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Appendix A - Citizen Comments

DRAFT – March 2018 – May 2019
# Summary of Community Engagement

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**DRAFT — March 2018 – May 2019**
Summary of Community Engagement

1. Document Overview

This document is a compilation of public input received by the 2019 Transportation Master Plan Update team throughout the update process from March 2018 through October 2018.

Calendar of Outreach Events

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Estimated # of Attendance (if known)</th>
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</thead>
<tbody>
<tr>
<td>2017</td>
<td></td>
<td></td>
</tr>
<tr>
<td>October 18</td>
<td>Community Event: Advanced Mobility Forum</td>
<td>Over 150</td>
</tr>
<tr>
<td>2018</td>
<td></td>
<td></td>
</tr>
<tr>
<td>March 21</td>
<td>Community Event: Connecting People and Places: Transportation Master Plan Launch</td>
<td>Over 200</td>
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<tr>
<td>April 4</td>
<td>Neighborhood Liaison Office Hours</td>
<td>15</td>
</tr>
<tr>
<td>11</td>
<td>Neighborhood Liaison Office Hours</td>
<td>5</td>
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<td>12</td>
<td>Goss-Grove Neighborhood Association</td>
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<tr>
<td>18</td>
<td>Neighborhood Liaison Office Hours</td>
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<tr>
<td>25</td>
<td>Neighborhood Liaison Office Hours</td>
<td></td>
</tr>
<tr>
<td>25</td>
<td>CU Sustainability Summit</td>
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## Summary of Community Engagement

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<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Participants</th>
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<tbody>
<tr>
<td>May 4</td>
<td>Jane’s Walks</td>
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</tr>
<tr>
<td>May 5</td>
<td>Jane’s Walks</td>
<td></td>
</tr>
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<td>May 5</td>
<td>Farmer’s Market</td>
<td>200</td>
</tr>
<tr>
<td>May 6</td>
<td>Jane’s Walks</td>
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<td>North Boulder Recreation Center</td>
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<td>May 12</td>
<td>Howard Heuston Park Celebration</td>
<td>60</td>
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<td>May 21</td>
<td>Golden West Senior Living</td>
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<tr>
<td>June 3</td>
<td>Bike 360</td>
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<td>June 3</td>
<td>Walk 360 (segment 1)</td>
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<td>June 10</td>
<td>Walk 360</td>
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<td>June 14</td>
<td>Boulder Bike Show</td>
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<td>June 16</td>
<td>Contemplative Walk and Guided Meditation</td>
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*Date range: March 2018 – May 2019*
## Summary of Community Engagement

<table>
<thead>
<tr>
<th>Date</th>
<th>Event Details</th>
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</thead>
<tbody>
<tr>
<td>17</td>
<td>• Mobility for All</td>
</tr>
</tbody>
</table>
| 20   | • Walk 360  
  • Wheelchair Roll  
  • Farmer’s Market |
| 24   | • Walk 360 |
| 27   | • Bike to Work Day |
| 29   | • Scott Carpenter Park |
| 30   | • Walk 360 |
| August 30 | • Pedestrian Advisory Committee Meeting #1 |
| September 18 | • CU Bike Fest |
| 25 | • Stakeholder Meeting: Cyclists 4 Community |
| October 4 | • Stakeholder Meeting: Highland City Club |
| 8 | • Stakeholder Meeting: LCC |
| 10 | • Stakeholder Meeting: Downtown Boulder |
| 10 | • Stakeholder Meeting: Better Boulder |

**DRAFT — March 2018 – May 2019**
## Summary of Community Engagement

<table>
<thead>
<tr>
<th>Date</th>
<th>Events</th>
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</thead>
<tbody>
<tr>
<td>November</td>
<td>8  • Stakeholder Meeting: Center for People with Disabilities</td>
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<tr>
<td>December</td>
<td>11 • Pedestrian Advisory Committee Meeting #2</td>
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<td>December</td>
<td>13 • Workplace Commute Ambassador Network</td>
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<td>January</td>
<td>17 • Pedestrian Advisory Committee Meeting #3</td>
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<td>January</td>
<td>25 • Funding Working Group Meeting #1</td>
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<td>January</td>
<td>31 • Emergency Family Assistance Association</td>
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<td>February</td>
<td>19 • Funding Working Group Meeting #2</td>
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<tr>
<td>March</td>
<td>12 • Funding Working Group Meeting #3</td>
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<tr>
<td>March</td>
<td>20 • Pedestrian Advisory Committee Meeting #4</td>
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# Summary of Community Engagement

<table>
<thead>
<tr>
<th>Date</th>
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| 21   | Focus on Innovation: March 21 Transportation Event  
Feedback from Community Cycles Following March 21 Event |
| April 3 | CU Transportation Fair |
| 4 | What’s Up Boulder Citywide Open House |
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| 9 | Pedestrian Advisory Committee Meeting #5 |
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Summary of Community Engagement

2. Community Events

Summary of Key Community Events

Advanced Mobility Forum

On Oct. 18, 2017, the City of Boulder and the Boulder Chamber sponsored an open house and panel discussion at the Boulder Public Library featuring discussions with national practitioners and researchers on the cutting edge of Advanced Mobility technologies.

Video from the event is available on the TMP webpage and can be found listed with meeting summaries.

Connecting People and Places: Transportation Master Plan Launch

On March 21, 2018, the city launched a community driven update to Boulder's TMP at the Millennium Harvest House, attended by over 200 people. The event included an interactive open house and a speaker’s panel featuring national visionaries on sustainable transportation, regional mobility, and emerging technologies.

Speaker bios are provided below:

- Jeremy Klop, Director of Strategy at Fehr & Peers, led LA citywide Mobility Plan 2035
- Jeffrey Tumlin, Principal and Director of Strategy at Nelson\Nygaard Consulting Associates, author of Sustainable Transportation: Tools for Creating Healthy, Vibrant and Resilient Communities
- Kevin J. Krizek, Professor of Environmental Design and Environmental Studies at the University of Colorado Boulder, Fulbright Scholar and researcher on cycling, co-author of The End of Traffic and the Future of Access: A Roadmap to the New Transport Landscape
- Francie Stefan, Mobility Manager for the City of Santa Monica, lead the citywide Strategic Goal to Create a New Model of Mobility

A full video of the speaker’s panel and information boards presented at the event can be viewed on the TMP webpage.

DRAFT — March 2018 – May 2019
What’s Up Boulder Citywide Open House

On April 30, 2018, the City of Boulder hosted a Citywide Open House named “What’s Up Boulder” at the East Boulder Community Center. The event was a chance for community members to ask questions of every city department. Transportation Staff were at the event, and feedback was collected through a Map exercise, described in the following section about Feedback Received.

Focus on Innovation: March 21 Transportation Event

Thanks to everyone who came to our joint Transportation Master Plan (TMP) Open House + Panel Discussion event with the county and CU Boulder! We had a great turnout and an insightful panel discussion on the importance of innovating creative solutions to transportation challenges. Missed the event? Watch a recording of the panel or view open house materials on our website (https://bouldercolorado.gov/transportation/tmp).
Summary of Community Engagement

2019 What’s Up Boulder Citywide Open House

On April 4, 2019, the city hosted another Citywide Open House at which transportation staff was represented. Event attendees were asked to fill out a dot polling exercise that several other community groups have also had the chance to participate in during other outreach opportunities. Respondents were asked what their primary mode of transportation is, as well as what common local transportation concerns are most important to them. The results of this dot poll are shown below.

*Figure 2 - What’s Up Boulder Dot Polling Results*
Summary of Community Engagement

3. Summary of Community Engagement Input

Hopes and Concerns for Transportation in Boulder

What We Asked

“What are your HOPES for transportation in Boulder now and in the future?” and “Do you have any CONCERNS you would like to share with us as we get started on the TMP update?”

Where

Boulder community members first provided input on this question at the 2019 TMP Launch Event. After the public event, electronic feedback was collected online through Be Heard Boulder for the following month.

What We Heard

The city received 125 responses via written and electronic comments, and each response was assessed for common themes. Topics that are on the minds of the community members who shared their thoughts include:

- Public Transit, with further attention given to:
  - Regional connections
  - The quality and frequency of local routes
  - Exploring new pass programs and ways to get EcoPasses into more people’s hands.
- Congestion, with comments ranging from environmental concerns to concerns about local economics and personal convenience.
- Walking and Bicycling, covering a range of viewpoints, from the issue of safety to that of environmental responsibility.
- Safety
- Advanced Mobility
- Parking
- Traffic Signals
- Mode Shift Goals
- Land Use
Summary of Community Engagement

The word cloud below illustrates the primary topics that are on the minds of the Boulder Community.

Figure 3 - Hopes and Concerns about Transportation Word Cloud

"We need more public transportation. The traffic into Boulder is only getting worse. Also, it would be great if there were better connecting lines."

"[My hope is] That I will be able to traverse town from east to west and north to south by way of a car."

"I am seeing concepts such as widening streets to try and address traffic. That approach is obsolete and ineffective. We need to switch gears and make driving LESS convenient."

"I hope that we can move to a community-wide Ecopass that will provide free transportation to all Boulder residents within the Boulder limits in the future."

"Safety for cyclists and pedestrians. Recent deaths have been alarming."

"Walking, biking, getting around in a wheelchair, or pushing a stroller should be just as safe and convenient as driving a car."

"More opportunities for safe biking and walking as well as easy and efficient public transit. Let’s make alternatives to automobiles more convenient than cars."

How This Will Be Used

This feedback will be used to inform funding and policy priorities and additional community engagement as the 2019 TMP update progresses.
Summary of Community Engagement

Hopes and Concerns about Walking in Boulder

What We Asked

What are your HOPES and CONCERNS about walking in Boulder?

Where

Boulder community members first provided input on this question at the 2019 TMP Launch Event. After the public event, electronic feedback was collected online through Be Heard Boulder for the following month and written surveys were collected at the Golden West Senior Housing complex.

What We Heard

The city received 91 responses via written and electronic comments, and each response was assessed for common themes. The five main topics that are on the minds of the community members who shared their thoughts include:

- Safer pedestrian environment overall, this including comments about feeling safe walking at night and making sure cars comply to traffic signals and markings.
- Prioritizing pedestrians, with many comments about prioritizing moving people instead of vehicles.
- More walkable destinations, comments including focusing on the land use planning in Boulder.
- Bike and pedestrian separated from each other to reduce conflicts between the modes
- Less people driving
Summary of Community Engagement

Figure 4 – Hopes and Concerns about Walking Feedback Word Cloud

*How This Will Be Used*

This feedback will help shape the vision and goals of Pedestrian Plan.

*What does the community ENJOY about walking in Boulder?*

*What We Asked*

What do you ENJOY about walking in Boulder?

*Where*

Boulder community members first provided input on this question at the [2019 TMP Launch Event](#). After the public event, electronic feedback was collected online through [Be Heard Boulder](#) for the following month and written surveys were collected at the Golden West Senior Housing complex.
Summary of Community Engagement

What We Heard

The city received 91 responses via written and electronic comments, and each response was assessed for common themes. The main topics that are on the minds of the community members who shared their thoughts include:

- Health, by far the most comments were about walking as a great form of exercise mentally and physically
- Nature, in particular the views of the mountains and the open space were mentioned.
- Community, this including comments about being more aware of your surroundings and the opportunities of meeting others.
- Environment, many comments were about the fact that walking does not pollute our environment.
- Easy, in particular not being dependent of a car and it being cheaper than any other mode.
- Access to places, many community members enjoy that they are able to walk to many destinations in Boulder.

Figure 5 - What do you ENJOY about walking in Boulder Word Cloud

How This Will Be Used

This feedback will help shape the vision and goals of Pedestrian Plan.

**DRAFT** – **March 2018 – May 2019**
Summary of Community Engagement

What would make it EASIER to walk in Boulder?

What We Asked

What would make it EASIER for you to walk in Boulder?

Where

Boulder community members first provided input on this question at the 2019 TMP Launch Event. After the public event, electronic feedback was collected online through Be Heard Boulder for the following month and written surveys were collected at the Golden West Senior Housing complex.

What We Heard

The city received 91 responses via written and electronic comments, and each response was assessed for common themes. The main topics that are on the minds of the community members who shared their thoughts include:

- Safer crossings, many of the comments included concern about crossing roads and the need for more underpasses and stoplights to reduce potential conflicts with cars.
- Sidewalk maintenance, snow removal and cracked and uneven sidewalks came up many times.
- Fewer/slower cars
- Walkable destinations, community members would like to see more destinations across town where they can walk to.
- Fewer bike conflicts, many comments were about cyclists passing pedestrians without notice, and cyclist riding on sidewalks.
Summary of Community Engagement

Figure 6 - What Would Make it EASIER to Walk Word Cloud

How This Will Be Used

This feedback will help shape the vision and goals of Pedestrian Plan.

DRAFT – March 2018 – May 2019
Summary of Community Engagement

Map Exercise

A primary feature of the 2019 TMP Update outreach process is the large aerial floor map of Boulder. This map, first used at the TMP Launch event in March, is being used to gather location-based feedback from community members about specific transportation routes and features like sidewalks or intersections.

*Figure 7 - City of Boulder Map Used for Transportation Feedback*

Feedback collected about specific questions is below.

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Summary of Community Engagement

Walking and Biking

What We Asked

Where do you like to walk and/or bike, and where do you not like to walk and/or bike in Boulder and why?

Where

This question was first asked at the 2019 TMP Launch Event. The map was then brought to several community centers and events throughout the Spring and Summer of 2018, including the North Boulder Recreation Center and the Farmer’s Market. Additionally, the community was invited to share their feedback online through Be Heard Boulder, and all comments were later compiled into a single database.

What We Heard

The full set of comments is available online. Use the “layers” menu to view the different types of comments. Heat maps showing the density of comments by location are also available.

How This Will Be Used

Using the comments collected, staff has categorized comments by topic, mode of travel, and location. This information can be used to gather general information about community concerns for the Pedestrian Plan and Low-Stress Network planning process, as well as to locate and database specific transportation infrastructure that the community is concerned about.

Access to Transit

What We Asked

Where is it easy, and where is it difficult for you to access transit on foot or on bicycle?

Where

Community members provided feedback on this question in person on the aerial floor map at the Mobility for All event, the Boulder Farmer’s Market, and at Scott Carpenter Pool. Feedback on this question was also collected online on Be Heard Boulder.

DRAFT – March 2018 – May 2019
Summary of Community Engagement

What We Heard

The full set of comments is available online, along with heat maps that show the density of comments by location. Use the “layers” menu to view the different types of comments. Note that feedback for both Access to Transit and Walking and Biking are all available inside of map layers.

How This Will Be Used

Feedback was able to point to the areas of town where transit is near people’s homes, as well as see areas where lack of access to useful routes hampers transit use. This information will be used to inform the Pedestrian Plan and Low-Stress Network planning processes as well as future transit planning efforts.

Questions of the Month

During the 2019 TMP Update, the community will be asked questions related to the future of transportation in Boulder. Each question is up for one or more months.

September 2018: Advanced Mobility Technologies

Question: New transportation technologies like Uber and Lyft have transformed how we get around – but more changes are on the way nationwide. Driverless vehicles that “talk” to each other, electric cars, dockless bikes and scooters and other advanced mobility technologies will cause a major shift in how we use roads and sidewalks over the next several decades. As these new technologies come online, what should the City of Boulder be thinking about? Please rank the following in order of importance to you, with 1 being the most important and 5 being the least important:

Figure 8 - September Question of the Month Response Summary

DRAFT – March 2018 – May 2019
Summary of Community Engagement

**October 2018: Traffic Signals**

**Question 1:** While walking in Boulder, how much safer would you feel if you could start crossing the street before cars get a green light?

*Figure 9 - October Question of the Month #1 Response Summary*

**Question 2:** As a person walking, biking, or driving, do you think the benefits of the pedestrian head-start are worth less green time for vehicles?

*Figure 10 - October Question of the Month #2 Response Summary*
Summary of Community Engagement

**Question 3:** As a person walking, biking, or driving, do you think the benefits of protected left-turns are worth less green time for vehicles?

*Figure 11 - October Question of the Month #3 Response Summary*

- Yes, do it everywhere: 57 (41.9%)
- Sometimes, at high-collision locations or where there is a crash trend: 12 (9.6%)
- No, this is a bad idea: 66 (48.9%)

**DRAFT – March 2018 – May 2019**
Summary of Community Engagement

November 2018: Walking Destinations

Question 1: Select up to five places that are most important for you to walk to (either places you already walk to now or would like to in the future)

Figure 12 – November Question of the Month #1 Response Summary
Summary of Community Engagement

December 2018: Transportation Funding

**Question 1:** Below is a list of core transportation services in the City of Boulder. For each one, please indicate whether you think the service is better than you would expect, as good as can be expected or falling short of expectations. You can also select “Don’t Know” or “Not Sure.”

*Figure 13 - December 2018 to January 2019 Question of the Month Response Summary*

*Note: Numbers are expressed as percentages.*

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Summary of Community Engagement

February 2019: Climate and Transportation

**Question 1:** Given this information, and taking into account other transportation goals such as safety and efficiency of the system, how important is it to you to accelerate the city’s efforts to reduce the number of gas-powered cars on the road and increase use of walking, biking and transit through programs such as electrifying vehicles and buses, enhanced regional transit, free and expanded local transit and expanded paid parking?

*Figure 14 - February 2019 to March 2019 Question of the Month Response Summary*
Summary of Community Engagement

April 2019: Transportation Technologies – Current Question

**Question 1:** Self-driving vehicles, electric bikes and scooters, on-demand transportation apps and other advanced mobility technologies will cause a major shift in how we use roads and sidewalks over the next several decades. With many innovations in the works, which one would you be most likely to use in Boulder?

*Figure 15 - April 2019 Question of the Month Survey Results*

**Question 2:** Which innovation not listed here would also be useful to you?

- Alternating through lanes coming into Boulder during morning rush-hour and leaving Boulder in evening rush hour
- Ecopass for everyone
- Bus Rapid Transit. If Boulder gives priority (dedicated lanes, priority signals, etc) to fast and frequent buses, multimodal shifts will happen!
- Actual physically protected bike lanes (not just bollards).
- one way carsharing
- Bus Rapid Transit a la MAX in Fort Collins - real-time arrival information at bus shelters (with ticketing stations) dedicated bus-only lanes, and high frequency service throughout the day.
- Please allow more than one choice above. I would also use on demand public transit and maybe an etrike.
- Electric Scooters
- A safe network for vulnerable users
- None. For multiple reasons, my car is like an office for me and I typically am hauling around things or people. Or, I ride my bike.
- Electric powered hover pods as shared mobility options
- regular private vehicle, smart on demand mini car, electric bike in good weather (4 months/year)
- Protected Bike Lanes, Pedestrian Safe Intersections.
- Car-Share
- Please, NO scooters!!!
- Gondola around Boulder
- We have the solution to our transportation vision: walking, biking, and transit.

**DRAFT – March 2018 – May 2019**
Summary of Community Engagement

- We don't need to wait for technology. We need to improve the infrastructure so that it works for people, and disincentive SOVs through removing parking and adding user fees.
- Boring Co. tunnels
- Car share programs
- Protected bike lanes seem like an innovation since we have so few of them in Boulder.
- Trolley type service.
- Pedestrian-aware traffic signals.
- Jet pack
- Electric Car
- Buses -- but zero-emission electric ones, not dirty diesel or cng!
- Lighter than air roboblimps

Boulder County TMP Online Survey

In February 2019, Boulder County conducted an online survey of County residents in regards to their own Transportation Master Plan update. The City of Boulder and Boulder County strive to align these master plans, and the results of this feedback are relevant to the City as well. Below are some key takeaways from the feedback received.

- 97% of respondents live in Boulder County
- Asked “What modes of transportation do you regularly use (at least once per week) when you travel to/from or within Boulder County” note: more than one response was allowed.
  - 73% Drive Alone
  - 63% Walk
  - 56% Bike
  - 47% Transit
- The primary reason given for respondents’ choice of travel mode was Travel Time, followed by Environmental Impact, Reliability, and Options Available
- Survey participants are concerned about the quality of Boulder County’s traffic congestion, traffic safety, and signal timing.
  - Boulder County’s sidewalks and bicycle facilities are more likely to be perceived as excellent or good.
  - Respondents to this survey indicate that all components of the county’s transportation system, including public transit and pedestrian facilities, could be improved (Multi-Use paths received the most votes for “excellent” quality, at 18% calling these facilities “excellent” and 45% “good”).
- 50% of respondents would like to see traffic congestion reduced. 46% would like to see enhanced walking and biking facilities, and 44% would like to see enhanced transit services.
- The top three choices for ways to improve bus/transit service in Boulder County were: More frequent service, Cheaper fares (including more access to ECO Passes) and Faster Travel Time for the bus.

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The top three choices for ways to improve bicycling conditions in Boulder County were: Increase the number of physically protected bikeways (like the US 36 Bikeway) that connect regional destinations, adding bikeable shoulders to roads that currently do not have them, and improving intersection safety for cyclists.

4. Pedestrian Advisory Committee

Pedestrian Advisory Committee Meeting #1 – 8/30/2018

The Pedestrian Advisory Committee (PAC) held its first meeting on Aug. 30, 2018. During this meeting the members were given an introduction about the pedestrian plan and their role and commitment in the process.

The main topic of the meeting was sharing data about the existing conditions of walking in Boulder. Members were able to take an in-depth look at the data and provide feedback.

Pedestrian Advisory Committee Meeting #2 – 11/8/2018

The Pedestrian Advisory Committee held its second meeting on Nov. 8, 2018. During this meeting the PAC members helped shape the draft vision and goals for walking in Boulder, learned more about an initial Pedestrian Plan framework and how to help spread the word about the Pedestrian Plan update.

Pedestrian Advisory Committee Meeting #3 – 1/17/2019

The Pedestrian Advisory Committee held its third meeting on Jan. 17, 2019. The focus of the meeting was to brainstorm specific strategies to achieve the vision and goals.

Pedestrian Advisory Committee Meeting #4 – 3/20/2019

The Pedestrian Advisory Committee held its third meeting on March 20, 2019. The focus of the meeting was further the development of draft strategies, actions, and performance measures.

Pedestrian Advisory Committee Meeting #5 – 5/9/2019

The Pedestrian Advisory Committee held its third meeting on May 9, 2019. The focus of the meeting was to have a detailed discussion about Pedestrian Crossings in Boulder.

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Summary of Community Engagement

5. Funding Working Group

Funding Working Group Meeting #1 – 1/25/2019

For the first meeting, the working group members were introduced to staff and the outside facilitator and were asked to review, edit and approve the working group charter on roles, responsibilities and expectations. The work group members were also provided background information the city’s Transportation Master Plan (TMP) investment priorities and budgeting principles and historical revenue and expenditures. Staff also present information on future trends and funding opportunities and limitations from the local to the national level.

Funding Working Group Meeting #2 – 2/19/2019

For the second meeting, the working group members were provided the results of the Transportation Division’s internal needs assessment which identified the unfunded needs in the areas of routine maintenance, capital maintenance, traffic operations, transit operations, the capital improvement program, planning and programming.

Funding Working Group Meeting #3 – 3/12/2019

The third meeting focused on completing the review of the needs assessment with working group members working closely with staff to fully understand the level of one-time capital and on-going annual unfunded needs.

Funding Working Group Meeting #4 – 4/16/2019

For the fourth meeting of the working group, members were introduced to the large set of potential funding mechanisms that could be used to meet unfunded needs in combination with the existing revenue sources. One of the working groups primary tasks is to recommend to council a short list of potential mechanisms that staff should continue to explore and potentially implement to meet specific unfunded needs.

Funding Working Group Meeting #5 – 4/23/2019

The city's Transportation Advisory Board (TAB) joined the working group members for the fifth meeting to work in groups on how to align specific funding mechanisms with sets of unfunded needs that were grouped into scenarios. The participants work in groups to identify what unfunded needs they were addressing, the level of new revenue needed, and which funding mechanism they thought would best be used to provide those additional funds. They were also asked to consider the ramifications and impacts of those mechanism on the community.
6. Stakeholder Meetings and Feedback

**Cyclists 4 Community – 9/25/2018**

City staff met with the Cyclists 4 Community (C4C) organization in late September, 2018. While C4C is more concentrated on bicycle safety along rural roads and state highways within Boulder County, C4C is highly interested in Vision Zero and would like to see consistency between the City and County regarding the adoption of the Vision Zero policy. Representatives of C4C are currently members of the city’s Vision Zero Community Partnership. C4C is also interested in building more bicycle infrastructure within and on the peripheral of city limits to create seamless transitions in and out of the City of Boulder by bike.

**Highland City Club – 10/4/2018**

City staff met with members of the Highland City Club in early October, 2018 and discussed a variety of topics including the TMP update and the Civic Area improvements. The meeting was attended by approximately 7 members of the city club. Instead of going through the TMP Update presentation, city club members preferred to sit and talk informally. City Club members were particularly interested in the ongoing work in the Civic Area and asked for the city to focus the Civic Area uses on the arts, culture, and science. They specifically requested the inclusion of a roundabout at 11th and Canyon to control speeding and as a place to feature public art as a gateway to the city.

**Local Coordinating Council (LCC) – 10/8/2018**

City staff presented the TMP update in early October, 2018 to approximately 20 members of the Boulder County Local Coordinating Council, a group that focuses on providing accessible, affordable, and equitable transportation options. The presentation introduced the project and summarized community engagement to-date. The group answered the Question of the Month on walkable destinations and provided suggestions for outreach to people with mobility challenges, including seniors, low-income families, and people with disabilities.

**Downtown Boulder – 10/10/2018**

City staff presented the TMP update presentation to approximately 40 members of the Downtown Management Commission and representatives from Downtown Boulder Inc. (DBI) in October, 2018. The presentation focused on transit service delivery models and transportation funding. There was only a
Summary of Community Engagement

short period for questions and discussion which primarily focused on secession from RTD, how to grow transit service locally and how to fund a local transit system.

Better Boulder – 10/10/2018

City staff presented to the Better Boulder in October, 2018 with about 20 members present. As the Better Boulder members are well informed and have generally been active in the community for many years, we moved through the presentation quickly to allow for more discussion. Members had some questions on the situation with RTD including changes in the Eco Pass program, service changes and performance of the US 36 Flatiron Flyer service. The majority of the discussion and questions related to the integration, or lack of, city land use and transportation policy. Members asked why the city was not doing more with higher density and mixed use on transit corridors, in housing more of our in-commuting employees, and considering housing plus transportation costs in affordability discussions. Members generally supported doing more in all these areas and expressed concern that the city was not doing more to integrate land use and transportation planning.

Boulder Chamber - Citizen Advisory Council – 10/11/2018

City staff provided an overview of the TMP Update with a focus on transportation funding and the potential impacts of the two transportation ballot initiatives in October, 2018. Approximately 25 attendees from the Chamber’s CAC were present. Audrey DeBarros, Executive Director of Commuting Solutions also presented on the possible local and regional impacts of Ballet Item 110. Discussion focused on funding mechanisms that are available locally, the progress on a statewide VMT tax or fee, and how to deliver transit service outside of RTD.

City of Boulder Senior Community Advisory Committee – 10/15/2018

Senior Advisory Committee members were very interested in intersection turning movements and the introduction of flashing yellow turn signals; and expressed a need for consistency between intersection treatments. They also stressed the importance of lighting at transit stops and providing lights at senior centers for pedestrians crossing roads in the dark. Regarding regional travel, members were concerned with RTD’s recent transit service reductions and would like to see more regional service, particularly to the airport. Interest in improving conditions on SH 93 was also voiced. Related to Transportation Demand Management, members of the committee were concerned about the cost of the EcoPass program, as well as parking, and would like to see user fees considered for new funding mechanisms.

Center for People with Disabilities – 10/19/2018

City staff met with the Center for People with Disabilities in late October, 2018. Attendees are very interested in expanded access to modal transportation facilities. They also expressed interest in being involved in the city-wide ADA inventory and voiced their desire to ensure that all facilities, like transit stops, are designed consistently so as to be predictable to users of all ages and abilities.

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Community Cycles – 10/30/2018

City staff met with Community Cycles in late October, 2018. Attendees are looking for a well-documented set of bicycle facility guidelines to facilitate engineering practices. They also want to ensure the city is using and endorsing best practices found in NACTO and AASHTO guidelines. Attendees would like to see more emphasis given to corridor wayfinding and signage. They also requested more information about the relationship between the Design & Construction Standards update and the TMP update. Staff will be scheduling follow up meetings. Regarding signal practices, attendees suggested a vision statement along the lines of “strive for pedestrians to wait no longer than x seconds at intersections”. Attendees also emphasized the importance of telling the story about why transportation policy is so important.

Workplace Commute Ambassador Network – 11/13/2018

City staff presented the TMP update process and Focus Area topics to the Commute Ambassador Network in November, 2018, with about eight members present. Members were not familiar with the existing TMP or the update process, so there were general questions on each of the Focus Areas as we went through the presentation. Members were concerned with RTD changes in the Eco Pass program and interested in the city’s efforts to improve transit both within town and on the regional corridors to surrounding communities, including the SH 119 BRT study.

Downtown Management Commission – 12/11/2018

City staff presented to the Downtown Management Commission in December, 2018, with seven board members and staff present. Several members were familiar with the TMP while others were not, so the full TMP update presentation on the Focus Areas was provided. Members had a number of concerns and questions on the RTD Eco Pass program and concerns with the impacts on downtown. Members were also interested in improved integration of land use and transportation planning by the city.

Flatirons Rotary Club – 12/20/2018

The Flatirons Rotary Club hosted a discussion in December, 2018 with city staff that was varied and ranged from improving regional bus service, particularly to East Boulder County, to creating more complete streets. Participants recognized the need to improve regional access for jobs and had many questions about Boulder’s parking policy and the impacts that new businesses such as Google are having on traffic in Boulder.
Summary of Community Engagement

*Emergency Family Assistance Association – 1/31/2019*

City staff set up a dot polling exercise at the Emergency Family Assistance Association on January 31, 2019. Approximately 40 people were in attendance and participated in the poll. Respondents were asked what their primary mode of transportation is, as well as what common local transportation concerns are most important to them. The dot poll was offered in both English and Spanish.

**Figure 16 - EFAA Dot Polling Results**
Summary of Community Engagement

Community Cycles – 3/21/2019

Thank you for hosting the March 21st TMP Open House. Community Cycles is providing the below input on the draft Vision/Goals/Objectives project boards.

Our first comment is all Goals and Objectives should have measurable goals to know when they are met. Many do and we applaud you for that.

- Goal - Transit provides a high-quality user experience - This needs to be more specific and goal focused, including frequency of transit service.
- Goal - Road users experience predictable travel times & Objective 4 - Maintain predictable and reliable travel time on Boulder arterial streets. It’s wonderful to see that LOS will not be used going forward.
- Objective 7 - Vision Zero needs a date.
- Objective 8 - 80% of residents living in complete and walkable neighborhoods - Can we get a little more definition here please? Would that be a low stress 15 min walk to a store, park and school?
- Missing Objective - Speed of Implementation - We’d like to see XX quick low cost projects trialing safety improvements for faster implementation.
- Missing Objective - 50% increase of contiguous miles in the low stress network in 5 years.

Thank you for your hard work on finalizing the TMP.

CU Transportation Fair – 4/3/2019

City Staff attended the CU Transportation Fair on April 3rd. This was a chance to meet directly with interested CU students and faculty, answer questions about the TMP and getting around Boulder, and ask attendees key questions related to the TMP update. Attendees were encouraged to participate in the city’s dot polling exercise, answering what their primary mode of transportation is, as well as what common local transportation concerns are most important to them.
Boulder Housing Partners: Canyon Pointe – 4/17/2019

City Staff met with residents of Boulder Housing Partners’ Canyon Pointe Apartments on April 17th, 2019. This was an opportunity for residents to learn about the Transportation Master Plan, ask questions, and have a conversation about the future of transportation in Boulder.

Residents at Canyon Pointe report using modes such as walking, bicycling, and transit frequently, and many do not own cars. Topics under discussion included transit service frequency and quality, bicycle safety, and ECO Passes.


On May 4th 2019, City Staff attended an event with Growing Up Boulder. Growing Up Boulder provides an opportunity for children in the community to provide their voice on matters that are important to Boulder. It aims to make Boulder an exemplary child- and youth-friendly city. Attendees to this event were asked to participate in the dot polling exercise used at previous events. Participants in this exercise are asked what their primary mode of transportation is, as well as what common local transportation concerns are most important to them. Below are the results from the May 4th event.
7. Press

Articles


Opinion Columnists

**The city of Boulder needs personal rapid transit** – Loren Pahlke, *Boulder Daily Camera*, February 9, 2019

**Get needed results with updated Boulder Transportation Master Plan** - Steve Pomerance, *Boulder Daily Camera*, February 7, 2019

**DRAFT** – March 2018 – May 2019
Appendix A – Citizen Comments

1. Community Events

Connecting People and Places: Transportation Master Plan Launch – 3/21/2018

Open Comments

- I cross canyon in mid-block (near Folsom). It feels safer having to look only one direction at a time: wait, walk to the island, wait, walk to the other side. At corners, I have to look four ways, and the drivers are looking for other vehicles—dangerous to them—rather than pedestrians.
- Help/Convince RTD to reduce its noise footprint, especially at Broadway/Canyon
- The city is planning to build a 200-space parking structure as part of a new hotel on Uni-Hill. 88 existing sparking spaces will be eliminated resulting in 112 parking spaces added. Cost? 20 Million, or $175,000 per space. Does this make any sense?
- Very concerned: No interest is indicated for the influx of traffic that uses table mesa to South Broadway to 93. And back again in the evening. The “by pass” that was proposed in the 1950’s (foothills to 93) has not been on the radar. But CO2 and back up of traffic has increased on Table Mesa and South Broadway. Suggestions: Slow traffic? Reduce Lanes? Make connection originally planned? Increase busses and connection? Reduce access to huge trucks? Vibration strips, raised crosswalks? Make Table Mesa a neighborhood street again!
- More frequent DIA transit from Boulder with different locations of stops.
- The EV codes should be enforced more strictly. Currently, we have to explain the city code to the dispatcher, reporting officer that EV rules apply to parking lots as well. Its frustrating and is a detractor to EV ownership when its difficult to charge your vehicle. Police officers should proactively enforce the codes so that we can ensure that EV charging spots are available to those that need them.
- Opportunities to experiment with porous pavement instead of concrete pavement?
- More nature/ pollinator habitats...
- Table Mesa from overpass west to library—a hugely scary ‘free’ way.
- Lower all speed limits in Boulder, especially in neighborhoods
• I walk most places I go on a daily basis—within 2 miles from my condo at 22nd and canyon. The traffic at canyon and 28th, Folsom makes me anxious.
• In order to meet sustainability goals, the City of Boulder should encourage and incentivize the use of electric vehicles by providing more EV charging both publicly and privately especially within multifamily units/apts communities. Right now most aps don’t provide access to EV charging. Many of Boulder’s residents live in aps because homes are out of price range but [these people] still want to reduce their emissions. This is difficult for apt dwellers and requiring/incentivizing EV charging for multifamily units would go a long way towards achieving city sustainability goals.
• Where possible make social/volunteer trails official. Fix missing connections.
• Please try to reduce traffic noise for better bike/ped travel. Quieter pavement, EVs, etc.
• Bikes on sidewalks are a terrible hazard
• North Broadway is untenable. It backs for 10+ blocks each am. Do managed lanes on N Broadway. 2 lanes going south in morning rush hour. 2 lanes north in pm rush hour.
• Need safer multi-lane crossings—not just flashing yellow but red stop, then cars proceed after full stop.
• The streetscape at the Downtown Boulder Transit Center needs much improvement. Remember, beauty can attract. Also, our busses need to be cleaner and more appealing.
• I don’t ride my bike. I feel that I am not safe in traffic.
• East/West traffic from I-25 corridor will be increasing significantly. Gotta open the Erie Pkwy/ Valmont/ Pearl Corridor
• Need a bike storage station at 63rd & 119 for bus commuters and bikers.
• Missing bike path link from Valmont to Jay around 63rd
• Missing bike path link from Iris to Norwood, also something about 13th st (cant make out handwriting)

Responses to Question: What’s your vision for the future of transportation?

Hopes: Shared, Electric, Automated, Safe w/ competitive advantage, moving of people + goods with less energy/emissions, more active lifestyles

Concerns: parking becomes obsolete yet we have to build out

Anything else: Let’s unpave parking lots and put up a paradise (counting crows reference)
Hopes: blank

Concerns: Would love to see a county-wide effort. A huge part of Boulder’s problem is not the resident population itself, but the rest of the county coming in everyday.

Anything else: slow the speed limits, and improved maintenance of the bike paths (clearing of debris)

Hopes: blank

Concerns: I used to be able to walk or bus to shop (table mesa) now all the store are too expensive to shop at so I have to drive outside Boulder

Anything else: Why can’t we implement a no cell phone while driving law in Boulder since the state is reluctant to do so.

Hopes: Stop killing pedestrians and cyclists. Help Boulder workers live closer to work

Concerns: We have an elderly population living in Boulder + a younger workforce. Older residents decry traffic while stubbornly refusing to provide workforce housing. In-commuters are very time stressed. Their lives would be so much safer and less stressful if they could live close to work. There is much talk about taxing employers. Why not tax people who live in Boulder but don’t work here?

Anything else: please put in pedestrian scramble signal phases at Folsom/Arapahoe, Folsom/Canyon, 26th/ Canyon, 28th/ Canyon, 28th/ Arapahoe

Hopes: Increase local and reginal transit and subsidize cost with vehicle/gas/VMT tax, move bicycle lanes, better walkability

Concerns: Population and VMT are rising on the front range while the coming AV revolution may likely increase vehicle traffic. How can we mitigate these profound forces?

Anything else: The bicycle lane/right turn lane on the SE corner of Folsom and Arapahoe with green stripes is some unclear borrowed European-type traffic designation and drivers don’t know what to with it. I finally figured out cars can use it when bikes aren’t present.

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Hopes: Getting the NW Lightrail, Stopping parents driving kids to school

Concerns: Bikers need more separate lanes away from cars

Anything else: Lets keep being ambitious.

Hopes: I hope stampede operates late night or I hope for a convenient transportation option from east campus to main campus at night

Concerns: blank

Anything else: blank

Hopes: Eco-passes for all, Higher parking fees

Concerns: the roads are too dangerous

Anything else: Bus transportation will have to be free for more people to give up their cars. You might have to incentivize people to bike to work.

Hopes: bike path on Eldorado Springs Dr

Concerns: I am concerned there is no bike paths on Eldorado springs drive

Anything else: A bike path would help residents in Eldorado connect to Boulder safely and people coming to Eldorado state park and trailheads travel safely

Hopes: Vision Zero – no crashes!, slower car speeds, better biking and walking infrastructure

Concerns: Biking and walking doesn’t feel safe for me or my children. Too many people commute to boulder in SOVs

Anything else: blank
Hopes: I hope Boulder prioritizes walking and Viking access and recognizes the influence this has on the quality of life. I hope Boulder expands transit options and quality.

Concerns: I am concerned about reckless driving and speeding in particular & aggressive driving, especially during rush hour. I am concerned many bike routes don’t connect. I am concerned that transit is not being optimized & maximized (flatiron flyer is an exception—that service is awesome!)

Anything else: blank

Hopes: More bike and protected bike lanes

Concerns: I want fewer cars, I want to slow them down.

Anything else: We need more housing

Hopes: more eco passes, more bike paths, more bike racks, being able to put more bikes on the bus, dockless bike share

Concerns: blank

Anything else: blank

Hopes: More eco passes, higher parking fees, more on-street bike facilities, more transit only lanes, more transit service between table mesa and boulder junction, better regional transit for in-commuters

Concerns: blank

Anything else: Thank you for doing this update!

Hopes: I have lived without a car for the past 14 years because I want a livable planet for future generations. In Boulder I want it to be safe so I can walk and bike to all my destinations, day and night. We are far from that but can get a lot closer!
Concerns: Peds, Bikes, Transit, personal vehicle is the hierarchy I want in the TMP, but reality is biking/walking is not convenient and does not feel safe for most. How can we change this?

Anything else: Thanks for your efforts to make Boulder better for all!

Hopes: more complete streets
Concerns: safe streets for pedestrians and bicyclists
Anything else: blank

Hopes: better work clearing the ice that develops at the underpass entrances days after the snowstorms. Not just a day after but several days after. The initial clearing is awesome! But it needs to keep going please
Concerns: blank
Anything else: It is great that there is this mechanism that you provide to get community input. Thanks!

Hopes: more bike paths
Concerns: too many golf carts on broadway path
Anything else: blank

Hopes: more bike racks, especially in commercial areas. Reduce congestion on Foothills coming into Boulder. All this congestion is making our air in our beautiful city so polluted. I picture Zurich where I was struck how many people rode bikes to train stations to get around. Pedestrian friendly streets.

Concerns: Intersections where pedestrians, bicyclists, and vehicles are all sharing the same space. Too dangerous when the goal is to reduce the number of cars on the road and get more people walking and biking. Example, 30th and Colorado= terrible. Most of 30th north of baseline and south of iris is terribly dangerous for anything other than vehicles.
Anything else: “Road rules” education for cyclists would be extremely valuable. As a bike commuter I feel extremely frustrated by the number of cyclists who do not signal turns to cyclists and other drivers. There are also too many riders without lights. Safety and consideration need to be emphasized in cycling as a means of transport. Please help. Thanks!

Focus on Innovation: Open House + Panel Discussion event – 3/21/2019

Open Comments

• I would like Boulder to pilot a congestion tax and/or a vehicle miles traveled fee program. :)
• I have lived in Frasier Meadows for 16 years. We have been waiting for the city to do something about the increased noise pollution from 36. Studies in 1993 – where the City Council endorsed the Gateway to Boulder project – but nothing happened in 1995 – a study was done by the transportation department supported Gateway Project. Another study in 2009 – recommended specific noise mitigation measures for residential areas on 36 – specifically Boulder. Today mostly all neighborhoods along 36 have noise barriers – EXCEPT Boulder [especially Frasier Meadows and Martin Park] – why? Please put this in motion – NO MORE STUDIES – ACTION IS NEEDED!
• City needs to revisit noise reduction as you enter into Boulder. Recommend drastic speed reduction at the Table Mesa exit on. Table Mesa – Foothills speed reduction needed. Plenty of studies available to support speed of cars reflect decibels of noise. Also, revisit berm along 36 – Backing to Frasier Meadows and Martin Acres neighborhoods. Berm along Foothills Highway between Table Mesa exist and Foothills to Baseline. Develop quiet zones similar to other cities (ex. I believe San Diego has these).
• Having people listen to a bunch of rich white people communicates that the City of Boulder and the County of Boulder don’t care about ordinary residents.
• 119 BRT makes bus service worse and is a stealth highway project. We should stop widening roads.
• Take this money and provide funding to keep and improve service in Longmont and Lafayette.
• I’d like to help be an advocate for bike trails from Gunbarrel to Boulder and within Gunbarrel. There are gaps now and I’d like to help facilitate it anyway I can. Thanks!

• The turning lane (middle) on Folsom by Harvest Manor Apartments is too narrow. This “lane,” put in after the bike path makes turning left into the apartments tricky for big vehicles, especially there’s more than enough space in the west side “median” space between road and bike lane. That median space should be reduced with possibly returning or placing (sp?) of vertical (sp?) barrier.

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Also that undecipherable “green stripe” zone along bike lanes at intersections like Arapahoe and Folsom (SE Corner) needs better communication to drivers as it’s a mystery to most.

I recognize the inclination to limit (sp?) making for use of trails but after using the trails for decades I think hikers need to be shown signs at trailheads stating one particular rule and maybe others, that is right of way goes to the ascending hiker.

Bike paths like the Boulder Creek Path especially should have signs. My pet peeve there is pedestrians often in groups spilling out onto whole path and causing dangerous and uncomfortable bike interactions.

It is very difficult to see pedestrians on Folsom and Canyon, when turning left on Folsom going north. It’s a very long walk. It’s difficult to make the turn against traffic anyway and hard to see pedestrians and bicycles starting on SW corner crossing Canyon. They are out of the drivers peripheral vision especially in the dark. More lighting – maybe in the middle medians. It’s a busy, neglected crosswalks - remain walk/bike corridor for CU students. It’s stressful for drivers as well.

As a part of Vision Zero, the TMP does not appear to push for simply lowering the number of potentially deadly vehicles on the road. Our city is only 10 miles across and SOV travel, at the loss of the health and safety of the people in Boulder, could be drastically reduced. Can we address how driving (over other modes) is often TOO easy and too convenient? Thank you.

Let’s be bolder! Reduction of VMT of 20% by 2035 is not bold enough. Let’s consider creative solutions to not only improve multi-modal options, but also to disincentivize SOV travel.

Improving multimodal only will increase our capacity and economic vitality, but will not decrease vehicles for the purpose of positive impact on the environment, our health (pollution) and safety. (And quality of life).

Let’s consider: congestion pricing, charging for VMT, etc. And consider repurposing existing car infrastructure for multimodal.

We have to slow down the traffic in the city of Boulder and its surroundings. The volume of overly aggressive vehicle drivers is increasing. Many years of high traffic/bicycle/pedestrian accidents are very likely to reoccur if the vehicle traffic doesn’t slow down. The drivers appear to be much more aggressive as if they feel they own the roads. They city and county have to set the priority of turning our roads into expressways-like roadways. Town streets from our homes to school, places of work and places of added activities.

Please do something to mitigate noise (decrease speed limits) along US36 between Baseline and Table Mesa. Noise levels have been above allowable limits (as permitted by Boulder City Ordinance) since 1993.

I am concerned about the noise in Frasier Meadows from 36 and would like to know why we don’t have sound walls like the west of 36. Also want to see the Gateway to Boulder that was approved by City Council in 1993 put on the Master Plan and funded.

I am requesting that the city coordinate with CDOT to install a berm between Frasier Meadows and Highway 36. The noise and small particulate pollution are overwhelming. There was a
mitigation plan in the ‘90s called the “gateway project” that was endorsed by City Council and we need that effort taken up again.

- Boulder held “green streets” events in the past. No automobiles on specific days. It builds community and connections and a cleaner city/cities.
- Mitigate noise/air pollution in neighborhoods adjacent to primary corridors. Not just Foothills Highway, also Table Mesa Drive, South Broadway.
- Draft objective o3 (mode share shift) should have a time goal component. (e.g. by 2035).
- One advanced mobility goal should be to **investigate fee/surcharge on TNCs to offset their costs** (wear on streets, congestion, etc.)
  - Sustainability draft action #4: motor vehicles shouldn’t be in ped priority areas, even “clean” ones.
  - **One parking space per dwelling unit is not enough.** Boulder Junction residents have spoken recently with the Housing Advisory Board regarding their need for more spaced.
  - The alternative public vehicle transportation options need to be viably in place (timely, efficiently) before people can get out of their cars.
  - Enforce adequate required parking spaces at 2 spaces per residential unit.
  - Encourage low annual mileage with tax breaks (measure @ emissions test)
  - **Have large parking structures around the perimeter of the city** with public vehicles ready to shuttle people for the working commuters.
  - The aging population limits the viability of bike/walking.
- **CU is planning a major development including 1,200 housing units at CU South in and adjacent to South Boulder Creek floodplain.** This development will have a major impact on the quality of life and health and safety of surrounding neighborhoods.
  - How will community residents be included in the transportation process? How will their serious concerns be addressed? How will major congestion between Table Mesa and Broadway/Table Mesa Park and Ride and neighborhood be addressed?
  - The city and CU should do thorough transportation studies, have not yet been done, to determine baseline traffic conditions and multimodal use, and share it with the public before annexation decisions are made. The transportation studies should inform decisions related to annexation, not justify them after they’ve been made. Will these transportation studies be done and when?
  - How are you going to prevent traffic overflow, assuming housing is built at CU south, from ruining the Tantra Neighborhood?
  - When we’re building our infrastructure think about the future ($30,000 for 1 parking space). Has CU considered making CU South a “zero cars” campus?
- Mountain Transportation: Thank you Elise for bringing this topic up. How can we get away from our dependence on cars and single-occupancy vehicle trips?
  - Scheduled bus service, e.g. The Climb
  - Van Pools
  - County-sponsored ride share board
• A place to park our cars on the west edge of town and opportunities to transfer to other modes of transportation like bus, bike, pedestrian options
• Weekly or monthly county-sponsored trips to specific locations in town or out of town, eg. Grocery stores, Denver cultural sites like the Botanic Garden, Zoo, Symphony. But then we need a place to park up in the mountains for any of these options.

• **Our streets and roads are so inadequate for current/future volume. Boulder needs housing not jobs to make this possible.**
  o Lack of linkage fees that are reasonable when combined with above issue mean those who live in Boulder deal with trashed streets from overuse from day trip workers.
  o US 36 noise in Martin Acres and Frasier Meadows has been above acceptable levels for over 15 years and the lack of barrier walls is so obvious in Boulder. Why – I have lived in both neighborhoods for 25 years. It only gets worse.

• Why does the city host multiple events to engage the community at the same time? Tonight’s meeting on Transportation Master Plan overlapped with another event I was emailed about, and it’s frustrating to have to pick between them?
• Why are neighborhood liaison meetings only 8-5 M-F when most people are working?
• Why does city talk sustainability when we are nowhere close to there and continuing to promote more overdevelopment?
• Why get “engage” coffee mugs from china when goal is reducing carbon emissions?
• CU’s and the Chambers development goals are opposed to climate change transportation emissions mitigation.

• North-south travel on the east side of downtown is not easy or safe. The natural corridors are 22nd and Folsom, but both are stressful and have difficult crossings.
  o 22nd is a natural corridor between Whittier and CU, but the crossing of Arapahoe and especially Canyon are terrible. Canyon in particular needs more crossings between 17th and Folsom! The one at 21st is not very useful because 21st doesn’t got through to the north.
2. Online Comments and Emails

Be Heard Boulder: Comment Form Responses

By Topic

Pedestrians/crosswalks

We need a driver education initiative on Pedestrian laws, right of way and cross walks. Drivers are not yielding well at all. We need the flashing crosswalks to flash red and not yellow and we need photo enforcement at those or at least police enforcement. The flashing yellow is dangerous. Walking is avoided when a walk needs to cross the major streets. Just not worth the stress. thanks. – 25 Jan 2019, 10:25 AM

Iris Ave. needs updating. The bike paths and sidewalks are both insufficient - for safety and comfort. It connects so many neighborhoods and bike paths to schools and shopping, yet it's inhospitable to cyclists and pedestrians who are put uncomfortably close to heavy, speeding traffic and trucks. – 31 Mar 2019, 12:18 PM

I do not own a car. Instead, I walk, take the bus, or bike. I join early morning hikes on a weekend day and rent a carshare for that. This is because taking a Lyft or Uber on Sunday 6:30am to a hiking carpool meeting point is unreliable. I would like to see more people walking, taking the bus and biking. Even though people in Boulder like to be "green", I find that it's still difficult to be without a car to get to hikes and outdoors activities outside the city. I can't wait for self-driving cars to be common, as then I don't need to own a car and I can request a car on demand. Until then: 1) I would like City of Boulder to provide their own Lyft/Uber type service that operates 24x7. I find it difficult to take Lyft, as sometimes I'm not sure how trustworthy the drivers are. I don't necessarily trust the Lyft approval process for drivers. I feel like if City of Boulder operates its own Lyft/Uber type service, there could be the same type of background check as for bus drivers. It would also allow for reliable service late night or early morning. I'm happy to pay the same fee as I do for Lyft for this type of service. – 29 Mar 2019, 08:28 PM

Bicycling

First of all, let me say that I really appreciate the city's commitment to bike infrastructure! And thank you for plowing bike paths! I am one of those crazy cyclists who bikes year-round and it is awesome that I can safely do that almost every day. I hope that the city will settle on a unified "language" for bike lanes/bike infrastructure. In the past few years, many things have been tried. Speaking as a cyclist, I think it's been confusing for us as well as cars when, for example, one intersection has a bike safety feature that no other intersection has. I acknowledge that this was an experimental phase. In the next phase, it will be easier and safer for all of us if the city settles on a few features that are all over the

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place, instead of lots of features that are individually very rarely encountered. Also -- multi-use paths. How can we better indicate that they are indeed multi-use? So often, on my bike, I unintentionally startle a pedestrian who seems so surprised to encounter a bike on a multi-use path! This is another place where we need a unified "language". Different color pavement? More frequent painted symbols? Occasional signs and painted bike symbols aren't enough - especially when people are walking along chatting with their friends, they're not paying attention to that. – 22 Feb 2019, 05:34 PM

Transit

Transit is too expensive for working families who can barely afford to live in Boulder to begin with. – 29 Jan 2019, 02:46 PM

Not having access to a work or neighborhood Ecopass, I find local and regional bus fares too high to take on a regular basis. I would prefer using the bus system, I just can't afford it especially since I already maintain a car. – 19 Feb 2019, 07:50 AM

Keep up the free EcoPass for downtown workers and keep making it difficult to drive downtown! Not being sarcastic - I walk to work and have even contemplated getting rid of my car because of how much better the walking experience is than driving. If we want to be serious about climate, we have to nudge more people to make those judgment calls. – 21 Feb 2019, 08:56 PM

Considering that we have close to 50,000 people commuting in to Boulder how about providing parking at city outskirts and then providing free HOP and SKIP buses all day every day to everybody. Considering we now pay over $300,000 for a special bus to go up to Chataqua for free in the summer surely we can do something about people who live and work here. Secondly this plan would significantly reduce our transportation emissions. – 31 Mar 2019, 01:36 PM

Bus system is great, but stops could use more schedules and even real-time arrival information. Why would somebody up in North or East Boulder take the bus to downtown when they can't even figure out when it's supposed to get there and there's free parking downtown? – 25 Feb 2019, 02:05 PM

There should be regular bus service from downtown Boulder to 9th St and Baseline Rd (Chautauqua Park). – 27 Feb 2019, 01:34 PM

Pressure RTD into completing the rail line to Denver – 26 Feb 2019, 01:24 PM

Hello Boulder! The Frequent Flyer is often touted as a success story, and it's great that ridership increased by 29% since opening! I would, however, like to suggest that we do not consider that project "complete." Today I biked to Louisville to brunch, and then took the FF1 home from Louisville. Even as a multimodal enthusiast, I almost drove my car to brunch because waiting up to 30 minutes for the bus (since it's a Sunday) is almost a dealbreaker. I can see why many in Louisville drive to Boulder - it's not worth the wait for most. I believe increased frequency would make it even more attractive. I would love
to see increased frequency for the FFs to make it an option for more people, particularly on Sundays. Thanks! – 24 Mar 2019, 08:08 PM

**Speeding**

We live in Boulder Meadows, on Orange. A speed bump is needed as traffic is way too fast. Also, the corner of Orange and Avocado. coming from Orange, is a blind corner due to too many cars parked at corner, you have to drive into Avocado before knowing if there are cars coming. Also, we get zero snow removal! – 08 Feb 2019, 04:53 PM

**Land use + housing + transportation**

Any discussion on non-SOV transportation must include a discussion on housing. It is ridiculous to believe that, in the current built environment/zoning paradigm that we can economically tackle GHG reduction. An increased level of transportation service can only be done with a preceding increase in housing density. Otherwise we're subsidizing out the whazoo a bus from north Boulder with 2 people on it. – 18 Feb 2019, 02:02 PM

Not only is transportation important, but so are the locations of shops and destinations for residents. Grocery store access is critical and lacking in Boulder. North Boulder (Holiday and Dakota Ridge) are great examples of places where there is sufficient population density without access to food stores. – 21 Feb 2019, 12:47 PM

Best thing that could be done to improve transportation in Boulder is to limit anything that increases the residential population of Boulder and to limit moving more businesses into Boulder. Keep Boulder its current size in terms of people and in terms of the number of jobs in town. Boulder is limited in terms of the size of the city. Increasing the number of residents in the city will increase traffic and congestion for performing the routine functions of life -- going shopping, to restaurants, to entertainment. Likewise, increasing the number of jobs in the city would increase the amount of traffic coming into the city, causing congestion and causing cries of "Build more housing in the city." Avoid dense-packing Boulder -- avoid increasing residential density -- avoid increasing job density. Keep the quality of life high in Boulder. – 31 Mar 2019, 09:53 AM

Targeted mixed-use vertical development in well-connected areas like Basemar would decrease dependency on SOVs – 31 Mar 2019, 12:08 PM

**US 36**

Why has hwy 36 been left with a grooved road and imprints from incorrectly placed lane lines? The area between the Boulder Valley hill (McCaslin) and Foothills Pkwy. The grooves in the road pull you laterally

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as you're driving. The lane lines are going to cause an accident, if they haven't already. When the hwy is wet you can't tell where the lanes are and all you can see are the indented ones that don't match up with the white lines. It's been like this for a couple of years, since the major construction was assumed to be completed... so why was the hwy left in this condition after all that work had been done? It's like it's missing a final top coat of asphalt. – 23 Feb 2019, 08:03 AM

Traffic noise

Boulder citizens -- residents of Frasier Meadows and Martin Acres -- are suffering from traffic noise from Hwy 36 that exceeds federal highway limits. This has been going on for years. In 1993, City Council endorsed the Gateway to Boulder project, a well thought-out landscaped entrance to Boulder that would also mitigate Hwy 36 noise to acceptable levels. This was never accomplished. In the 2007 timeframe an environmental impact/noise study recommended specific noise mitigation measures for residential neighborhoods up and down the entire Hwy 36 corridor, including, specifically, Boulder. Today almost all residential neighborhoods along Hwy 36 have noise mitigation barriers. The glaring exceptions are Frasier Meadows and Martin Acres. This is fundamentally unfair. We need relief and we need it NOW. – 02 Mar 2019, 01:00 PM

US 36. The highway noise is deafening, 24/7, in this part of Boulder because (stupidly) the speed limit on US 36 is 60 mph. Of course there’s no enforcement, so most motorists drive 70 mph. Highway noise increases exponentially as vehicle speeds increase (look into it and you'll see that's true). Our City transportation department has stood by and watched while quality of life for an entire one-third of your city has plummeted due to highway noise. Please do something about this, other than apathy and passing the buck to CDOT. The City of Boulder makes priorities out of the darnedest things, and accomplishes them. You could accomplish critically-needed noise mitigation for south Boulder, if you made it a priority. Recognize that the reason this problem has persisted and in fact gotten worse over 20 years is because you've completely ignored it. And, it's a fact that south Boulder residents seem to get treated like second class citizens. All efforts seem to focus on North and Central Boulder. Just look at the roll-out of sub-community plans. North and Central Boulder are first and will occupy the City's attention for years. It will be years before there's any focus on South Boulder. – 27 Mar 2019, 11:10 AM

Martin acres needs some serious noise mitigation from Highway 36. I have lived in the neighborhood for almost 30 years now. The noise is from my backyard, and anytime I have the windows open in the summer I was told you don’t seem to care at all about Martin Acres’ noise problem, and I notice the city spending more resources in wealthy or more upscale neighborhoods in Boulder. please change that and deal with the hundreds of people in my neighborhood who have been complaining about the noise and who ask for noise mitigation. We pay taxes! – 27 Mar 2019, 02:54 PM

It was a quiet neighborhood, a cul-de-sac, that was removed and replaced with a shortcut between Broadway and Baseline. That was 1977, and the road is 27th Way. It now is extremely noisy with more and more traffic at all times of the day and night. Traffic from Broadway heading north on 27th Way go

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down a hill towards Baseline, which caused ridiculously disruptive truck engine brakes. There are a lot of residents along 27th Way that have to suffer more and more noise. Please put in signs requiring trucks to have engine brake mufflers, and ENFORCE it. Also, put in higher noise abatement fences on east side of 27th Way. – 28 Mar 2019, 09:26 AM

Noise from Highway 36 in Martin Acres is constant and overwhelming. We would like noise mitigation along this corridor. I'm raising a family of small kids and we want to be able to enjoy our backyard. – 30 Mar 2019, 07:06 AM

Cars/Driving Experience

Yes, improve the experience significantly for cars. The reality of life in Boulder is that the same % of people using cars and bikes hasn’t changed in 20-25 years (city statistics). So, let’s get real and stop denying the fact of cars. In a 4-season, spread-out, multi-tasking city they work best. And are efficient for time (with family, at work, health - more than once I've caught a cold riding my bike, etc.). So the Diagonal Highway to Longmont: repaved recently. Still a parking lot at 5pm. Just a smoother parking lot. Why not three lanes both directions? Or the Foothills Parkway: why not more overpasses like at Pearl St. to get folks around the city efficiently. Yes, the state is the main player, but so are we. Busses (the bit ones)? They run mostly empty up and down Broadway. I know some folks in Boulder are rabid anti-car folks. But, cars are actually getting smaller and more fuel efficient. And the Economist Magazine predicted recently that in 30 years, most cars on the road will be electric. The problem of pollution is solving itself. Most folks use their cars very efficiently: take kids to school, drop off sewing, go to supermarket, return tools to McGuckins, go home. Hard to do effectively on a bike or bus. And, I work in Broomfield and occasionally must return to Boulder at the last minute over lunch - impossible with a bike or bus. People are smart - they are efficient and effective, let's just help them out with automobile road planning. Wanna make a difference? Low tire pressure is the #1 cause of lower gas mileage. So make every gas station provide free air to customers. Seems simple. Yet, there's only one gas station I know of in Boulder that does so. Difficult? All of Los Angeles does this. They are looking for solutions and found one here. Why not Boulder? Thanks for listening. – 14 Mar 2019, 08:12 PM

Miscellaneous

I just registered for Be Heard, and plan to use it more! For now, just want to say I'm proud to live in a city with big goals for alternative transportation, and an existing system that supports my car-free lifestyle. Thanks! – 16 Feb 2019, 09:24 AM

It would be nice that seniors have bus passes...to have an option.... We need more routes, more frequent time tables...more affordable... This is not the only answer to the transportation problems in the city.... We have to have realistic goals about usage...most people are going to have their cars etc. Not enough bikes etc. using option for going to work or market etc. it's mostly used for recreation....We

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need to rethink what we want the density of Boulder to look like. Not everyone will be able to live in Boulder with the way our economics have been evolving...Too many issues to discuss here... – 06 Mar 2019, 09:01 PM

Buses stopping in the right lane and causing traffic is a huge issue. All bus stops should provide an area for the bus to full move out of the road. Roundabouts are nice, but only half the people know how to use them properly. Crosswalk lights that light up when no one is driving, like the folsom/walnut light are annoying. Causes drivers to ignore the light, knowing it is just flashing because it can. – 20 Mar 2019, 11:05 AM