

Converse Avenue Improvement Plan  
Public Meeting #1 – March 3, 2021

Comment Summary

**Safety**

- I think the real issue with speed is that there is confusion on selecting lanes southbound at the posted speed.
- The 30-mph area is where I think there's a speed issue. Everybody drives like it's 40 all the way.
- I think the poll needs to ask the question of people who drive the "Converse Corridor", and the folks who live next to the street.
- When the wind blows and it gets icy in some places, the curves on Converse south of the new low-income housing apartments are treacherous. Any street design needs to have that ice accumulation in mind. (The MPO and City Public Works believe that once development fills the current vacant land, this particular icing problem will go away)
- Icing can be really bad especially around curves.
- Pedestrian crossing Converse. [The presentation] did mention [possible traffic] lights at Ogden. If no traffic lights, how about flashing lights at crosswalks?

**Traffic**

- I live where Converse goes right behind my house. The traffic is abhorrent, because not very many people adhere to the 30-mph speed limit. Many people hit the straight away and act like it is the Indianapolis Speedway. Also, the semitrucks that go to the post office come down Converse from Storey and with their disk brakes, wake people up in the early hours. There are many semitrucks that go that way during all hours because they don't want to go down Dell Range.
- Addressing the left-hand turn lanes vs. raised median, as the west side builds out, I worry about space for queuing. I know northbound on Yellowstone for access to businesses on the west is scary dangerous.
- The semis don't just go North, they also come South [on Converse].

**Connectivity**

- I know Plainview eventually becomes Hilltop that intersects with Dell Range. I believe the ROW of Plainview is maybe 80 feet? I do know that we worry about children crossing Plainview to access the playground given existing traffic speeds.
- I do think Converse eventually needs to extend north as a Major Arterial connecting Four Mile Road to Lincolnway. Design should keep this connectivity in mind.
- [I] Don't believe Converse needs to go north of Storey Blvd. It has nowhere to go beyond Four Mile so why extend past Storey?
- Plain View should connect to Converse.
- Connecting Plainview all the way through will convert it to a minor arterial. Either of the two other options (Pattison or Apache) would provide access to neighborhoods but would not provide access

to an alternative route all the way through the neighborhood to King Soopers. The question then becomes what the purpose of extending streets to Converse is.

- A connection to Converse north of Ogden would be nice for Buffalo Ridge.

### **Access Management**

- I'm more concerned with the third of the three exits from the Post Office on the west side of Converse. The south-bound lane has a hedge that obscures the semi's leaving the site.

### **Land Use**

- I've [sic] not a fan of high-density housing, like the Converse Place Apartments.
- [Regarding high-density housing] Not gonna [sic] be a good thing for the value of our houses we have worked so hard for.

### **Aesthetics & Design**

- Seems like you always have to put the ugly "post things" on the raised medians to account for when the snow covers the raised medians.
- I would be interested in having Converse being a four lane between Dell Range & Storey, not a 2 lane with a left-hand turn-bay the whole distance.