Summary of Community Engagement

Table of Contents

1. Document Overview .................................................................................................................. 1
   Calendar of Outreach Events ........................................................................................................ 1

2. Community Events ................................................................................................................... 6
   Summary of Key Community Events .......................................................................................... 6

3. Summary of Community Engagement Input ............................................................................. 9
   Hopes and Concerns for Transportation in Boulder ................................................................. 9
   Hopes and Concerns about Walking in Boulder ........................................................................ 11
   What does the community ENJOY about walking in Boulder? ............................................. 12
   What would make it EASIER to walk in Boulder? .................................................................... 14
   Map Exercise ............................................................................................................................. 16
   Questions of the Month .............................................................................................................. 18
   Boulder County TMP Online Survey ......................................................................................... 30

4. Pedestrian Advisory Committee ............................................................................................. 31

5. Funding Working Group .......................................................................................................... 32

6. Stakeholder Meetings and Feedback ....................................................................................... 33

7. Press ........................................................................................................................................ 42
   Articles ...................................................................................................................................... 42
   Opinion Columnists .................................................................................................................. 42

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

## Table of Figures

<table>
<thead>
<tr>
<th>Figure</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Figure 1</td>
<td>TMP Launch Event</td>
<td>7</td>
</tr>
<tr>
<td>Figure 2</td>
<td>What’s Up Boulder Dot Polling Results</td>
<td>8</td>
</tr>
<tr>
<td>Figure 3</td>
<td>Hopes and Concerns about Transportation Word Cloud</td>
<td>10</td>
</tr>
<tr>
<td>Figure 4</td>
<td>Hopes and Concerns about Walking Feedback Word Cloud</td>
<td>12</td>
</tr>
<tr>
<td>Figure 5</td>
<td>What do you ENJOY about walking in Boulder Word Cloud</td>
<td>13</td>
</tr>
<tr>
<td>Figure 6</td>
<td>What Would Make it EASIER to Walk Word Cloud</td>
<td>15</td>
</tr>
<tr>
<td>Figure 7</td>
<td>City of Boulder Map Used for Transportation Feedback</td>
<td>16</td>
</tr>
<tr>
<td>Figure 8</td>
<td>September Question of the Month Response Summary</td>
<td>18</td>
</tr>
<tr>
<td>Figure 9</td>
<td>October Question of the Month #1 Response Summary</td>
<td>19</td>
</tr>
<tr>
<td>Figure 10</td>
<td>October Question of the Month #2 Response Summary</td>
<td>19</td>
</tr>
<tr>
<td>Figure 11</td>
<td>October Question of the Month #3 Response Summary</td>
<td>20</td>
</tr>
<tr>
<td>Figure 12</td>
<td>November Question of the Month #1 Response Summary</td>
<td>21</td>
</tr>
<tr>
<td>Figure 13</td>
<td>December 2018 to January 2019 Question of the Month Response Summary</td>
<td>22</td>
</tr>
<tr>
<td>Figure 14</td>
<td>February 2019 to March 2019 Question of the Month Response Summary</td>
<td>23</td>
</tr>
<tr>
<td>Figure 15</td>
<td>April 2019 Question of the Month Survey Results</td>
<td>24</td>
</tr>
<tr>
<td>Figure 16</td>
<td>EFAA Dot Polling Results</td>
<td>37</td>
</tr>
<tr>
<td>Figure 17</td>
<td>CU Transportation Fair Dot Polling Results</td>
<td>39</td>
</tr>
<tr>
<td>Figure 18</td>
<td>Growing Up Boulder Dot Polling Results</td>
<td>40</td>
</tr>
</tbody>
</table>

---

**DRAFT** – March 2018 – August 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>
</tr>
</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>
</tr>
<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>
</tr>
<tr>
<td>12</td>
<td>Goss-Grove Neighborhood Association</td>
<td>12</td>
</tr>
<tr>
<td>18</td>
<td>Neighborhood Liaison Office Hours</td>
<td></td>
</tr>
<tr>
<td>25</td>
<td>Neighborhood Liaison Office Hours</td>
<td></td>
</tr>
<tr>
<td>25</td>
<td>CU Sustainability Summit</td>
<td>30</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
<th>Participation</th>
</tr>
</thead>
<tbody>
<tr>
<td>30</td>
<td>Naropa</td>
<td>15</td>
</tr>
<tr>
<td>May 4</td>
<td>What’s Up Boulder Citywide Open House</td>
<td>Over 600</td>
</tr>
<tr>
<td>5</td>
<td>Jane’s Walks</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Jane’s Walks</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Farmer’s Market</td>
<td>200</td>
</tr>
<tr>
<td>6</td>
<td>Jane’s Walks</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>North Boulder Recreation Center</td>
<td>50</td>
</tr>
<tr>
<td>12</td>
<td>Howard Heuston Park Celebration</td>
<td>60</td>
</tr>
<tr>
<td>21</td>
<td>Golden West Senior Living</td>
<td>80</td>
</tr>
<tr>
<td>June 3</td>
<td>Bike 360</td>
<td>150</td>
</tr>
<tr>
<td>3</td>
<td>Walk 360 (segment 1)</td>
<td>30</td>
</tr>
<tr>
<td>10</td>
<td>Walk 360</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Boulder Bike Show</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>Contemplative Walk and Guided Meditation</td>
<td></td>
</tr>
<tr>
<td>Date</td>
<td>Event Description</td>
<td></td>
</tr>
<tr>
<td>----------</td>
<td>--------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>• Mobility for All</td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>• Walk 360</td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>• Wheelchair Roll</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Farmer’s Market</td>
<td></td>
</tr>
<tr>
<td>24</td>
<td>• Walk 360</td>
<td></td>
</tr>
<tr>
<td>27</td>
<td>• Bike to Work Day</td>
<td></td>
</tr>
<tr>
<td>29</td>
<td>• Scott Carpenter Park</td>
<td></td>
</tr>
<tr>
<td>30</td>
<td>• Walk 360</td>
<td></td>
</tr>
<tr>
<td>August</td>
<td>• Pedestrian Advisory Committee Meeting #1</td>
<td></td>
</tr>
<tr>
<td>September</td>
<td>• CU Bike Fest</td>
<td></td>
</tr>
<tr>
<td>25</td>
<td>• Stakeholder Meeting: Cyclists 4 Community</td>
<td></td>
</tr>
<tr>
<td>October</td>
<td>• Stakeholder Meeting: Highland City Club</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>• Stakeholder Meeting: LCC</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>• Stakeholder Meeting: Downtown Boulder</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>• Stakeholder Meeting: Better Boulder</td>
<td></td>
</tr>
</tbody>
</table>

**DRAFT – March 2018 – August 2019**
## Summary of Community Engagement

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>11</td>
<td>Stakeholder Meeting: Boulder Chamber – Citizen Advisory Council</td>
</tr>
<tr>
<td>15</td>
<td>Stakeholder Meeting: City of Boulder Senior Community Advisory Committee</td>
</tr>
<tr>
<td>19</td>
<td>Stakeholder Meeting: Center for People with Disabilities</td>
</tr>
<tr>
<td>30</td>
<td>Stakeholder Meeting: Community Cycles</td>
</tr>
<tr>
<td>November</td>
<td>Pedestrian Advisory Committee Meeting #2</td>
</tr>
<tr>
<td>13</td>
<td>Workplace Commute Ambassador Network</td>
</tr>
<tr>
<td>December</td>
<td>Downtown Management Commission</td>
</tr>
<tr>
<td>19</td>
<td>Stakeholder Meeting: Flatirons Rotary</td>
</tr>
<tr>
<td>January</td>
<td>Pedestrian Advisory Committee Meeting #3</td>
</tr>
<tr>
<td>25</td>
<td>Funding Working Group Meeting #1</td>
</tr>
<tr>
<td>31</td>
<td>Emergency Family Assistance Association</td>
</tr>
<tr>
<td>February</td>
<td>Funding Working Group Meeting #2</td>
</tr>
<tr>
<td>March</td>
<td>Funding Working Group Meeting #3</td>
</tr>
<tr>
<td>20</td>
<td>Pedestrian Advisory Committee Meeting #4</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
</tr>
</thead>
</table>
| 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                                           |
| 16    | - Funding Working Group Meeting #4                                                |
| 17    | - Boulder Housing Partners: Canyon Pointe                                          |
| 23    | - Funding Working Group Meeting #5                                                |
| May   | 4  
|       | - Growing Up Boulder: Boulder JCC                                                  |
| 7     | - Boulder Housing Partners: High Mar                                               |
| 9     | - Pedestrian Advisory Committee Meeting #5                                         |
| 20    | - Funding Working Group Meeting #6                                                |
| June  | 25  
|       | - Boulder Valley Rotary Club                                                       |
| August| 21  
|       | - TMP at the Boulder Farmer’s Market                                              |
| 28    | - Flatiron Rotary Club                                                            |
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.
Summary of Community Engagement

*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](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

TMP Community Event at the Farmer’s Market – 8/21/2019
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*

“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

Less people driving

Safer pedestrian environment

Prioritizing pedestrians

Walkable destinations

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.

DRAFT – March 2018 – August 2019
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.

How This Will Be Used

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

![Bar chart showing responses to the question about core transportation services.]

*Note: Numbers are expressed as percentages.*

DRAFT – March 2018 – August 2019
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

**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](image)

**Question options**
- On-demand public transit (a.k.a. being able to hail a bus or shuttle from your smartphone)
- Self-driving buses or shuttles
- Electric bikes
- Electric scooters
- Electric cars

Optional question (85 responses, 7 skipped)

**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.

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

- Car-Share
- Please, NO scooters!!!
- Gondola around Boulder
- We have the solution to our transportation vision: walking, biking, and transit.
- 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
- Safe bike lanes
- more bike parking
- cheaper bus rides... it doesn't make sense for me to take the bus 3 miles for $3 when i have a car that gets 30mpg
- none of the above, stop adding to population growth is not the issue, quality of life is the issue
- Dutch cycle tracks
- Bike lanes that are not between car parking and moving cars!
- Upzoning (I heard it's only recently been invented) to allow more folks to live here, and thus not drive here.
- The plain old bike routes in the city, when used for commuting, often encounter heavy commute traffic that is unfriendly to cyclists. Ex: 47th and Diagonal. Instead of getting all futuristic, why not fix the car-bike spaces that ruin bike commuting?
- Bike only streets
- All of the above - scooters would be great - local bikes aren't priced properly - not everything should be mobile based either
- Smart Traffic Lights: Time the phasing of lights to match cyclists instead of cars, sense a large number of cyclists, staying on green for longer to allow more through, detect when it's raining, give cyclists priority so they spend less time in weather.
- personal transportation flying drones
- Before Boulder choses to invest in any technology program it needs to maintain and improve existing infrastructure. Our road are deplorable and are not adequate for the people who currently live here. Buses are not full.
Summary of Community Engagement

July 2019: Speed Limits

**Question 1:** Given this information, what is the likelihood that you would support lowering the speed limit without changing the street design on all streets throughout Boulder?

![Pie chart for Question 1]

**Question options**
- Not likely
- Somewhat Unlikely
- Neutral
- Somewhat Likely
- Very Likely
- Unsure/don’t have enough information

Optional question (69 responses, 1 skipped)

**Question 2:** What is the likelihood that you would support lowering vehicle speeds by changing the street design in conjunction with setting lower speed limits on specific streets in Boulder?

![Pie chart for Question 2]

**Question options**
- Not Likely
- Somewhat Likely
- Neutral
- Somewhat Likely
- Very Likely
- Unsure/don’t have enough information

Optional question (66 responses, 0 skipped)

DRAFT – March 2018 – August 2019
Open Response:

- If a lower speed limit was done city-wide on residential streets, you would likely have better compliance than a piecemeal approach. A number of cities have done this.
- You state the following above: "The width of the roadway and travel lanes, presence of speed humps and traffic circles, and number of lanes influence travelers to drive faster or slower." What is not mentioned is that one way to encourage (or sell) the reduction of the width of a roadway is to put in protected bike lanes; not open bike lanes, but physically separated and protected bike lanes. When reducing the width of the roadway to lower speeds, adding protected bike lanes can also help with reducing the speed of vehicle traffic on a roadway. The reason for this is that open bike lanes actually encourage drivers to pass closer and to speed up to get by a cyclist; trust me, I have experienced this many, many times. The white line of an open bike lane is a subconscious cue to a driver that the cyclist is in their own lane and they don't have to give bikers the 3 feet required; again, it happens all the time. By adding a physically separated protected barrier (not those flimsy plastic bollards), it acts like a curb when reducing the width of the road and forces drivers to slow down. I am all for speed limit reductions, changing the street design (especially reducing width, speed humps, traffic circles, etc.), and even eliminating the number of lanes throughout the city.
- Wow, the information provided is incomplete and heavily biased toward getting a negative answer to the first question. Newer published evidence (https://www.iihs.org/news/detail/city-drivers-slow-down-for-lower-speed-limit-in-boston#.W4VV_MhOUNU.twitter) suggests that, at least in some cases, lowering speed limits does lower speeds. And injury crashes are not the only reason to lower speed limits. Slower speeds in residential neighborhoods means less noise as well as a less intimidating street environment for walking and biking (and playing ball). Also, on Baseline, I am much more comfortable taking the full lane on my bike going downhill because I know I am not slowing cars down--I can safely go the speed limit. So it has really changed my comfort level on Baseline.
- A vehicle speed limit reduction throughout Boulder without a change in road design would probably necessitate an information campaign of some sort to truly have the intended effect.
- Narrower roads are shown to reduce speed limits. I think many of the roads around our community are 'over-engineered' or designed for vehicles to perceive that they can travel faster than the posted speed limit. This at the same time that Boulder has not produced any protected bike lanes of substance. I'm astounded at the number of people I meet, even in their 20s, who move to Boulder and don't feel that this is a safe place to ride a bike! I do still ride a bike, but it's mostly because I have been doing it for many years.
- Would have liked to see more granular questions, such as reduce speed on greenstreets, nsmp, residential, arterial etc. AND here's a study that shows different results than the Baseline evaluation - https://www.iihs.org/news/detail/city-drivers-slow-down-for-lower-speed-limit-in-boston#.W4VV_MhOUNU.twitter
- I think we need to ensure both pedestrian and cyclists' safety much more than we do. If it means slowing down vehicles, so be it. We will never achieve both safe streets and reduce our carbon footprint if we continue to allow vehicular traffic to dominate at the expense of other ways of traveling.
- It is very important to for the safety of everyone in the city to lower speeds. This would go along way toward reducing severe injury crashes.
- as a regular bike commuter, I would love to have people drive slower in Boulder. I wouldn't want lower speed limits to just be a way of the city producing revenue!
- 30th street needs to be addressed. I would vote/advocate for lower speed limits and street redesign specifically for 30th all the way from Arapahoe to Iris. Someone died on 30th yesterday. My car has been hit there too. People aren't paying attention
- I live off of Alpine Avenue between 13th and 20th and see cars speeding on the street daily. It is a major safety concern I have. Neighbors have asked for a median to be painted in yellow in the hopes that it would slow drivers down, but the city has not agreed. It would greatly enhance our walking/biking culture to change the street design to slow cars down.
- As low as 15 MPH seems good to me in cases. It would be best if it were part of comprehensive Vision Zero and human scaling work.
- Boston had significant success with lowering speed limits city-wide without engineering: https://www.iihs.org/news/detail/city-drivers-slow-down-for-lowerspeed-limit-in-boston What did Boston do different that Boulder? They ADVERTISED it. They PROMOTED it. They EDUCATED the populace. I did not know that Boulder changed speed limit on Baseline until I read this page.
- I'm in favor of any way we can make Boulder more bike and pedestrian friendly and less car-dominant. Thank you!
Summary of Community Engagement

- There’s no point in lowering speed limits without changing the street design since people will drive as fast as the road allows.
- Both my husband and myself are very supportive of lowering the speed limit throughout town.
- Your information is dated. It has been shown that lower speed limits, advertising the change with signage and a PR campaign, will lower speeds that cars travel. "20 is Plenty!" Note if you want cars to drive 20 mph, set the speed limit to 15 mph. Also, change the speed cameras to give tickets to cars going 20% above the posted speed. Don’t give them a 10 mph grace speed before ticketing. 25 mph speed limit, give tickets at 30 mph.
- Though I understand that the data shows that simply reducing the speed limit without changing street design shows it has little impact, I feel that it should still be done as it sends a message of how a person should be driving whether they actually do it or not. Furthermore, compliance to speed limits is likely not happening because the pain of being caught for speeding has not been severe enough nor felt by enough people. Rarely do you see police out patrolling, let alone writing a person a ticket. Perhaps an increase in the enforcement of speed limits in conjunction with a steep increase in the fines would go a long way to changing behavior. On top of that, require a person to have to go somewhere to pay the fine with check or cash (not credit card) vs just sending in the fine for speeding ....when the word spreads that speeding is expensive and requires a person to show up to pay their fine in person then perhaps drivers will realize the inconvenience of non-compliance outweighs the value of driving however they like. Same goes for the red light offenders. Getting a photo ticket in the mail and sending a fine payment via mail or paying online is soon forgotten by the offender. Thanks for listening!
- Convert some on-street parking to green space. Most people like trees and flowers.
- Boulder needs to revise the street design of streets all over town to obligate motorists to drive slower and more attentively. Shame on Boulder for spending the past century using "Forgiving Street Design" to encourage excessive speeds and inattentive driving. Unless Boulder redesigns streets such as Broadway, Canyon, and Arapahoe (among many other roads too numerous to list here), Vision Zero will be nothing more than lip service for better traffic safety. After a century of Forgiving Street Design, as well as more Warning Signs, Warning Lights, Warning Paint, Warning Education, and Warning Enforcement, isn’t it time to use effective safety and speed tools such as street design? Boulder needs to show way more leadership on these issues.
- Not a fan of traffic circles - especially if bikes have to merge into them rather than having their own path.
- Yes please! Slower speeds on residential streets are so much more pleasant.
- Boulder should not make conclusions off limited spots of lowering the speed limit. That section of Baseline has a gradient that makes it very easy for a car to speed. If Boulder was serious about safety and VisionZero, it would ramp up education and enforcement efforts. Nederland used to be notorious for ticketing cars going 2+ mph over the speed limit. Guess what? People slowed down. I rarely see active police or automated speed enforcement in Boulder. The NTSB/SS-17/01 Safety Study recommends lower speed limits with increased automated speed enforcement. Some critics will complain, but lives are worth it. Boulder needs to stand up to CDOT where they control speed limits.
- Look if you took speeds to 1mph throughout the entire City then you’d probably have zero accidents. I’m a VERY heavy cyclist in this area and I walk a ton... but I’m also a driver and there needs to be a balance.
- I’ve often thought a lowering of speed limits was in order. But you do need the other piece, of changing street design, or heftier enforcement. Does photo enforcement with escalating fines not help?
- Why will we not immediately lower the speed limit on 13th st., a "Green Street" to 20MPH for the length of the corridor? We need to use this street as an example of what can be done, not incrementally, but now. I find this whole question to be frustrating in the sense that we have a TMP, Low Stress Bike Ped network plan, and lots of goals. Let’s simply make this happen.
- Speed limits on streets designated for speeds over 25 MPH need to be adjusted lower. Aggressive enforcement needs to be a part of this change.
- I think enforcement needs to be more consistent and inconvenient for people. Just getting a ticket in the mail is less of a deterrent than stopping people and giving them a ticket. Increase ticket cost as well. Make it harder to drive in the city than it is to take public transportation, walk, or bike.
- Infrastructure changes/ lane reclamation should come first, but given the design & construction costs/time/etc., speed limit reductions and increased enforcement of violations (maybe divert law enforcement away from the camping ban to traffic enforcement, something that actually maims and kills people in Boulder?) should be applied across the city in preparation for/to show the necessity of changed street designs. Twenty is plenty!
- I live on N. Broadway and use a bicycle for transportation. I ride up and down Broadway frequently (where there is the bike lane), and speeding is so prevalent there, especially during rush hours, that sometimes I have wondered why...
Summary of Community Engagement

we put speed limits in place when they are not enforced. Speeding is rampant and not just speeding 5 miles over the limit but on Broadway, 45 miles an hour is not uncommon. I would be curious to know what sorts of street designs could be used for Broadway.

- both are necessary
- I think the speed limit should be lowered to 40mph on Hi-way 36 between Table Mesa Rd and Baseline Rd. Mostly to decrease the noise in the surrounding neighborhoods.
- I think it is important to decrease speed limits regardless of whether it slows the cars down or not so that when accidents happen it is easier to assign fault to fast moving cars and fine/penalize them accordingly. That is why I chose "Very likely" for the first question. However, it is even more important to slow down fast moving cars through better street design. Many of our streets are ridiculously wide with so much space that cars can park on both sides and cars can travel in opposite directions without slowing down or feeling unsafe. If a street looks like it can handle 40mph, then that's what people will drive. We need narrower streets, speed humps, and continued enforcement. Great question!
- I would like to see Boulder implement European style traffic patterns within the city. It should be easy to bypass town quickly and there should be clear benefit to cars to move away from the center of town. It is beyond stupid that cars I would like to see Boulder implement European style traffic patterns within the city. It should be easy to bypass town quickly and there should be clear benefit to cars to move away from the center of town. It is beyond stupid that cars

- Canyon and Pearl should not be interrupted as often as they are. Keep the cars moving away from town and make it have "short" paths but bikes and peds have to go out of their way. Diagonal / Foothills should have overpasses. Canyon and Pearl should not be interrupted as often as they are. Keep the cars moving away from town and make it easier and safer to use human powered transport within the city.
- I'm somewhat torn on this question. Although I mainly bike, walk, and bus, I think that driving through town efficiently is also a fair factor to consider. It's important to have smooth traffic flow for some traveling groups, such as public buses, commercial and delivery vehicles, commuters, and emergency equipment. I don't want to see changes that result in a completely gridlocked town for people who have legitimate reasons to be driving. On the other hand, there are just too many personal cars in Boulder. Even with so many alternative options, our car culture allows lots of people to easily hop in their car to make personal short trips around town. This contributes to our overall traffic mess. So, I want everyone who truly needs an easy driving trip around town to have it, while also restricting those who could choose another option.
- We do need more enforcement! Take parking downtown for instance. Why do we put money in those machines? Because we will get a ticket. We need the same concept for speeding. Current 25 MPH and 30 MPH is too fast. 20 MPH in residential. 25 on Folsom and the like. These should be lowered. Then tickets are more expensive as well. Install more mobile photo machines. Then by all means, design safer streets. And educate drivers. Give pedestrians the right of way and educate. The "It's the Laws" signs at a few x-walks confuse drivers into thinking it is only those x-walks and not all the other street crossing. I walk a lot. Drivers to not stop for Peds. As the city becomes more dense, more needs to be done to make it safe for alternative transportation. Walking is good for the city, the budget, the air, and even for cars. I was in Crested Butte. The entire city is 15! And people obey this. And it is very safe. How are they doing it? Even Portland OR is safer for walking. And much bigger. I walk thru the flashing cross walks all the time. You can get killed there. Have you ever ever ever seen a cop car giving tickets for cars going thru with peds and lights working? No.
- How much slower can people drive? It seems it would be better to focus on enforcing the rules in place. If you take a 25 and make it 20 people are just going to drive faster and be more mindful of police. This just makes it more dangerous. How about ticketing unattentive drivers. Just as important how about the pedestrians and cycles. So often driving around the city you see people staring at their phones and barely paying attention. Also working on getting the cyclist to also follow the traffic laws which apply to them. Cyclist not stopping at stop signs, going through red lights, turning without signaling, etc.
- You’re approaching this problem incorrectly, enforcing human behavior rarely if ever works. The roads, intersections, turning lanes, bike paths, sidewalks, crosswalks, traffic lights, etc. all need to be evaluated and designed correctly to maximize efficiency and at the same time improve safety. Lowering speed limits won’t work, and adding obstacles will barely make a dent since people will find ways around it, and most of them will be less safe. For example those stupid traffic circles on Pine St downtown - all they do is obstruct views of pedestrians by drivers, confuse people so they make worse decisions, and have people drive too fast through them causing risk of loss of control. This is an traffic engineering design issue, but also a study in human behavior. Have a goal for where and how traffic should flow, and design the entire system to drive towards this goal, and the solution will be appropriate without a drastic hand-waving “lower the speeds” frenzy. Everyone will be happier overall, frustrated drivers aren’t safe drivers.
- I support lowering the speed limit with or without changing street design. I think that will start the process of people getting used to lower speed limits. Also, camera speeding tickets. When I was living in Calgary, I found camera
speeding tickets to be very effective. I was already careful with the speed limit in school zones, but even more so after getting a ticket. 3 speeding tickets and suspend someone's license. Enforcement works.

- Make most of the streets maximum of 25.
- It is critically important we make all of our streets safe for all users. It is unacceptable for anyone to be injured from speeding, aggressive driving, distracted driving and impaired driving.
- If speed limits throughout town were lowered, I have a hard time believing there would be no impact on speeds. Violators should be ticketed. There is a cost to doing this and I think lowering speeds throughout is an in expensive starting point that will signal to drivers that this town is not ok to fly through and drive recklessly. Highway 36 after Table Mesa should have a speed of 55. All local streets should have speed limits of 20 or 25. All major streets should have speed limits of 30 or 35. Foothills can have a speed limit of 40 through town. It’s simple! Then, wherever we see the most violations that’s where you do the street modifications. I think the rumble strips on 36 south of table Mesa would be effective.
- The speed limits in Boulder are already low compared to other communities I have visited/lived in. I agree it is more important to change street design and improve safety of bike/pedestrian paths.
- Speeding in residential areas get worse by the year. Seems like changing the street design would impact only problems streets that are able to be changed. The rest of us are saddened and put in danger as cars truck, delivery vans and buses roar through streets in our neighborhoods.
- Fully support changing the speed limit to increase safety! I also support changing the design, but this would need to be weighed in priority against other projects.

**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
Summary of Community Engagement

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.
- 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. During this meeting members of the Advisory Committee reviewed the final vision and goals that were established based on input from the last meeting, and then participated in an exercise to establish strategies for achieving these goals. Following this exercise, the Advisory Committee reviewed upcoming events in the community that the PAC might be interested in.

DRAFT – March 2018 – August 2019
Summary of Community Engagement

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

The Pedestrian Advisory Committee held its third meeting on March 20, 2019. During this meeting, Advisory Committee members paired up to review strategies and actions produced during the previous meeting’s brainstorming session, as well as propose refinements and additions. After this, the group developed and voted on “headlines” for what the plan should be known for. The headline that received the most votes was “Boulder Steps into the Future.” Advisory Committee members also reviewed the draft Transportation Master Plan objectives and preliminary ideas on pedestrian-related performance measures. The meeting concluded with a conversation with Councilman Yates about the Pedestrian Plan.

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 crossing treatments in Boulder. The group reviewed the current Pedestrian Crossing Treatment Installation Guidelines (PCTIG) and were asked what is most important for the city to reconsider when updating these guidelines over the next year. The Advisory Committee then reviewed the draft 2019 Low Stress Walk and Bike Network Plan, including new map analyses of the city’s bike and pedestrian network.

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.
Summary of Community Engagement

**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.

**Funding Working Group Meeting #6 – 5/20/2019**

At the Funding Working Group’s sixth meeting, members participated in a dot polling exercise to gauge the level of consensus for various potential funding mechanisms. The two funding mechanisms that have the highest level of consensus and could be implemented in the near term are a Transportation Utility/Maintenance Fee and a County-wide Transportation Tax.

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.
Summary of Community Engagement

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 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.

DRAFT – March 2018 – August 2019
Summary of Community Engagement

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 multimodal 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.

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.
Summary of Community Engagement

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.

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.
Summary of Community Engagement

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.
Summary of Community Engagement

Figure 17 - CU Transportation Fair Dot Polling Results

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.

DRAFT – March 2018 – August 2019
City Staff met with residents of Boulder Housing Partners’ High Mar Apartments on May 7th, 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 High Mar report that none of them own cars and are frequent users of the bus system. They expressed concern that this bus service does not adequately meet their needs. Routes near them do not serve the East Boulder Community Center (and senior center) and do not have useful weekend hours. Additionally, they expressed concern about the accessibility of bus stops as pedestrians – specifically that the nearest Table Mesa stop lacks good pedestrian access and that there is no crosswalk to access the westbound stop or post office across the street on Moorhead, which is perceived as having high-speed traffic and a blind curve.
Summary of Community Engagement

*Boulder Valley Rotary Club: Millennium Harvest House – 6/25/2019*

The Boulder Valley Rotary Club hosted a discussion in June, 2019 with city staff about the upcoming Transportation Master Plan update. After a presentation about the policy direction of the TMP, staff took time to answer questions from the club. Funding was a main topic of discussion, including plans to fund Boulder’s transit goals as well as new sources of revenue. Other topics discussed were the need for better north-south bicycle connections and what cities are “ahead” of everyone else in terms of achieving ambitious transportation goals.

*TMP at the Boulder Farmers Market – 8/21/2019*

City Staff presented the draft 2019 TMP and the plan’s Key Initiatives at the Farmers Market on Wednesday, August 21. This was a chance to inform the community about the release of the 2019 plan and provide time for conversations with staff. The market was busy, with many CU students having just arrived in Boulder for the beginning of the new school year. Staff interacted with approximately 100 people at the market.
Summary of Community Engagement

*Flatirons Rotary Club – 8/28/2019*

7. Press

**Articles**

*Boulder seeks public feedback as it updates Transportation Master Plan* – Alex Burness, *Boulder Daily Camera, March 20, 2018.*

**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*