

Dear council members,

Please find the weekly Folsom Street project summary below. This summary provides an update on the current status of the Folsom Street project, including the corridor refinements that are being implemented, results from the sixth week of evaluation, community feedback to-date, and next steps.

## **Corridor Refinements**

In response to the ongoing community feedback and direction from City Council, the Transportation Division is making several [refinements along the Folsom Street corridor](#), including adjustments to the bollard placements, painted pavement markings, vegetative landscaping, and traffic signal timing. These strategic modifications are intended to improve traffic flows by clarifying and facilitating turning movements at key intersections and driveways that some users have reported as confusing or challenging.

On Sept. 8, the city restriped several of the painted median islands to create more center left-turn space at the north side of the Canyon Boulevard intersection; south of the Walnut Street intersection; and north and south of the Pine Street intersection. This additional space is expected to make it easier for vehicles to turn into and out of driveways and alleys along the corridor without blocking the through lanes.

On Sept. 9, the city removed about 200 bollards from the protected bike lane, which is expected to:

- Make it easier for drivers making right turns into driveways, alleys and streets to do so without blocking traffic in the through lane;
- Make it easier for drivers to back out of residential driveways along the corridor;
- Provide more space for drivers to pull aside to the curb to allow emergency response vehicles to safely pass by;
- Make it easier for cyclists to pass one another in the bike lanes; and
- Reduce the sense of visual clutter along the corridor.

## **Week Six Evaluation**

Staff continues to evaluate the corridor on a weekly basis using five primary evaluation criteria: weekday vehicle speed, weekday vehicle volume, weekday bicycle volume, vehicle travel times during the peak afternoon period (4:45 to 6 p.m.), and collisions. An [infographic of the primary evaluation criteria](#) provides a snapshot of the more detailed data that is available in a memo summarizing the first [six weeks of data collected since installation](#).

### *Weekday Bicycle Volume (measured north of Pine Street)*

The bicycle volume north of Pine Street decreased slightly from 1,471 bicyclists in week 5 to 1,432 bicyclists in week six. This represents a 61 percent increase compared to the “before” data.

### *Afternoon/Evening Vehicle Travel Times*

During week six, the average travel time for northbound vehicles was 34 seconds faster than the modeled average travel time and the average travel time for southbound vehicles was 49 seconds slower than the modeled average travel time.

### *Weekday Vehicle Volume (measured north of Canyon Boulevard)*

Vehicle volume decreased slightly from 16,500 vehicles per day during week five to 15,960 vehicles per day during week six.

### *Weekday Vehicle Speed (measured at Bluff Street)*

The 85<sup>th</sup> percentile speed remained the same at 36 mph compared to week five data. Since installation, the 85<sup>th</sup> percentile speed has been reduced by 3 mph compared to the “before” data.

### *Collisions*

Since installation, five collisions have occurred – three involving vehicles colliding with vehicles and two involving vehicles colliding with bicycle. Currently, collisions are averaging 0.83 collisions per week, compared with 1.6 per week between 2012 and 2014. No serious injuries have been reported.

## **Community Feedback**

The [community feedback that the city has received through Sept. 10](#) is helping staff to respond to questions, identify specific elements of the Living Lab that people like or don't like, and determine how to address community concerns. City staff is using this qualitative feedback to identify a balanced approach for improvements to address recurring issues without negatively impacting the project elements that appear to be working.

On Sept. 4, eight community members joined a Walk Audit to record their observations and share their experiences along various segments of Folsom Street. The participants reported that wider sidewalks separated from the roadway by landscaping were most comfortable for pedestrians, and that the protected bike lanes increased pedestrian comfort along narrower or attached sections of the sidewalks. The walkers suggested potential improvements to curb ramps, pedestrian-scale lighting, wayfinding signs, and benches along the corridor.

## **Next Steps**

Staff will continue to monitor and respond to changing conditions, collect and analyze weekly technical data, track and respond to community feedback, and offer a variety of opportunities for community engagement. An update for the Transportation Advisory Board is scheduled for Monday, Sept. 14.

Next week's community engagement opportunities include a drive audit on Sept. 16, bike audit on Sept. 17, and pop-up events to share informational materials and answer questions. The city and the Boulder Chamber of Commerce will continue to convene business listening sessions throughout September.

The next weekly update to City Council, scheduled for Sep.18, will include the data from week seven and summaries of the initial results and community reactions to the corridor refinements. The Sept. 25 weekly report will include the data from week eight and a summary of potential corridor refinements and community engagement to inform City Council's discussion at its Sept. 29 meeting.

*For more information, contact [Michael Gardner-Sweeney](#) at 303-441-3162.*