

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, results from the Week 7 evaluation, community feedback to date, and next steps.

### **Corridor Refinements**

In response to community concerns and feedback from City Council and the Transportation Advisory Board, the Transportation Division has completed several [refinements along the Folsom Street corridor](#), including adjustments to the number and placement of bollards, pavement markings, removal of landscaping that was blocking sight distance at the Walnut mid-block pedestrian crossing, and traffic signal timing.

The Inside Boulder News Sept. 11 edition features a [video segment on the Folsom Street refinements](#). These strategic modifications are intended to improve traffic flow by facilitating turning movements at key intersections and driveways. It's important to note that corridor refinements were completed during this Week 7 data collection period. The efficacy of the corridor refinements will begin to be reflected more fully in the data results beginning Week 8 (next week).

### **Week 7 Evaluation**

Staff continues to evaluate the corridor on a weekly basis using five primary evaluation criteria: weekday vehicle volume and speed, weekday bicycle volume, vehicle travel times during the evening peak period (4:45 to 6 p.m.), and collisions. [An infographic of the primary evaluation criteria](#) provides a snapshot, and more detailed data points are available in a technical memo summarizing the first seven weeks of data collected since installation. Plans for future data collection are outlined in the [Evaluation Matrix](#).

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

Vehicle volume increased from 15,960 vehicles per day during Week 6 to 16,590 vehicles per day during Week 7. Since installation, vehicle volume has fluctuated +/- 500 vehicles per day compared with before conditions.

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

The 85<sup>th</sup> percentile speed in the section of Folsom north of Pine remained constant at 36 mph from Weeks 5 to 7. Since installation, the 85<sup>th</sup> percentile speed in this section has been reduced by 3 mph compared to the "before" data. The posted speed is 30 mph.

#### *Weekday Bicycle Volume*

The bicycle volume along Folsom continues to show increases in Week 8, however this increase is consistent with the increase that the city typically experiences when school is back in session.

#### *Afternoon/Evening Vehicle Travel Times*

During Week 7, the average travel time for northbound vehicles during the evening peak hour was 34 seconds faster than the modeled average travel time. The average travel time for southbound vehicles during evening peak hour was 22 seconds slower than the modeled average

travel time. Compared to before installation travel times, the northbound travel time is 31 seconds longer and southbound travel time is 1 minute, 32 seconds longer.

### *Collisions*

Since installation, six collisions have occurred: four involving vehicles colliding with vehicles and two involving vehicles colliding with bicycles. Since the experiment began, collisions are averaging 0.86 collisions per week, compared with 1.6 per week between 2012 and 2014. None of the crashes that have occurred since installation has involved serious injury.

As staff continues to compare the primary evaluation criteria against the before data, the project is reaching a point in the evaluation process when the project can begin to be evaluated against itself – for example, comparing Week 8 data with Weeks 1 to 7 to identify initial trends, though recognizing that it is still early on in the evaluation process. Additional weeks and months of data will expose data trends, which may lead staff to recommend further refinements or modifications along the corridor.

### **Community Feedback**

The city is continuing its partnership with the Boulder Chamber of Commerce to convene business listening sessions. The first of a series of standing Wednesday lunchtime meetings was held on Wednesday, Sept. 16. Three people attended. The following is a summary of feedback received after the refinements were installed:

- Removal of the bollards has helped make the corridor be less confusing and visually distracting, and has helped improve right-turn movements on/off of the corridor.
- The project has diverted traffic to side streets and created delays turning on/off the corridor.
- Congestion continues along Folsom particularly during the afternoon/evening peak hours of 3:30 and 6:00 p.m.
- General concerns continue among some of the business owners who have expressed that the project is negatively impacting their business, as well as seniors living along the corridor. There are also concerns about polarization within the community.

The online survey to gather community feedback on how the Folsom Street Living Lab pilot project affects community members' ability to get around town was expanded to include additional questions requesting input on what's working, what's not working, an inquiry about whether the refinements are making a difference in users' experiences, and suggestions for how the pilot can be further improved. The results of the survey will be provided in the Week 8 update on Sept. 25.

[Community feedback received through Sept. 16](#) is posted on the website and features the most recent feedback at the top of the document. In response to community input received to date, the city developed a [Folsom Street User Guide](#) to raise awareness of the bicycle lane treatments being testing along Folsom. This guide demonstrates the intended operations and use by motor vehicle drivers and cyclists. These informational materials are posted on the project web page and will be distributed at upcoming public engagement events.

Members of the community were invited to participate in a Bike Folsom and Drive Folsom “audit” on Sept. 9 and 16, respectively. An audit is a hands-on, experiential way for the public to give feedback. Participants gather at the corridor and travel through as a group, using whatever mode of transportation chosen for the audit. They then share their individual observations and experiences with one another and provide recorded input that is shared with the city. No community members attended either of these two September audits. These events were promoted on the BoulderLivingLab.net project web page, through social media, direct e-mails to Folsom businesses that attended previous listening sessions and an eNewsletter.

### **Next Steps**

Staff will continue to monitor the corridor operations and respond to changing conditions. In addition, staff continues to collect and analyze weekly technical data, track and respond to community feedback, and offer a variety of opportunities for community engagement. Upcoming community engagement and outreach opportunities include:

- **Lunchtime Listening Sessions** on Wednesdays from 12 to 1 p.m. at the Boulder Chamber of Commerce to receive feedback from Folsom area businesses on the project and recent refinements.
- **Additional Folsom Street Audits** throughout September and October. On Sept. 22, *A Miles in Another’s Shoes Walk Audit* will facilitate participants to explore and experience how people with a range of abilities are impacted by the build environment. Expanded outreach to publicize the Folsom Street Audits includes posters for distribution to retail, business and multi-family residential locations along the corridor and additional cross-promotion through community partners.
- A **Folsom Street User Guide video** is being produced to complement the print edition of the Folsom Street User Guide, raise awareness on the different types of design treatments being tested along the Folsom Street pilot project and demonstrate how to safely travel through intersections. It also will feature guidance on how yield to approaching emergency vehicles, safely pull out of driveways, and answer questions regarding how the city will be handling snow removal this winter.
- **Pop Up events** are scheduled throughout September and October along the Folsom corridor to provide project information and request community input and feedback.
- On Oct. 7, a **Transportation Fair** will be hosted in partnership with McGuckin Hardware, Boulder Transportation Connections and US 36 Commuting Solutions at the Village Shopping Center. It will offer employees and customers information on transportation options including the ECO pass, transit schedules and routes, bicycling routes, Boulder Walks activities and the Living Lab Folsom Street pilot project.
- Planning for **targeted meetings with specific stakeholders** also is underway. The Living Lab project team is contacting larger individual businesses as well as retail centers, the Horizon West senior living residential developments, and area schools including Naropa University, Whittier and Columbine Elementary and Centennial Middle School to schedule engagement activities and discuss the project, answer questions and receive feedback.

The next weekly update to City Council, scheduled for Sept. 25, will include the data from Week 8, including summaries of the initial results and community reactions to the corridor refinements.

The Sept. 25 weekly report will also include information regarding preliminary results of the secondary evaluation criteria, such as bicyclist demographics, traffic diversion, feedback from emergency responders, as well as additional feedback from community engagement events to help inform City Council's discussion at its Sept. 29 meeting.

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