

# Transportation Master Plan Update Community Engagement Summary



**DRAFT** – March 2018 – September 2019 (9.16.2019)

# Summary of Community Engagement

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# 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

	Date	Event	Estimated # of Attendance (if known)
<b>2017</b>			
October	18	<ul style="list-style-type: none"><li><a href="#">Community Event: Advanced Mobility Forum</a></li></ul>	Over 150
<b>2018</b>			
March	21	<ul style="list-style-type: none"><li><a href="#">Community Event: Connecting People and Places: Transportation Master Plan Launch</a></li></ul>	Over 200
April	4	<ul style="list-style-type: none"><li>Neighborhood Liaison Office Hours</li></ul>	15
	11	<ul style="list-style-type: none"><li>Neighborhood Liaison Office Hours</li></ul>	5
	12	<ul style="list-style-type: none"><li>Goss-Grove Neighborhood Association</li></ul>	12
	18	<ul style="list-style-type: none"><li>Neighborhood Liaison Office Hours</li></ul>	
	25	<ul style="list-style-type: none"><li>Neighborhood Liaison Office Hours</li></ul>	
	25	<ul style="list-style-type: none"><li>CU Sustainability Summit</li></ul>	30

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		<ul style="list-style-type: none"> <li>Naropa</li> </ul>	15
	30	<ul style="list-style-type: none"> <li><a href="#">What's Up Boulder Citywide Open House</a></li> </ul>	Over 600
May	4	<ul style="list-style-type: none"> <li>Jane's Walks</li> </ul>	
	5	<ul style="list-style-type: none"> <li>Jane's Walks</li> </ul>	
	5	<ul style="list-style-type: none"> <li>Farmer's Market</li> </ul>	200
	6	<ul style="list-style-type: none"> <li>Jane's Walks</li> </ul>	
	12	<ul style="list-style-type: none"> <li>North Boulder Recreation Center</li> </ul>	50
	12	<ul style="list-style-type: none"> <li>Howard Heuston Park Celebration</li> </ul>	60
	21	<ul style="list-style-type: none"> <li>Golden West Senior Living</li> </ul>	80
June (Walk and Bike Month)	3	<ul style="list-style-type: none"> <li>Bike 360</li> </ul>	150
	3	<ul style="list-style-type: none"> <li>Walk 360 (segment 1)</li> </ul>	30
	10	<ul style="list-style-type: none"> <li>Walk 360</li> </ul>	
	14	<ul style="list-style-type: none"> <li>Boulder Bike Show</li> </ul>	
	16	<ul style="list-style-type: none"> <li>Contemplative Walk and Guided Meditation</li> </ul>	

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		<ul style="list-style-type: none"> <li>• Mobility for All</li> </ul>	
	17	<ul style="list-style-type: none"> <li>• Walk 360</li> </ul>	
	20	<ul style="list-style-type: none"> <li>• Wheelchair Roll</li> <li>• Farmer's Market</li> </ul>	
	24	<ul style="list-style-type: none"> <li>• Walk 360</li> </ul>	
	27	<ul style="list-style-type: none"> <li>• Bike to Work Day</li> </ul>	
	29	<ul style="list-style-type: none"> <li>• Scott Carpenter Park</li> </ul>	
	30	<ul style="list-style-type: none"> <li>• Walk 360</li> </ul>	
August	30	<ul style="list-style-type: none"> <li>• <a href="#">Pedestrian Advisory Committee Meeting #1</a></li> </ul>	
September	18	<ul style="list-style-type: none"> <li>• CU Bike Fest</li> </ul>	
	25	<ul style="list-style-type: none"> <li>• <a href="#">Stakeholder Meeting: Cyclists 4 Community</a></li> </ul>	10-12
October	4	<ul style="list-style-type: none"> <li>• <a href="#">Stakeholder Meeting: Highland City Club</a></li> </ul>	7
	8	<ul style="list-style-type: none"> <li>• <a href="#">Stakeholder Meeting: LCC</a></li> </ul>	
	10	<ul style="list-style-type: none"> <li>• <a href="#">Stakeholder Meeting: Downtown Boulder</a></li> </ul>	40
	10	<ul style="list-style-type: none"> <li>• <a href="#">Stakeholder Meeting: Better Boulder</a></li> </ul>	

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	11	<ul style="list-style-type: none"> <li>• <a href="#">Stakeholder Meeting: Boulder Chamber – Citizen Advisory Council</a></li> </ul>	25
	15	<ul style="list-style-type: none"> <li>• <a href="#">Stakeholder Meeting: City of Boulder Senior Community Advisory Committee</a></li> </ul>	
	19	<ul style="list-style-type: none"> <li>• <a href="#">Stakeholder Meeting: Center for People with Disabilities</a></li> </ul>	
	30	<ul style="list-style-type: none"> <li>• <a href="#">Stakeholder Meeting: Community Cycles</a></li> </ul>	
November	8	<ul style="list-style-type: none"> <li>• <a href="#">Pedestrian Advisory Committee Meeting #2</a></li> </ul>	
	13	<ul style="list-style-type: none"> <li>• <a href="#">Workplace Commute Ambassador Network</a></li> </ul>	
December	11	<ul style="list-style-type: none"> <li>• <a href="#">Downtown Management Commission</a></li> </ul>	
	19	<ul style="list-style-type: none"> <li>• <a href="#">Stakeholder Meeting: Flatirons Rotary</a></li> </ul>	20
January	17	<ul style="list-style-type: none"> <li>• <a href="#">Pedestrian Advisory Committee Meeting #3</a></li> </ul>	
	25	<ul style="list-style-type: none"> <li>• <a href="#">Funding Working Group Meeting #1</a></li> </ul>	
	31	<ul style="list-style-type: none"> <li>• <a href="#">Emergency Family Assistance Association</a></li> </ul>	40
February	19	<ul style="list-style-type: none"> <li>• <a href="#">Funding Working Group Meeting #2</a></li> </ul>	
March	12	<ul style="list-style-type: none"> <li>• <a href="#">Funding Working Group Meeting #3</a></li> </ul>	
	20	<ul style="list-style-type: none"> <li>• <a href="#">Pedestrian Advisory Committee Meeting #4</a></li> </ul>	

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	21	<ul style="list-style-type: none"> <li>• <a href="#">Focus on Innovation: March 21 Transportation Event</a></li> <li>• <a href="#">Feedback from Community Cycles Following March 21 Event</a></li> </ul>	
April	3	<ul style="list-style-type: none"> <li>• <a href="#">CU Transportation Fair</a></li> </ul>	
	4	<ul style="list-style-type: none"> <li>• <a href="#">What's Up Boulder Citywide Open House</a></li> </ul>	
	16	<ul style="list-style-type: none"> <li>• <a href="#">Funding Working Group Meeting #4</a></li> </ul>	
	17	<ul style="list-style-type: none"> <li>• <a href="#">Boulder Housing Partners: Canyon Pointe</a></li> </ul>	7
	23	<ul style="list-style-type: none"> <li>• <a href="#">Funding Working Group Meeting #5</a></li> </ul>	
May	4	<ul style="list-style-type: none"> <li>• <a href="#">Growing Up Boulder: Boulder JCC</a></li> </ul>	
	7	<ul style="list-style-type: none"> <li>• <a href="#">Boulder Housing Partners: High Mar</a></li> </ul>	6
	9	<ul style="list-style-type: none"> <li>• <a href="#">Pedestrian Advisory Committee Meeting #5</a></li> </ul>	
	20	<ul style="list-style-type: none"> <li>• <a href="#">Funding Working Group Meeting #6</a></li> </ul>	
June	25	<ul style="list-style-type: none"> <li>• <a href="#">Boulder Valley Rotary Club</a></li> </ul>	34
August	21	<ul style="list-style-type: none"> <li>• <a href="#">TMP at the Boulder Farmer's Market</a></li> </ul>	Over 100
	28	<ul style="list-style-type: none"> <li>• <a href="#">Flatiron Rotary Club</a></li> </ul>	

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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](#).

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# Summary of Community Engagement

Figure 1 - TMP Launch Event



## *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>).

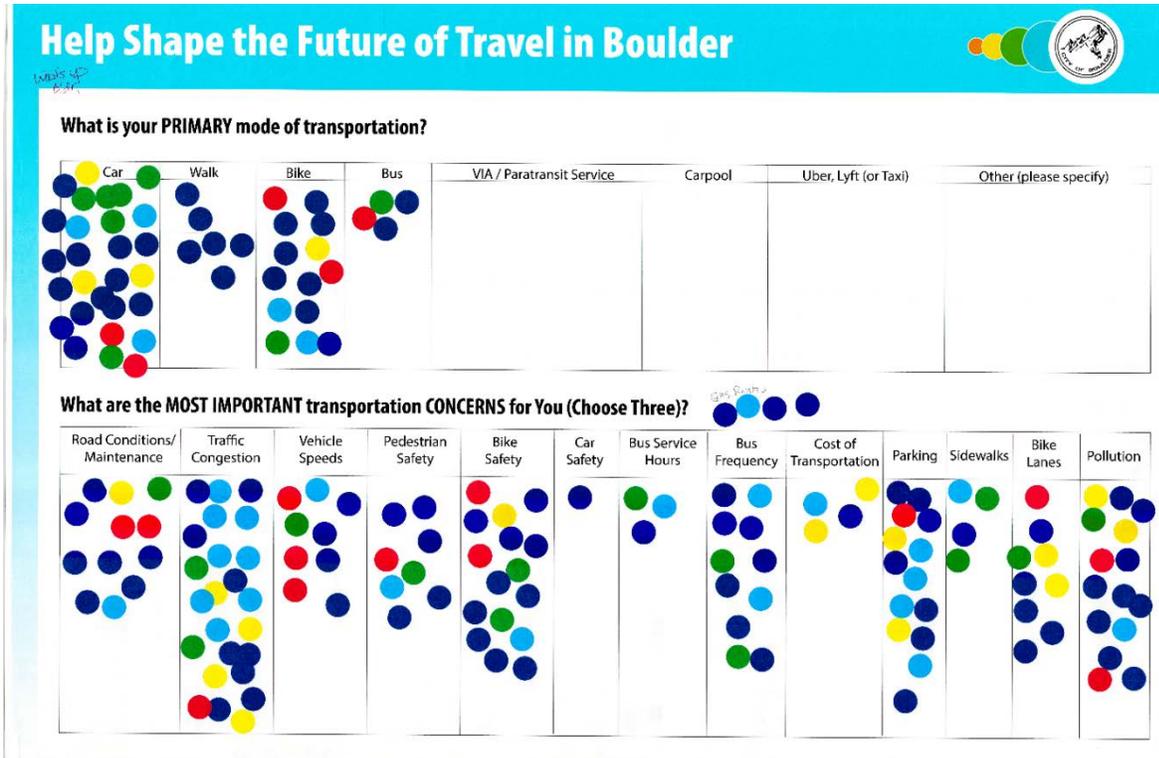
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# Summary of Community Engagement

## 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



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## Summary of Community Engagement

### *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.



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# 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.

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# 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.

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## 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.

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# 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.

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# 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](#).

# 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.

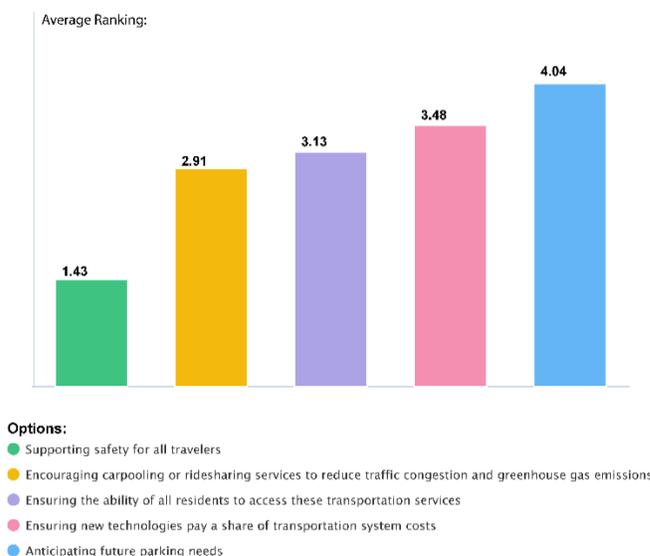
## Questions of the Month

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



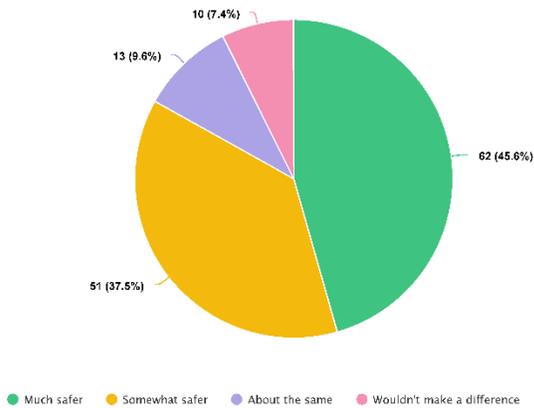
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## October 2018: Traffic Signals

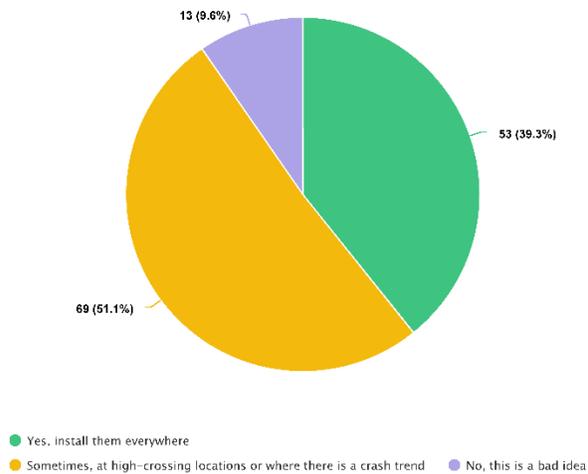
**Question 1:** While walking in Boulder, how much safer would you feel if you could start crossing the street before cars get a green light?

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?

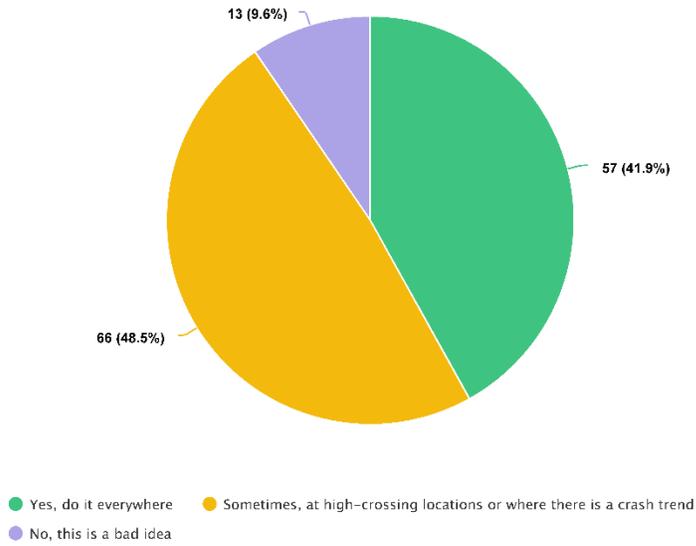
Figure 10 - October Question of the Month #2 Response Summary



# 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



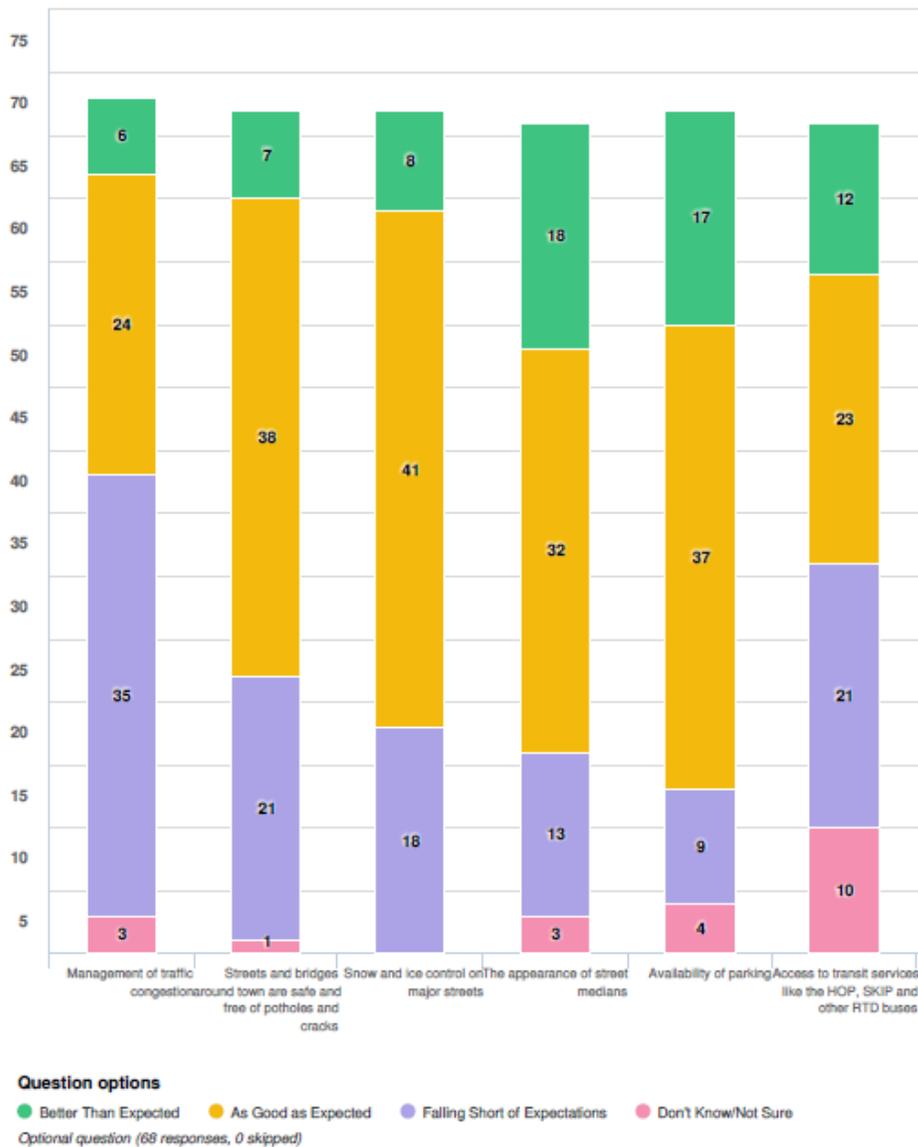


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## December 2018: Transportation Funding

**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.

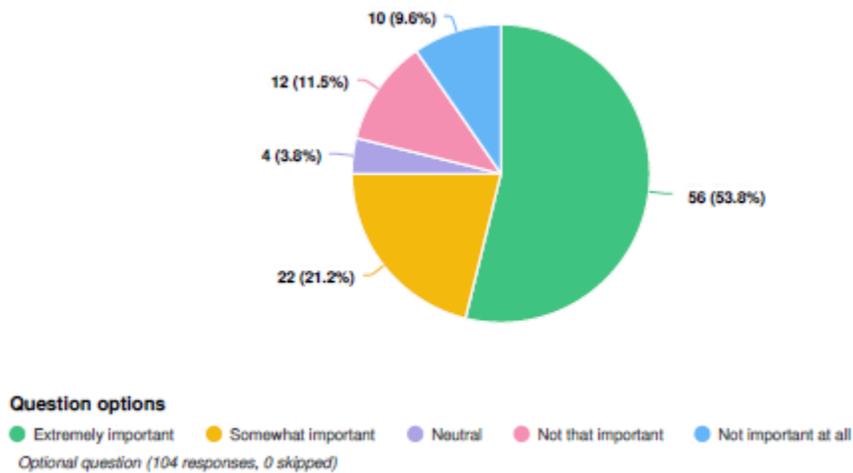
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## February 2019: Climate and Transportation

**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

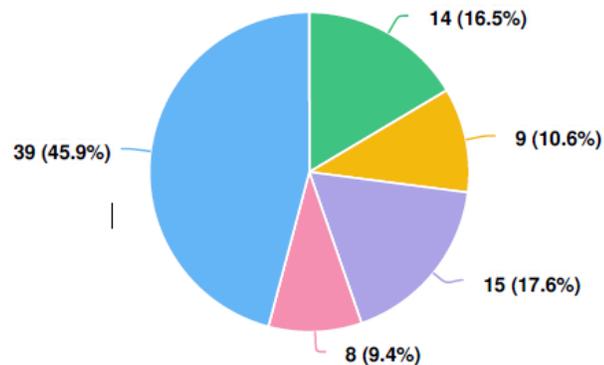


# Summary of Community Engagement

## 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



### 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
- Self-driving cars
- Electric scooters
- Electric bikes

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.

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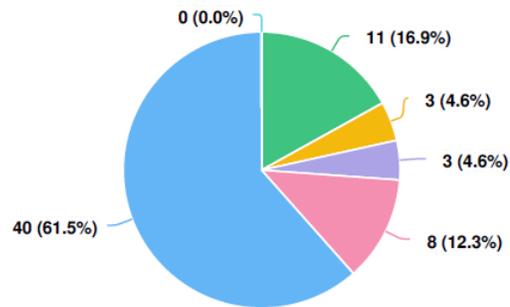
## Summary of Community Engagement

- 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?

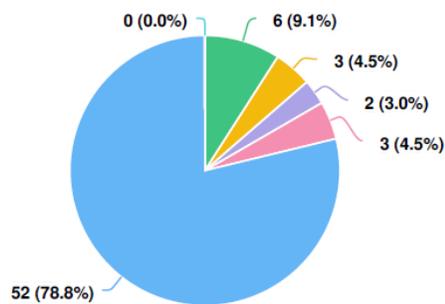


### Question options

- Not likely
- Somewhat Unlikely
- Neutral
- Somewhat Likely
- Very Likely
- Unsure/do not have enough information

Optional question (65 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?



### Question options

- Not Likely
- Somewhat Likely
- Neutral
- Somewhat Unlikely
- Very Likely
- Unsure/do not have enough information

Optional question (66 responses, 0 skipped)

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# Summary of Community Engagement

## 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](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](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 than 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!

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## 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 limits through 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 roads 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. These arterials are in our town and are high crash / high stress corridors. Safety needs to be prioritized.
- 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

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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 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 do 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 a 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

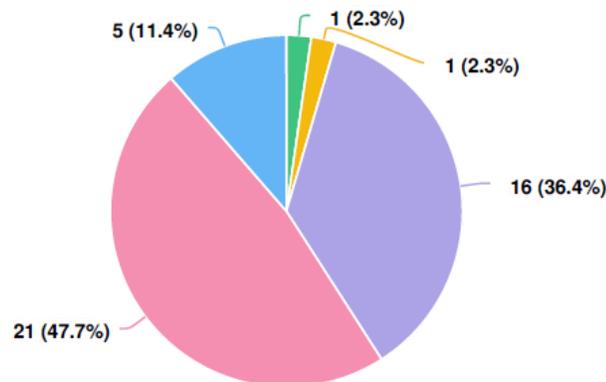
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speeding tickets to be very effective. I was already careful with the speed limit in school zones, but even more so after getting a ticket. 3 speeding tickets and suspend someone's license. Enforcement works.

- 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 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.

## August 2019: Draft 2019 Transportation Master Plan Feedback

**Question 1:** After reading the draft TMP, please rate your level of understanding of the city's transportation policies and actions.



### Question options

Very low Low Medium High Very high

Optional question (44 responses, 1 skipped)

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# Summary of Community Engagement

## Question 2: In your opinion, does the draft plan reflect our community's values?

- No, the plan does not represent the average citizen's needs compared with the available transit options. Most people cannot walk and bike as their primary mode of transit, as distances are too far, or in darkness, or in cold/snow/rain/heat, or need to carry others/shopping items. The city lacks good bus services for local and regional transit. The city devalues the need for cars and parking places and roads to accommodate the traffic. E-scooters are unsafe. Autonomous cars are currently unsafe and still being developed with an uncertain future. Electric car batteries do not handle extreme temperatures well. The city needs funding to take care of its people properly.
- Not sure what our community's values really are.
- Yes. I love the emphasis on reducing SOV miles and increased choices. I am heartened to see a bullet point on encouraging residents to buy/use electric assist bicycles. The ability to use these kinds of bikes have been a real game changer for my family's ability to reduce the number of miles we drive in our car.
- No. It fails in numerous ways: (1) It fails to segment the community by demographics and transportation needs; (2) It therefore fails to match solutions to requirements; (3) It doesn't provide a comprehensive assessment of resources required to develop the solutions; and (4) It doesn't attempt to prioritize investments strategically -- i.e., by showing where a incremental investments will produce greatest value.
- NO!!!!!!
- I'm not sure the whole city agrees another 30,000 people should commute in.
- The plan does not reflect our community values to the extent it totally ignores restricting further commercial real estate development and making them pay into infrastructure in a meaningful way; it lacks any plan to discourage employers from making Boulder an employment center; it offers no protections for maintaining the character of single-family neighborhoods (i.e., the middle class); it does offer protections or support for private owners of EVs; and it does nothing to address the lack of parking spaces downtown and in other popular locations.
- Yes
- For the most part. However, I would like to see the pedestrian and urban cyclists prioritized over the automobile by changing the engineering standards for crosswalks set by FHWA. These are outdated and do not reflect Boulder's community values of walking and biking. We need to rewrite the rules and set an example for other cities in order to reach our GHG emission standards and reduce traffic.
- The draft did not seem to have any input from low-income or community organizations that work with people of color. So it may represent some community values but failed to look into a significant segment.
- Yes
- pretty much yes, but there's a gaping hole for access to natural areas outside of Boulder. Nature is a huge value here. why are there no options except the N bus or car for getting somewhere beautiful? it's not even remotely addressed in this draft.
- No. While I understand that the current council has forbid Transit staff and TAB from delving into land use discussions you cannot talk about transit without talking about land use. It is asinine to think that you can positively effect an ecosystem by only addressing, in isolation, one part of it. We want a Copenhagen level of bike mode share but we refuse to create the environment where that will become a reality. We refuse to 1) build to that level of density nor 2) make single occupancy vehicle travel as painful or expensive as it needs to be to get people out of their cars. We're a hypocritical city, talking one talk but walking a very different walk.
- Yes
- No, but it's a start.
- yes
- No. Problem identification and solutions don't match. Example: regional in-commuting is a major problem, no major solution is proposed.
- No. Boulder prioritizes car travel over all other methods of transportation and the draft plan pretends otherwise.
- yes
- yes but is too conservative
- Yes but its yet to be determined if we are truly committed to increasing safe travel through enforcement and engineering.
- Yes
- Overall, I think the values communicated are communicated well! I love the focus on equity, and the focus on land use since it is inextricably linked with transportation. I love the idea of modifying the city parking code to support

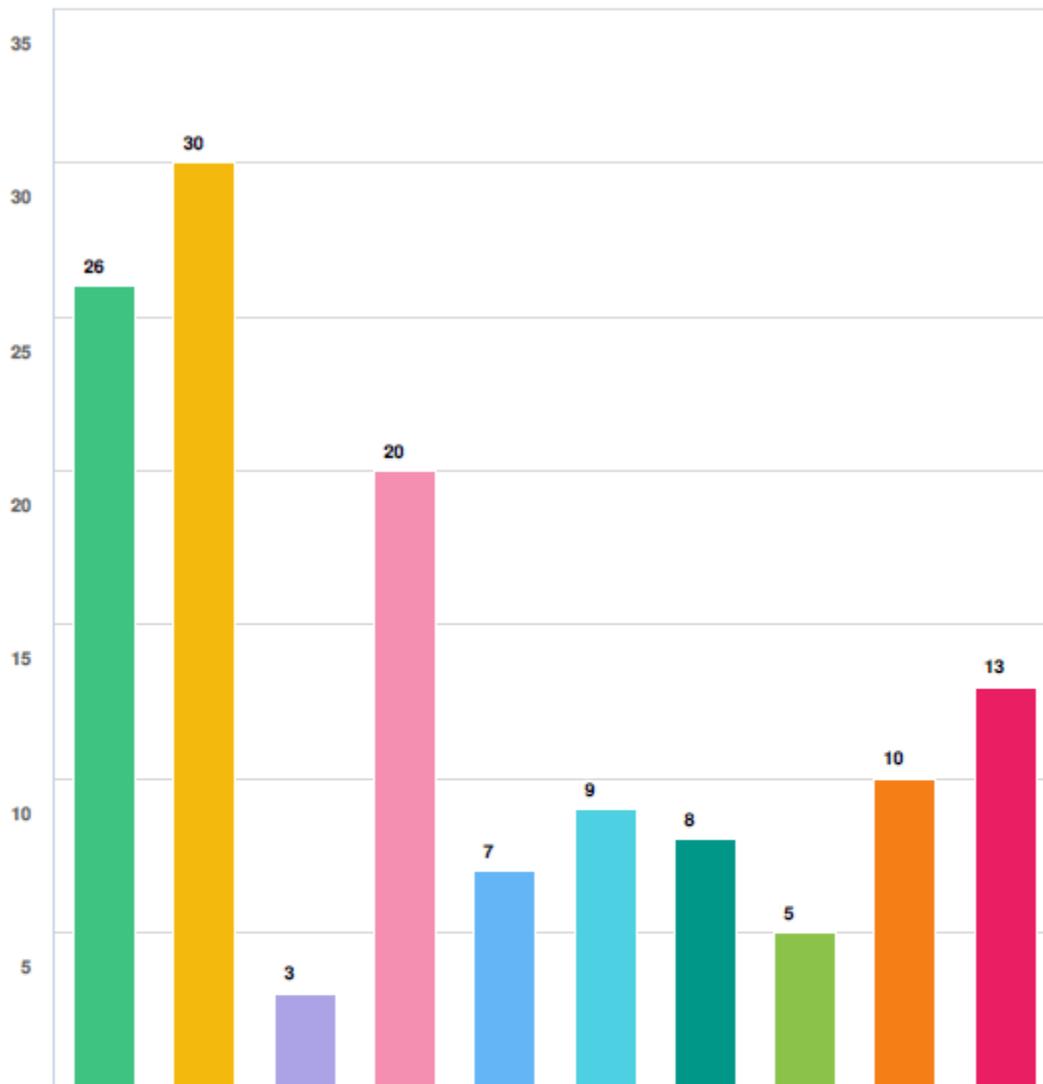
## Summary of Community Engagement

policies in the BVCP that promote mixed-use development and higher densities where appropriate. There are a few parts that I don't believe reflect our values: TMP Objectives 07 Travel Time (p61 #07): Let's make people centric, rather than car-centric, metrics. I am extremely disappointed to see that LOS/intersection delay is listed as a measurable goal. If people have a safe, affordable and convenient option available to them to get where they need to go, and a project is a net benefit for a large number of people, then we should not be focusing all of our attention on how many seconds it takes for a vehicle to turn left at an intersection during the most congested part of the day. Not that I'm advocating for arbitrary increasing congestion, but increased time at intersections would be an incentive to shift travel mode in alignment with our travel mode goals. Can we remove LOS as California did? Source for why LOS is not a great metric for planning cities: <https://mobilitylab.org/2016/02/04/the-numbers-game-choosing-the-right-metrics-for-transportation-planning/>

- yes
- Yes. The report is clear and does a great job organizing many actions and objectives. But our built infrastructure still prioritizes cars over walking, cycling, and transit. Boulder TMPs have failed to live up to their goals for decades.
- No. It is too light on land use objectives that are essential in meeting transportation goals. It is too timid about recommending smaller roads and intersections. And it is too timid in recommending more comprehensive traffic calming.
- yes
- We would continue to disincentivize car use and promote public and other transit options, ideally by making all buses free and committing more road surface to bike and pedestrian options.
- Thank you, Thank you! This report is very well designed and very good. And what you are going to do is fantastic and really needed. Safer streets! Narrower and better designed streets, slower car speeds, expanded Eco Pass, Electric Buses!!, Yes, yes. We will fund this. Lets have tourists fund it also, lets get creative on funding and do all of this. We will walk. We will bike. We will take cars off the street if you can make it safer. This is the best report I have seen.
- Kind of. I think, instead, there needs to be a comprehensive approach to working away from auto-industrial scaled infrastructure and towards human scaled facilities.
- I am so excited to see SAFE as one of the first elements of the plan. Safety for bikes = safety for all road users!
- There are a lot of pretty pictures and graphs but no implementation plan. We have had the same goals for decades but have not implemented safe streets or reduced in-commuter percentage from 80%. List out specific goals and how we plan on reaching them in the next 5 to 10 years.
- Yes. As convenience is a primary goal locally, including pedestrian prioritization over cars and the availability of walkable destinations is important, and the plan addresses that. Given that Boulder citizens tend to take more trips by foot I'm glad to see the plan focus on the hardship/lack of usefulness for walking in primarily residential areas of town.
- Yes. Your priorities, particularly as ordered in the investments section, seem to be inline with what Boulder needs for its changing population. Personally, I value general safety first, a reduction of cars second, and bikeability third. This plan covers all three.
- Maybe
- Yes, very much so. Very impressive and comprehensive plan.
- Yes, my only concern is that while you talk about climate and GHG emissions, I think it is underrepresented in this plan compared to the community's values.
- Yes, though it isn't very clear on hierarchy of priorities. It describes a lot of good things, but the way it's presented gives nearly equal weight to all of them. It's hard for me to tell what REALLY matters.
- I think it needs even more focus on bicycle safety.

# Summary of Community Engagement

**Question 3:** The draft TMP highlights ten key initiatives. Please choose the three that are most important to you.



**Question options**

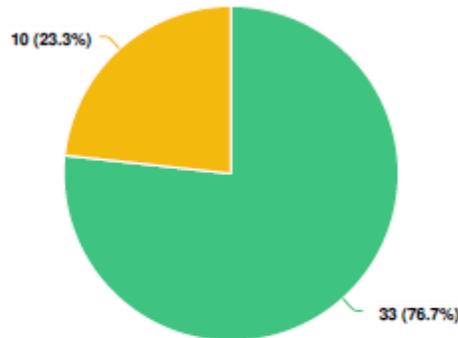
- Making Travel Safe in Boulder
- Making Travel Comfortable Through a Low-Stress Walk & Bike Network
- Providing Mobility Options
- Prioritizing the Pedestrian
- Shaping Innovation and New Forms of Mobility
- Delivering Transit In New Ways
- Connecting to the Region
- Managing Demand on Our System Together
- Ensuring Equity
- Funding Our Transportation System

Optional question (44 responses, 1 skipped)

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# Summary of Community Engagement

**Question 4:** Are there any policies or actions you think are missing from the draft plan? (If yes, please use the comment form below to describe).



### Question options

● Yes ● No

Optional question (43 responses, 2 skipped)

- Provide parking structures at the perimeters of the city for the commuters and provide shuttle services for these workers at a low cost to encourage use. Provide parking spaces at 2 per living unit on the property; if a space is unused, then a guest can use it or it could be rented out to another party. Do not reduce parking minimums for developers. If people can't find a place to park, they will turn away and not go to that restaurant or retail store.
- The plan looks awesome. Great work to everyone who has been involved!
- I like the idea of walkable 15-min neighborhoods, but how do we control sprawl and not make this a windfall for developers? Do we really need multiple city centers that detract from Pearl Street? The real question is mobility. How to get people around town efficiently when the roads are clogged. A goal is reduction of single occupancy vehicle trips. How? Use of alternatives for transport? What about smarter city planning? And should we include multi-occupancy when it's a parent taking a child to activities? That's a huge strain on capacity. Impact of Uber/Lyft. Traffic worse with more "cabs". Uber losing money on every ride, so is ride hailing a technology to bank on? Bicycling-Yes. I love cycling, but it only works for single people. Parents can't realistically get kids to their activities on a bike. Especially in winter or during summer storms. My job is 5 miles from home and too far to bike as often as I'd like.
- I think that to talk about transportation without integrating plans for increased housing feels a bit disconnected to me. In my vision for a future Boulder, the city is a haven for very dense, human-scaled, walkable, and bikeable. If we made more housing for the people who work in Boulder to live here we could really double down on these alternate modes of transport and justify expansion of in-city public transit services. But currently, vast swaths of Boulder are built on very low-density, suburban sprawl model where it makes very little sense to do anything but drive from a consumers/residents point-of view. I'm glad to see very little emphasis on autonomous vehicles. Even if the technology is worked out, I think it is a very poor bet that doubling down on sprawl which some feel AVs will allow us to do will be a good choice. My deep intuition is that such a course would make us more vulnerable and disconnected. I want to live in a city where I can walk, bike, car share, bus, etc. within the city I live in for most trips. The recent collapse on US36 reveals how fragile having sprawled out residents is and AVs will not make us more robust against such challenges.
- Not once was trail or bike lane maintenance mentioned in the entire report. That is a MAJOR problem considering the fact that Boulder is failing miserably at keeping the existing trail and bike lane system clean and clear of debris. And, you want more people to utilize these paths? Please!!!!
- I think there should be some effort to cap job growth to take pressure from commuters off
- You can't have real transportation safety without enforcing existing jaywalking and traffic laws against pedestrians and cyclists as well as cars. The lack of data on these events comes from a lack of BPD enforcement, not a lack of

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incidents. You can't have real transportation safety with an aging population if you aren't proactive and put programs in place to retest senior driving skills and remove driving privileges when necessary. You can't say the city is serious about EV adoption when just last month the Boulder Planning Department denied me the option for a second curb cut so I could charge a second EV at my home (multiple charging points for EVs at dwellings requires changing building codes and entrenched bias amongst planning staff). It's disingenuous to place the rider safety burden onto commercial transportation companies such as Uber/Lyft when drivers have raped passengers and there's no practical way to assess the safety of the vehicle (but how about a rebate on fare taxes that goes directly to Uber/Lyft drivers who use EVs?). RTD bus stops should not be located where they have the potential to create gridlock in conjunction with adjacent left-turning vehicles who are blocked by oncoming traffic. RTD bus stops that children use to commute to school should not be located outside of school zones with no protected crossing because they encourage children to jaywalk, e.g., the southbound RTD stop just south of Manhattan Elementary. The Boulder Police Department should grow a pair and start doing real traffic enforcement INSIDE of school zones instead of just the lazy way of setting up speed traps (or the photo radar van) on neighborhood streets outside of those school zones.

- There is more and more bike traffic on the multi-use paths all the time, which is fantastic! I've been bike commuting for 25 years in Boulder (since I was a kid!) and make multiple bike trips daily. But there hasn't been a corresponding increase in safety measures (the 4 E's) to make the paths \*themselves\* safe and low-stress. I fear one of my kids having a head-on collision with a reckless rider. Engineering: there are too many blind curves and unclear right-of-ways. Education/enforcement: we need bike patrols on the paths making sure cyclists are behaving safely.
- We need to get away from outdated FHWA standards of putting the automobile first and start writing our own rules to prioritize pedestrians and urban cyclists. We need raised cycle tracks on all streets so our kids and people of all abilities can use bikes as a form of transportation to promote equity and reduce our GHG emissions
- I think the City needs to learn the needs and priorities of low-income and communities of color in Boulder- in particular the mobile home communities. The maps of income and people of color by neighborhood seemed to suggest that the University of Colorado area is where efforts should be focused, but I would argue this fails to adequately assess the situation. University students are temporarily low-income, and more likely to be international (with legal status) people of color, whereas the mobile home communities have families that are not just temporarily low-income. I think the City needs to work with community organizations such as Centro Amistad, ELPASO, IHAD to learn the needs of these populations and take them into consideration in the plan. I also am sad to see there is still no light rail proposal to Denver.
- Although the plan mentions "older adults" as a segment of the population (the term is used three times in the TMP), and recognizes that people over 60 years of age will constitute 28% of the population by 2040, I do not think that the plan adequately addresses this growing segment as requiring special attention and solutions for their specific needs. I appreciate the "first and last mile" of travel as an area to be addressed, and of course transit improvements in general, but a group that may comprise one-third of the population by mid-21st century needs more attention in this plan.
- as mentioned above -- access to nature outside of Boulder is a massive and surprising gap in this draft. we could have the best plan for getting into Boulder Monday-Friday and getting around Boulder, but if there's no way to get out of town we're completely missing the "forest for the trees."
- How about making parking free for city residents and charging much more for out of city cars say over 2 hours? If 60,000 people are coming into the city to work this is greatly increasing the number of cars. Make it more challenging for commuters, but not the residents. We do this in the mountain parks, so it seems like it wouldn't be hard to track by plates. The traffic in town has become unbearable. The increased traffic has been huge in the last 5 years. Need to push incoming commuters to seek other options into town. Or maybe free parking (or permitting) at a place at the edge of the city and then encourage alt transportation into the heart of the city.
- Transit Oriented Development Housing Land Use
- Dedicated biking corridors, replacing motorist roads on major arteries. Removal of street parking and replacing with fully protected (concrete barriers) bike lanes
- The plan lacks any quality of service objectives — everything is expressed in general adjectives with few measurable goals. For example, how long should be one have to wait for the bus one needs to reach a destination? What is the maximum number of connections and total trip duration to get from any arbitrary point A to point B? Where is our train and tram system? The complete system should be designed toward these kinds of goals; e.g., any person should be able to get from A to B within X minutes, regardless of start time for the journey. If the system cannot guarantee such a minimum performance standard, people won't use it. Similar issues apply on a regional level; e.g., time to the airport. The AB bus system cannot be relied upon if one has a first-thing-in-the-morning flight departure or an early-

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evening flight departure. More and more flights are delayed as the day progresses, resulting in people stranded at DEN after midnight with no bus service back to Boulder. This just pushes people back into cars. The plan is not benchmarked against well-regarded transit systems for similar-sized (population, area) cities/regions in other parts of the world for service performance. There are other cities and regions with some similarity to ours. How do they fund their transportation network and handle inflation? What lessons can we learn from others?

- First, there is a type in chapter 9, right below the Action 9.D picture, it's contrasting equality and equity, but the paragraph about equity uses the word equality. Substantive: Why does the plan talk about "vertical" separation only? Why not "vertical and horizontal" or just "separation"? The common use of the adjective vertical appears to mean that the city won't do horizontal separation. This seems in line with your fear of antagonizing automobile drivers. Is it evidence of that?
- Uber & Lyft type services need to be addressed. 2. Driverless vehicles need to be addressed. 3. Bottlenecks (resulting in air pollution and frustration) need to be addressed. 4. And more emphasis on working with CU.
- Boulder should aggressively remove on-street parking in the downtown core, extend the pedestrian-only section of Pearl Street, and reduce driving lanes while installing protected bike lanes on all cross-town arterials (Broadway, 30th, Folsom, Canyon, Iris, Valmont, Table Mesa, Pearl, etc.)
- more protected bicycle lanes
- Increase funding through charges for driving SOV into Boulder and for all free parking spaces made available
- If we had the commitment, desire, photo radar vehicles and adequate number of police officers we could make an immediate improvement in our safety by reducing the speeding, aggressive driving, distracted driving and impaired driving. Let's begin today to enforce the existing laws on the books!
- Equity (p49): I love that this section exists and we have a focus here! I'd love to see this section go further regarding inequities in our current system. For example, car ownership is a financial burden and impacts those of lower financial means the most: our current system requires a car for many people to get where they need to go. Moreover, those who can't drive due to the cost, not having a license, age, or physical impairments have to use the existing system with lots of gaps in safety and convenience. Those of lower income tend to be most impacted by the impacts of air pollution (eg. affordable housing near the Diagonal). Do we have measurable statistics on our how current car-centric focus impacts our community, and can they be included in the report? It would be interesting to quantify how the cost of \*inaction\* or slow progress against creating affordable mobility options perpetuates existing inequities. With the understanding that walking/biking/bus isn't always an option for everyone, providing options such that someone who uses a car switches to a new mode also makes things safer for the other people still in cars. One of the top things we can do to improve the air quality for residents/visitors and improve safety for \*all\* modes (including cars!): reduce the number of vehicles on the road. Given this, I'd love to see bold VMT reduction targets. Speed kills. I'd love to see focus around reducing speed limits everywhere (residential & arterial). Let's prioritize people's lives and the ability to use our streets over seconds of convenience. Is there a way to ensure we make progress, \*faster\*? I am not clear on this by comparing the 2014 and 2018 plans. While the goals in 2014 were good: from an outside perspective, the pace of progress of seeing transportation improvements has been extremely slow or nonexistent. Our Policies (p6): Improving Air Quality & Reducing Greenhouse Gas Emissions: After stating a goal for minimizing air pollution and GHG, there is a caveat about maintaining acceptable travel flow. How do we define "acceptable traffic flow"? My assumption is that it means cars flowing at a similar rate as now. If it does mean flow of cars: why are we only supporting health of our residents up to the point of not impacting the convenience of driving? What does that say about how we value the most vulnerable among us that are more likely to be impacted by air pollution and climate change? I would love to see us instead have it say "while making available safe and affordable options for transportation." How we Travel (p8): The percentages of commute trips broken down by mode are interesting, but it doesn't show how the numbers have decreased. Is there a way to show how the raw numbers have changed? I'd be curious if while the percentage of SOV trips has decreased, if the number has stayed flat or increased. The "Non-residents who work in Boulder" chart appears to indicate that the number of trips from 1991 to 2017 has decreased (since the 2017 bar is shorter), but I believe it has increased. What We Heard: Congestion (p13 #6): More recent studies have shown that improving transit alone does not impact the congestion and the number of people driving. The theory is that one person switching to transit often frees up road space for someone who was not previously using it, thereby not helping. A potential solution? Congestion pricing with an eye towards equity <https://usa.streetsblog.org/2019/01/30/congestion-pricing-often-attacked-as-inequitable-is-actually-the-cure-for-inequitable-transportation/> . If we can't do this in just the city of Boulder without a regional solution, how do we pursue a regional solution? Making Travel Comfortable Through a Low-Stress Walk & Bike Network (p22): The term

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“cyclist” is a loaded and isn’t inclusive of casual riders or children. Can we say “people who bike” instead? “The Low-Stress Walk and Bike Network Plan” - What is the timeline for implementing this? Can that be included in the plan?

- The plan avoids calling out the increased number of serious injuries happening to pedestrians and cyclists nationwide (boulder is too small to make a clear 10 year trend). This trend is attributed to increases in distracted driving and increase sales of trucks and SUVs. Boulder needs to be more proactive in responding to this. TMP objective 7 - "Maintain 1994 levels of travel time on Boulder arterial streets." could be used to prevent implementation of other TMP objectives: lowering speed limits, traffic calming, and signal modifications (LPI and bus priority). Action 6.C should include intra-city BRT and bus priority signals. I like the graphs and numbers. It's great to see how Boulder is doing over time. A couple notes: 1. circle graphic pg. 21 is confusing. not clear what colors mean, and 1 in XX severe. Biking and Walking should be distinct from the three causes of crashes. 2. how we travel page 8 has good metrics, but -hard to decipher numbers for middle stacked bars -bars don't get to 100% for 2017 non-residents
- It is too light on land use objectives that are essential in meeting transportation goals. It is too timid about recommending smaller roads and intersections. And it is too timid in recommending more comprehensive traffic calming.
- As someone who has been using a bike and the bus as my primary mode of transit the past 32 yrs in Boulder, it is much more dangerous compared to the past.
- More focus on what it would take to get us to a no-fee bus service throughout all of Boulder.
- I could have missed this but more bike parking everywhere especially downtown. Move more cars to the garages and park bikes on the streets. More north south bike protection and ped walkways. Maybe by slowing traffic, car drivers will actually stop for peds in crosswalks. Great job. Thank you.
- Consideration of comprehensive integration with affordable housing, climate goals, health, quality of life, and a resilient economy.
- Our key next step should not be "green marketing" as it says but Green Markings and installation of real protected bike facilities. We should work to lower speed traveled by both lowering speed limits and narrowing roadways as possible. Let's make sure we are finding and using funding to expand options to driving alone. And let's not be afraid to examine parking – more expensive in the city center with more remote parking adjacent to varied options to connect you to your workplace, errands, and activities.
- I don't want a "Comfortable" or "Low-Stress" walk and bike network, I want a "Safe" and "Protected" walk and bike network. The wording on this should really change. List out specific goals and how we plan on reaching them in the next 5 to 10 years. Implement Road Diets on 30th and Folsom NOW, not in 20 years. These roads are death traps. Put Safety above vehicle travel times.
- Timeline (12-13) has only one green arrow connecting to the green letters, in this case letter C for Pearl St Mall. Not clear why this is the only green arrow but I suggest changing all arrows from black to green if they connect to a green letter for consistency. Green text (21) in 'Hopes and Concerns' washes out so I would make it a shade darker. For better legibility, increase the stroke weight of red and green in the key for the map of high & low stress facilities (29) Images (31, 40, 48) all look pixelated - not a major issue but doesn't look terrific. Pg. 40 & 48 is larger issue Sentence structure (32) under 'Opportunity' is awkward. My proposed change: "to provide improvements both for cyclists and pedestrians" V minor issue. Diagram for "example installation costs" has extra space between \$ and # for street lighting (33) When describing Portland's depaving project (39) it should read "...into greener areas to reconnect the community". Delete "for people" Consistency. Abbreviate state names or spell out full name but don't do both (39) "Eddie" (39) under the Seattle description is not a term most people are familiar with (I'm not) so I suggest briefly defining this Not sure why "no right turns on red" is capitalized (42). It isn't capitalized on pg. 51 so edit for consistency Column and words adjustment (46) move "page", which is by itself in third column, into 2nd column. Will improve text layout. "Proposed pedestrian improvement areas..." map (53) has poor callouts. Rather than black circles I would highlight these areas in yellow for improved legibility.
- Another alternative to long-distance, motorized transportation is providing ACCESS without DISTANCE. This can be done by improving mixed zoning, redevelopment and critically evaluating open space. It might not be popular to say this in Boulder, but the green belt INCREASES commute distances and REDUCES commuting options because it is a barrier only traversed by motor for most people. Could thoughtful development of targeted open space plots also help Boulder reach the goals in the TMP?
- Excellent Job!!
- Action items need to actually be actions. With timelines. And outcomes. And actions. Not Explore \_\_\_\_ or Promote \_\_\_\_\_. If I put those verbs on my resume and tried to get hired with the City of Boulder, the City of Boulder would reject me for lack of actions. The outcomes, should you do everything on the list, would sure be impressive, and

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reflective of our community's values - but right now the action items suggest your biggest priority is producing a spiffy document that will collect dust. Also, I'll say it again - climate change is an existential threat to the planet and should be treated as such, rather than one of the many items on your shopping list.

- The emphasis on safety and speed management is welcome and encouraging. I'd like to see a sophisticated analysis of what it would really cost and look like in terms of physical changes to the city to achieve Vision Zero. It would be bold and perhaps a little scary to some; likely unpalatable financially and politically. But perhaps it would inspire greater public acceptance of incremental changes and help shift the conversation in the long term.
- I'd like to see even more focus on bicycle safety, including more separated bike paths, elevated bike lanes, more -- and better understandable -- markings on the roads for biking, and more bike rental options for tourists and commuters. I'd also like to see more transit options for commuters coming into Boulder (instead of building more housing in Boulder!). That transit should include electric buses and electric car-share options.

## 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. 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.

#### *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.

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## *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 to 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.

### *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.

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### *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 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 11<sup>th</sup> and Canyon to control speeding and as a place to feature public art as a gateway to the city.

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## *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.

## *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.

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### *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.

### *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.

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### *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.

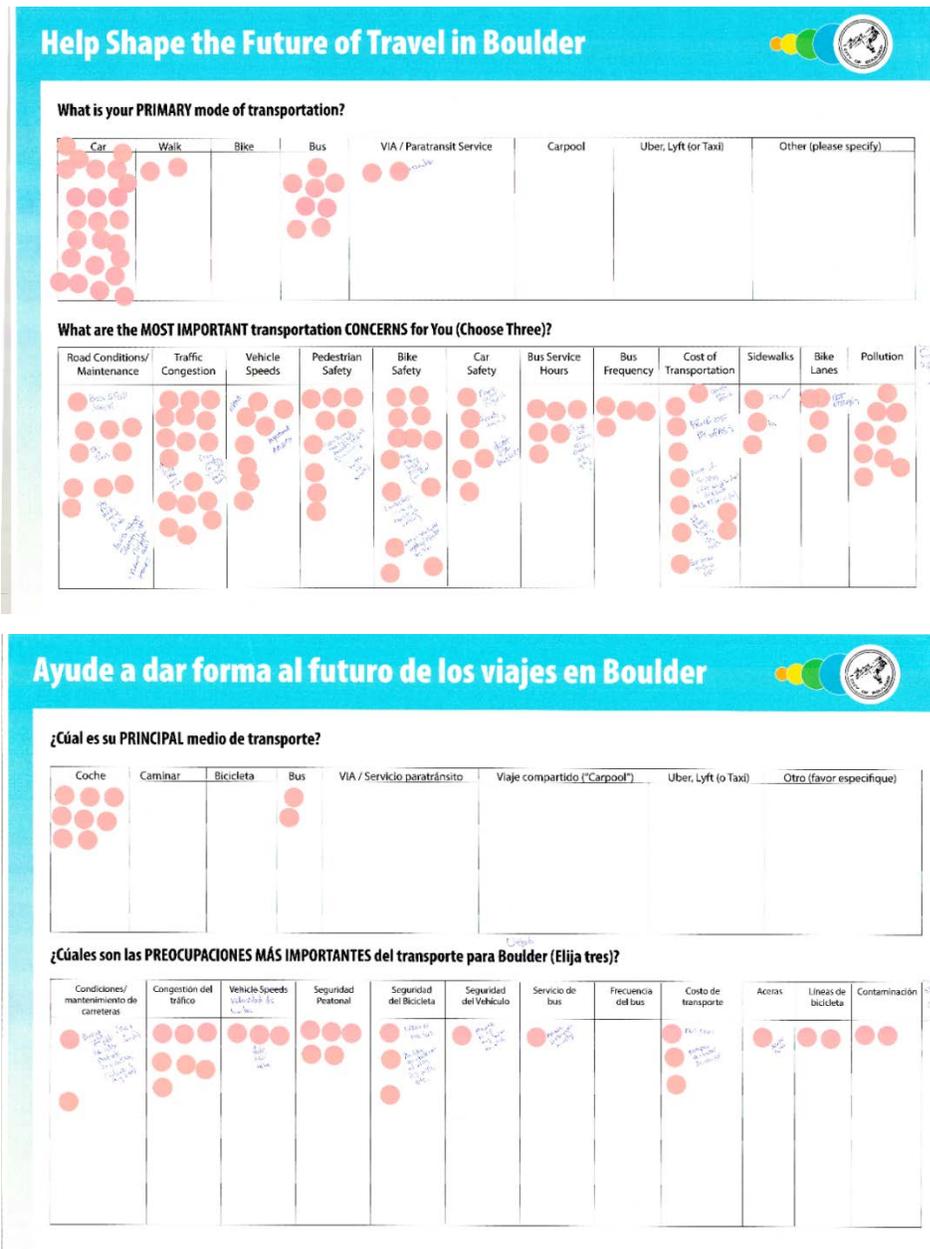
### *Emergency Family Assistance Association – 1/31/2019*

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.

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Figure 16 - EFAA Dot Polling Results



## 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.

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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.

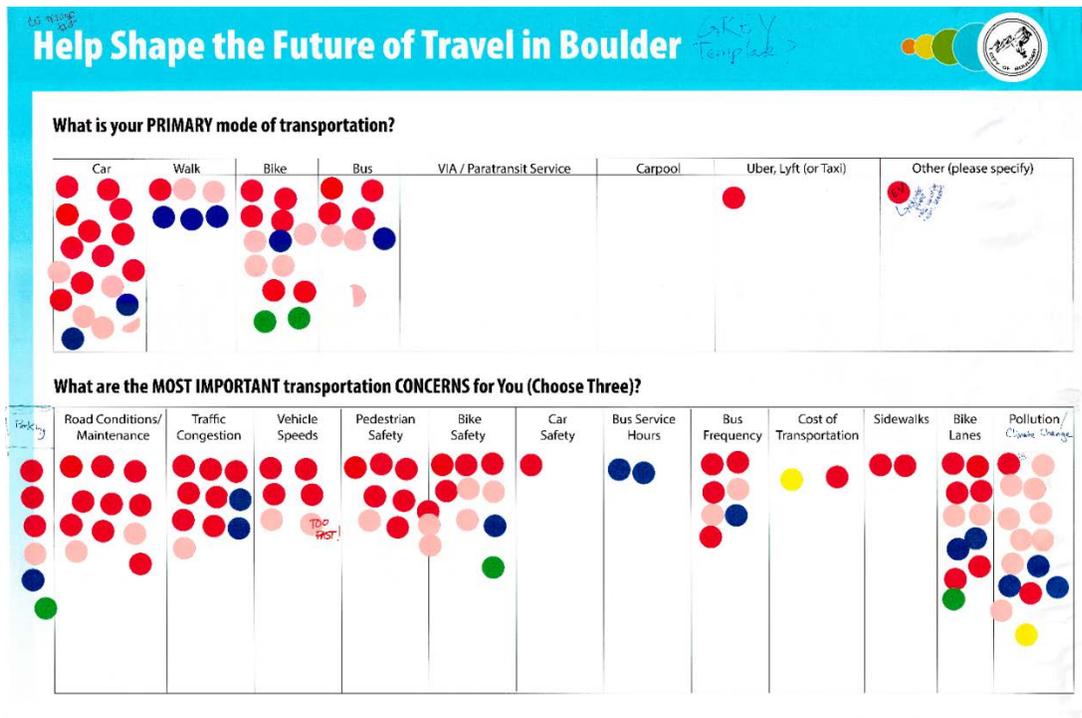
### *CU Transportation Fair – 4/3/2019*

City Staff attended the CU Transportation Fair on April 3<sup>rd</sup>. 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.

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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 17<sup>th</sup>, 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.

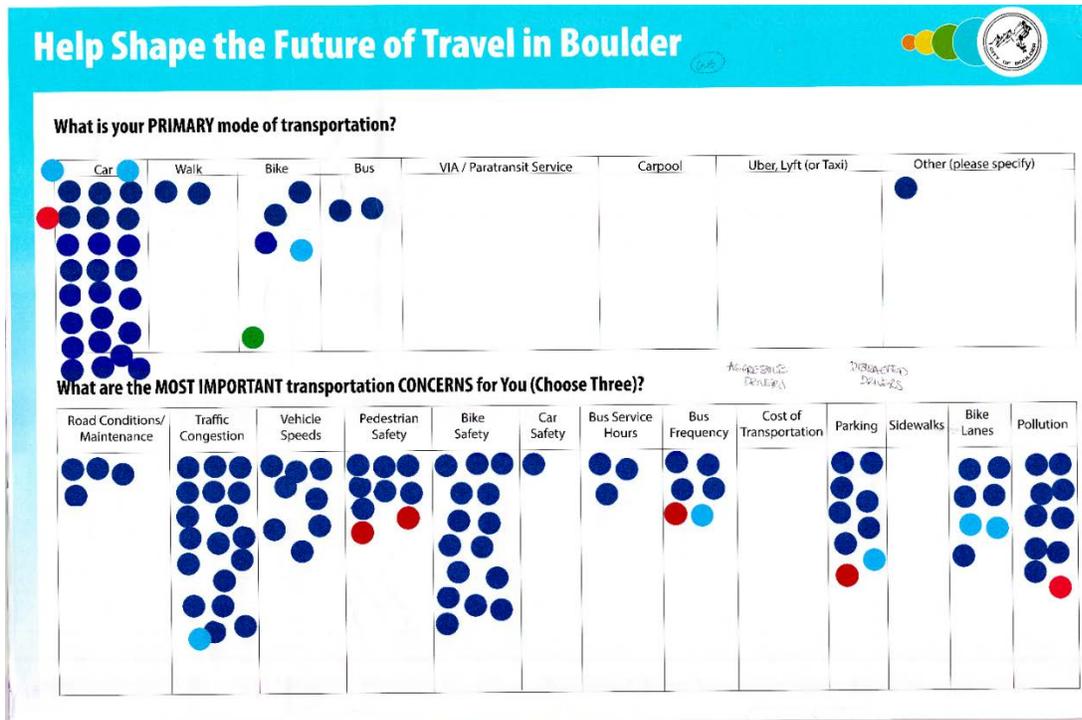
## Growing Up Boulder: Boulder JCC – 5/4/2019

On May 4<sup>th</sup> 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 4<sup>th</sup> event.

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Figure 18 - Growing Up Boulder Dot Polling Results



## Boulder Housing Partners: High Mar – 5/7/2019

City Staff met with residents of Boulder Housing Partners’ High Mar Apartments on May 7<sup>th</sup>, 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.

## 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

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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.

### *Flatirons Rotary Club – 8/28/2019*

City staff met with the Flatirons Rotary Club for a second discussion about the 2019 TMP. Club members had questions about city and regional VMT goals feeling that the city is not headed in the right direction. Vehicles entering the city from the outside each day account for a significant share of VMT, however not all non-resident employees commute in cars. Other topics included data collection, funding, and changing travel behavior.

## 7. Press

### Articles

[Boulder seeks public feedback as it updates Transportation Master Plan](#) – Alex Burness, Boulder Daily Camera, March 20, 2018.

[Community questions bike safety for children following crash in south Boulder](#) – Mitchell Byars, September 15, 2019

### Editorials

[Boulder transportation plan faces bumps in the road](#) – Quentin Young, Boulder Daily Camera, August 31, 2019

### 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

[There is Boulder's Green Transportation Image. And Then There is Reality.](#) – Claudia Hanson Thiem, August 20, 2019

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[20 is Plenty on Neighborhood Streets](#) – Sue Prant, September 7, 2019

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## 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 parking 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 22<sup>nd</sup> and canyon. The traffic at canyon and 28<sup>th</sup>, 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 apts don't provide access to EV charging. Many of Boulder's residents live in apts 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 63<sup>rd</sup> & 119 for bus commuters and bikers.
- Missing bike path link from Valmont to Jay around 63<sup>rd</sup>
- Missing bike path link from Iris to Norwood, also something about 13<sup>th</sup> 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)

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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, 26<sup>th</sup>/ Canyon, 28<sup>th</sup>/ Canyon, 28<sup>th</sup>/ Arapahoe

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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.

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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

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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.

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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

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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

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Hopes: I hope Boulder prioritizes walking and biking 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

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Hopes: More bike and protected bike lanes

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

Anything else: We need more housing

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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

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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!

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Hopes: more complete streets

Concerns: safe streets for pedestrians and bicyclists

Anything else: blank

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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!

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Hopes: more bike paths

Concerns: too many golf carts on Broadway path

Anything else: blank

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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, 30<sup>th</sup> and Colorado= terrible. Most of 30<sup>th</sup> 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 Projecct. 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 brining 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.**
  - 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.
  - 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 22<sup>nd</sup> and Folsom, but both are stressful and have difficult crossings.
  - 22<sup>nd</sup> 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 17<sup>th</sup> and Folsom! The one at 21<sup>st</sup> is not very useful because 21<sup>st</sup> 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

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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 time frame 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*