



Canyon Blvd Complete Street Study

OPEN HOUSE

6:30-8:30p.m

WELCOME

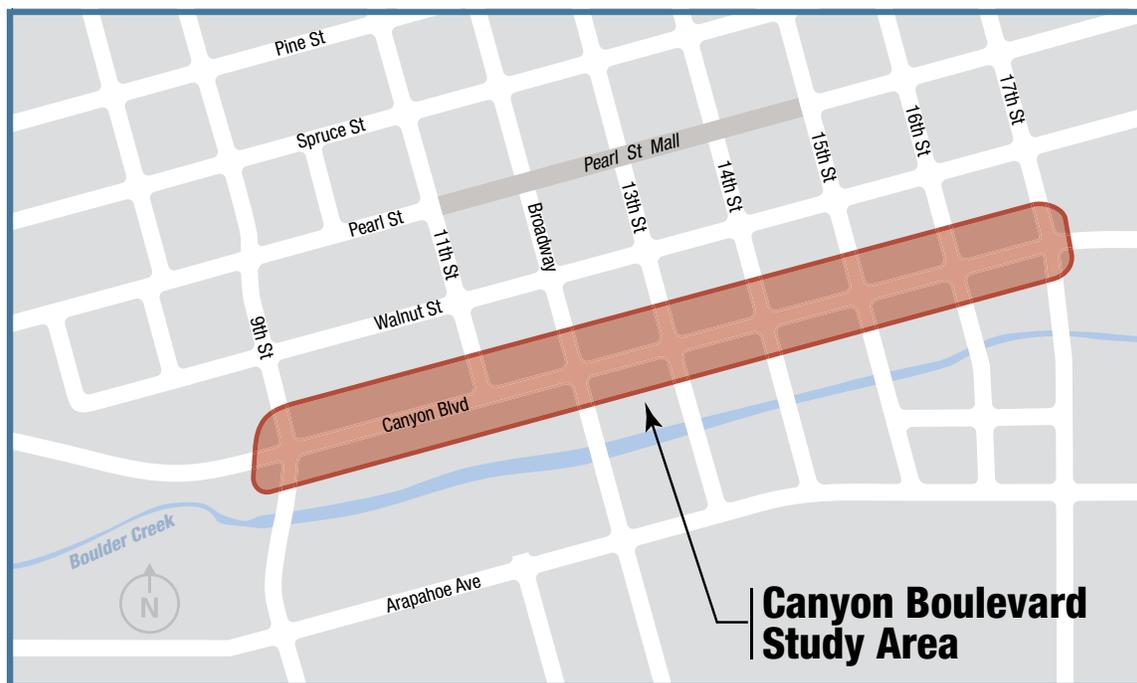
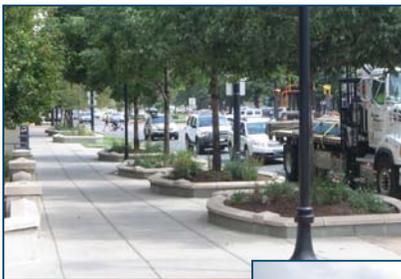
Complete Streets Study



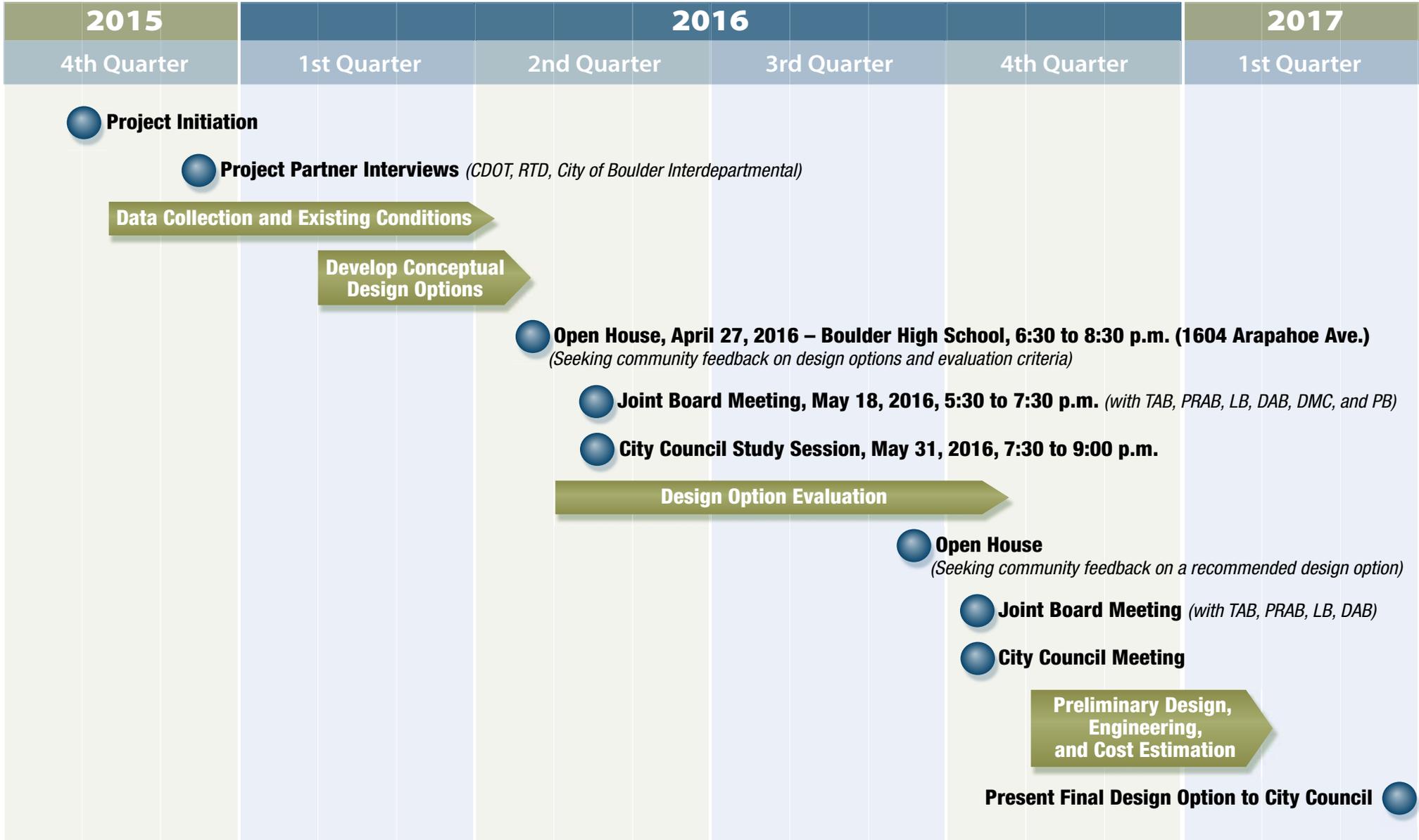
The Canyon Boulevard Complete Streets Study is developing design options to improve travel for all users along and across Canyon Boulevard as well as the travel experience through urban design and placemaking features.

This effort was identified during the Civic Area Master Plan process and in the 2014 Transportation Master Plan Update. For more information about the Canyon Boulevard Complete Streets Study visit:

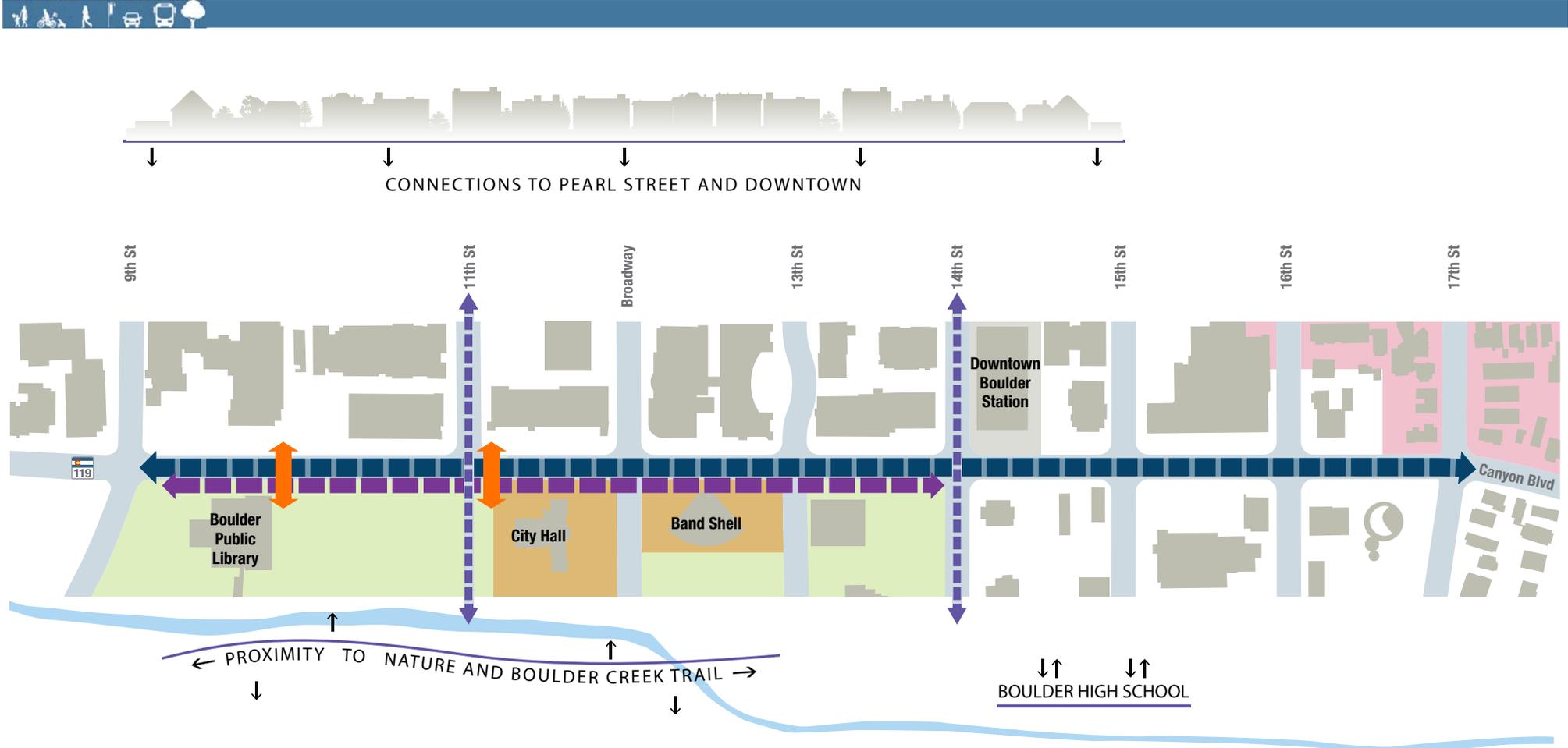
bouldercolorado.gov/transportation/canyon-boulevard-complete-streets



Phase 1 Schedule



Corridor Characteristics



AREA CONSIDERATIONS

- Entire study area is within 100-year floodplain
- Canyon Boulevard is a designated State Highway
- Multiple Historic Landmark areas and structures
- Downtown Boulder Station has 500+ departures per day

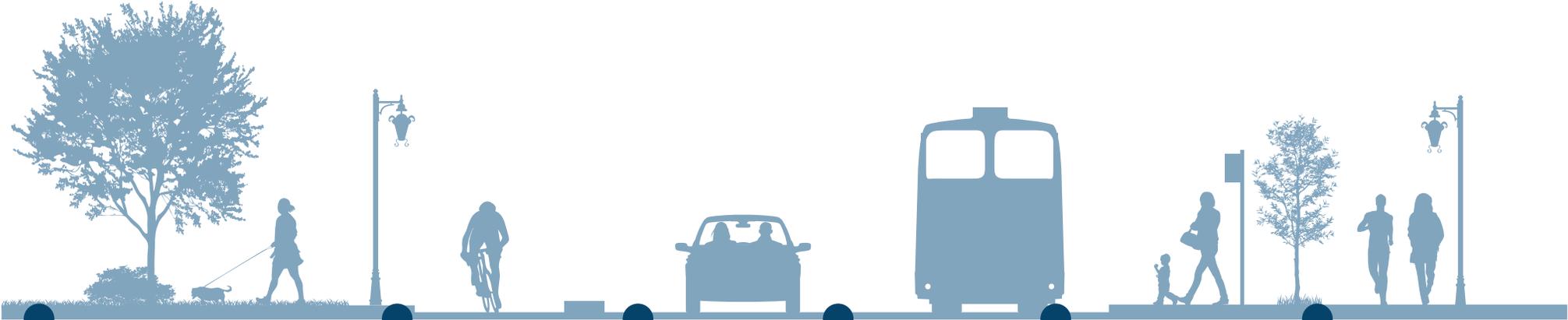
EXISTING

- Mid-block crossing
- Historic Landmark area
- Designated Local Historic District
- Civic Area

CIVIC AREA MASTER PLAN RECOMMENDATIONS

- Enhance Canyon Boulevard to become a Complete Street
 - Bike facilities
 - Safe pedestrian environment
 - Street trees and landscaping
- Planned Gateway Promenade
- Planned north/south connectivity enhancements

How will Canyon Boulevard become a Complete Street?



Gathering Spaces

Parks, plazas, and courtyards create destinations along the street. These become opportunities for organized events, space to celebrate nature and culture, and places for rest from the surrounding urban environment.



Accommodations for Bicyclists

Appropriate bicycle facilities along Canyon Boulevard will accommodate a wide range of bicycling ages and abilities. Bicycle facilities can include off-street multi-use paths, on-street protected bike lanes, conventional on-street bike lanes, and shared-lane bike routes.



Efficient Roadway

Proactive roadway operation and design allow people to predict traffic flow and understand how to safely and efficiently move by bus or car through the area.



Enhanced Intersections

Enhanced intersections create high visibility for all users and predictable actions for people crossing paths either on foot, on a bicycle, or in a vehicle. Crosswalks should be designed to provide a safe and comfortable experience for non-motorized travelers to establish convenient walking and bicycling routes across and along Canyon Boulevard.



Integrated transit

Transit offers a high capacity option for moving people to and along a street. A complete street considers every passenger's trip from start to finish. Transit stops enhance the public realm - bus shelters, wayfinding, and bus loading areas play an important role in activating the streetscape.



Active Sidewalk

Sidewalks are central to pedestrian life. A complete street provides high quality spaces for people that feel safe, have natural features (planters and trees) and have appropriate transitions to the street, transit stops, and building entrances, making them easy places to walk, use a wheelchair, or stop and observe street life and activity.





Most separation from traffic

Multi-use path



Features

- Creates ultimate separation between bicyclists and automobiles
- Attracts bicyclists with a wide range of skill levels including young children
- Shared with pedestrians

Protected bicycle lane



Two-way

One-way

Features

- Encourages bicyclists to ride in the bikeway rather than on the sidewalk
- Can visually reduce the width of the street when provided adjacent to a travel lane or separated by a tree lawn
- Provides a linkage between regional trail systems or other major bicycling routes

Buffered bicycle lane



Features

- Provides greater separation between motor vehicles and bicyclists than conventional bike lanes
- Provides space for bicyclists to pass another bicyclist without encroaching into the adjacent motor vehicle travel lane
- Appeals to a wider cross-section of bicycle users

Conventional bicycle lane



Features

- Creates separation between bicyclists and automobiles
- Increases predictability of bicyclist and motorist positioning and interaction
- Increases total capacities of streets carrying mixed bicycle and motor vehicle traffic

Shared-lane bicycle routes



Features

- Shared-lane markings guide bicyclists to take full use of the lane when mixing with traffic. Where no markings are present, such as on Canyon Boulevard, it is expected that cyclists ride in the outside lane
- Appropriate where there is not enough road width available for a conventional bike lane and where cyclists are able to keep up with the flow of traffic

Least separation from traffic

Source: NACTO

Safe intersection design



Features

- Better visibility for people in cars to anticipate people crossing by foot, wheelchair, and bike
- Refuge islands reduce crossing distances
- Chicane in bikeway slows cyclists where they interact with pedestrians, and roadway traffic
- Allows protection for both right and left turns for cyclists

Wayfinding and pavement markings



Features

- Differentiates travel areas for bicyclists and pedestrians in high traffic areas
- Reduces confusion between the use of spaces for all users

Integrated transit



Features

- Creates space for people to wait for a bus, protected from the weather, but visible to street activity
- Allows people to make a quick, safe, and intuitive transfers between bus routes or while changing between travel modes

Active sidewalk



Features

- Sidewalks should be wide enough to accommodate at least two people walking side-by-side
- A good sidewalk will have a positive impact on land value
- Wider sidewalks can be designed to incorporate public art, music, food, nature, and space for relaxation

Gathering places



Features

- Place-making along a corridor will create focal points, places that draw people to them
- Some spaces should be large enough for programmed events

Vision, Goals, and Objectives

Canyon Boulevard will become a more accessible, safe, and inviting travel experience for pedestrians, bicyclists, transit, and cars traveling across and along the corridor.

Canyon Boulevard serves as a vital connection, a linkage between the natural landscape of Boulder Canyon and Civic Area and the urban activities of the City. It will continue to serve as a transportation nexus for Boulder, moving people to and through the area, serving as both an important destination and a connector. Canyon Boulevard will combine the location's history and natural elements with the contemporary need for equity and mobility, providing increasing transportation options into the future.

Goal	Objective	Public Input
<p>COMPLETE STREET Provide and/or enhance facilities for walking, bicycling, transit riding and driving, connecting people to destinations safely and conveniently</p>	<ul style="list-style-type: none"> ▪ Increase safety for people traveling in the corridor 	
	<ul style="list-style-type: none"> ▪ Maintain Canyon Boulevard's function as a cross-connector for vehicular through-traffic 	
	<ul style="list-style-type: none"> ▪ Improve the walking and bicycling experience along the corridor and at crossings 	
	<ul style="list-style-type: none"> ▪ Integrate walking and bicycling with transit at the Downtown Boulder Station and throughout the corridor 	
	<ul style="list-style-type: none"> ▪ Accommodate existing and future plans for transit service on the corridor and operations at the Downtown Boulder Station 	
<p>DESIGN EXCELLENCE Enhance visual interest, legibility, and wayfinding for visitors</p>	<ul style="list-style-type: none"> ▪ Increase quality of streetscaping and incorporate art and culture 	
	<ul style="list-style-type: none"> ▪ Increase directional information provided to travelers 	
	<ul style="list-style-type: none"> ▪ Identify locations/space for flood and historic interpretation 	
	<ul style="list-style-type: none"> ▪ Reduce Canyon Boulevard as a barrier through urban design 	
<p>PRESERVE HERITAGE Foster a greater understanding of the historic significance of the corridor and the surrounding area</p>	<ul style="list-style-type: none"> ▪ Protect and enhance historic resources through careful treatment of designated sites, ensuring work is consistent with the Historic Preservation ordinance 	
	<ul style="list-style-type: none"> ▪ Make a careful consideration of changes near landmark buildings 	
	<ul style="list-style-type: none"> ▪ Increase understanding of historic significance of area through interpretation 	
<p>WITH NATURE Minimize negative impacts to natural systems and consider ways in which the infrastructure of the corridor can be designed to better interact with these systems</p>	<ul style="list-style-type: none"> ▪ Meet or exceed existing flood standards and include information about flood safety 	
	<ul style="list-style-type: none"> ▪ Use landscaping and street trees to help define the edges to Civic Area park, reduce effects of vehicular street noise to pedestrians, bicyclists and park users 	
	<ul style="list-style-type: none"> ▪ Investigate opportunities for stormwater management and water quality features 	
	<ul style="list-style-type: none"> ▪ Promote the shifting of travel preference from single occupancy vehicles to reduce greenhouse gas emissions 	



In the design options, the following features will require space. If there is space for just two of these features, which would you prefer and why? (Please indicate your first and second choices below)

	First Choice	Second Choice
Wider pedestrian facilities		
Wider bicycle facilities		
Enhance transit facilities (on-street bus boarding areas, benches, shelters)		
Tree-lined median		
Public gathering spaces (with street furniture, art, and/or interpretive information)		
Amenity zone enhancements (tree rows and landscaping)		
Other		

Design options show a range of bicycle accommodations. Which of these bicycle facilities would you prefer to have on Canyon Boulevard? (Please choose one)

Bicycle facilities	Separation from traffic
Two-way protected bike lane	<p>Most</p> <p>Least</p>
One-way protected bike lanes, both sides	
One-way buffered bike lanes, both sides	
One-way conventional on-street bike lanes, both sides	
Shared-lane bicycle route	