

## Summary of Feedback Received on the Hanover Avenue Multi-Use Path Project Collected in November 2014

The Hanover Avenue Multi-Use Path project will design and construct a multi-use path for bicycling and walking along Hanover Avenue from Broadway to 46th Street. The project has a federal Safe Routes to School Program grant and city transportation local match funds to pay for the cost of design and construction.

In November 2014, the Hanover Avenue Multi-Use Path project staff team held a public open house meeting and two walking tours to present project design options and background information for feedback from the community. A comment form was provided at the meeting for feedback. The meeting materials and comment form (via a Survey Monkey tool) was included on the project’s webpage to gather feedback from those who did not attend the open-house meeting. Some community members emailed and mailed letters about the project as well.

The feedback provided will help to develop a design option or options which will be presented to the community in the Spring of 2015 for feedback before the project plans are finalized and the project is constructed.

There was a range of views on the project design including location of the multi-use path, parking on one or both sides, the installation of a landscaping strip and other project ideas. There was no clear preference for one specific design option presented but of the eight options presented the preferences were generally for (in order of ranking):

1. Option 1-Multi-Use Path on the north side of Hanover Avenue and Parking on the South side
2. Option 3 – Multi-Use Path on the north side of Hanover Avenue and Parking on alternating sides of the street
3. Option 8 – Multi-Use Path on the south side of Hanover Avenue and Parking on both sides of the street

Indications of one or more path preference were made by respondents and reasons for their choices included:

Path location	
Path on the South side	Path on the North side
<p>Safety</p> <ul style="list-style-type: none"> <li>• Safer to cross 18 driveways than 7 intersections</li> <li>• Safety for bikers</li> <li>• Less vehicle/pedestrian-cyclist interactions if path is on south side</li> <li>• Safer for students getting to school because speeding traffic on the numbered streets would not be interacting with them as they would if path is on north side. Vehicles currently ignore pedestrians and bicyclists on the north side</li> </ul>	<p>Safety</p> <ul style="list-style-type: none"> <li>• Safety - Fewer driveways to cross and reduced backing out of driveways</li> <li>• North side works better. It would create marked crosswalks on the north side</li> </ul> <p>Access-Convenience-Ease of use</p> <ul style="list-style-type: none"> <li>• Minimum disruption, where kids currently walk</li> <li>• Serves school interests with access to Summit and for family with students bicycling or walking from numbered streets</li> </ul>

<p>Access-Convenience-Ease of use</p> <ul style="list-style-type: none"> <li>• Convenience</li> </ul> <p>Congestion mitigation</p> <ul style="list-style-type: none"> <li>• Best balance between safety and helping mitigate traffic congestion</li> </ul>	<p>to Community Montessori school</p> <p>Access-Convenience-Ease of use (cont'd)</p> <ul style="list-style-type: none"> <li>• North side is where school, primary neighborhood retail destinations and Broadway path and transit stop are</li> <li>• More avenues on north side served</li> <li>• Puts students from numbered streets on path without crossing Hanover</li> <li>• More potential beneficiaries/users (pedestrians and bicyclists) of path</li> <li>• Doesn't think people will use path if on south side</li> <li>• Street lighting is on north side</li> </ul> <p>Traffic calming</p> <ul style="list-style-type: none"> <li>• Speed control on all north side avenues will result</li> <li>• Potential to significantly calm traffic since intersections will get additional mitigation treatments</li> </ul> <p>Maintenance</p> <ul style="list-style-type: none"> <li>• Sunny side – will melt snow and ice</li> </ul> <p>Neighborhood public space</p> <ul style="list-style-type: none"> <li>• Leaves sidewalk adjacent to south side Hanover residents on south side "free" for uses such as neighbors chatting</li> </ul>
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Respondents had the following reasons for their preferences on parking:

<b>Parking</b>			
<b>Parking on South side</b>	<b>Park on North side</b>	<b>Parking on Both sides</b>	<b>Parking on Alternating sides of street</b>
<p>Congestion mitigation</p> <ul style="list-style-type: none"> <li>• This would have less congestion at the intersection of Hanover and Broadway because on-street parking on the north side blocks access to the straight/right turn lane</li> </ul> <p>Access-Convenience-Ease of Use</p> <ul style="list-style-type: none"> <li>• Majority of of home on</li> </ul>	<p>Access-Convenience-Ease of Use</p> <ul style="list-style-type: none"> <li>• Clean and simple but cars will block sun and may shade the path</li> </ul>	<p>Safety</p> <ul style="list-style-type: none"> <li>• To buffer path from vehicles along the whole length of Hanover</li> <li>• Cars will be in center of roadway, further from pedestrians if all on south, couldn't see when pulling out of driveway</li> <li>• More cars will be backing out of driveways if parking removed</li> </ul>	<p>Congestion mitigation:</p> <ul style="list-style-type: none"> <li>• Less attractive for cut-through traffic</li> </ul> <p>Traffic calming</p> <ul style="list-style-type: none"> <li>• Will slow vehicles</li> <li>• Speed control on all north side avenues will result</li> </ul>

<p>Hanover face the south side of street; keeping parking on south side eliminates the need to cross street for on-street parking</p> <ul style="list-style-type: none"> <li>• North side are primarily corner properties who can park in front of their homes on the intersecting street</li> <li>• Have parking in front of the houses on the south side of Hanover</li> </ul> <p>Maintenance and Operations</p> <ul style="list-style-type: none"> <li>• Allows for on-street space for trash cans</li> </ul>		<p>Access-Convenience-Ease of Use</p> <ul style="list-style-type: none"> <li>• Residents and guests need to be able to park in front of house</li> <li>• Alternating parking is too confusing</li> <li>• Fairness – don't take our parking away</li> <li>• More parking</li> <li>• Keeps parking simple</li> </ul>	
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Respondents had the following reasons for preference on having a landscaping area between the roadway and the multi-use path:

<b>Yes</b>	<b>No</b>	<b>Other Comments/Suggestions</b>
<p>Safety:</p> <ul style="list-style-type: none"> <li>• Better separation between multi-use path and cars</li> <li>• Will be a safety buffer between vehicles and path users</li> </ul> <p>Access-convenience-ease of use</p> <ul style="list-style-type: none"> <li>• Less stressful and more enjoyable bicycling and walking experience</li> </ul> <p>Traffic calming</p> <ul style="list-style-type: none"> <li>• Will slow down vehicles</li> </ul> <p>Maintenance and operations</p> <ul style="list-style-type: none"> <li>• Place for water and snow to soak in</li> </ul> <p>Aesthetics</p> <ul style="list-style-type: none"> <li>• Make path and Hanover look better</li> <li>• South side of street best for buffers</li> </ul>	<p>Safety</p> <ul style="list-style-type: none"> <li>• Safety</li> <li>• Tall grass</li> </ul> <p>Access-convenience-ease of use</p> <ul style="list-style-type: none"> <li>• Impedes traffic</li> <li>• Narrows the road too much</li> <li>• Takes up more street space</li> </ul> <p>Maintenance and operations</p> <ul style="list-style-type: none"> <li>• Won't be maintained</li> <li>• Residents on north side may not maintain because it is their side yard</li> </ul>	<p>Access-convenience-ease of use</p> <ul style="list-style-type: none"> <li>• Make sure landscaping does not create a sidewalk obstruction for users including those using a mobility device</li> </ul> <p>Maintenance and operations</p> <ul style="list-style-type: none"> <li>• Lower landscape buffer to reduce runoff</li> <li>• Use short shrubs and only deciduous trees so that shade in winter months is minimal and reduces potential icing.</li> </ul> <p>Aesthetics</p> <ul style="list-style-type: none"> <li>• Design around a house at 46th and Hanover</li> </ul> <p>Neighborhood public space</p>

		<ul style="list-style-type: none"> <li>• Consider having residents plant food in the landscape buffer space</li> </ul>
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Responses from the community on 'other ideas for path design' included:

*( The project team has provided additional information in italics.)*

- Increase crosswalk visibility – raised crosswalks
- Neckdowns
- Provide adequate drainage
- Make path accessible for persons using a wheelchair or other mobility device with curb cuts
- Buffered bike lane instead of the path
- Westbound green bicycle path and then the multi-use path and parking on the south side (multi-use path is for pedestrians and eastbound for cyclists)
- Have a pedestrian path as well
- Color the path
- Street and driveway more gentle
- Safe entrance at Broadway
- Have normal lane widths for emergency vehicles, delivery trucks and other vehicles

*Staff has incorporated some of the above ideas into the design options to be presented in the Spring of 2015.*

The community had the following ideas to promote the multi-use path so more people walk and bicycle:

*( The project team has provided additional information in italics.)*

- Have signage to promote the path
- Project completion event/kick off party for the neighborhood and have them walk to the schools and some area businesses
- Promote the path with a mailing to the neighborhood and school communities
- Education/outreach to Summit and Fairview parents and students about driving the speed limit

*Staff will be implementing the above outreach and promotional ideas once the project is constructed.*

The community indicated the following additional questions or comments about the project:

*( The project team has provided additional information in italics.)*

- Have traffic calming on Hanover and numbered streets (40th-46th) such as roundabouts, speed barriers, more speed limit signs and children crossing signs, paint SLOW on street
  - *Physical speed mitigation devices such as roundabouts and speed barriers had been provided through Boulder's Neighborhood Traffic Mitigation Program. Program funding was eliminated in the early 2000s and has not been restored. There may be design features in support of the Hanover Avenue Multi-Use Path project, such as curb extensions, that may have traffic calming effects as well.*
  - *There is a Paint the Pavement program available through the City of Boulder – go to <https://bouldercolorado.gov/goboulder/paint-the-pavement-pilot-program> for additional information and previous neighborhood projects*
  - *Additional speed limit signs were installed in 2014.*

- Do not allow parking between 41st and 42nd streets on the north side
  - *This will be considered during final design.*
- Limit the left turns from Broadway to Hanover and Table Mesa Drive to numbered (40th-46th) streets during morning; Look at design concepts for Hanover/Broadway for crossing from north and south; Improve 41st/Lashley and Hanover intersection
  - *These are not in the scope of the Hanover Avenue Multi-Use path project.*
- Place school zones to the numbered streets (40th-46th)
  - *These streets do not meet the criteria for school zone placement*
- Make traffic signal responsive to walk/bike
- Who will enforce snow shoveling
  - *Boulder's Code Enforcement officers can issue a summons to persons failing to comply with the snow removal ordinance. To report sidewalk violations, call Code Enforcement at 303-441-3333 or go to [www.inquireboulder.com](http://www.inquireboulder.com). For further information about snow removal responsibilities go to: <https://bouldercolorado.gov/public-works/snow>*
- Allow Summit Middle School to use City Park to build real pull in and drop off area
  - *This request could be made from Summit Middle School to the Parks and Recreation Department for consideration.*
- Have the city encourage neighborhood schools instead of open enrollment
- Make sidewalk on the numbered streets wider and remove sidewalk vegetation obstructions
  - *The minimum width of a sidewalk on a local residential street is four feet. Currently the Pedestrian Facilities Enhancements Program focuses funding on completing missing sections of sidewalk and installing pedestrian crossing enhancements.*
  - *Landscaping maintenance requirements are eight feet of overhead clearance above and eighteen inches of side clearance from any sidewalk. To report sidewalk vegetation obstructions go to [www.inquireboulder.com](http://www.inquireboulder.com)*
- Underpass crossing of Table Mesa Drive
  - *There are three existing pedestrian signals on Table Mesa Drive between Broadway and 46th Street. An underpass crossing is not included in the Transportation Master Plan.*
- Angled low gutters don't provide safety