

## 30<sup>th</sup> & CO Underpass Project Summary of Comments Received

National Federation of the Blind, Boulder Chapter

May 12, 2018

Project staff attended the monthly meeting of the National Federation of the Blind, Boulder chapter on May 12, 2018. 11 members were in attendance.

The underpass concepts and on-street improvement designs were discussed with those in attendance. Attendees were asked to provide comments on the specific designs or to share information to be considered when selecting a preferred alternative and when finalizing designs.

Attendees requested audible pedestrian signals be installed where appropriate, with most members stating the 30<sup>th</sup> & Colorado intersection would be appropriate. Attendees wanted the audible signal be a human voice providing information on what street is safe to cross. Attendees shared that dedicated left-turn signals can confuse sight impaired travelers because they are trained to listen to the movement of parallel traffic and cross when that is stopped—and doing so can put them in conflict with left-turning vehicles. In conversation, it sounded as if an audible signal would be needed if dedicated left-turn signals were incorporated to the intersection.

Attendees requested that no pedestrian turn islands be installed at this intersection because their presence is not clear, and they are not consistent in design or placement around the city and therefore are confusing to navigate by a sight impaired person.

Attendees requested that if minor streets, driveways or alleys are crossed by sidewalks within the project area that truncated domes not be installed. Truncated domes were only thought to be appropriate at major roads. Implementing them elsewhere provides “Too Much Information” and confuses the sight impaired person—who is taught that truncated domes signal to stop and wait.

Attendees asked that reconstructed or relocated transit stops be directly and clearly connected to adjacent sidewalks or paths.

Regarding the underpass, attendees shared that most sight impaired travelers in Boulder are unaware of the existence of underpasses because there is no communication of any kind informing a sight impaired person that an underpass is present. Attendees requested some kind of marking be incorporated into the underpass connections to alert sight impaired persons to their presence. According to the attendees, sight impaired persons cross on-street when an underpass is an option because of their lack of awareness of the presence of the underpass.