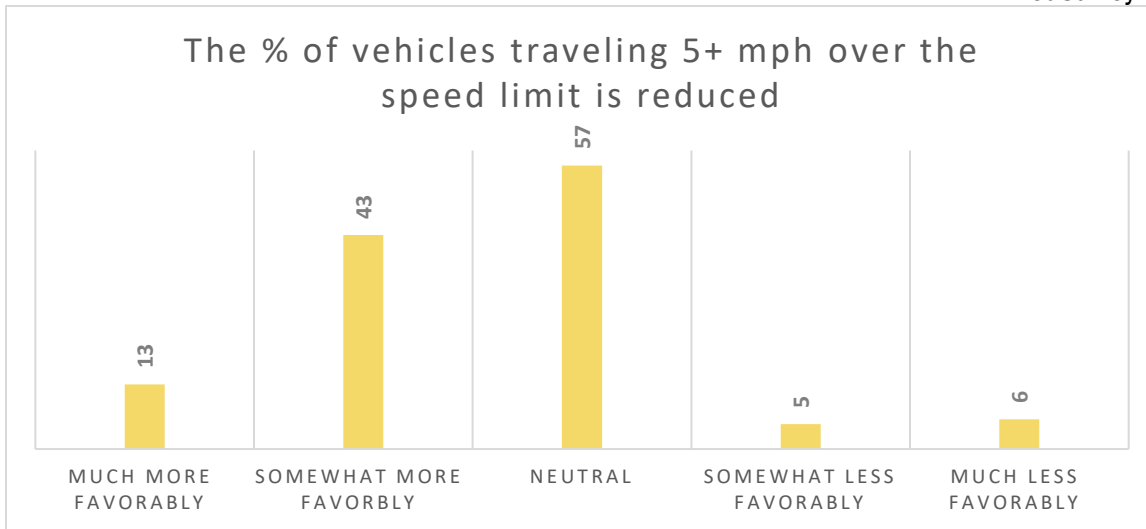
#22d



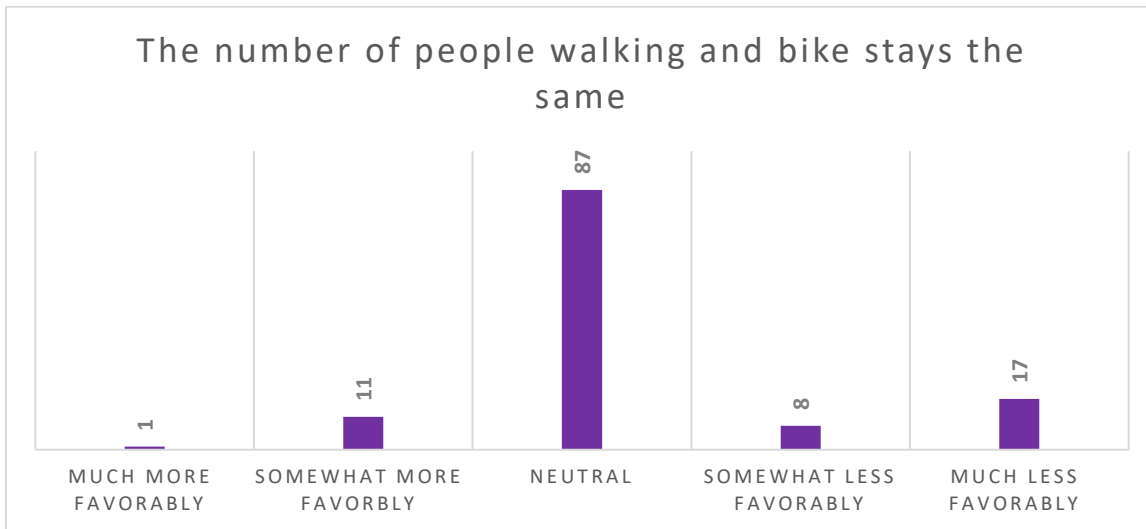
#22e



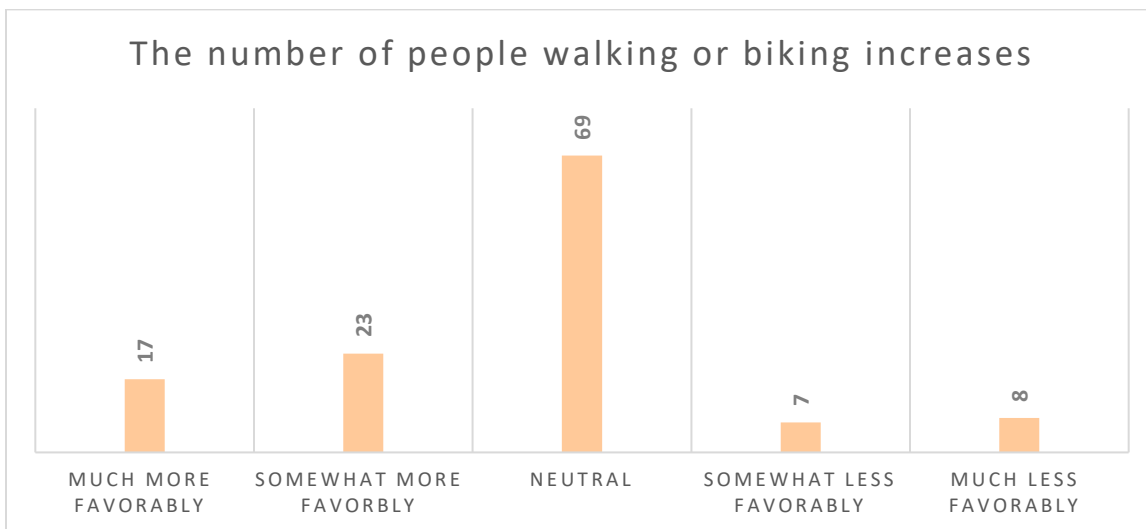
#22f



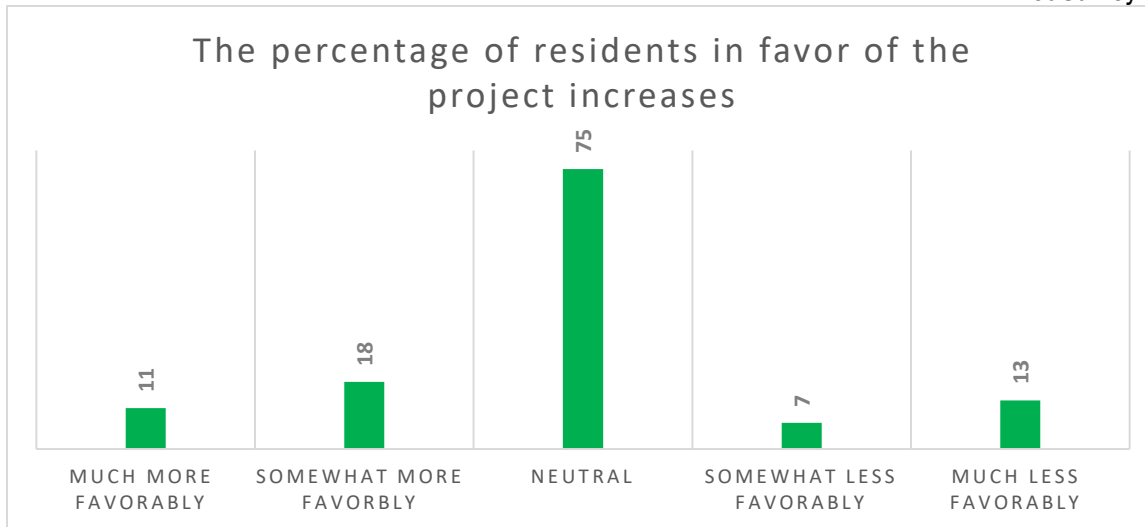
#22g



#22h



#22i



Staff Analysis & Project Next Steps

Though a clear majority of Bow Mar South residents see speeding as an issue, opinions are more split on the installation of additional speed humps to address the speeding concerns. Many residents in Bow Mar South expressed openness to the City trying road treatments other than speed humps if data shows that they are effective in lowering the 85th percentile speeds, average speeds, and the percentage of drivers going more than 5 mph over the speed limit.

From a staff perspective, the vehicle data does not suggest there is a speeding issue as the information collected does not meet the City’s thresholds or those of nearby jurisdictions for installing speed humps. As a result, staff does not believe installing more speed humps on Blue Sage Drive will resolve the neighborhood issues. However, staff understands the heart of resident concerns regarding speeding is the safety of pedestrians and cyclists that use the roadway—especially children. Therefore, staff suggests an approach of investigating potential alternative means of increasing safety for bikes and pedestrians, while also having the anticipated benefit of further slowing motorized vehicles.

The City views this pilot project as a low-cost, good faith effort to come to identify a design compromise that addresses resident concerns in the neighborhood by way of an approach that meets national transportation best practices. Based on staff’s review of the survey results, the City is planning on proceeding with the temporary installation of Option 1. This option includes a designated active mobility area on each side of the road with narrowed travel lanes and a double yellow stripe in the middle of the road. This option received the highest aggregate score of the 4 options, and is the option preferred by Littleton Street Maintenance Crews.

In addition to creating new and innovative solutions to transportation issues, City staff also have the responsibility to be good stewards of taxpayer dollars. As a result, this project is modeled to be as cost effective as possible. The paint the City will apply to the roadway will cost about \$120, while the City spent \$100 on stencils to clearly identify the active mobility area. The city also plans on using around 40 reusable c-curb sections with delineator posts which cost about \$160 a piece, but were previously purchased for traffic calming efforts elsewhere in the city, and will be reused after this project. In all, the City is only taking on about \$220 in new costs for this pilot project, which will provide invaluable data that can be used to both determine the course of this project, and as guidance to address similar issues in other neighborhoods.

City street crews will be striping Blue Sage Drive the week of October 5, 2020. The plan is to leave striping in place for 2-3 weeks, then install c-curb for another 2-3 week period to compare how speeds are impacted during each phase of the project.

At the end of the pilot project, City staff will evaluate the before, during and after data to see if changes in the roadway impacted vehicle speeds, and bike and pedestrian activity. This data will be released to Bow Mar South residents for reference and then once again the neighborhood will be asked to share their opinions on the project and provide input on how to move forward. If the results show that the changes to the street have had the desired outcomes based on the aforementioned metrics, City staff will work with the neighborhood over the winter to develop a strategy for making permanent changes to the roadway, as well as discuss potential other roadway segments on which to focus similar strategies.

If the data does not show the desired change in the metrics, or if the City and Bow Mar South cannot agree on what permanent changes to move forward with, there are still a handful of educational and enforcement tools that have been used successfully to encourage drivers to slow down.

Free Form Responses

Note: some of the details in the following comments have been redacted or generalized to remove any details that may identify individuals, or families. In such cases, changes were made to preserve the intent of the comment while removing personal details. Comments with these changes are denoted with asterisk (*).

Feedback on Option 1:

1. It's ridiculous
2. Where are people with multiple cars or guests supposed to park?
3. Seems like we are trying to solve a problem that doesn't exist.
4. I prefer walking/biking lanes on both sides of the street
5. Young children biking
6. Like designated areas, but don't feel it's worth the tradeoffs. Also don't feel there's an issue.
7. Narrowing the drive lines creates more problems than it solves.
8. The removal of on-street parking when a problem doesn't exist is overreaching.
9. Neighbors should not have their on-street parking limited
10. Biking and walking with flow of traffic
11. Designated bike/walk and aesthetics good
12. It's a pretty good option, just will cause some havoc for our landscapers and UPS drivers etc who Cannot park in our driveway but need to service our houses. It's better to have at least one side of the street have parking
13. I like that there are walking lanes on both sides. I just do not like the markers that do it allow for parking.
14. Like the extra space for biking/running and hope it will slow down traffic
15. I like our open streets. Never want to go down the road of installing sidewalks. Close Blue Sage gate and let residents buy "openers"...this would solve our cut-through traffic problem.
16. There are blind turns and I don't see cars slowing down or staying in the lanes. You know how it is, inside turns...like driving a mountain pass you don't stay in your lane.
17. Not a solution because on-street parking will just push pedestrians into direct flow of traffic.
18. Not sure it is a good idea to make drive lanes so small
19. Removes on street parking, lowers curb appeal and house/neighborhood value, I don't think that it properly addresses speeding and safety for young children in the neighborhood.
20. keeps bikes on the right side of the street. Still allows parking. The posts are overkill
21. I like the activie area on both sides of street
22. Maintains flow on both sides of street for pedestrians
23. Don't like additions to current conditions

24. Parking on street
25. reduce the speed limit on all BMS Streets to 15
26. Dislike any parking and driving or walking restrictions.
27. There is already plenty of room to walk or bike
28. Ability to walk on either side of the street
29. dislike narrow lanes and too much space for walking/biking
30. too much painting and signage
31. I'm not in favor of this project but this is the option I think is the best if it has to proceed
32. I have concerns regarding how this will narrow the traffic lanes on Blue Sage
33. There will always be a need for on street parking, to which cars may then park in the walk lanes
34. Aesthetics and false sense of safety for pedestrians
35. It just sucks for people who live there.
36. don't like eliminating on-street parking
37. The blind curves on Blue Sage need to be narrowed by in street concrete planters similar to those at the roundabout. Pedestrians can walk safely on the east and west sides of the planters and the street won't be subject to the ugly plastic uprights and painting. This design is keeping with neighborhood aesthetics and can be found on many streets in Littleton.
38. I don't think narrowing car's drive lanes is the right focus, and I am very skeptical that it would reduce speeds. I would rather focus on other features that will keep vehicle speed down.
39. Walking/biking on both sides of street
40. Narrowing driving lanes is hideous. I walk and bike on that street very often and I have NEVER felt unsafe. That's after 28 years of walking nearly daily on the street.
41. illustration show "parking/active mobility area. This option would narrow the car lane but still allow for on street parking
42. *As a family there is absolutely NO WAY that we would all walk and bike thru the neighborhood while staying within the staked area. What this will end up doing is pushing my family further into the middle of the street as we will most likely walk outside of the cones making us more prone to being hit by speeding cars. Furthermore, the stakes will be run over, are unsightly to the neighborhood, decrease curb appeal and thus home value, and IF our streets were ever maintained by plows (which I have yet to see in 3+ years) they would be run over by the plows and rendered useless. This will also cause more congestion in the middle of the street with neighborhood kids and adults gathering again posing more likely hood of being hit by a speeding car
43. Dislike removing on street parking. In Covid times, it is necessary to have two sides of the street to walk on to socially distance. So if the City is intent on doing this project, then I think lanes shown on both sides, with minimal striping would be the most aesthetic response.
44. I liked having a walking and biking lane on each side of the road
45. Unnecessary improvements
46. Having permanent dividers in front of our houses is not great curb appeal
47. this neighborhood was developed for quiet neighborhood living--not intended to expand to accomodate today's fast tracked thoroughfares.
48. I like the idea of slowing travelers with narrow lanes and designated areas for pedestrians. I'm not in favor of the vertical tubes. I like the idea of painting or bumps.
49. This is likely to create congestion
50. you know people will park in the pedestrian lanes
51. It seems safer for me who rides bikes with my family on that street. If I lived there though the option of on street parking would be missed in the event of a gathering at me house.
52. most flexible for all
53. I dislike the drive lanes being even more narrow, and the removal/changes in on street parking on both sides of the street

54. no parking on either side
55. Symmetry, both sides have mobility lanes so less bike/walker lane collisions, it narrows and slows cars
56. slows but doesn't impede traffic
57. Takes away the open feel of the neighborhood
58. safety for walking
59. If you make it more difficult on Blue Sage, drivers will just turn on Morning Gory and traffic will increase there. It seems like if we are trying to reduce traffic and speeding, those offenders are probably not residents and finding a way to not allow them to cut through the neighborhood would be most effective.
60. Don't want to do away with on street parking
61. I dislike cars being so close as they pass each other. I like the walking paths going in both directions.
62. Seems too dangerous if all four areas are used simultaneously
63. WE can use Dots, have a lane but not get rid of parking. No Poles- paint or dots.
64. changes the appearance of our community
65. Changes the look and feel of the neighborhood
66. This would narrow the street too much for cars and eliminate parking on both sides. This is great for downtown denver, not a suburb.
67. There is no need for change ... 30yrs here and what we have is fine.
68. Using both sides of the street for biking/walking/runnering
69. I don't feel like residents should have to give up parking at their house. I entertain a lot, and would be quite displeased that I could no longer have company over who didn't have to walk a block or more to park.
70. No one has gotten hurt in our neighborhood
71. Repost the speedLimit to 20Mph
72. I don't think a revision is needed.
73. I do not feel speed is a real concern on this street
74. Don't like getting rid of all of the parking.
75. Drastically changes the feel of the neighborhood
76. *if anything I would rather close off Blue Sage at Bowles. there is plenty of room for walking, bicycling or running now. I am not in favor of a person moving into a neighborhood and wanting to make it suit them by changes unless those are agreed by everyone at least on that street.
77. There is not enough vehicle traffic to warrant these changes.
78. Don't like narrow spaces for autos. Peds and cyclists will tend to spread out. Closer proximity of autos to peds and cyclists is dangerous!
79. Who is responsible for removing the snow from the new pedestrian/cyclist lanes?
80. I think the cars are too close and dangerous. Not fair to limit on-street parking to those residents
81. I don't believe we have a problem and don't appreciate our tax dollars being wasted on this
82. I don't want things to change - I don't think we have a speeding problem.
83. I like that it has bike/walking lanes going in both directions where we have taught our kids to ride already.
84. I like the path but not the signs
85. won't slow people down enough
86. homeowners on both sides of the street are treated equally
87. Doesn't address speeding issue directly, destroys integrity of neighborhood.
88. I don't think there needs to be a walking lane
89. What's the post to remove no one's going to pay attention to bike lanes and paint on the road speed hump would be better
90. Don't want stripes drawn on street. Loses it's quiet appeal. Speeding is not a problem in neighborhood!

91. There isn't the volume needed to have these kinds of lanes.
92. Because I feel it will give a false sense of security to this very dangerous part of the road. I feel this way about all the options.
93. It does not answer the issues of speeding in BMS
94. I walk my dog daily there is no issue!!
95. walking / biking areas take up too much of the roadway - I don't think it is necessary
96. I don't think we should completely eliminate on-street parking. I really believe speed bumps are necessary.
97. I like retaining the options of parking or walking on both sides of the street
98. it makes sense, but speed humps is a simple solution that the neighbors already agree on
99. Parking removal
100. I dislike No on street parking
101. We don't see a need for any option. With the road closer that keeps traffic down. We don't see speeding on Blue Sage. People park on the east side to use the park.
102. people should be allowed to part in front of their house
103. *Cars traveling in opposite directions closer together poses a greater danger than the non-existent "pedestrian problems" this project aims to address. Lack of on-street parking is unacceptable. We have walked almost daily in the neighborhood for over 25 years!
104. some barriers would help the cars stay in their lane, like the symmetry

Feedback on Option 2:

1. Unless you are talking about gating the community, putting in sidewalks or widening the road, paint on pavement doesn't do anything.
2. Seems like we are trying to solve a problem that doesn't exist.
3. Would be my next best option because it leaves room for street parking
4. Need more room for walking and biking
5. See above
6. Being told where to traverse in our neighborhood seems overreaching when a problem does not exist according to the data.
7. Better than option 1. But feels restrictive in the number of people that can use the bike/walk lane at a given time.
8. Too congested
9. Dedicated walking/bicycle area
10. This is the best option and gives us a solution while also providing flexibility.
11. Some neighbors may still want parking
12. Same as above
13. Maintains parking but does nothing to slow down traffic on the numerous straight-aways we have in the neighborhood (Blue Sage from gate to Bowles and most of Tule Lake)
14. Not fair to those on the side with all the parking
15. Walking area is too small
16. Lowers curb appeal and house/neighborhood value, I don't think that it properly addresses speeding and safety for young children in the neighborhood. If cars aren't parked on the street, it still leaves a lot of road for fast driving.
17. it encourages biking on wrong side of road and requires crossing back and forth
18. Don't like parking on one side of street because my neighbors cars will be in front of my house
19. Not Fair to EastSide
20. Don't think it makes sense
21. Parking
22. leave the street alone
23. Disfavor any parking overnight.

24. Dislike any parking and driving or walking restrictions.
25. There is already plenty of room to walk or bike
26. Enough bikers and walker to utilize both sides of the street.
27. Do not like on street parking (day or over night)
28. narrow walking area
29. One lane for walkers and bikers and skateboards and dogs equals disaster.
30. Same answer as above
31. Don't need on street parking
32. As busy as our streets are with pedestrians and bikers, this option is too narrow to accommodate bi-directional traffic. People will spill into the streets dedicated for vehicle use.
33. Confusing and it would create more danger
34. park all on one side of the road. Again, this is not fair to the people who live at these houses. I hate when my neighbors park in front of my house.
35. maintains some parking
36. Horrible. Crowding walkers and bikers into one lane is a recipe for accidents.
37. I don't think narrowing car's drive lanes is the right focus, and I am very skeptical that it would reduce speeds. I would rather focus on other features that will keep vehicle speed down.
38. We shouldn't have parking on street on weekdays
39. We don't need separate biking walking areas.
40. dislike parking removal.
41. *As a family there is absolutely NO WAY that we would all walk and bike thru the neighborhood while staying within the staked area. What this will end up doing is pushing my family further into the middle of the street as we will most likely walk outside of the cones making us more prone to being hit by speeding cars. Furthermore, the stakes will be run over, are unsightly to the neighborhood, decrease curb appeal and thus home value, and IF our streets were ever maintained by plows (which I have yet to see in 3+ years) they would be run over by the plows and rendered useless. This option also has the potential for more hit and runs or parked cars being hit since the road will be narrowed. This will also cause more congestion in the middle of the street with neighborhood kids and adults gathering again posing more likely hood of being hit by a speeding car
42. Parking issues. And pushing the traffic closer to yards. Then there will be a good side of the street to be on and a bad/more dangerous side regarding housing. Ugh
43. I did not like having the bikers and walkers so close together on one side of the road
44. Unnecessary>> i don't want our roads to have all lanes>> works fine the way it is
45. again the plastic divider and curb appeal, also people will probably still hit them and then who takes care of the maintenance every time one falls down and how fast would they come fix it, what about plowing and these plastic dividers? trash trucks, etc? How do they get through?
46. I am not in favor of street parking nor forced walkways
47. I don't think people will obey not parking on the west side of the street unless you sign it (which would not be favorable).
48. I do not believe this is necessary
49. gives parking options
50. Gives the option to park for residents which is good. Makes pedestrian traffic a bit more in certain situations.
51. no parking
52. I think that mobility lanes on one side are enough but I still dislike the removal of on-street parking
53. allows for some parking
54. keeps the mobility lane too tight for bike/walkers, and the asymmetry means that sometimes cars are parked out front that are not related to your property

55. less invasive than option 1
56. Compromises homeowners on one side of the street. Takes away open feel of the neighborhood
57. need more room for walking
58. Don't want to get rid of on street parking
59. Dislike on street parking concentrated on one side of the street. Area for biking/walking is too narrow.
60. All folks are represented here.
61. Changes the look of the street too much. If this option, walk on other side only
62. changes the appearance of our community
63. changes the look and feel of the neighborhood
64. Similar to option #1. This gives a neighborhood a feeling of a more urban feel. options are unsightly, eliminate parking and likely devalue my property
65. There is no need for change ... 30yrs here and what we have is fine.
66. Don't want cars parked on the street
67. See above. Also I like to walk on a certain side of the street - not dictated by the city's choice of traffic patterns.
68. No one has ever been hurt in our neighborhood
69. Repost the speed limits to 20 mph
70. I don't think a revision is needed.
71. I do not feel speed is an issue on this street
72. This seems like the most sensible option, given what I know about how traffic and people flow (after living here for 17 years).
73. Drastically changes the feel of the neighborhood
74. as above
75. How could you have any car (visitors to my house) park on the opposite side from my house?
76. Requires kids to cross the street to get to their cars.
77. Still think that snow removal is a problem. Some residents won't be able to park in front of their own house.
78. same as option 1
79. Same as 1
80. I don't want things to change - I don't think there is a speeding problem.
81. I do not like the combined directions for biking/walking.
82. Better but still has one sign
83. wont slow people down
84. mobility area too narrow
85. Same as #1 plus complicates snow issues.
86. If you walk facing traffic there should be no problems
87. If you're going to do Lanes They should be on both sides. I don't think people in the neighborhood who are used to walking biking etc. we're going to utilize a two-way path.
88. Same answer as Option 1
89. People generally do not park on the street in Bow Mar South. Could be conflicts with neighborhood covenants
90. Same answer as above
91. It does not answer the issues of speeding in BMS
92. The study clearly shows no issues all is a waste of money including the study!!
93. slows down speeding
94. This option puts the moving vehicles near walking / cycling path, also will have cycling headed in the opposite direction of traffic when headed north as a cyclist I would rather ride with traffic and would not use the dedicated lane when going north
95. I like that it keeps some on-street parking, but the walking/biking area doesn't seem that wide.

96. Pushing parking to one side is inefficient and places the burden of parked cars to one side of the street.
97. you're over thinking the issue
98. Parking removal
99. Pedestrians will have to cross street
100. Better option than 1. Leaves areas to street park when needed. We all use lawn services. They can't block driveways.
101. same
102. Cars traveling through a narrower space will be less safe, but pedestrians, bikers, joggers will all be given a false sense of security, when really they need to maintain awareness of traffic and safeguard themselves and their children, pets, golf carts, etc...Street parking will also be much more dense on one side of the street. Aesthetically awful!!!
103. tight area for rec users, dislike the asymmetry and worry about parked cars in front of someone else's yard

Feedback on Option 3:

1. Unless you are talking about gating the community, putting in sidewalks or widening the road, paint on pavement doesn't do anything.
2. Seems like we are trying to solve a problem that doesn't exist.
3. I don't love the idea of pushing traffic to one side of the street as it would negatively impact those that live on that side of the street
4. Again, need more room
5. See above
6. This is aesthetically unappealing and appears more dangerous than what we have now. Cars parked in the middle of the road is very foreign to this neighborhood.
7. Our streets are just not wide enough to accommodate all of this.
8. Not enough room for non cars
9. Don't like things sticking up out of road for this community
10. This is even better than option 2 as it gives added protection to bikers and pedestrians.
11. Same as above
12. Same as option 2. Gives a better buffer to pedestrians but does nothing to slow traffic on straight-aways
13. Makes the road too small causes problems where they didn't exist
14. Lowers curb appeal and house/neighborhood value, I don't think that it properly addresses speeding and safety for young children in the neighborhood. If cars aren't parked on the street, it still leaves a lot of road for fast driving.
15. it requires biking on the wrong side of the road and requires crossing over
16. same as above
17. No need for two lanes oneWay
18. Each option seems increasingly silly
19. Some Parking
20. regular street with both sides active
21. Dislike any parking and driving or walking restrictions.
22. There is already plenty of room to walk or bike
23. Same - I would like to be able to walk on either side of the street safely.
24. Do not like on street parking (day or over night)
25. narrow walking area
26. See answer above
27. This impacts the houses on the East side of the street which I believe is unjustified
28. Don't need on street parking
29. Still think containment to the small ped/bike lane will not be effective.
30. Confusing and create more danger

31. This is just off.
32. maintains parking and provides extra buffer to pedestrians
33. Again, horrible. You are crowding bikers and pedestrians into one lane.
34. I don't think narrowing car's drive lanes is the right focus, and I am very skeptical that it would reduce speeds. I would rather focus on other features that will keep vehicle speed down.
35. We only need Street parking for guests/parties
36. parking removal
37. *As a family there is absolutely NO WAY that we would all walk and bike thru the neighborhood while staying within the staked area. What this will end up doing is pushing my family further into the middle of the street as we will most likely walk outside of the cones making us more prone to being hit by speeding cars. Furthermore, the stakes will be run over, are unsightly to the neighborhood, decrease curb appeal and thus home value, and IF our streets were ever maintained by plows (which I have yet to see in 3+ years) they would be run over by the plows and rendered useless. This will also cause more congestion in the middle of the street with neighborhood kids and adults gathering again posing more likely hood of being hit by a speeding car
38. Same as #2: No parking when needed. And pushing traffic closer to one side of the street. Resale values will be affected.
39. I did not like having the walker and bikers so close together on one side of the road
40. Unnecessary>> roads are fine without all the lane designations
41. No one wants traffic pushed toward the edge of their property and there are two blind curves on each side of our house which would cause a visibility issue driving northbound
42. See prior response
43. Feels too urban
44. people will park in the pedestrian lane
45. Seems a bit scary for residents on the east side of the steet with cars zipping by super close to property
46. maybe ok but still problematic
47. Do not like all traffic being pushed so closed to yards on the east side.
48. driving is too close to the property line
49. i don't like having a parked car in the middle of all that, can't imagine how I would load my kids and myself safely into a parked car
50. I favor the location in options 1 and 2
51. Compromises homeowners on one side of the street. Takes away open feel of the neighborhood
52. again, need more room for walking
53. Don't want to get rid of on street parking
54. Same reasons as I gave for Option 2.
55. Seems Quite safe for pedestrians
56. changes look for the street.
57. negatively changes the appearance of our community
58. changes the look and feel of the neighborhood
59. Same as option #3, but worse as I lose parking in front of my house. Parking for my two kids cars is necessary on my side of the street.
60. There is no need for change ... 30yrs here and what we have is fine.
61. Want walking/running/biking on both sides of street
62. see above
63. No change is best people don't drive fast and you can't determine people's safety
64. Repost the speed limit to 20 mph
65. We all need on street parking.
66. I do not feel speed is an issue on this street
67. I feel like we would be hugging the yards and in the winter people would invariably ruin some sprinkler heads and some lawn. People already drive right up into my landscaping!

68. Drastically changes the feel of the neighborhood
69. as above;
70. Bicycles and pedestrians on the same small width - is more dangerous than anything we have now.
71. Only an idiot would find this option acceptable.
72. Guests/strangers to our neighborhood will be confounded by this non-standard arrangement.
73. same as option 1
74. I don't want things to change - there is not a speeding problem.
75. I do not like the combined directions for biking/walking.
76. Too complicated
77. wont slow people down
78. to much room given to parked cars
79. Same problems as #2, on opposite side of street.
80. Again, obey the basic traffic rules
81. There is no need.
82. Same as prior question
83. Same as above
84. It does not address the concerns for speeding in BMS
85. Wasted time
86. This option will have cycling headed in the opposite direction of traffic when headed north as a cyclist I would rather ride with traffic and would not use the dedicated lane when going north
87. I don't like having a dedicated parking lane, or the walking path being next to it; it just looks weird.
88. Same reason as above.
89. speed humps solve the issue
90. Parking removal
91. Same as 2
92. Who wants cars closer to homes.. Bikers tend to disregard stop signs etc in our area.
93. same
94. Again, oncoming traffic will be far less safe. What happens when huge dump trucks navigate through this space on their way to the latest scrape-of construction project? What about trash pick up day? Republic uses automated collection, so where do residents on the west die place their trash bins? Again, an accumulation of parked cars on one side of the street only will be terrible aesthetically.
95. the parked cars looking like they are in middle of street, very tough to get in and out of. The asymmetry is meh

Feedback on Option 4:

1. This is not a problem.
2. Same as 3. Don't like pushing traffic to one side.
3. Safest for pedestrians
4. See above
5. The buffer is aesthetically unappealing.
6. Does not address the parking issue and would not want cars driving that close to my yard.
7. Better but still we have lots of walkers and bikers
8. Don't like posts
9. I'd take this over nothing, although this does not allow for service vehicles such as landscapers etc.
10. Same as above. A dedicated lane does not solve Speedo g issues. We need speed bumps.

11. Need to maintain parking and proposes nothing to fix the root problem. Speed bumps have to be part of the solution.
12. Same as the last 2 designs will cause new problems
13. Don't like road that close to yards and driveways
14. Removes on street parking, curb appeal and house/neighborhood value, I don't think that it properly addresses speeding and safety for young children in the neighborhood.
15. requires riding on wrong side of road and crossing multiple times. also no parking option
16. may work but I think people will be on both sides of street
17. No need for two lanes one way
18. Silliest yet
19. Parking
20. no thanks
21. No parking allowed
22. Dislike any parking and driving or walking restrictions.
23. There is already plenty of room to walk or bike
24. Same - want to be able to walk on both sides of the street.
25. No not like narrow lanes and too much space for walking/biking
26. lots of room to walk/bike
27. See answer above
28. Same answer as above
29. Restricting/eliminating parked cars will not be effective, especially with so many maintenance/lawn vehicles in the neighborhood.
30. False sense of safety, ugly
31. cones are not nice to look at for people who live there
32. eliminates parking
33. Horrible. The neighbors on the east side of the street will have traffic practically n their front yards.
34. I like that there's a larger, dedicated area for foot and bike traffic (but still worry that the narrowed car lanes will not reduce traffic speeds).
35. People/bikes crowded in one side
36. service providers need to park on street
37. *As a family there is absolutely NO WAY that we would all walk and bike thru the neighborhood while staying within the staked area. What this will end up doing is pushing my family further into the middle of the street as we will most likely walk outside of the stakes making us more prone to being hit by speeding cars. Furthermore, the stakes will be run over, are unsightly to the neighborhood, decrease curb appeal and thus home value, and IF our streets were ever maintained by plows (which I have yet to see in 3+ years) they would be run over by the plows and rendered useless. This will also cause more congestion in the middle of the street with neighborhood kids and adults gathering again posing more likely hood of being hit by a speeding car.
38. Same answers as 2 and 3. no parking as needed. traffic pushed towards homes and yards. Hate it.
39. I like the wider biking and walking lane but during covid I prefer to walk on the other side of the street when facing other walkers
40. Same:: Unnecessary
41. same issue as option 3
42. Somewhat ambivalent but not in favor of changing our neighborhood street atmosphere
43. Seems like this puts a disadvantage to the homes on east side of the street with traffic close to their front yard. Maybe a little unsafe??? Plus I feel people would still walk on the east side (going north).
44. physical barrier
45. Same as above, I wouldn't want cars so close to my property if I were on the east side. I'm thinking about kids riding bikes in the driveway with traffic super close
46. more limiting

47. This removes parking AND pushes traffic close to yards on East side, i dislike both options.
48. driving too close to propert line and no parking
49. wider lane for mobility users so less collisions there...worry about the new "rules" for parking reducing property values and being very annoying
50. proximity of vehicles to curb
51. Compromises homeowners on one side of the street. Takes away open feel of the neighborhood
52. best option
53. Don't want to get rid of on street parking
54. Like the wider area for walking/biking. Dislike the post in the buffer area. Dislike parking being completely restricted for residents on that street.
55. Seems safe but no place for parking which is a problem for the folks living there.
56. If we use dots and paint, this isn't horrible.
57. negatively changes the appearance of our community
58. changes the look and feel of the neighborhood
59. Worst option. No parking in street in our neighborhood has tremendous negative impact. How do you have gatherings, parties, swim team meets in the summer where Blue Sage is line with cars. Unacceptable.
60. There is no need for change ... 30yrs here and what we have is fine.
61. Biking, running and walking in both sides of the street. I want to seriously limit through traffic in BMS
62. see above answers
63. Not going to change anything
64. Repost the Speed Limit to 20 mph
65. Same
66. Traffic is too close to yards and will cause damage; I also don't think we should get rid of all the parking on the street.
67. Drastically changes the feel of the neighborhood
68. as above;
69. where would your guest/guests park?
70. This is the worst of the options as it puts traffic closer to where kids play in yards.
71. Who's going to police this arrangement? Forces auto traffic too close to property and pedestrians.
72. same as option 1
73. I don't want things to change - there is not a speeding problem.
74. I do not like the combined directions for biking/walking.
75. Too confusing
76. wont slow people down
77. one traffic lane to close to homeowner
78. Same problems as #1-3, and complicates parking issues.
79. no need for another extra lane
80. No changes are needed. Speeding not a problem.
81. Why would you need a buffer for a low volume bike and walking lane. This is not S. Broadway in Denver.
82. Same answer as above
83. It does not address the concerns for speeding in BMS
84. Wasted money and time
85. Since I do not live on this street I don't have an opinion regarding the limited street parking, but I would not support that option on my street
86. Optically I like this, but again I think it will be hard to do away completely w/on-street parking.
87. Same as above.
88. Parking removal

89. Same as 2 and 3
90. Cars too close to homes. Again do we really think walkers/bikers will use lanes?
91. same
92. Moving on oncoming vehicles will be much less safe, and the total lack of on-street parking is totally unacceptable! Most families moved here for the aesthetic. We prefer the simplicity of wide streets without sidewalks. My former neighbor, who has since moved away and passed away, was wheelchair bound, but still took to the streets for exercise & never had any problem traveling around Bow Mar South. He was in the chair due to a car accident years ago. Ironically, your safety proposals may well increase the number of car accidents on our streets!
93. lack of parking and the tightness of drivers to the yards

Is there anything else we should know? Other factors to consider in this project we may have missed? Do you have other ideas that we have not covered?

1. This is crazy
2. I cannot believe this is being entertained. The speed limit was not above average. The city should focus on more pressing issues.
3. I don't view this as an issue.
4. Speeding on Sumac Lane seems to be seasonal, with the worst speeding taking place during the summer months, when drivers are rushing to the beach. I would hope that any future analysis takes this into account.
5. I would be interested in learning more about options available on a street like ours with the high volume of people using it due to the traffic light but also a high volume of pedestrian traffic due to people going back and forth into and out of Coventry and our neighborhood.
6. Drivers speed up after crossing the speed bump north of the gate to make up for lost time
7. Your data shows speeding is not a problem. The neighborhood has not reported issues with pedestrians and cyclists colliding with vehicles, so this pilot is not necessary. Let drivers, cyclists and pedestrians share the road in flexible ways, using their judgment, as they have for decades here.
8. No
9. Non-BMS residents use Blue Sage to cut through our neighborhood. They have no regard for the speed humps and no regard for the stop sign (I see several cars a day blow through it then precede to speed south). I think occasional police presence would slow people down if they were writing tickets for traffic infractions. I also think more an intelligent speed sign that shows the drivers speed would be a good deterrent.
10. It's good that this project will address some issues on Blue Sage. It may also be good to continue this down Sumac Lane to the pool/lake as that is where the majority of the bike traffic is going. And please also note, The Stop Signs on Blue Sage, ESPECIALLY at the roundabout NEED permanent on street striping on the pavement so cars have the additional cue to actually stop. And it's not the overwhelming average of cars speed, but the 15-20% of crazies who Regularly blow through here that we need to stop. They're the ones who are going to kill someone's kid. I had two elderly neighbors have to panic dive into my front yard over my fence because people just don't see the stop signs and haul a** around the roundabout. I think on street white stripes that say "STOP" would help with this and is a cheap solution please
11. My issue with driving is that for 4 hours a day we do not have access to the other half of our neighborhood. I think BMS residents should have the ability to open the gate and have access to our neighborhood all the time. I understand we can't have the code b/c some would abuse it and give it away but each household should have one sticker or fob that can open the gate. Thank you.

12. Lower speed limits in the neighborhood, more speed humps with designated marked pedestrian walking/biking areas throughout the entire neighborhood not just one street!
13. The gate needs to be seriously evaluated to better control cut through traffic. Keep it closed and give residents access via "openers" to be purchased by homeowners.
Problem solved.
14. This is not just a blue sage problem. The only way to slow vehicles down is with speed bumps. Slower cars is the solution. Speed bumps do that.
15. "Need to collect data on Tule Lake and on Blue Sage from gate to Bowles. Collecting at/before a curve will show reduce speeds as most drivers in the neighborhood drive that route often and will slow for curves they know are there. Collecting data with a big white box that says Police and shows your speed generates poor data and that poor data is the foundation for the entire study. Use a discrete data collection device like the Decatur Speed Spy.
16. Speed bumps will need to be part of the solution. If the reason is due to plowing then there are two holes in that. 1 - Our streets are rarely plowed. 2- When plowed with new traffic flow proposals then snow would accumulate in large piles in pedestrian/parking lanes. This would push parking further into street and pedestrian would use driving lane as path more since large piles would take much longer to melt.
17. We have a good control street in Bell Flower as it has two speed bumps in close proximity to one another. Collect data there to help prove/disprove speed bumps.
18. Excuse any typos - on my iPhone."
19. "Lower speed limit in neighborhood
20. Monitor and ticket speeders
21. Patrol neighborhood more frequently
22. Don't add lanes for bikes or pedestrians "
23. Your study shows that there is not a speeding problem in this neighborhood and some neighbors are making a bigger deal out of this when it is not a problem
24. *From our observations of the speed of cars going down the street, we've definitely noticed that cars slow down right before the speed bumps. We actively pay attention to this because we have two young children in our household and are concerned about their safety. Cars tend to speed down the hill and speed around the corner until they see the speed bump and then they slow down. If another speed bump (or more) were added - especially on the hill or before the curve in the street - we strongly believe speeds would be reduced throughout street, not just at the straight away.
25. We would also be in favor of adding a gate or keeping the existing gate closed with a code or fob for neighborhood residents to use for access. "
26. the speeds aren't really that high to begin with. the road is plenty wide. there are always idiots who drive fast, but this isn't going to change that.
27. more people travel by foot or bike in summer and kids are out more
28. This is a residential street with low volume and we feel safe walking on it now, without further impediments. There are already stop signs plus a traffic circle.
29. No
30. speed bumps everywhere. lower all speed limits to 15 or 20
31. Pursue longer or permanent.gate closure(s).
32. I wish you would have taken the survey in the summer. I frequently have to wave down speeder on Tule Lake Drive and Blue Sage. It just takes one speeding teenager to cause a tragedy.
33. Allow residents to have code to the gate
34. We have a beautiful country feel to our neighborhood. Do not change it.
35. *Regardless of the safety measures implemented, BMS has a large number of drivers that speed through the neighborhood. I don't think these behaviors will change because of narrower streets. We have repeatedly seen drivers speed through the cross walk on Tule Lake without stopping for pedestrians. we have seen many drivers speed past our home. We believe the installation of more speed humps (especially on main thorough

- ways such as Tule Lake) would be more impactful. We have many kids that ride their bikes/walk in 'packs'. I don't think they will adhere to the narrow pedestrian lanes established and still travel on areas designated for cars.
36. I experienced similar projects in Denver, 7th avenue and Broadway. They didn't work in my opinion, added to confusion and decreased the aesthetics
 37. I think that the gate should have a fob to limit traffic and should be shut all day.
 38. Very good presentation!
 39. Personally I am not convinced by your 85% metric. It is the 15% that cross over painted lines and plastic barriers that worry me. Colorado State patrol reports increased speeding and traffic deaths. While BMS has fortunately had no traffic deaths, there have been many close calls due to increased traffic levels and subsequent speeders. Physical barriers such as in street concrete planters are needed to slow traffic down. Your own traffic studies show vehicles traveling in excess of 40 mph in our neighborhood.
 40. I think your field study showing a relatively low volume of pedestrian and bike may be relying on too limited of a data set. There are certain times with high activity - people walking dogs, kids on bikes, etc. - and someone drives a vehicle through the street at too high of speed for conditions (sometimes, even 25 mph is too high). Usually, it's a teenage-kid or non-resident or contractor.
 41. *Data collected using large speed lights telling people their speed obviously distorts the data and makes it useless (is people slow down when they see the signs). A much bigger problem is people driving through the stop sign (going north) at the turnabout. estimate about 50% either roll through or don't slow at all.
 42. This neighborhood has too much traffic calming focus from the city. The installation of the gate was all this neighborhood needed. The city should tell this neighborhood to buy back their streets and pay for their own requests and pay for their own street maintenance similar to the Coventry. Littleton taxpayers should not be paying for all the ridiculous requests of over indulged Bow Mar South.
 43. There are plenty of service providers (lawn service, etc) that need street parking. I suggest striping to narrow the driving lanes along Tule Lake and Blue Sage first. See if that has the desired effect of slowing traffic.
 44. "The solutions that were presented to do not solve the speeding problem within BMS and actually create more hazard with walkers/bikers as they will be pushed further into traffic. The information presented in the PP on speedbumps was flawed. One of the rationales behind not using speed bumps is that it impedes street maintenance. Yet, the staked solution poses the same problem. Furthermore, our streets are not regularly plowed, in fact last year on upper Tule and throughout the neighborhood our streets had to have the ice grated off of them causing even more street damage than if they were properly plowed and maintained. It was also suggested that speed bumps hinder bikers and walkers, I have a 5 year old who has been riding a bike since she was 3 and have yet to see her have any complications going over a speed bump. We also take our stroller over speed bumps with ease and I am able to walk and jog over them regularly.
 45. *While this presentation was for Blue Sage the data on upper Tule is flawed as well. While I appreciate the speed assessment that was done on upper Tule, it was done after the speed limit signs were installed right off of Shasta. The speed limit sign is one house in off of the Shasta / Upper Tule lake turn and stop sign. The placement of the traffic counter being on the speed limit sign is not representative of the average driver speed as they reach the middle of upper Tule lake drive. Upper Tule was on the higher end of the 85p and average speed of the speed volume study summaries (slide 5). Again Upper Tule was on the high end yet the traffic counter was tracking cars coming off a turn from Shasta to Upper Tule (they would inherently be slower as they just turned) or approaching the stop sign (again the cars would be slowing as they approach the stop sign). I can only imagine the speeds that cars are reaching as they enter the middle of upper Tule where there are no speed deterrents. I would favor a few approaches that were not listed in the presentation, lowering the speed limit in the entire neighborhood to

20 mph, adding more street signage to include speed limits, children at play, etc (Columbine Valley and Bow Mar proper are good representations of increased street signs). I am also highly in favor of adding speed bumps / humps as have been done in the aforementioned communities. Another option would be to consider gating our community to cut down on the pass thru traffic."

46. "Bow Mar South is a beautiful neighborhood with open streets that are not jammed with parked cars very often unless someone is entertaining. Neighbors enjoy an active lifestyle here and I don't think we've ever had a problem with pedestrian/car accidents. I think the fact that we can walk on both sides of the street during Covid times is necessary, as is being able to distance ourselves from other dog walkers, etc. to keep the peace. My suggestion would be to use temporary striping to suggest a bike/walk lane on both sides, but still allow parking. No one parks permanently on the street anyway. But a lot of neighbors have health care workers and people come to visit short term. And during Swim meets (when we can have those again) our streets by the pool are jammed with temporary parking. These measures would cause the parking to extend all throughout our neighborhood, causing worse traffic issues.
47. I also feel that resale values will be affected if traffic is forced closer to one side of the street than the other.
48. We have learned to live with the restrictions of our gate. Yes, it has cut way down on traffic cutting through our neighborhood at high volume times. Hooray! That was a necessary step. But further restrictions on how we use our neighborhood streets, is not a welcome plan.
49. I do think the crosswalk that has been installed on Tule Lake has caused cars to slow down in an area that needs drivers to pay attention to pedestrians. So I am all for that.
50. *What I don't understand is the need for this (forced) project by the City, especially since your studies have not shown a terrible speeding problem. I live at a very busy intersection- if anything needs to be addressed it would be the number of NB cars who don't stop at that intersection! But further constricting traffic, and adding ugly temporary posts and bumps or whatever will NOT ""compliment the character of Bow Mar South"". I am fully against making this look like downtown Denver streets which are ugly at best and a confusing maze of where you can park, ride bikes or even walk. If it ain't broke don't fix it. "
51. I definitely do not want sidewalks on our streets. I don't think speeding is a problem on our streets in general. There are a few speeders, more in the summer. I am concerned about the increase in golf carts and underage drivers. Aren't the same rules that apply to cars, apply to golf carts?
52. YES, you are missing addressing the blind corners both north and southbound and how you will get people to stay off the corners-striping wont make a difference, people drive right over them. We need concrete islands, speed bumps or consider putting in sidewalks from the gates to the roundabout on the west side of the street
53. Any proposed changes should maintain the quiet, appealing, streets that define this neighborhood
54. I'm not sure how to answer the above questions
55. I appreciate the city of Littleton taking the time to do the study. However, I walk, run, and drive this stretch of road daily. I feel strongly that all of these options will create additional confusion and congestion and, generally, I don't feel unsafe walking or feel that there is a large problem with speeding.
56. Gate access to residents
57. *Why isn't Morning Glory included in the study? There are no sidewalks here either, and there are runners, cyclists, and walkers out here all day long. Goddard kids are out on their bikes and walking twice a day as well. A huge amount of cut-through traffic from Bowles to Berry/ Lowell to Bellevue (both ways) uses Morning Glory as a more direct route to cut the corner. We've had trouble with cut through traffic speeding here for years. If you start impeding traffic on Blue Sage, the situation could get more

dangerous for walkers/runners/cyclists on Morning Glory without similar measures. If you had thought to include Morning Glory in your study you would likely have seen more traffic and higher speeds than on Blue Sage, as cut-through traffic from outside the neighborhood finds it a more direct route to major streets, and mostly goes on Morning Glory. Please consider the impact these traffic changes might have.

58. Would the cost of this proposed project impact the ability to repair these roads? Also, I would like traffic rules strictly applied to bicycles. Many times the riders ignore these, especially that pedestrians have the right of way and stopping at stop signs
59. From the presentation it didn't appear that speeds were that significantly over the limits. I would like to hear what the residences along Blue Sage think. This highly impacts their properties and property values probably both plus and minus. I want safety but it seems the gate, two speed humps and the round about keep things pretty controlled. Open to other suggestions - not any that take away the character of the community.
60. Permanently closing the gate North of Tule Lake would completely solve all the problems and be the cheapest solution
61. I frequently walk in BMS and have never felt unsafe as a pedestrian due to roadways crowded with vehicles or people.
62. No. But thanks.
63. We want to slow cars down without changing the look of the neighborhood.
64. our neighborhood looks more rural and proposed changes make our streets look like a more urban street
65. These change the feeling of the neighborhood from suburban to urban!
66. Permanently close the gate and residents have access cards. Create one way traffic only along Blue Sage
67. None of these options are favorable to this style neighborhood. Speed bumps, the gate and traffic circle have made nice improvements on traffic and keep the integrity of the neighborhood feel. These are poor options that have too many negative impacts on feel, parking, and possible home values. Add a couple of speed bumps as those have clearly worked.
68. Don't waste any more money. I walk this street every day and feel very, very safe. There is no issue here, as your data suggests.
69. I want much less through traffic passing in BMS
70. "The video suggests the city does not see that a problem exists in BMS. I also don't feel it's that bad of a problem, and I live on one of the major thoroughfares. I believe all neighborhoods everywhere will have some traffic abuse. It's just the nature of drivers - young and old. I've observed my own neighbors contributing to the traffic problems. Please don't ruin our beautiful neighborhood with unsightly posts and stripes.
71. As a side note, the hours on the gate have changed again. Could the correct times be posted so people know what time to expect closures?"
72. I have never heard of an injury and talk to now mar residents who travel through our neighborhood
73. Repost the speed limits to 20 mph and set up speed traps
74. It seems as though speeding is not an issue, due to the data, so no changes need to be made.
75. I do not consider this stretch of road any more dangerous to walkers and bikers than tule lake and I would not want this in front of my house
76. I feel like people go faster down Tule Lake, the longest straight street in the neighborhood, than they do around the Blue Sage corner. We just didn't have enough young kids on our street before now for voices to be raised. I think they did measure speeds on our street, but down close to the stop sign, which is not where the high speeds occur. I don't know the best answer, but I do know that I worry about the children playing around here.
77. Why not just have the HOA update the gate to be fulltime

78. as discussed. we cant honor one person over the crowd and particularly if that person moves and wants special favors for his situation. he could have moved in somewhere else for that. now my only change would be if a majority would want to change.
79. maybe the speed limit should be lowered to 20 mph and heavily patrolled.
80. How is the project and actual work funded? I feel that it's generally a waste of taxpayer money.
81. Street cleaning, snow removal, and policing are primary concerns. Will it affect Amazon/FEDEX/USPS deliveries? Do you really want maintenance equipment (lawn mowers and trash collection) parked in the middle of the street while making their appointed rounds? If you really want to make a difference, and maybe save a life, get the power skateboards and golf carts off the streets! We chose to move into this neighborhood partially because there were no sidewalks. This proposal and project represents the worst of all the alternatives.
82. I think the City should take this pilot somewhere else!!!! Something **STRONGLY UNWANTED** would be **FORCED** on us. I don't want **ANY** of these options. They destroy the aesthetics of the neighborhood which is tied to home value. I think the lines, etc, would **STRONGLY DECREASE MY ENJOYMENT** of walking/biking in the neighborhood for pleasure and I would be forced outside of my own neighborhood to go somewhere else more natural. With the lines, I would also drive more within neighborhood, rather than walk/bike as I currently do, as I hate them that much. The options are not fair to residents who need street parking for themselves or more often guests. It is also not fair to crowd parking on one side of the street. This neighborhood is very social, with book clubs, bridge clubs, play dates, social get-togethers, etc., that could not be accommodated by off-street parking and would not be limited to weekends. Our own street happens to be quiet, so we don't need any interventions of any kind. As a matter of safety, my elderly mom and in-laws visit often and need to park on the street, as our front walk is the safest/easiest way in. They are not part of the household per se. If this pilot takes place, and regardless of the info gathered, I will very sadly feel extremely antagonistic to the City. If some people on other streets want a speed hump, why not allow that???? I feel like they are more worried about the less frequent but crazy speeders than the average driver. If those streets can't have speed humps as they want, I would rather nothing be done!!!!!!!!!!!!!!
83. This is a waste of our time and money
84. As a BMS resident I am generally not in favor of this project. I think many of us would simply prefer cutting down on non-resident pass-thru traffic by closing the gate at all hours and simply providing access cards to residents only. Cards could be paid for by HOA or residents themselves and turned in at home closing when a home is sold. Cards are preferred over a pass code as codes could be given out to others. The speeding I see appears to primarily be non-residents cutting through from Berry to Bowles. It is also a hassle to not be able to exit our neighborhood in certain directions when the gate is closed. For example, if I have to be somewhere west on Bowles during gate closure time, I have to allow an extra 10-15 minutes to go around Berry to Lowell. The school buses are already different due to gate, and City of Littleton employees that need to get through gate could use a passcode that is not shared outside the City of Littleton staff (which I believe is already in place). I do not see why homeowners should not have access to the gate that is in our neighborhood. If HOA or residents purchase the cards, the City would only need to pay for a new access pad at the gate. This would seem much cheaper than any of the options in the presentation. A traffic study could then be done again to show that cutting down on volume of traffic solves the problem. If residents still speed, they are easily identifiable. This may also help cut down on the crime (stolen mail, cards, etc.) that happens as there is not clear way through the neighborhood. Thank you for taking your valuable time to consider all options.
85. No

86. Proposals do not appear to address primary issue, speeding, and are maintenance intensive, esthetically detracting and very confusing, especially on a blind corner.
87. Leave our neighborhood alone
88. "There seem to be a lot of issues that are being conflated with a limited number of proposed solutions. Biking and walking does not contribute to the problem bike and walking lanes would only help address the reductions in speed by narrowing lanes. Do you know from other areas how much narrowed lanes contribute to a decrease of speeds? No mention is made of new signage in conjunction with other traffic calming changes.
89. While the pilot project is aimed at the area between the gate and the round about, the actual start of the problem lies outside that section. In 1995, a traffic count done by our community saw counts approaching 950 cars/trucks. The gate and roundabout made a huge difference. What we are seeing again is an increase in the use of secondary streets as alternatives to arterials or avoiding the necessity of going through controlled intersections such as Lowell and Bowles.
90. Thanks for you hard work on this project.
91. *I put neutral on the last questions, because I do not believe these options will increase SAFETY on this dangerous corner. I am in favor of addressing this issue. I encouraged having one (a speed bump) right in front of our house. We have never had anyone abuse it with trash, honking, or driving up on the grass. It %100 slows down school busses, trucks with trailers, delivery trucks. It slows down the majority of car traffic. But the dangerous driver that won't slow down, will speed through almost anything you have proposed on the blind corner on Blue Sage which will give a false sense of security and I think cause more serious pedestrian accidents. I believe I may have some insightful information and would appreciate a chance to share my experience in this matter.
92. People who speed are not just non-BMS residents. BMS residents speed as well, so speed control is more of a concern for me.
93. This is a huge waste of time money and resources.
94. *At least half the cars that go by [the traffic circle at Blue Sage and Sumac] (1) do not stop at the stop sign & (2) are going quite a bit over the speed limit. Many cars also go the wrong way around the circle to avoid having to drive around it. I like the idea of having a dedicated walking/biking lane, but also believe the problem with people speeding will not be fixed until we have speed bumps on Blue Sage Drive. Will it require that someone be hit & injured first before the City will implement speed bumps?
95. Would be interested in the impact of the changes on other streets (e.g., does Morning Glory see an increase in traffic or speed of traffic). Would also be interested in impact on traffics from outside of Bow Mar South. Does it increase or decrease?
96. don't over think this
97. *To undertake trying to make playing or traveling on our streets for a child/ a few is an unreasonable request.
98. I went back and reviewed all this info and wanted to resubmit some comments. I think some good suggestions are reducing the speed limit to 20mph. Adding more speed bumps, closing the gate at all times and providing only residents of BMS with clickers. This would reduce traffic throughout the neighborhood. I think that striping and plastic dividers will change the look of the neighborhood.
99. Not sure why there's a need. We're retired & out walking at different times and have seen no issues.
100. *From the initial neighborhood email which was totally nonbaised, it just seemed like a bad idea that the city (whom I have always supported and respected) was trying to put through. Now more details have arisen that all of this unwanted and unsightly configuring of our beautiful neighborhood stems from a family wanting a sign?? Can't they just have their sign?

101. Permanently closing the gate to all but Emergency Responders would solve the problem much more efficiently, economically, and aesthetically. All other traffic would have to drive around the closed gate, which we already do at rush hour every weekday.
102. *In past neighborhoods, our local municipality has installed "deaf child in area" type signage to slow drivers. That was helpful. Speed bumps and other traffic impactors, like curbed road narrowing sections, would be even better. And the safety reason, for deaf people, is not only do speed bumps and redirection areas slow drivers, they can also add a little extra noise plus eye-catching halted movements that draw the attention of the deaf. Assisted hearing devices (cochlear implants) are essentially computers on ears that help tremendously, but are programmed mostly for speech algorithms. So speed bumps and curbed traffic redirectors would help alert cochlea cochlear implants users to nearby drivers. We worry when deaf residents are biking and walking along Blue Sage/Sumac as the fast driving especially with quiet modern auto motors poses quite a great safety risk Thank you for taking the time to poll our neighborhood and I look forward to working together on some excellent safety solutions.