



# Vision Zero Innovation Program Evaluation Report



September 2023

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[bouldercolorado.gov/projects/vision-zero-innovation-program](http://bouldercolorado.gov/projects/vision-zero-innovation-program)

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# Executive Summary

## Vision Zero Innovation Program (VZIP) Overview

In 2020, Boulder City Council allocated \$250,000 to the Transportation and Mobility (T&M) Department to support the city's goal of achieving zero serious injury and fatal traffic deaths, known as Vision Zero. T&M staff programmed a portion of this funding for the Vision Zero Innovation Program (VZIP), to speed delivery of projects that would support the city's Vision Zero goal. During 2020 and 2021, T&M staff implemented VZIP quick-build projects on six corridors and at six intersections across the city, with the goal of increasing safety for cyclists and pedestrians (a map of VZIP projects is shown in **Figure 1**). VZIP's cost-effective installations were intended to accelerate progress toward creating more comfortable and safer streets, by supporting neighborhood petitions submitted through the former Neighborhood Speed Management Program (NSMP) and advancing areas identified by community members as locations of concern.

The VZIP was structured to support existing city programs and address community safety concerns with limited resources. The program implemented a variety of treatment types, including:

- Chicane (1 location)
- Curb extensions (17 locations)
- Pavement art with curb extensions (3 locations)
- Hardened centerline (1 location)
- Median islands (3 locations)
- Pinch points (4 locations)
- Traffic circle (1 location)

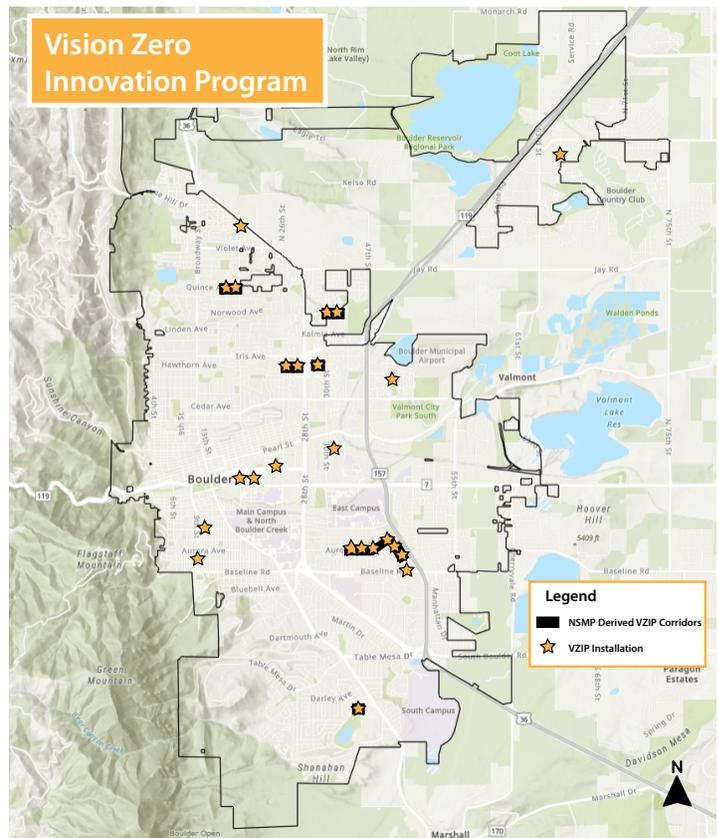


Figure 1. VZIP Project Locations

## Evaluation Overview

The project team developed an evaluation flowchart (see **Figure 14**) to understand each project's effectiveness at meeting three key goals:

- 1) Reducing vehicle speeds
- 2) Improving safety and comfort for street users
- 3) Ease of maintenance

To understand whether projects reduced vehicle speeds, the project team collected before and after speed and volume data near VZIP project locations, and calculated average speeds, 85th percentile speeds, the percent of vehicles traveling greater than or equal to 25 mph, and the percent of vehicles traveling greater than or equal to 30 mph. The evaluation framework also considered whether the average speed after installation was within 3 mph of the speed limit.

To understand whether projects improved safety and comfort for street users, the project team reviewed community feedback submitted via a Formstack questionnaire posted on the project webpage as well as calls and emails to city staff. Signs were also placed on-site near VZIP installations to encourage community members to provide feedback. Over 300 community responses were submitted during the outreach period prior to and following installation.

The project team consulted with the City of Boulder Fire Department and Transportation Maintenance staff, including staff in charge of street sweeping and snow removal, to understand whether projects are easy to maintain. The evaluation recommendations considered whether each VZIP installation had a significant impact on the ability of these personnel to conduct emergency and maintenance operations. The evaluation recommendations also considered whether the project was located on a [Neighborhood GreenStreet](#) or bike route.

The VZIP projects derived from the NSMP were developed with a target design speed of 20 mph, requiring consideration of on-street parking zones, drainage, and the locations of fire hydrants, crosswalks, curb ramps, and driveways/curb cuts. Treatment types were determined through a balance of these considerations, as well as coordination with emergency and maintenance staff.

## Project Recommendations

Given the ability of each project to meet the three goals outlined above, the project team determined whether to keep the installation in place, modify the installation, or remove it. For installations recommended for removal, staff may consider another project in the long-term or in conjunction with work planned through the [Core Arterial Network](#) (CAN). **Table 1** details evaluation recommendations at each VZIP location.

Table 1. Recommendations by Location

Project Street	Device	Overall Recommendation
<b>NSMP Derived VZIP Installations</b>		
Aurora Ave.	Curb Extensions (Evans Dr.)	<b>Remove</b>
	Curb Extensions (38th St.)	<b>Keep</b>
	Curb Extensions and Median (37th St.)	<b>Keep</b>
	Curb Extensions and Traffic Circle (35th St.)	<b>Keep</b>
Glenwood Dr. (East of 29th St.)	Curb Extensions and Pinch Point	<b>Remove</b>
Glenwood Dr. (West of 28th St.)	Curb Extension (Glenwood Ct.)	<b>Modify</b>
	Pinch Point (between Eastwood Ct and Arnett St)	<b>Modify</b>
Grinnell Ave.	Pedestrian Median Island (W. of Knox Dr.)	<b>Keep</b>
Mohawk Dr.	Curb Extensions and Medians (S. of Inca Pkwy.)	<b>Remove</b>
	Curb Extensions, Median, and Pinch Point (S. of Pitkin St.)	<b>Remove</b>
Palo Pkwy.	Median (W. of Palisade Dr.)	<b>Remove</b>
	Curb Extensions and Pinch Point (Paonia St.)	<b>Keep</b>
Quince Ave.	Curb Extension and Pinch Points (W. of 17th St.)	<b>Keep</b>
	Curb Extension and Chicane (W. of 19th St.)	<b>Modify</b>
<b>Community Identified Pedestrian Safety VZIP Projects</b>		
10th St. and University Ave.	Median Islands	<b>Keep</b>
17th St. and Grove St. Intersection	Curb Extensions and Pavement Art	<b>Keep</b>
18th St. and Grove St. Intersection	Curb Extensions and Pavement Art	<b>Keep</b>
19th St. and Yarmouth Ave. Intersection	Pavement Art	<b>Keep</b>
23rd St. and Canyon Blvd. Intersection	Curb Extension	<b>Keep</b>
9th St. and Cascade Ave. Intersection	Curb Extension	<b>Keep</b>
Baseline Rd. and Mohawk Dr. Intersection	Hardened Centerline	<b>Keep</b>
King's Ridge Blvd.	High Visibility Crosswalk	<b>Keep</b>
Spine Rd. and Chaparral Ct.	Curb Extensions and Median Island	<b>Modify</b>
Spruce St. and 26th St. Intersection	Curb Extensions and Pavement Art	<b>Keep</b>

# A. Introduction

## Purpose of the Vision Zero Innovation Program

The City of Boulder's Vision Zero Innovation Program (VZIP) is intended to deliver quick-build, innovative, and community-responsive projects to enhance bicycle and pedestrian safety. VZIP is one of several city programs aimed at achieving Boulder's Vision Zero goal of eliminating fatalities and serious injuries caused by traffic crashes. VZIP projects were installed at locations identified either through safety analyses such as the 2019 Safe Streets Report, sourced from the former Neighborhood Speed Management Program (NSMP) community-driven petitions, or via staff's community engagement efforts specific to the VZIP in 2021.

VZIP projects that originated from the NSMP were previously evaluated by staff and included on the NSMP Complex Project list per review and recommendation by the Transportation Advisory Board (TAB). The "20 is Plenty" ordinance lowered speed limits on local, residential streets from 25 mph to 20 mph, which effectively widened the gap between the speed limit and the observed highest 85th percentile speeds used to qualify a street for the NSMP. These circumstances created a greater need to address speeds on six unfunded NSMP Complex Project List streets and so led to prioritizing these locations for VZIP projects.

The VZIP goals are to slow vehicle speeds for more comfortable streets, support ongoing Vision Zero efforts, test new and innovative traffic calming treatments, and implement measures in a cost-effective and efficient manner. This report details how each project advances these goals.

### CREATE SLOWER AND MORE COMFORTABLE STREETS

The VZIP intends to create slower and more comfortable streets for active users through a targeted application of speed-reducing and pedestrian safety treatments. Grounded in the city's 2014 adoption of Vision Zero and in support of the *2019 Transportation Master Plan (TMP)*, the VZIP takes a data-driven approach to addressing speeding, which contributed to one out of every three serious crashes within the city between 2018-2020. The "20 Is Plenty" ordinance adopted in Summer 2020 aligns with these goals and supports the policy of reducing vehicle speeds in residential areas to mitigate the risk of serious injury and fatal crashes.

### SUPPORT AND INFORM CONCURRENT MULTIMODAL PROGRAMS

Another objective of the VZIP is to support related city capital improvement programs, such as the Low Stress Walk and Bike Network Plan, Neighborhood Greenstreets, Pavement Management Program Mobility Enhancements, Pedestrian Crossings, and the Core Arterial Network, informing the applicability of innovative treatment types for future capital improvement projects. One such program is the NSMP, which at the time of VZIP's inception had a demand exceeding the program's usual \$250,000 annual budget. Since the NSMP's inception in 2017, only one or two complex projects were planned or implemented annually. Complex projects are differentiated from simple projects due to their location on emergency response corridors, requiring treatment modifications to accommodate and reduce delay for emergency vehicles. Bolstered by community support from the NSMP, VZIP

treatments were delivered on a total of six NSMP Complex Project corridors (Aurora Avenue, Glenwood Drive, Grinnell Avenue, Mohawk Drive, Palo Parkway, and Quince Avenue) as an interim solution to address speeding concerns and speed limit reductions originating from the “20 Is Plenty” ordinance.

The Low-Stress Walk and Bike Network Plan envisions a safe and low-stress network of multimodal routes complemented by wayfinding and prioritized connections to key destinations. Within this network-level effort is the development of Neighborhood GreenStreets, which are low-traffic streets designated by pavement markings, signage, and crossing treatments to foster comfortable and safer travel environments for all ages and abilities. Most of the streets that received VZIP treatments are on planned GreenStreets. The Core Arterial Network (CAN) aims to reduce severe crashes on 13 segments of Boulder’s arterials through the installation of protected bicycle lanes, intersection enhancements, pedestrian facilities, and transit facility upgrades over the next several years. VZIP projects may inform short-term treatments such as hardened centerlines or curb extensions on the CAN, or can be used to support connections to CAN corridors.

## TEST INNOVATIVE HORIZONTAL TRAFFIC CALMING TREATMENTS

The VZIP is an opportunity to assess traffic calming treatments that are new to the city of Boulder, including a speed kidney which may be the first of its kind in North America. It is also an opportunity to pilot traffic calming treatments to inform permanent capital projects. The program focused on horizontal speed deflection treatments including chicanes, curb extensions, hardened centerlines, median islands, pinch points, and traffic circles, since temporary vertical treatments may not be compatible with snow removal during winter storms. Horizontal treatments are intended to slow vehicles by either visually narrowing the roadway or by causing drivers to change their travel path to navigate around the devices. Horizontal treatments may not result in significant reductions in traffic volumes and may be less effective than vertical deflection devices like speed humps in reducing vehicle speeds. However, the speed kidney is a traffic calming device that combines both horizontal and vertical deflection because it gives drivers the option to travel through curvilinear cutouts or over the component humps, and so it was included in the VZIP.

## IMPLEMENT HORIZONTAL TRAFFIC CALMING TREATMENTS QUICKLY AND AFFORDABLY

A further benefit of the VZIP is its capacity to deliver horizontal traffic calming treatments quickly and affordably. Typical transportation projects may have lengthy implementation timelines due to the sequencing of design, approvals, and funding. To help achieve Vision Zero goals, it is important for city staff to deliver project improvements that are responsive to community needs and expectations. The low-cost, quick-build nature of these treatments allows for flexibility and modification, given changing conditions, data collection results, and feedback from internal stakeholders and the community. Furthermore, the COVID-19 pandemic’s impact on the City of Boulder’s budget prompted the need to work with reduced funding. Though most treatments consist of paint and plastic post (delineator) installations, city staff collaborated with local artists where feasible to beautify the installations and reflect community character.

## Purpose of this Evaluation Report

The purpose of this report is to develop a framework to evaluate the effectiveness of treatments installed in 2020 and 2021, and to recommend where to keep, modify, or remove VZIP treatments based on consideration of objective and subjective evaluation criteria. This report also provides information to staff on the general effectiveness of specific treatments installed through the VZIP, and can be used as guidance for future projects where speeding or bicycle and pedestrian safety are concerns.

### EVALUATE VZIP TREATMENTS AND OUTLINE PROCESSES FOR FUTURE EVALUATIONS

Many factors influenced the effectiveness of VZIP treatments installed in more than two dozen locations across the city, including device spacing, street width, neighborhood traffic volumes, the frequency of driveways or curb cuts, and more. This report provides an evaluation of these installations and recommendations for their continued use. Additionally, this report provides a barometer for future evaluations by establishing a process to determine the effectiveness of VZIP-type treatments through the analysis of various measures of effectiveness. The evaluation results will help guide when, where, and how particular treatments are chosen and installed within the city.

### PROPOSE TREATMENT EVALUATIONS AND RECOMMENDATIONS

Based on the evaluation results, staff will be able to evaluate whether treatments should be kept, modified to be more effective, or removed entirely. Additional recommendations may reveal maintenance considerations and design modifications for future materials selection, including the impact on street sweeping and snow plowing operations.



Figure 2. Traffic Circle and Curb Extensions at Aurora Avenue and 35th Street

# B. Traffic Calming Best Practices and Guidance

## Safety Benefits of Traffic Calming

Traffic calming is an important component of multimodal transportation networks because it can help cyclists and pedestrians feel safer and more comfortable, and can mitigate the severity of potential crashes by reducing vehicle speeds, which is a core tenet of Vision Zero. The Institute of Transportation Engineers (ITE) defines traffic calming as:

“The combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users.”<sup>1</sup>

There are both safety and quality of life benefits afforded by traffic calming; in addition to speed reduction, traffic calming devices can also increase sight distances and improve motorist awareness of pedestrians and cyclists. Targeted traffic calming can support neighborhood-based bikeways connected to separated facilities, or efforts to prioritize non-vehicular street users through “Shared Street” installations or closures. Traffic calmed neighborhood streets also support community expectations for these places: that they are safe for children and pets, and free from reckless drivers.

## CRASH MODIFICATION FACTORS (CMFS)

According to the FHWA, a Crash Modification Factor (CMF) “...is a multiplicative factor used to compute the expected number of crashes after implementing a given countermeasure at a specific site.”<sup>2</sup> These estimates can be helpful for calculating cost/benefit ratios and when deciding between appropriate treatment types. Countermeasures with CMFs under 1 demonstrate a crash reducing effect (i.e., a countermeasure with a CMF of 0.70 would estimate a 30-percent crash reduction).

The CMFs for various treatment types are detailed below.

- For the countermeasure “median treatment for ped/bike safety” (in the CMF Clearinghouse<sup>3</sup>):
  - Three of the four CMFs listed in the Clearinghouse demonstrate a decrease in crashes, including a Crash Reduction Factor (CRF) of 86-percent for fatal pedestrians and cyclist related crashes (0.14 CMF) and a CRF of 14-percent (0.86 CMF) for all crashes, not exclusive to pedestrians and cyclists.
- For the countermeasure “convert two-way stop-controlled intersection to roundabout” for 1-2 lane roads in the Suburban area type (NCHRP Applying Roundabouts in the United States):
  - All six of the CMFs listed in the Clearinghouse demonstrated a decrease in crashes and the CMFs ranged from 0.22-0.81, or a reduction factor of 19-percent to 78-percent.

1 Lockwood, I. (1997). ITE Traffic Calming Definition. In ITE Journal (p. 22). Retrieved from <https://www.ite.org/technical-resources/traffic-calming/>

2 U.S. Department of Transportation. (n.d.). (issue brief). Local and Rural Road Safety Briefing Sheet: Crash Modification Factors (CMFs). Retrieved from <https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/cmfs.pdf>

3 Crash Modification Clearinghouse: <https://www.cmfclearinghouse.org/>

The *2022 Vision Zero Boulder: Safe Streets Report* identified crash types of concern, including crashes involving a left turn (34-percent of severe crashes), speeding (32-percent of severe crashes), impairment (11-percent of severe crashes), and distraction (7-percent of severe crashes). Targeting engineering modifications at locations of concern based on identified crash types most effectively addresses safety needs. For example, the VZIP installed a hardened centerline on the east leg of the intersection at Baseline Road and Mohawk Drive, which was one of two locations in the city with the highest number of severe left-turn crashes between 2018 and 2020 (including a fatal crash). The device was installed to reduce vehicular turning radii, reduce speeds, and increase visibility between drivers and crosswalk users.

Aside from the Baseline Road and Mohawk Drive location, the VZIP project locations do not specifically address crash trends. It is important to note that this evaluation did not include conducting crash analyses given the lack of documented crash trends in project areas. However, during the design process the project team considered mitigating measures to reduce any potential crash risk and severity, such as improved sight lines, material durability, and reduced corner-radii for vehicle turning paths. The inclusion of CMF information in this section of the report is meant as guidance for consideration in future projects, especially those that are located on higher volume arterials like Baseline Road.

## RELATIONSHIP BETWEEN SPEED AND CRASH SEVERITY

Lowering vehicle speeds is highly effective in decreasing the severity of crashes involving active users, should they occur. According to ITE<sup>4</sup>, the chance of a fatal vehicle-pedestrian crash increases from 10-percent at a vehicle speed of 20 mph to 80-percent at 40 mph. The *2022 Safe Streets Report* found that speeding is a contributing factor in one of every three severe crashes in the city. While these crashes occurred almost exclusively on arterials, it is important to consider the relationship between speed and crash severity when addressing speeding concerns throughout the city, including on local and collector streets.

## INCREASE VISIBILITY OF ACTIVE USERS AND IMPROVE SIGHT DISTANCES

Traffic calming treatments can enhance pedestrian and cyclist safety by increasing sight distances at corners (also called daylighting) and enhancing the visibility of crossing locations, both at intersections and mid-block. The *Burlington Public Works Quick Build Design + Materials Standards*<sup>5</sup> guide recommends designing treatments to improve sight distance triangles and maximize visibility. Treatments such as curb extensions, median islands, and street murals can assist with delineating sight triangles for vehicles while reducing crossing distances and, in the case of street art, provide beautification. Cities across the country have had success putting these daylighted areas to beneficial use for active modes, such as Hoboken, New Jersey's targeted approach to daylighting at intersections which appears to have contributed to the city's lack of traffic fatalities (0 since 2018).<sup>6</sup>

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4 Institute of Transportation Engineers. (n.d.). Speed as a Safety Problem. ITE: A Community of Transportation Professionals. Retrieved from <https://www.ite.org/technical-resources/topics/speed-management-for-safety/speed-as-a-safety-problem/>

5 Street Plans, DuBois & King, & Local Motion. (n.d.). (rep.). Burlington Public Works Quick Build Design + Materials Standards. Retrieved from [https://www.burlingtonvt.gov/sites/default/files/QUICK\\_BUILD%20GUIDE\\_0.pdf](https://www.burlingtonvt.gov/sites/default/files/QUICK_BUILD%20GUIDE_0.pdf)

6 Nielsen, A. (2022, June 21). New Jersey City 'Weaponizes' Parking Rules to Cut Traffic Fatalities. The Crime Report. Retrieved from <https://thecrimereport.org/2022/06/20/new-jersey-city-weaponizes-parking-rules-to-cut-traffic-fatalities/>

# Speed Reduction by Design Best Practices

This section will review best practices for achieving speed reductions through design, including design guidance for device spacing to maximize traffic calming effectiveness. Traffic calming project design is dependent on various local conditions, including street width, driveway/curb cut spacing, presence or lack of pedestrian facilities, and drainage considerations, and can be influenced by concerns from property owners, residents, or emergency and maintenance staff. In Boulder, traffic calming projects have historically been designed starting with guidance from ITE and the sources below, and adjusted for local considerations. Project design, including device width, height, and spacing on project streets, should continue to be determined with context sensitivity in mind.

## SPACING OF DEVICES TO ACHIEVE DESIRED VEHICLE SPEEDS

- Spacing observations for plastic delineators
  - The *Tactical Urbanist's Guide* recommends placing flex posts every 8-10 feet within curb extensions.<sup>7</sup>
- Spacing observations for pinch points
  - The National Association of City Transportation Officials (NACTO)'s guidance recommends that pinch points reduce the two-way travel path to less than 18 feet, with 12 feet preferred.<sup>8</sup>
- Spacing observations for median islands
  - *Pennsylvania's Traffic Calming Handbook* advises that medians be 6-8 feet wide and 12-20 feet in length to maximize user comfort.<sup>9</sup>
- Spacing observations for traffic circles
  - The *NACTO Urban Street Design Guide* recommends traffic circles provide approximately 15 feet of clearance from the widest point of the circle to the nearby corners.<sup>8</sup>
  - *Pennsylvania's Traffic Calming Handbook* advises that a series of traffic circles are most effective at reducing speeds.<sup>9</sup>

## VZIP TREATMENT TYPES

### Chicane

Treatment Details: Chicanes are created by an offset paring or series of curb extensions, which require drivers to slow down to navigate an S-shaped travel path. The chicane installed through the VZIP is designed for one-way traffic; it is too narrow for two vehicles to proceed side-by-side and therefore requires street users to yield to one another.

Impact: According to *Pennsylvania's Traffic Calming Handbook*, chicanes have the potential to reduce vehicle speeds within the treatment itself by 5-13 mph and by 1-6 mph for vehicles approaching or

7 Street Plans Collaborative. (2016). (rep.). *Tactical Urbanist's Guide to Materials and Design*. Retrieved from <http://tacticalurbanismguide.com/>

8 NACTO. (2014). (rep.). *Urban Bikeway Design Guide: Speed Management*. Retrieved from <https://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards/speed-management/>

9 Pennsylvania Department of Transportation. (2012). (rep.). *Pennsylvania's Traffic Calming Handbook*. Retrieved from <https://www.dot.state.pa.us/public/pubsforms/Publications/PUB%20383.pdf>

departing the device.<sup>10</sup> The Federal Highway Administration (FHWA)'s Engineering Speed Management Countermeasures Table estimates a speed reduction of 6-9 mph based on case studies on two-lane streets in rural communities, a 16-percent reduction in the 85th percentile speed on an urban road, and a 29-percent reduction on other roads.<sup>10</sup>

### **Curb Extensions**

Treatment Details: Curb extensions, which are also called neck downs or bulb-outs, are typically installed at intersections to provide an extension of the sidewalk further into the roadway, reducing the crossing distance for active users and narrowing travel lanes to slow vehicles. Vehicles making right turns can also be slowed by narrowed lanes and tightened turning radii. Mid-block installations may be beneficial at locations of high pedestrian traffic, such as near schools or multiuse paths.

Impact: According to *Pennsylvania's Traffic Calming Handbook*, curb extensions reduce speeds by 1-2 mph on average and up to 5 mph if lane widths are significantly narrowed (to between 18-20 feet total, which is most applicable on low volume streets).<sup>11</sup>

### **Hardened Centerline**

Treatment Details: Hardened centerlines are small rubber barriers next to crosswalks that also have raised vertical elements and require people driving to make slower, squarer left-hand turns.<sup>12</sup>

Impact: According to the City of Kingston, Ontario's *Traffic Calming Guidelines*<sup>13</sup>, hardened centerline treatments have the potential to reduce speeds by up to 5 km/h (roughly 3 mph).

### **Median Island**

Treatment Details: Median islands provide a center refuge area for pedestrians and cyclists to wait for a gap in vehicle traffic before completing their crossing.

Impact: According to *Pennsylvania's Traffic Calming Handbook*, the most prevalent speed reductions that were observed following the installation of median islands were 2-3 mph, though the range was up to 5 mph. Speed reductions are greater when lanes are narrowed in conjunction with median islands, or when there is more horizontal deflection in the vehicle travel path.<sup>11</sup>

### **Pinch Point**

Treatment Details: Pinch points (also called chokers) are mid-block curb extensions that narrow travel lanes. Pinch points can narrow a street to a one lane roadway that is too narrow for two vehicles to proceed side-by-side, which creates yielding conditions, or can maintain two-way traffic with two lanes. In the case of two-way pinch points, drivers may feel less comfortable passing oncoming traffic, resulting in slower speeds. Both types of pinch points were installed though the VZIP. Yield signs may

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<sup>10</sup> U.S. Department of Transportation. (2014, July). Engineering Speed Management Countermeasures: A Desktop Reference of Potential Effectiveness in Reducing Speed. Retrieved from [https://safety.fhwa.dot.gov/speedmgt/ref\\_mats/](https://safety.fhwa.dot.gov/speedmgt/ref_mats/)

<sup>11</sup> Pennsylvania Department of Transportation. (2012). (rep.). Pennsylvania's Traffic Calming Handbook. Retrieved from <https://www.dot.state.pa.us/public/pubsforms/Publications/PUB%20383.pdf>

<sup>12</sup> City of Seattle. (n.d.). (rep.) Hardened Centerlines. Retrieved from <https://www.seattle.gov/transportation/projects-and-programs/safety-first/vision-zero/projects/hardened-centerlines>.

<sup>13</sup> City of Kingston. (n.d.). (rep.). Traffic Calming Guidelines. Retrieved from <https://www.cityofkingston.ca/documents/10180/15058/Traffic+Calming+Guidelines.pdf>

be placed to govern safe travel patterns. Pinch points may also be called curb extensions in some contexts.

Impact: The FHWA estimates a 1-4 mph speed reduction following pinch point installation.<sup>14</sup>

### **Speed Kidney**

Treatment Details: A speed kidney features a grouping of three speed humps, with an oval-shaped hump straddling the center of the road and one “kidney” shaped hump on each side within the travel lanes aligning with the center oval’s curvature.

Impact: According to the City of Kingston, Ontario’s *Traffic Calming Guidelines*, speed kidneys may result in up to a 5 km/h (roughly 3 mph) reduction in speeds.<sup>15</sup>

### **Traffic Circle**

Treatment Details: Neighborhood traffic circles are installed at unsignalized intersections and typically consist of raised or delineated islands which traffic must negotiate in a circular manner. Yield signs are placed within the circles to govern safe travel patterns.

Impact: According to *Pennsylvania’s Traffic Calming Handbook*, traffic circles have the potential to reduce speeds by 4-6 mph.<sup>16</sup>

## **Pros and Cons of Quick Build Horizontal Treatments**

The major benefits and critiques of the VZIP’s quick-build treatments are detailed below and offer lessons learned for future modifications to quick-build traffic calming projects.

### **LIFE CYCLE OF QUICK BUILD VERSUS PERMANENT TREATMENTS**

When determining the costs and benefits of quick build treatments versus permanent installations, it is important to consider the life cycle implications of materials like paint and plastic posts (delineators) which are intended to be interim in nature versus longer-term materials like concrete.

### **PROS**

There are several pros to quick build treatments, namely:

- **Opportunity for in-house design and installation or with targeted help from vendors.** The design phase of a typical project may involve a series of iterations, ensuring design standards and budget goals are met. Hiring outside consultants may be beneficial to support city staff, but can increase costs and may lengthen the timeframe between design and installation. The VZIP employed targeted design help from consultants but relied on T&M staff to implement treatments.

<sup>14</sup> U.S. Department of Transportation. (2014, July). Engineering Speed Management Countermeasures: A Desktop Reference of Potential Effectiveness in Reducing Speed. Retrieved from [https://safety.fhwa.dot.gov/speedmgt/ref\\_mats/](https://safety.fhwa.dot.gov/speedmgt/ref_mats/)

<sup>15</sup> City of Kingston. (n.d.). (rep.). Traffic Calming Guidelines. Retrieved from <https://www.cityofkingston.ca/documents/10180/15058/Traffic+Calming+Guidelines.pdf>

<sup>16</sup> Pennsylvania Department of Transportation . (2012). (rep.). Pennsylvania’s Traffic Calming Handbook. Retrieved from <https://www.dot.state.pa.us/public/pubsforms/Publications/PUB%20383.pdf>

- **An accelerated installation timeline.** Given favorable weather in the spring/summer, VZIP treatments were able to be installed very rapidly (in some cases with multiple treatments installed in a single day). Such a task would have been infeasible for a typical series of capital improvements projects (which are usually built in concrete).
- **Greatly reduced cost.** The quick build (“paint and post”) style delivery of VZIP treatments resulted in significant cost reductions compared to concrete capital projects. In general, quick build treatments each cost in the thousands versus the tens to hundred thousand dollar cost of capital improvement projects, that might include project elements such as speed cushions/humps, concrete curb extensions, median islands or traffic circles.
- **Ability to modify designs flexibly and creatively.** VZIP treatments were iterative in their design and installation. Staff was able to monitor conditions at the treatment sites and efficiently adjust treatment elements when warranted.
- **Ease of project removal should a maintenance/operational concern or data finding warrant it.** A further benefit of the quick build nature of VZIP treatments is the ability to remove treatment elements as needed. The removal costs and timeframe for typical capital improvement projects would far exceed the flexibility of paint and post modifications or removals.

## CONS

There are also several cons to consider with quick build treatments, namely:

- **Reduced lifecycle.** Quick build treatments are less durable than their concrete counterparts, with a reduced ability to withstand serious impacts and an increased chance of damage to device materials. Figures from the Denver Department of Transportation and Infrastructure (DOTI)’s *Vertical Elements Study*<sup>17</sup> estimated that typical concrete elements have a 50-year life cycle, with quick build elements having closer to a 25-year life cycle. Quick build elements are vertical and constructed of low-cost materials; they include flex post bulb-outs, median refuge islands, rubber corner wedges, and rubberized traffic circles. Vertical elements would be replaced every 10 years during a street’s mill/overlay cycle (assuming damage did not warrant prior replacement).
- **Appearance.** Following VZIP treatment installation, community members commented that the treatments appeared ugly, unfinished, or akin to a construction zone. Though a handful of treatments were paired with artistic additions, this was not possible for all treatment types or locations due to budgetary restrictions, installation timelines, and maintenance concerns.
- **Maintenance concerns.** As noted above, though the lifecycle of quick build treatment types varies, additional maintenance may be required when compared to concrete installations. T&M staff anticipated snowplow blade movements and emergency vehicle response clearance as concerns during design, acknowledging that in real-world conditions durability may vary.

<sup>17</sup> Denver Department of Transportation and Infrastructure. Vertical Elements Study. November 2021.

## Design Considerations

To maximize the effectiveness of traffic calming treatments, it is important to analyze the roadway context and review impacts to essential maintenance operations like snow removal and street sweeping, as well as potential delays to emergency response.

### CONTEXT CONSIDERATIONS

When considering the most appropriate traffic calming treatment types for a given street, roadway width should be considered given its influence on vehicle speeds. Street width is also important to determine whether various treatments will fit within the given curb-to-curb space.

Adjacent land uses, whether residential, commercial, industrial, or a combination of these, can influence the effectiveness of different treatment types. Design should be appropriate for the level of vehicle access needed and whether traffic calming devices may impede vehicle types (e.g., on emergency routes or in very dense neighborhoods). For example, on corridors with high truck traffic or frequent buses, chicanes may not be appropriate given the roadway geometric needs of these vehicles for navigating the treatment.

The presence and density of on street parking can impact project selection and installation, discussions regarding parking removal or clear space surrounding an installation. Some devices may be more appropriate with on-street parking given available street space, depending on the street context. Where off-street parking is limited, it may make more sense to select traffic calming devices that do not significantly reduce on-street parking availability.

Furthermore, the presence of pedestrian facilities like sidewalks and crosswalks can influence design considerations. For example, in areas where no sidewalks are present, designs must consider where pedestrians will navigate traffic calming on the street. Consideration of multimodal street users means identifying where different modes may overlap, like around and within pinch points.

### IMPACT TO MAINTENANCE AND SNOW REMOVAL OPERATIONS

When first determining the applicability of various quick build improvements, it is important that maintenance and snow removal teams are included in the design process as design decisions should be made that do not impede maintenance activities and equipment. Potential treatment types may be eliminated based on concerns regarding snow removal operations or street sweeping, such as armadillos (small, elliptical shaped bumps used to create physical delineation), which can prove challenging for drivers to see and avoid during heavy snow or debris accumulation.

In Boulder, community concerns arose prior to the first snow season following the installation of VZIP treatments. T&M staff worked with the City Attorney's Office to clarify snow clearing obligations for curb extensions adjacent to sidewalks, including property owner responsibilities to clear five-foot paths on curb ramps and extensions within 24 hours after snow stops falling. The 2021 - 2022 snow season demonstrated that minor adjustments would benefit plowing operations proximate to VZIP installations. Recommendations in this report reflect observations from the 2021 - 2022 snow season as well as consider feedback from property owners who may be responsible for a level of maintenance around VZIP installations and discussions with maintenance staff.

## IMPACT TO EMERGENCY RESPONSE

Prioritizing emergency access (for fire, police, and other emergency response personnel) remains a critical factor when designing traffic calming projects. It is important to discuss turning radii and lane width requirements with fire and police departments to ensure compatibility with emergency operations. For example, according to *Pennsylvania's Traffic Calming Handbook*<sup>18</sup> traffic circles may incur a delay anywhere from 1-11 seconds per circle, with most delays in the 5-8 second range. A good starting point for design discussions could include navigation expectations and a determination of whether to avoid particular devices on certain emergency response corridors.

There is precedent for close coordination in the development of traffic calming projects in Boulder through the NSMP Complex Projects design process, where treatments (such as speed cushions) are designed with accommodations for emergency vehicles like fire trucks. A similar coordination process with first responders was used during the design of VZIP projects.

## Data Driven Analysis

Below is a summary of the data analysis methodology for this evaluation report, with an overview of findings specific to the different treatments installed through the VZIP.

### INTERIM TREATMENT EVALUATION PROCESS

The evaluation process for Boulder's VZIP treatments included gathering before and after data based on the treatment type and project purpose or intent (e.g., traffic calming, slower turning speeds, crossing comfort, etc.). Data collection gathered vehicle speeds and volumes and pedestrian counts, while analysis produced metrics like average speeds, 50th and 85th percentile speeds, the number of speeding vehicles (going either greater than 5 mph or greater than 10 mph over the speed limit), average daily traffic volumes, peak hour turning movement counts, and additional, modal-specific data such as pedestrian crossing volumes. The overarching goal of this evaluation is to determine whether the installed treatments achieved the desired conditions (i.e., a reduction in average speed or reduction in the number of high-end speeding vehicles). Specific data-driven results can be found in **Appendix A**.

### BEST PRACTICES FOR DATA COLLECTION

Effective before and after data collection studies attempt to ensure similar conditions for both collection timeframes. Key factors considered in data collection for this evaluation study include:

- **Weather** (i.e., collecting before and after data in similar weather months)
- **Time of day** (i.e., collecting before and after data in the same part of the day)
- **Days of week** (i.e., collecting before and after data during the same three-day period)
- **Seasonal conditions at location** (i.e., collecting before and after data while school is in session)
- **Temporary changes at location** (i.e., collecting data when there is not construction nearby, under normal operating conditions)
- **Allowance for conditions to normalize** (i.e., it is best not to collect after data until at least 6 months post-project implementation).

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<sup>18</sup> Pennsylvania Department of Transportation . (2012). (rep.). Pennsylvania's Traffic Calming Handbook. Retrieved from <https://www.dot.state.pa.us/public/pubsforms/Publications/PUB%20383.pdf>

## DATA SUMMARIES

### Chicanes

A chicane was installed on Quince Avenue west of 19th Street (and paired with pinch points and curb extensions). Before and after speed studies near the chicane demonstrate a 10-percent reduction in the average speed (from 22 mph to 20 mph) and 8-percent reduction in the 85th percentile speed (from 26 mph to 24 mph). There are noteworthy reductions in vehicles traveling at 30 mph or higher (a 71-percent reduction) and in vehicles traveling at 25 mph or higher (a 64-percent reduction).

### Curb Extensions

Curb extensions were installed in 11 locations and featured an arrangement of 36-inch-tall plastic delineators (“posts”) with bolted bases (placed 7-15 feet apart). Curb extensions were the most widely installed traffic calming element placed on corridors which also received other treatments, including marked crosswalks/crossing treatments, median islands, traffic circles, and pinch points. At 26th Street and Spruce Street, Grove Street and 17th Street, and Grove Street and 18th Street, artistic treatments were painted within the delineator-protected space.

Before and after speed studies near curb extensions demonstrate an average reduction in speeds of 3-percent. The average 85th percentile speed reduction proximate to curb extension locations is 4-percent. The average reduction in vehicles traveling at 30 mph or higher and at 25 mph or higher is similar at just under 30-percent reduction.

The most effective VZIP curb extension location in reducing vehicle speeds is Aurora Avenue at 35th Street, which also has a traffic circle. This location saw a 14-percent reduction in average speed, 16-percent reduction in the 85th percentile speed, 94-percent reduction in vehicles traveling at 30 mph or higher, and 77-percent reduction in vehicles traveling at 25 mph or higher.

### Hardened Centerline

A hardened centerline consisting of a rubber speed bump and a traffic separator curb with vertical panels was installed on the east leg of the intersection of Baseline Road at Mohawk Drive. The before and after studies conducted near the hardened centerline treatment evaluated vehicle turning paths to observe whether vehicles crossed after or at/ahead of the median. For those vehicles making a southbound left turn movement from Mohawk Drive onto Baseline Road (eastbound), 23-percent crossed after the median before project installation and 91-percent did after project installation. The hardened centerline appears to improve vehicle and pedestrian interactions by increasing visibility between turning drivers and pedestrians in the crosswalk. The hardened centerline prevents motorists from driving over a larger section of the crosswalk prior to completing the left turn.

Additionally, 15-percent of vehicles making a U-turn on Baseline Road (westbound) crossed after the median before project installation and 36-percent did after project installation. Though not as significant of an improvement for this vehicle movement, there is still a measurable safety benefit to the corrected vehicle path.

## **Median Island**

Median islands were installed at two locations as a standalone treatment. At another two locations, median islands were paired with additional treatments, including curb extensions and pinch points. Before and after studies on Palo Parkway near Palisade Drive, which was one of the locations with a standalone median island, demonstrated no effectiveness in reducing speeds with a slight increase in overall recorded speeds.

However, before and after speed studies on Grinnell Avenue west of Knox Drive, the other standalone median island location, showed an 18-percent reduction in the 85th percentile speed, a 97-percent reduction in vehicles traveling at 30 mph or higher, and 94-percent reduction in vehicles traveling at 25 mph or higher. Generally, the width of the median treatment and the street conditions on Grinnell Avenue (street width, on-street parking occupancy) appear to influence greater horizontal deflection on Grinnell than at other locations.

At Aurora Avenue near 37th Street where a median island was paired with curb extensions, before and after speed studies demonstrate a 6-percent reduction in the 85th percentile speed and a 44-percent reduction in vehicles traveling at 30 mph or higher. Conversely, on Mohawk Drive before and after speed studies demonstrate a 5-percent increase in the 85th percentile speed as well as an increase in the number of vehicles traveling at 30 mph or higher from 4-percent to 9-percent.

## **Pinch Points**

Pinch points were installed at five locations and paired with other corridor treatments including curb extensions and median islands. Before and after speed studies where pinch points were installed demonstrated up to a 9-percent reduction in average speed and 85th percentile speed. Studies conducted at locations where a pinch point was installed did reduce the number of top speeders significantly, with the greatest reduction of 70-percent on Quince Avenue.

## **Speed Kidney**

A speed kidney was installed on Cherry Avenue near 9th Street, potentially the first installation of the treatment in North America. Before and after speed studies at this location demonstrated a 12-percent reduction in average speed and 17-percent reduction in 85th percentile speed. The reduction in higher end speeders was more significant, with a 98-percent reduction in vehicles traveling at 30 mph or higher and 90-percent reduction in vehicles traveling at 25 mph or higher.

## **Traffic Circle**

A traffic circle was installed on Aurora Avenue at 35th Street. Before and after speed studies at this location demonstrated a 14-percent reduction in average speed and 16-percent reduction in 85th percentile speed. The reduction in higher end speeders was more significant, with a 94-percent reduction in vehicles traveling at 30 mph or higher and 77-percent reduction in vehicles traveling at 25 mph or higher.

# C. Project Data Summary

## Data Collection and Analysis Methodologies

To evaluate the effectiveness of VZIP traffic calming treatments and determine the effectiveness and applicability of various treatment types long-term, staff collected detailed before and after data at VZIP project locations.

### DATA SUMMARY

The summary tables below provide high-level data-driven analysis of VZIP treatments. More detailed tables can be found in **Appendix A**.

#### Pedestrian Counts

*Before: Counts conducted between 2016 -2019 / After: 2022 counts*

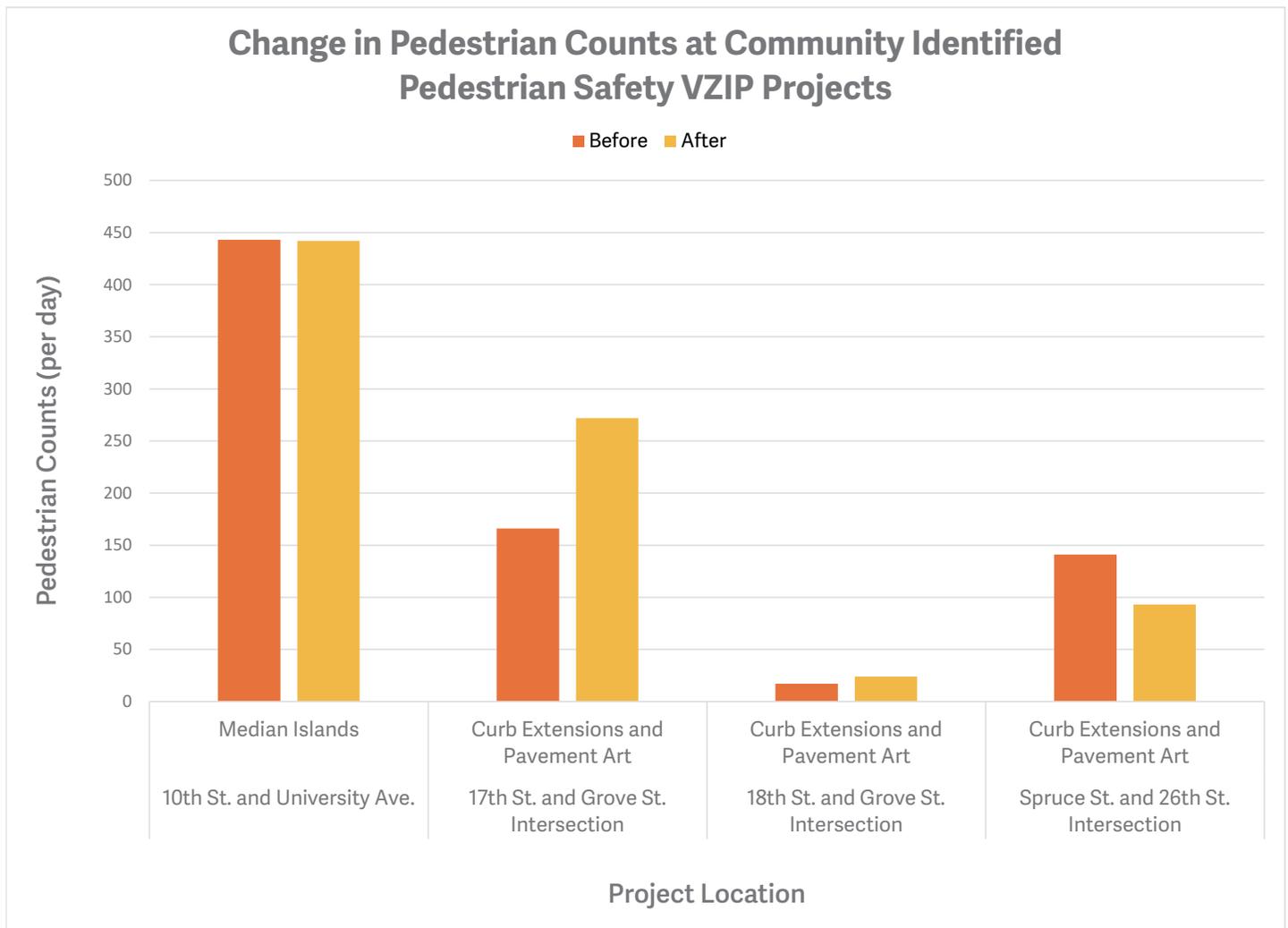


Figure 3. Change in Pedestrian Counts at Community Identified Pedestrian Safety VZIP Projects

Overall, there were 772 pedestrians counted at these four locations prior to project installation and 836 after.

## Average Vehicle Speed

Before: Counts conducted between 2018 -2021 / After: 2022 counts

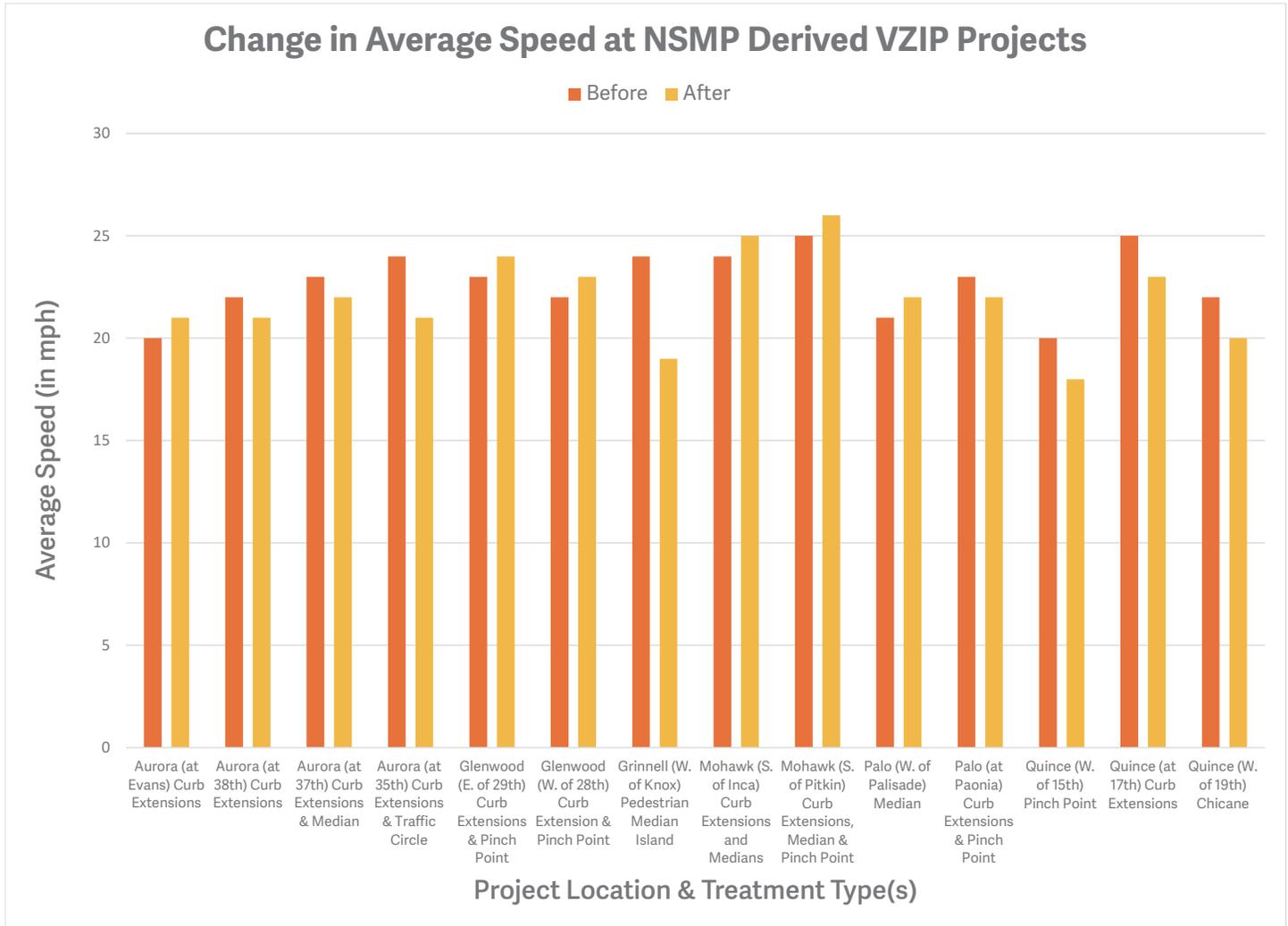


Figure 4. Change in Average Speed at NSMP Derived VZIP Projects

When considering the impact of VZIP projects, the change in average speeds was not as significant a factor as other speed-based metrics, such as the reduction in high-end speeders (Figure 6 and Figure 7).

## 85th Percentile Vehicle Speed

Before: Counts conducted between 2018 -2021 / After: 2022 counts

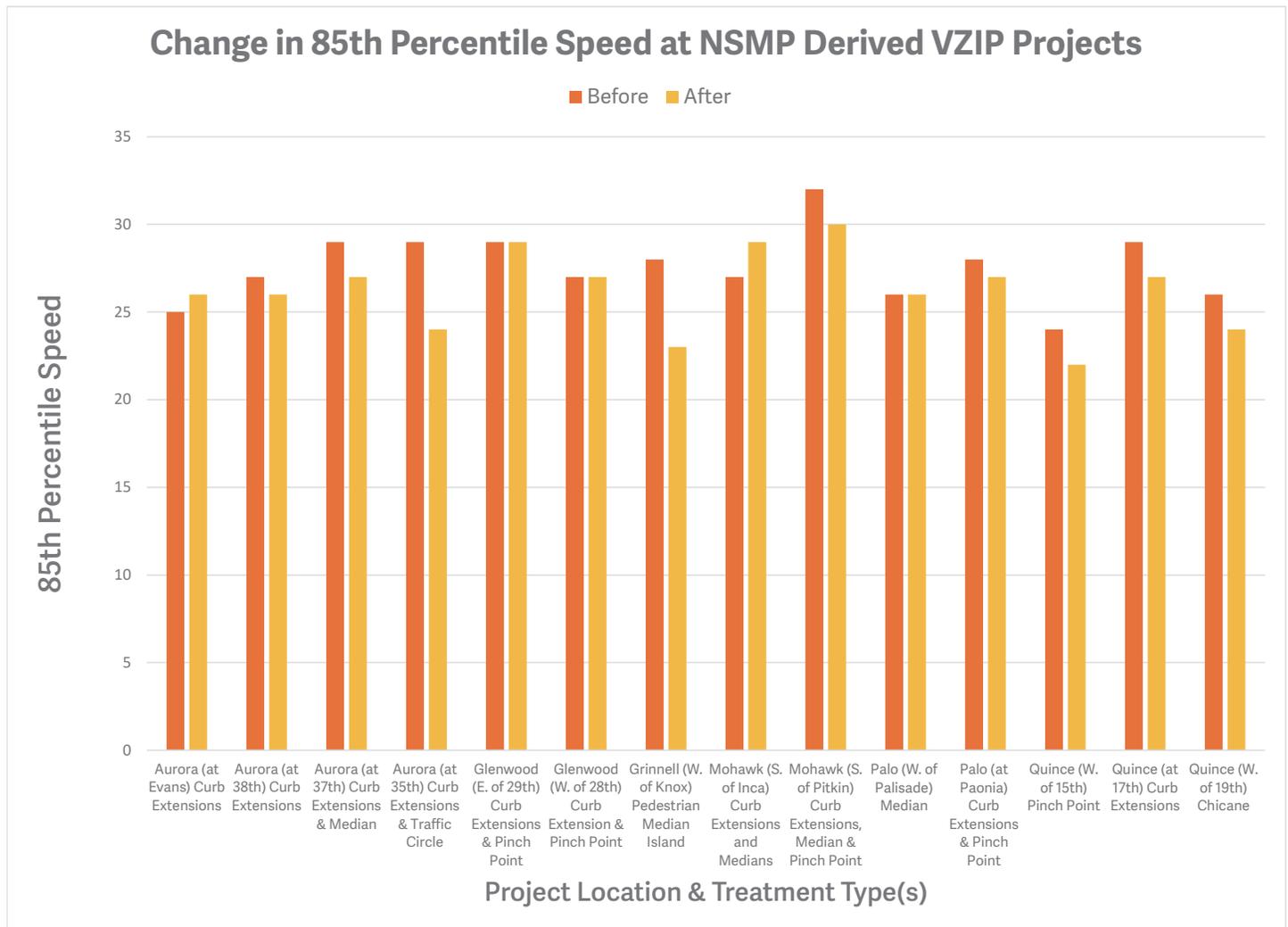


Figure 5. Change in 85th Percentile Speed at NSMP Derived VZIP Projects

Though not as telling a measure of project effectiveness as other speed-based metrics, a number of locations saw a measurable reduction in 85th percentile speed following project installation.

## High-End Speeding Vehicles

Before: Counts conducted between 2018 -2021 / After: 2022 counts

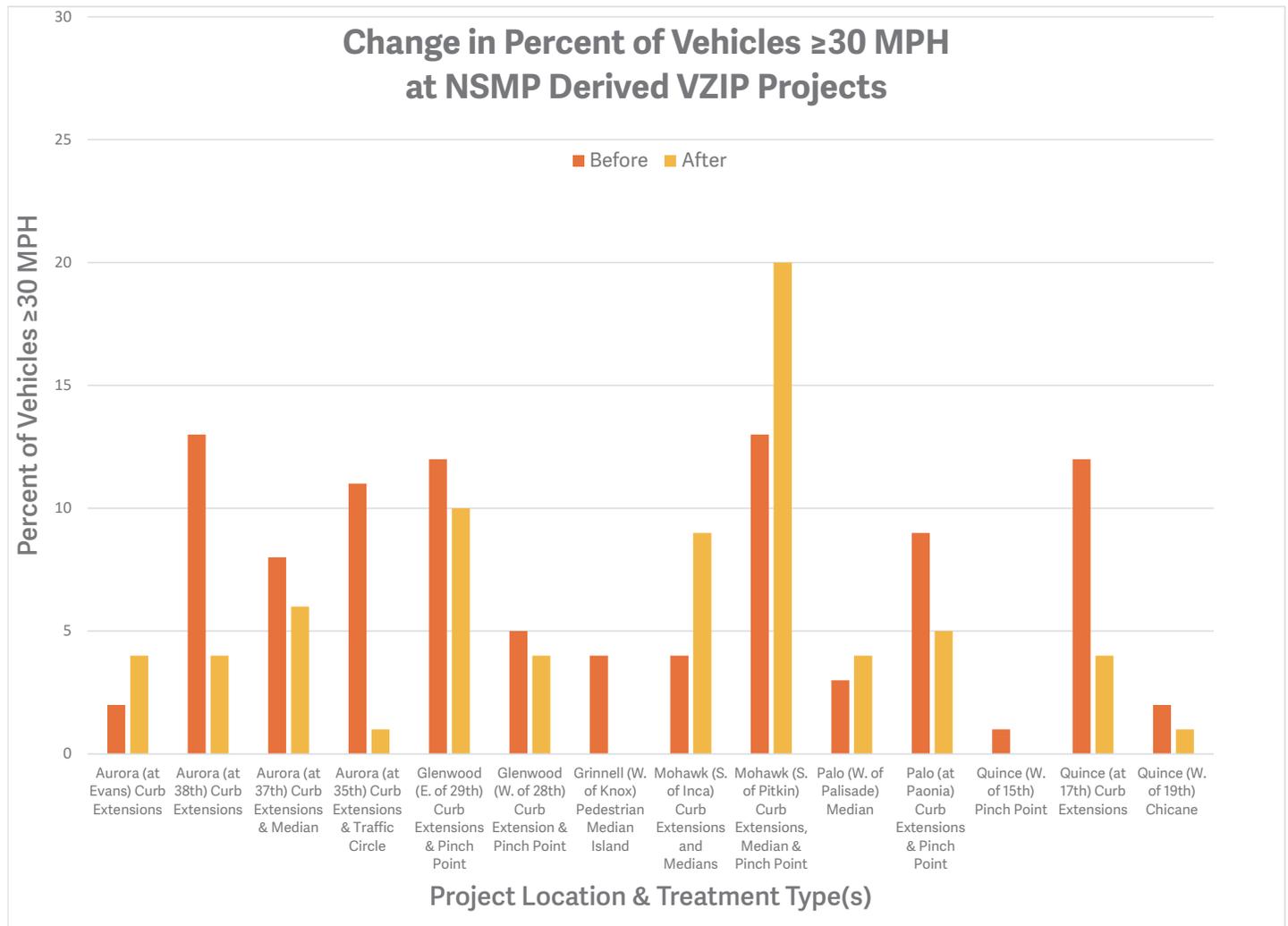


Figure 6. Change in Percent of Vehicles  $\geq 30$  MPH at NSMP Derived VZIP Projects

The Quince (at 17th) Curb Extensions saw a **70%** reduction in the number of vehicles traveling  $\geq 30$  MPH before versus after project installation (593 versus 177).

This Aurora (at 35th) Curb Extensions and Median saw a **94%** reduction in the number of vehicles traveling  $\geq 30$  MPH before versus after project installation (689 versus 44).

The Quince (W of 19th) Chicane saw a **71%** reduction in the number of vehicles traveling  $\geq 30$  MPH before versus after project installation (82 versus 24).

## High-End Speeding Vehicles

Before: Counts conducted between 2018 -2021 / After: 2022 counts

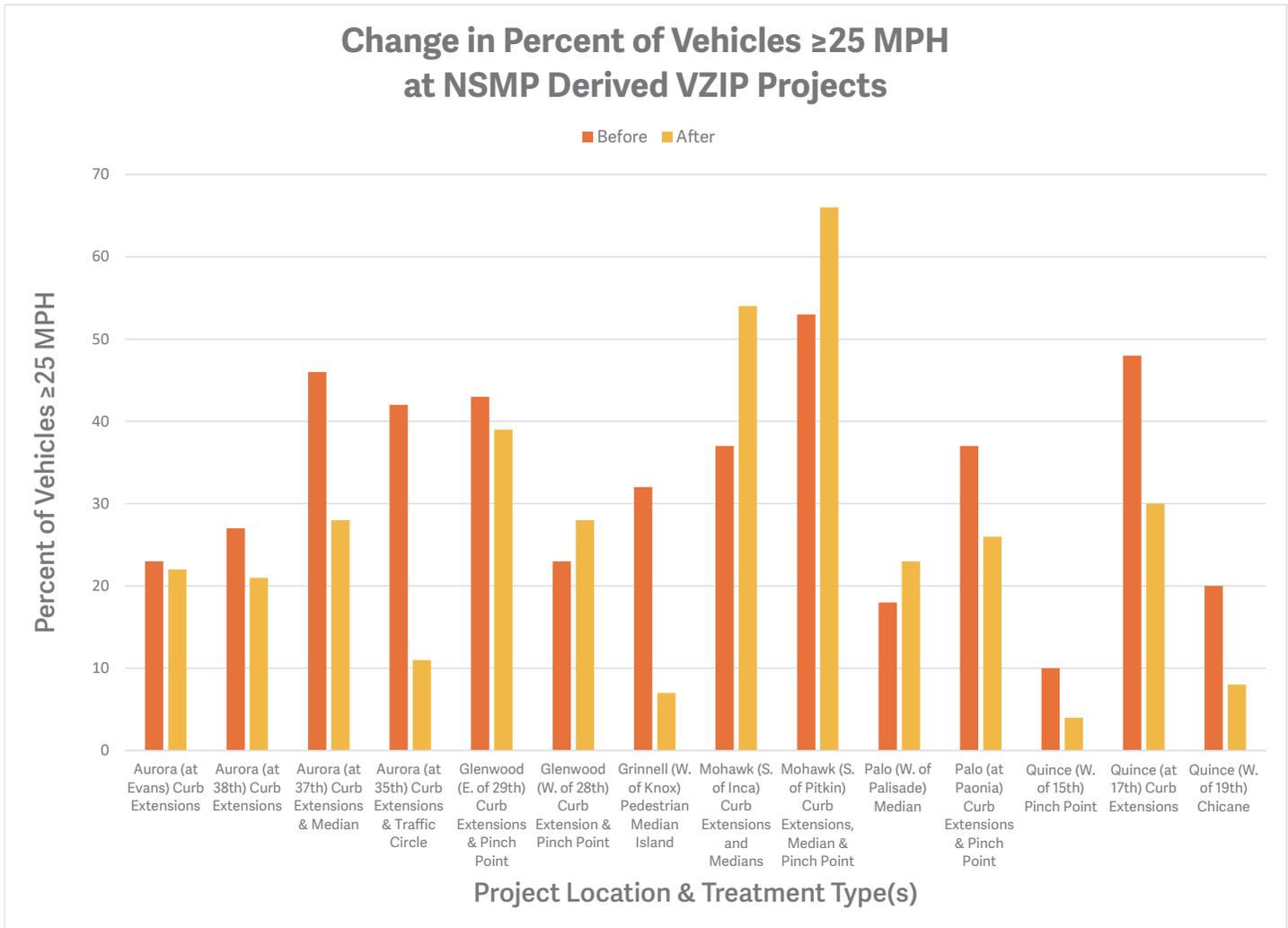


Figure 7. Change in Percent of Vehicles ≥25 MPH at NSMP Derived VZIP Projects

The Aurora (at 35th) Curb Extensions and Traffic Circle saw a **77%** reduction in the number of vehicles traveling ≥ 25 MPH before versus after project installation (2548 versus 596).

The Grinnell (W. of Knox) Pedestrian Median Island saw a **94%** reduction in the number of vehicles traveling ≥ 25 MPH before versus after project installation (4232 versus 237).

# D. Lessons Learned and Guidance for Future Treatments

## Lessons Learned

The VZIP was intended to bring innovative, quick-build improvements to Boulder streets to enhance pedestrian and cyclist safety and comfort. The nimble nature of project installations allowed for adjustments as needed post installation. Usual challenges were factored into the VZIP Project Evaluation Flowchart (**Figure 14**) and provided lessons learned for the future applicability of installing these treatments elsewhere in the city.

### POST-INSTALLATION CHANGES TO TREATMENTS

#### Chicane (Quince Avenue)

After monitoring community feedback and considering appropriate changes, staff determined that a few modifications were needed to address concerns that included:

- Motorists feeling constrained to the right of the approach island
- Motorists parking in the area to the right of the approach island
- A lack of clarity that cyclists have the option to take the lane or stay to the right of the island
- Pedestrians feeling “pinched” and vulnerable when walking between approach islands due to sharing the space with vehicles
- Fire Department concerns about the median posts

Design changes included:

- Adjusting the location of the “No Parking Any Time” signs to more clearly convey that the space to the right of the approach islands is not for vehicle parking
- Installing green-backed bike lane symbol markings in the area to the right of the approach islands
- Removing yellow delineators and mini “Keep Right” signs on the painted median island
- Ultimately removing the chicane and replacing it with a pinch point. Similar to the pinch point west of 17th Street, it is designed with a 12-foot, bi-directional travel lane at the center of the right-of-way bordered by a paint and post treatment. People driving must slow down and yield to oncoming road users through the 12-foot lane. Flexible posts will be placed to provide space separated from vehicles for people walking and biking through the pinch point. East and west of the pinch point, Quince will remain two shared travel lanes for people walking, biking, and driving. The central median removal may impact the traffic calming potential of this treatment, though no data has been collected to determine this.

## WHAT HAS WORKED WELL

### **Partnerships with Local Artists**

At three VZIP curb extension installations (26th Street and Spruce Street, Grove Street and 17th Street, and Grove Street and 18th Street) pavement murals were painted within the bollard-protected space. Community members expressed support for the neighborhood beautification and local artists were given an opportunity to promote their skills. While these works of art are popular with community members, longevity and maintenance should be considered before installation.

### **Reducing High End Speeds at a Low Cost**

After installation, data at two VZIP project locations demonstrated a 90-percent or more reduction in high end speeders (those traveling at 30 mph or more): the traffic circle with curb extensions on Aurora Avenue at 35th Street and speed kidney at Cherry Avenue near 9th Street. At two additional project locations (the combination of treatments on Quince Avenue west of 19th Street (chicane, pinch points, and curb extensions) and the pinch point on Quince Avenue west of 15th Street), a still-significant 70-percent reduction in high end speeders was achieved.

## CHALLENGES & CONSIDERATIONS

### **Emergency, Transit and Maintenance Vehicle Design**

Emergency, transit, and maintenance vehicles (such as street sweepers and snow plows) require tailored design considerations compared to a typical personal vehicle. Though project staff made every attempt to design treatments to accommodate these priority vehicles, issues did arise in the field, like with the traffic circle on Aurora Avenue which required tweaks to ensure emergency and maintenance vehicle access was not hindered.

### **Effectiveness versus Public Perception**

In order for traffic calming measures to be effective, typical, unrestrained driving patterns need to be modified through physical and visual modifications to the street. These modifications inherently require additional attention in navigating traffic calmed streets (such as the yielding conditions at a chicane or a reduction in turning radius at curb extensions). Modifying the typical, unrestrained movements may feel bothersome and challenging to community members. Such changes often garnered negative public feedback.

### **Parking Occupancy and Access Considerations**

The project team attempted to minimize impacts to parking, but the removal of parking was required to allow room for some VZIP installations. In some cases, curbside space near intersections that was previously used for parking was replaced with curb extensions which were intended to improve sight distances and visibility. Though not always indicated by a sign, these spaces are technically illegal to park within due to their proximity to the intersection (the Boulder Revised Code [7-6-13] prohibits parking within 30-feet of a stop sign, 20-feet of an intersection or crosswalk, and 5-feet of a fire hydrant). Furthermore, the chicane installation demonstrated the importance of driveway spacing constraints when considering treatment installation.

Though concerns regarding parking constraints or removal of spots to accommodate VZIP treatments arose for nearly every corridor, a few in particular (Glenwood Drive, Aurora Avenue, Quince Avenue, and Mohawk Drive) spurred the most comments. Approximately 20 spots were removed on Glenwood Drive between Folsom Street and 30th Street (0.5 miles) and 12 spots on Aurora Avenue between 35th Street and Mohawk Drive (0.4 miles).

Of the 318 recorded comments, about 15-percent (46) mentioned parking. A few comments were positive in nature (support for reducing illegal parking at intersections and near school drop-off/pick-up zones) but the majority shared concerns, including “bottlenecking” style conditions created through parking removal, issues accessing parking lots, the challenge of needing to park further away and walk when walking short distances is challenging, reduced parking near residences, and impacts to visitor and service vehicle access, particularly at apartment complexes along Glenwood Drive. Staff met with Glenwood residents to discuss concerns and this feedback was considered during the evaluation of the VZIP installations east of 28th Street, which ultimately did not meet the program’s speed reduction and safety goals.

Furthermore, on Aurora Avenue, staff received a considerable number of concerns regarding reduced parking on the corridor. This concern appeared to be related to peak parking needs on Aurora Avenue during pick-up/drop-off for the Boulder Community School of Integrated Studies (BCSIS). Staff met with residents to discuss their concerns and clarify locations where parking restrictions were simply formalized through VZIP project installation (like at curb extension locations on corners near stop signs and near crosswalks)

Future design considerations may include creating curb extensions or pinch points that minimize the impact of removing full parking spaces. Roughly 14 parallel parking spaces were removed from Glenwood Drive east of 28th Street, and a typical on-street parking space in the City of Boulder is 20 feet long. Because VZIP-style curb extensions do not present drainage flow issues, it may not be necessary to use as much curbside space as capital project curb extensions would require.

### **Pedestrian and Cyclist Considerations**

Pedestrians and cyclists shared concerns and confusion with the project team regarding how best to safely navigate various treatment types. Some active users shared concerns with feeling “pinched” by interactions where travel lane widths were reduced, particularly where sidewalks were not present (like on Quince Avenue). Staff responded to the concern on Quince Avenue by converting the treatment to provide greater separation between vehicles and pedestrians.

Staff launched a messaging campaign to communicate navigation expectations for different users through various treatment types, including adding a Frequently Asked Questions (FAQ) section to the project webpage, clarifying that cyclists should either travel with traffic or through the posts depending on their comfort level and pedestrians should stay on the inside of the installations and travel through them to cross the street.

## Snow Removal

Following initial community concerns, T&M staff partnered with the City Attorney's Office to clarify snow clearing obligations for curb extensions adjacent to sidewalks. T&M and legal staff found that property owners are responsible for clearing a five-foot path on curb ramps and extensions within 24 hours after snow stops falling. This finding aligns with Boulder Revised Code requirements for property owners clearing sidewalks of snow during winter storms, treating the VZIP curb extensions like permanent sidewalk extensions. For the most part, this approach was well-received and demonstrated high snow clearing compliance rates.

## Maintenance Costs

When budgeting for VZIP treatments, staff attempted to quantify projected costs for on-going maintenance, including delineator replacement, restriping, and artistic touch-ups. Overall, sign shop and maintenance staff did not communicate significant impacts to work group programs, but did indicate that VZIP installations at Aurora Avenue and 35th Street, Mohawk Drive south of Inca Parkway, and Spine Road near Chaparral Court are difficult to maintain. This feedback was included in the development of recommendations for each of the treatments documented in the decision-making process flowchart.

## Design Speed

The VZIP projects derived from the NSMP were developed with a target design speed of 20 mph, to match speed limits determining the appropriate width, horizontal clearance and spacing between devices, requiring consideration of several factors. These included on-street parking zones, and the locations of fire hydrants, crosswalks, curb ramps, and driveways/curb cuts. Drainage was also a consideration, as VZIP-style treatments may create areas where street sweeping cannot reach debris that may accumulate next to a curb. **These considerations, as well as coordination with emergency and maintenance staff, must be balanced with design speed decisions that would result in greater speed reduction.** Additional project design considerations include community feedback and public acceptance. Some flexibility is important when considering design speeds and contextual factors.

## Design Vehicle Considerations

Staff determined several important metrics to keep in mind during VZIP project design to ensure treatments remained effective in achieving speed reduction goals while also accommodating the variety of vehicles navigating Boulder's streets.

*Control Vehicle Types:* Generally, traffic calming designs should accommodate turning movements for an SU-30 design vehicle (for some local streets a DL-23 vehicle may be appropriate). An SU-30 vehicle is a 30-foot long, single unit vehicle typical of most local delivery vehicles.

*Emergency Response Vehicle Design Guidelines:* In addition to design vehicle turning movements, adequate horizontal and vertical clearance will need to be maintained for emergency response vehicles. Generally, 12-foot horizontal clearance (lane width) from pavement edge to traffic calming device, or between devices, is preferable for emergency vehicles. The fire department should be consulted in the design of traffic calming projects prior to installation.

*Maintenance Vehicle Design Guidelines:* Like emergency response vehicles, maintenance vehicles should have adequate horizontal and vertical clearance to perform essential functions like street sweeping and snow removal. For VZIP-style installations, delineators should be set back from pavement markings 12 – 18 inches to allow for sweepers and plows to clear the markings while also providing at least a 13-foot wide opening between the base of posts (a plow blade is generally 11-foot wide). Transportation maintenance staff should be consulted in the design in traffic calming projects prior to installation, and field tests may be appropriate for certain designs.

## VZIP VERSUS NSMP

The VZIP was designed as a testing ground for quick-build, horizontal traffic calming treatments – building off the success of more permanent vertical treatments (typically speed humps and speed cushions) installed through the NSMP. In general, before and after data collected on NSMP corridors where vertical speed treatments were installed demonstrated a 15 to 20-percent reduction in 85th percentile speeds. In comparison, the average 85th percentile speed reduction for VZIP (typically horizontal) treatments was 5-percent.

For comparison of the VZIP versus the NSMP, two streets that have similar existing conditions such as roadway width and adjacent land use (residential with few driveways) are Aurora Avenue (VZIP) and 55th Street south of Baseline Road (NSMP). Each street had similar traffic volumes prior to project installation, around 2,000 average daily traffic (ADT) and similar 85th percentile speeds (Aurora Avenue had a top recorded 85th percentile speed of 29 mph, 55th Street had a top 85th percentile speed of 35 mph). One key difference in the two streets is that Aurora Avenue has space for on-street parking and 55th Street does not, but because 55th Street is much narrower, lane widths are functionally similar. While Aurora Avenue received a traffic circle and series of curb extensions through the VZIP, demonstrating between a 5 to 14-percent change in 85th percentile speeds, 55th Street received a series of five speed cushions that reduced speeds up to 20-percent. Vertical deflection devices tend to lead to greater reductions in vehicle speeds, though device design and spacing matters in both vertical and horizontal device applications.

## Project Recommendations and Design Guidance

The following section includes a high-level summary of installations that should be removed, modified, or kept. These recommendations are based on before and after installation data analysis, review of public feedback, and consultation with the Boulder Fire Department and Transportation Maintenance Division. This section also includes design considerations for future projects, as well as general design guidance to apply to project development.

### PROJECT RECOMMENDATIONS

Based on the evaluation findings from this report, staff's recommendation for each VZIP device is summarized in **Table 2**.

Table 2. Recommendations by Location

Project Street	Device	Overall Recommendation
<b>NSMP Derived VZIP Installations</b>		
Aurora Ave.	Curb Extensions (Evans Dr.)	<b>Remove</b>
	Curb Extensions (38th St.)	<b>Keep</b>
	Curb Extensions and Median (37th St.)	<b>Keep</b>
	Curb Extensions and Traffic Circle (35th St.)	<b>Keep</b>
Glenwood Dr. (East of 29th St.)	Curb Extensions and Pinch Point	<b>Remove</b>
Glenwood Dr. (West of 28th St.)	Curb Extension (Glenwood Ct.)	<b>Modify</b>
	Pinch Point (between Eastwood Ct and Arnett St)	<b>Modify</b>
Grinnell Ave.	Pedestrian Median Island (W. of Knox Dr.)	<b>Keep</b>
Mohawk Dr.	Curb Extensions and Medians (S. of Inca Pkwy.)	<b>Remove</b>
	Curb Extensions, Median, and Pinch Point (S. of Pitkin St.)	<b>Remove</b>
Palo Pkwy.	Median (W. of Palisade Dr.)	<b>Remove</b>
	Curb Extensions and Pinch Point (Paonia St.)	<b>Keep</b>
Quince Ave.	Curb Extension and Pinch Points (W. of 17th St.)	<b>Keep</b>
	Curb Extension and Chicane (W. of 19th St.)	<b>Modify</b>
<b>Community Identified Pedestrian Safety VZIP Projects</b>		
10th St. and University Ave.	Median Islands	<b>Keep</b>
17th St. and Grove St. Intersection	Curb Extensions and Pavement Art	<b>Keep</b>
18th St. and Grove St. Intersection	Curb Extensions and Pavement Art	<b>Keep</b>
19th St. and Yarmouth Ave. Intersection	Pavement Art	<b>Keep</b>
23rd St. and Canyon Blvd. Intersection	Curb Extension	<b>Keep</b>
9th St. and Cascade Ave. Intersection	Curb Extension	<b>Keep</b>
Baseline Rd. and Mohawk Dr. Intersection	Hardened Centerline	<b>Keep</b>
King's Ridge Blvd.	High Visibility Crosswalk	<b>Keep</b>
Spine Rd. and Chaparral Ct.	Curb Extensions and Median Island	<b>Modify</b>
Spruce St. and 26th St. Intersection	Curb Extensions and Pavement Art	<b>Keep</b>

## TREATMENTS TO MODIFY

### Quince Chicane: Median Island

During the VZIP evaluation period, staff moved the “No Parking” signs and put in bike symbols to address community concerns. After completing the VZIP Project Evaluation Flowchart for Quince Avenue projects, staff decided to remove the yellow median delineators in between the white islands in the chicane west of 19th Street (see **Figure 8**).

Before and after studies conducted at the chicane demonstrated a noticeable reduction in high-end speeding vehicles, including those traveling at 30 mph or higher (a 71-percent reduction) and those traveling at 25 mph or higher (a 64-percent reduction). However, the city’s maintenance team shared street sweeping concerns and the fire department found navigation unnecessarily difficult. Ultimately, the chicane has been modified to reduce vehicle speeds and improve safety and comfort for people walking and biking. The Transportation Advisory Board Meeting and Public Hearing section on page 38 includes further details regarding this decision.



Figure 8. Chicane and Median Island on Quince Avenue

### Spine and Chaparral Median Island and Curb Extensions

Like the median island on Quince Avenue, the one at this intersection achieved comfort-related goals but posed maintenance concerns for street sweeping and snowplow clearance. The placement of the delineators on both the median island and curb extensions should be set back further, allowing for more horizontal clearance in the travel lane. Overall, the enhanced pedestrian crossing met the safety and comfort goals of the VZIP.

### Glenwood Drive Curb Extensions and Pinch Point West of 28th Street

VZIP installations on Glenwood Drive west of 28th Street, curb extensions at the Two-Mile Creek Path crossing and Eastwood Court, and a pinch point near Arnett Street met speed reduction and pedestrian safety goals for the program. However, feedback from community members indicated that cyclists feel uncomfortable sharing space with vehicles, so this space should be modified by increasing the spacing of delineators and adding “bike dots” to make it clearer that cyclists have the option to navigate between the delineators. Sign shop and maintenance staff also expressed that the posts need more regular maintenance than other installations, which may be alleviated by slightly setting back the delineators from the pavement markings.

## TREATMENTS TO REMOVE

### **Palo Median Island**

The median island on Palo Parkway west of Palisade Drive did not cause significant deflection or travel lane narrowing and was also ineffective at meeting speed reduction goals. The device did not meet the speed reduction goals of the VZIP and is recommended for removal.

### **Aurora Curb Extensions at Evans Drive**

The curb extensions on Aurora Avenue at Evans Drive did not achieve speed reduction goals as a standalone treatment. Staff plans to maintain the installation only until the upcoming pedestrian crossing improvement project (expected to begin construction in 2023) replaces the paint and posts with concrete curb extensions. The goal of the pedestrian crossing improvement project is to enhance the pedestrian crossing rather than reduce speeds; with a relocated flashing school zone sign, concrete curb extensions, and marked and signed crosswalk, T & M staff expects the pedestrian crossing improvement project to improve driver awareness of children and parents traveling by foot or bike to High Peaks Elementary School.

### **Mohawk Drive Treatments**

After completing the VZIP Project Evaluation Flowchart for Mohawk Drive projects, the project team agreed to recommend removal of all treatments installed on Mohawk Drive, including the curb extensions and medians south of Inca Parkway (pictured in **Figure 9**) and the curb extensions,



*Figure 9. Median Island and Curb Extensions on Mohawk Drive at Inca Parkway*

median and pinch point south of Pitkin Street. These treatments were overall ineffective at meeting speed reduction goals. Further feedback indicated that cyclists felt less comfortable biking on the street post-project installation, which factored in the recommendation to remove these devices.

### **Curb Extension and Pinch Points on Glenwood Drive East of 28th Street**

The VZIP installations on Glenwood Drive east of 28th Street did not result in significant speed reduction (around 2-percent). Considering parking

concerns voiced by community members, and recognizing that modifying the curb extensions to be effective in reducing speeds would encourage drivers to veer left of the centerline, this report finds that the VZIP devices used on this street are not adequate to meet project goals.

## TREATMENTS TO KEEP

### Pinch Points

Before and after studies conducted at VZIP locations where a pinch point was installed reduced the number of top speeders (those traveling at or above 30 mph) by an average of 25-percent. Quick build pinch points hold promise as cost-effective speed reduction measures.



Figure 10. Pinch Point on Quince Avenue



Figure 11. Speed Kidney on Cherry Avenue



Figure 12. Aerial View of Speed Kidney

### Speed Kidney

The VZIP speed kidney was an innovative design, potentially the first installation of the treatment in North America. Before and after speed studies at this location demonstrated only moderate reductions in average and 85th percentile speeds, but significant reductions in higher end speeders were observed, including a 98-percent reduction in vehicles traveling at 30 mph or higher and a 90-percent reduction in vehicles traveling at 25 mph or higher. The speed kidney offered a valuable opportunity to test a new traffic calming device in the Boulder community, paving the way for future applications in the city.

### Traffic Circle

Before and after studies conducted at the traffic circle on Aurora Avenue at 35th Street demonstrated significant reductions in higher end speeders, with a 94-percent reduction in vehicles traveling 30 mph or higher and a 77-percent reduction in vehicles traveling 25 mph or higher. Staff made early modifications to the overall installation to accommodate larger vehicles, and though there may be some potential to modify materials over time to reduce maintenance needs, the traffic circle's design holds promise for providing significant speed reductions on neighborhood streets.

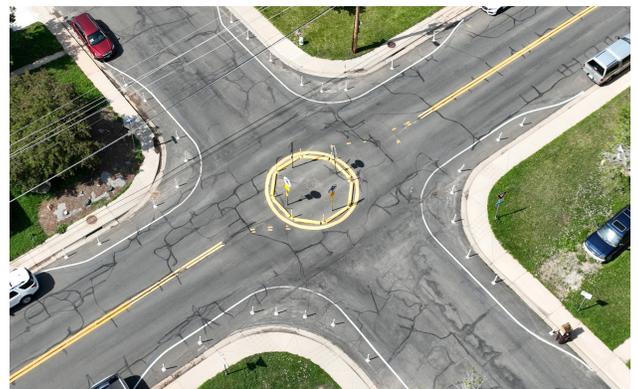


Figure 13. Traffic Circle on Aurora Avenue

# E. Evaluation and Decision-Making Framework

## Framework Overview

The flowchart evaluation framework detailed below outlines a customizable process which can be modified as needed for new VZIP-type installations moving forward. The flowchart is a tool to assist decision-making, but is flexible enough for staff to discuss the outcomes of each stage of the chart. It is not intended to be overly prescriptive or not allow for exceptions.

## VZIP Project Evaluation Flowchart

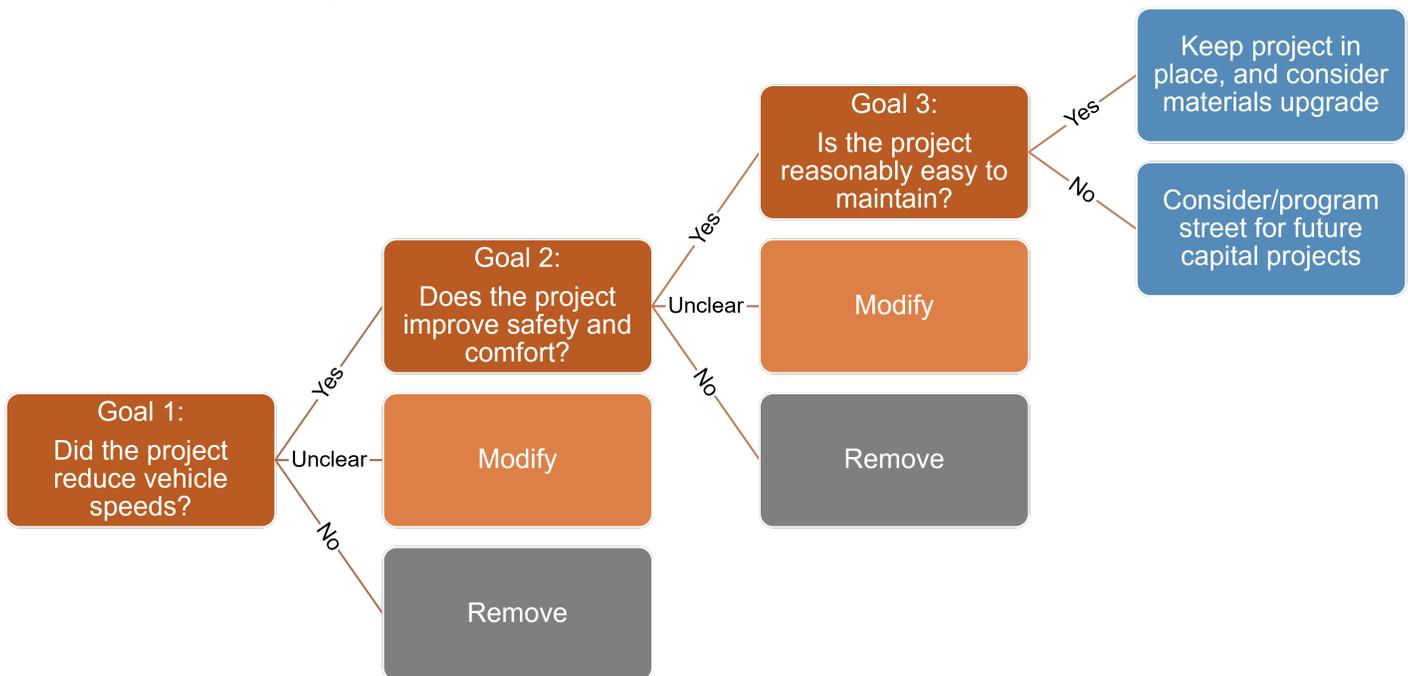


Figure 14. VZIP Project Evaluation Flowchart

## Evaluating Goal #1: Reduce Vehicle Speeds

Objective	Score
Treatment reduces 85th percentile speed by 10%	Must receive score of <b>at least 3</b> to be considered successful. If at least two of the objective evaluations are unclear, the overall evaluation is considered unclear.  * = <i>required</i>  No = -1 Unclear or no change = 0 Yes = 1
Treatment reduces number of speeders ≥ 30 mph by 25%	
Treatment reduces number of speeders ≥ 25 mph by 15%	
Average after installation average speed is within 3 mph of the speed limit	

## Evaluating Goal #2: Does the Project Improve Safety and Comfort?

Objective	Score
Treatment increases pedestrian comfort*	
Treatment increases cyclist comfort*	
Treatment encourages careful driving	
Treatment is on a neighborhood green street /designated bike route	
Public feedback expresses strong desire for permanent upgrade	

Must receive score of **at least 3** to be considered successful. Study/Modify = 2. Remove = 1 or less.

\* = *required*

No = 0  
Yes = 1

## Evaluating Goal #3: Project is Reasonably Easy to Maintain for Maintenance & Operations

Objective	Score
Treatment is easy to maintain	
Treatment does not significantly affect emergency response times*	
Treatment does not significantly affect snow removal*	
Treatment does not significantly affect street sweeping	

Must receive score of **at least 2** to be considered successful. If at least two of the objective evaluations are unclear, the overall evaluation is considered unclear.

\* = *required*

No = -1  
Unclear or no change = 0  
Yes = 1

### PLAN FOR PUBLIC NOTIFICATION

In addition to a Transportation Advisory Board meeting and public hearing on December 12, 2022, yard signs were installed along VZIP project corridors to share whether treatments will be kept, modified, or removed. The project website was updated to share associated data and findings. Since the December TAB meeting, the City's Communications and Engagement Department has shared next steps for VZIP projects, including outreach through city social media channels, city newsletters, and Nextdoor.

### MODIFICATION PROCESS

For those treatments where the evaluation process determined that modification was the best course of action, T & M staff plans to work with adjacent residents and city maintenance staff to design the best project upgrades that reduce wear and tear, provide greater durability over time and address resident concerns.

## Quince Ave. West of 19th St. Vision Zero Innovation Program

### WHAT WE LEARNED

<b>AVERAGE SPEED</b> Before = 22 mph   After = 20 mph	<b>PERCENT OF VEHICLES ≥ 30 MPH</b> Before = 2%   After = 1%
<b>85<sup>TH</sup> PERCENTILE SPEED</b> Before = 26 mph   After = 24 mph	<b>PERCENT OF VEHICLES ≥ 25 MPH</b> Before = 20%   After = 8%

### RECOMMENDATION: **MODIFY**

Staff will present this recommendation to the Transportation Advisory Board (TAB) at their meeting on December 12, 2022. TAB will hold a public hearing before advising a course of action on this recommendation.

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Figure 15. Public Outreach Poster

# Cost-Benefit Evaluation

In addition to evaluating VZIP projects against safety, comfort, and operational goals, the project team also considered the project costs contrasted with the potential costs of installing speed cushions, which would be the lowest-cost permanent traffic calming option available through the former NSMP. The NSMP is currently discontinued to support funding of the Core Arterial Network (CAN), described in detail earlier in this report. The project team also considered the cost benefit of the different types of VZIP treatments by analyzing the cost of reducing speeds per mile an hour.

## VZIP AND NSMP COST COMPARISON

For the VZIP projects sourced from the former NSMP Complex Project List (which at the time of VZIP's inception had a demand exceeding the program's usual \$250,000 annual budget), real project costs were compared with the potential costs of installing speed cushions on the project streets. Speed cushions were chosen because they are likely the lowest-cost traffic calming option available for a permanent project on these streets, are acceptable to the fire department because they are compatible with fire trucks and other emergency vehicles, and have proven to significantly reduce vehicle speeds on other streets in Boulder. The estimated cost of speed cushion installation is based on real costs from the 26th Street and 55th Street NSMP Complex Projects, both of which were installed in 2021. Because the VZIP projects were installed in the same year, these cost projections are not adjusted for inflation.

Table 3. VZIP and NSMP Cost Comparison

NSMP Derived VZIP Projects	VZIP Installation Costs		Comparison Cost for Speed Cushions		Cost Difference
	Project Street	Number of Devices	VZIP Total Cost	Potential Number of Speed Cushions	NSMP Estimated Cost
Aurora Ave. (Evans Dr. – 35th St.)	4	\$20,444	4	\$27,972	\$7,528
Glenwood Dr. (East of 29th St.)	3	\$3,678	3	\$20,979	\$17,301
Glenwood Dr. (West of 28th St.)	3	\$4,091	3	\$20,979	\$16,888
Mohawk Dr. (Inca Pkwy. – Pitkin Dr.)	4	\$12,488	4	\$27,972	\$15,484
Palo Pkwy. (Palisade Dr. – Paonia St.)	3	\$4,705	3	\$20,979	\$16,274
Quince Ave. (17th St. – 19th St.)	3	\$9,949	3	\$20,979	\$11,030

**Table 3** details VZIP installation costs and potential NSMP project costs on the NSMP derived VZIP project streets. Project streets sourced from the former NSMP Complex Project list were chosen for VZIP with the acknowledgment that there was not enough money to deliver these projects otherwise. VZIP offered a quicker and affordable project delivery process to meet community member concerns. Additionally, the costs of typical outreach processes for the NSMP, such as hosting community meetings, TAB public hearings, and City Council approvals can be substantial and are not reflected in the table's cost estimates above.

One project not included in this analysis that is related to the NSMP is the median island on Grinnell Avenue west of Knox Drive. Transportation and Mobility Staff initially planned on installing a speed hump on this section of Grinnell Ave. but determined that unfeasible because of an existing icing problem due to the street slope and crown, and the location of drainage inlets. While a permanent median island would likely be more expensive than a speed hump, the VZIP median island installation cost of \$793 still demonstrates a significant cost savings (a typical speed hump cost from 2021 projects is \$2,932, and a permanent concrete median may be closer to \$10,000).

## COST BENEFIT PER INSTALLATION BASED ON SPEED REDUCTION

Analyzing project costs, the project team calculated costs per mile-per-hour (MPH) reduced for each of the VZIP installations. These costs represent a project benefit; lower costs represent a greater cost-benefit, whereas a higher cost represents a lower cost-benefit. The table below details these costs per VZIP installations on project streets.

Table 4. VZIP Installation Costs per MPH Reduced

Location	VZIP Installations	Installation Method	Speed Reduction (MPH)	Cost per MPH Reduced
Aurora Ave.	Traffic Circle	Contractor	5	\$2,038
	Median Island and Curb Extensions	Contractor	2	\$1,978
	Median Island	Contractor	1	\$881
	Curb Extensions	City	-1	No Benefit
Cherry Ave.	Speed Kidney	Contractor	4	\$3,000
Glenwood Dr. (East of 28th St.)	Curb Extension	City	0	No Benefit
Glenwood Dr. (West of 28th St.)	Curb Extensions	City	2	\$597
	Curb Extensions	City	0	No Benefit
Mohawk Dr.	Pinch Point and Delineator Centerline	Contractor	1	\$1,666
	Median Island and Curb Extensions	Contractor	0	No Benefit
Palo Pkwy.	Curb Extensions	City	1	\$3,157
	Median Island	City	-2	No Benefit
Quince Ave.	Two Pinch Points	Contractor	2	\$2,162
	Curb Extensions	City	2	\$580
	Chicane	Contractor	2	\$1,348

It is important to note that installations with higher costs per MPH reduced like the traffic circle on Aurora Avenue or speed kidney on Cherry Avenue also demonstrated greater speed reductions. These projects were also installed by contractors, contributing to higher project costs and therefore a lower

cost benefit. However, for the purposes of this evaluation, these investments appear to be worthwhile given the observed speed reduction and comparative cost per MPH reduced. For example, the two pinch points on Quince Ave. also installed by contractors has a similar cost per MPH reduced to the traffic circle and speed kidney, but less significant speed reduction.

Installations performed by city staff appear to have a significant cost benefit in some locations, like the curb extensions on Glenwood Drive west of 28th Street and Quince Avenue. While it is unclear in this analysis if there is always a benefit from staff installation, it is worth noting that speed reductions appear to be greater on streets where there is more two-way traffic constraints or a yielding condition. This difference may show that the design details of an installation better predict cost benefit than design type.

# F. Public Feedback

## Feedback Gathering Process

The project team recognized that upfront and consistent messaging with the community regarding VZIP projects would be critical, given their quick-build nature and the application of new-to-Boulder treatments (such as the speed kidney). T&M staff worked closely with the City of Boulder Communications and Engagement Department to create an [informative webpage](#), including videos, descriptions of treatment types, and FAQs, modifying the page to address concerns as they arose.

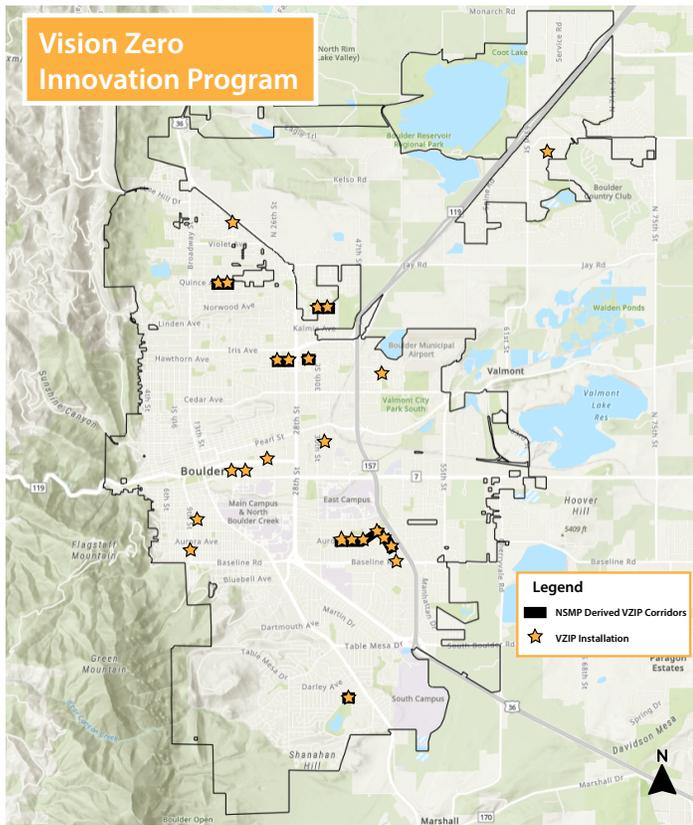


Figure 16. VZIP Projects Map on the VZIP Webpage

## Frequently Asked Questions

- What are these projects for?
- Why have you installed these around the city?
- How do you know if these projects are effective?
- Why are the projects located where they are?
- How do you navigate these projects?
- Are the projects going to be plowed when it snows?
- Can you change the appearance of these projects?
- Why not install speed humps instead?

Figure 17. FAQs on the Project Webpage

## ONLINE FEEDBACK

Though staff received VZIP project related phone calls, emails, and resident inquires through Inquire Boulder (the city's customer service portal), the majority of VZIP feedback (over 300 comments) were submitted through a Formstack questionnaire on the project webpage. The questionnaire asked commentors to first indicate the project location for which they wanted to provide input and the mode they were using when traveling by the project (walking, biking, driving, or "other"). Commenters were then asked to compare their experience before and after the project was installed, rating their comfort level from "very uncomfortable" to "very comfortable." Those who did not have "before" experience to draw from were asked to just provide feedback on their current experience at the project site.

## CHALLENGES

Though the project team worked closely with the Communications and Engagement Department to provide upfront information and address concerns as they arose, VZIP projects did lead to community member and resident concerns, including parking impacts, the aesthetic appearance of the installations, pedestrian comfort, and yielding to oncoming traffic conditions.

The COVID-19 pandemic posed further challenges to communication, considering many project staff were working from home and health regulations limited in-person interaction between residents and staff.

## Feedback Summary

Of the 318 Formstack comments presented, a few major themes emerged, including concerns regarding impacts to parking, the aesthetics of the VZIP projects and skepticism regarding whether they would be effective.

### OVERALL FEEDBACK SUMMARY

The project streets receiving the highest number of Formstack comments were Quince Avenue (90 comments), Aurora Avenue (36 comments), Glenwood Drive from Folsom Street to 28th Street (22 comments), Glenwood Drive from 29th Street to 30th Street (21 comments), Mohawk Drive (20 comments), and 26th Street and Spruce Street (18 comments).

**Quince Avenue:** The primary concerns on the Quince corridor regarded the narrowed travel lanes (including concerns with large vehicles navigating the installations and navigating in winter conditions), confusion with how to properly travel through the treatments (and related concerns with pedestrians/bicyclists conflicting with vehicles), and concerns with visual appearance. The most positive feedback themes regarded appreciation for reduced speeds and safer crossing conditions.

**Aurora Avenue:** The primary concerns on the Aurora corridor regarded larger vehicles navigating the traffic circle, unsafe interactions around curb extensions between vehicles and cyclists, and concerns with project aesthetics. The most positive feedback shared support for enhanced crossing safety, particularly for those accessing High Peaks Elementary School.

**Glenwood Drive (Folsom Street to 28th Street):** The primary concerns on this segment of Glenwood included confusion with how to properly navigate the installations, concerns with the project aesthetics, and parking removal. The most positive feedback shared support for reduced vehicle speeds and better crossing visibility.

**Glenwood Drive (29th Street to 30th Street):** The primary concerns on this segment of Glenwood involved the reduced number of parking spaces and confusion with how to properly navigate the installations. The most positive feedback shared support for reduced vehicle speeds and better crossing visibility.

**Mohawk Drive:** The primary concerns on the Mohawk corridor regarded the anticipated adverse impact to snowplows, concerns with the project aesthetics, and vehicle drivers and cyclists feeling unsafe within the pinch point. The most positive feedback shared support for better crossing visibility.

**26th Street and Spruce Street:** The primary concern at this intersection involved cyclists feeling constrained navigating the curb extensions. The most positive feedback shared support for reduced vehicle speeds, better crossing visibility, and more protection from vehicles.

## FEEDBACK BEFORE AND AFTER OUTREACH TO COMMUNITY

Prior to the December 12, 2022 Transportation Advisory Board (TAB) public hearing and presentation of the VZIP Report findings, T & M staff worked with the Communications and Engagement Department to update the VZIP project webpage to reflect next steps and encourage community member feedback. This update included before and after data and the recommendations for each project location, noting whether staff intended to remove, modify, or keep each installation. The original Formstack questionnaire was modified to ask residents whether they agreed with staff's recommendations. Community members were encouraged to attend the December TAB meeting to provide their feedback during public comment.

## Transportation Advisory Board Meeting and Public Hearing

Staff presented a draft of this report and its recommendations to the TAB on December 12, 2022. The meeting also included a public hearing following updates to the project webpage and feedback received through online and on-site outreach. At the meeting, staff explained that the Quince Avenue chicane recommendation was reconsidered to reflect public feedback and coordination with the fire department; the revised recommendation is to modify the two islands into a pinch point like the two further west on the street. This revision reflects concerns about navigating through the chicane (especially at night), conflicts with driveways near the two component islands, and feedback about the comfort of pedestrians around the installation. Public comment during the meeting reflected these concerns.

Further public comment expressed agreement with recommendations to remove the installations on Mohawk Drive, and appreciation for staff's efforts to address speeding and safety concerns. Following the staff presentation and public hearing, the Board voted unanimously to recommend the proposed course of action on VZIP projects presented in this report, with the modification of the Quince Avenue chicane to a pinch point.

# G. Conclusion

## Overall VZIP Program Reflection

Overall, the VZIP demonstrated that the city can deliver low-cost traffic calming and pedestrian safety projects effectively and more quickly than a traditional transportation capital project. Staff was able to deliver projects on over 15 corridors within a constrained budget in under one calendar year. These projects can be effective in meeting the goals of reducing vehicle speeds and improving pedestrian and cyclist visibility and crossing comfort. However, to meet these goals there are tradeoffs made during the design process to account for the context of each street and emergency response and maintenance needs. These tradeoffs resulted in impacts to traffic operations and the localized loss of parking spaces in some scenarios. Furthermore, the Boulder community has expressed expectations for the quality of materials used in transportation projects, so concerns about the aesthetic appearance of VZIP-style projects cannot be understated. Communicating the benefits of these types of projects may mitigate some of the trade-offs and concerns, though T & M staff should be prepared to discuss the long-term implications of maintaining installations with policymakers and the community.

### APPLICABILITY TO OTHER PROGRAMS

Takeaways from the VZIP apply to other city programs and initiatives, including the Core Arterial Network (CAN), Pavement Management Program Mobility Enhancements, and installation of pedestrian crossing treatments. Staff planning future installations of traffic calming and control devices like those created through the VZIP can refer to this report for guidance on where/how treatments may be effective, what concerns may arise from the community, and what benefits might be gained from a potential project.

# Appendices

## Appendix A: Data Summary Tables

NSMP Derived VZIP Projects														
Project Street	Devices	Average Speed			85th Percentile			Vehicles ≥ 30 MPH			Vehicles ≥ 25 MPH			Notes
		Number Before	Number After	Percent Change	Number Before	Number After	Percent Change	Number Before	Number After	Percent Change	Number Before	Number After	Percent Change	
Grinnell Ave WO Knox Dr	Pedestrian Median Island	24	19	-21%	28	23	-18%	504	15	-97%	4232	237	-94%	Before data taken between Toedtli and Drew - roadway characteristics are the same, but differences in traffic may be attributed to school traffic.
Cherry Ave BT 9th and 7th St	Speed Kidney	21	18	-12%	26	22	-17%	117	3	-98%	699	72	-90%	
Aurora Ave EO 35th St	Traffic Circle and Curb Extensions	24	21	-14%	29	24	-16%	689	44	-94%	2548	596	-77%	
Quince Ave EO 15th St	Pinch Point	20	18	-9%	24	22	-9%	27	10	-63%	457	167	-63%	
Upland Ave BT 19th and 22nd St	Chicane (Curb Stops and Crusher Fines)	24	20	-17%	28	25	-10%	49	26	-47%	365	206	-44%	
Quince Ave WO 17th St	Curb Extension and Pinch Point	25	23	-8%	29	27	-8%	593	177	-70%	2451	1353	-45%	
Quince Ave WO 19th St	Chicane (Paint and Post)	22	20	-10%	26	24	-8%	82	24	-71%	997	354	-64%	
Aurora Ave EO 37th St	Curb Extension	23	22	-2%	29	27	-6%	581	323	-44%	3282	1567	-52%	
Palo Pkwy EO Paonia St	Curb Extension and Pinch Point	23	22	-4%	28	27	-5%	200	104	-48%	836	518	-38%	
Glenwood Dr EO Arnett St	Pinch Point	25	24	-4%	30	28	-4%	1307	772	-41%	5470	4250	-22%	
Aurora Ave EO 38th St	Curb Extension	22	21	-2%	27	26	-4%	689	206	-70%	1382	1077	-22%	
Mohawk Dr BT Inca Pkwy and Pitkin Dr	Curb Extensions, Median, and Pinch Point	25	26	5%	32	30	-5%	1479	902	-39%	3750	3321	-11%	
Glenwood Dr EO 29th St	Curb Extension and Pinch Point	23	24	2%	29	29	-2%	985	774	-21%	3376	3089	-9%	
Mohawk Dr BT Talbot Dr and Inca Pkwy	Curb Extensions and Medians	24	25	7%	27	29	5%	270	432	60%	2505	2703	8%	
Glenwood Dr WO 30th St	Pinch Point	22	23	1%	27	27	1%	225	283	26%	2048	2043	0%	
Glenwood Dr EO Eastwood Ct	Curb Extension	21	23	8%	27	27	1%	559	492	-12%	2533	3104	23%	
Spruce St EO Folsom St	Curb Extensions	20	21	5%	25	26	3%	82	111	35%	999	764	-24%	
Aurora Ave WO Evans Dr	Curb Extension	20	21	4%	25	26	5%	81	169	109%	1206	1051	-13%	
Palo Pkwy EO Palisade Dr	Median	21	22	3%	26	26	3%	40	58	45%	244	342	40%	

Community Identified Pedestrian Safety VZIP Projects						
Project Street	Devices	Total Peds (Actual)		Total Peds (Adjusted for 2x Y/E/D*)		Notes
		Before Average	After Average	Before Average	After Average	
10th St. and University Ave.	Median Islands	441	440	443	442	Before stats represent a single day of data.
17th St. and Grove St. Intersection	Curb Extensions and Pavement Art	164	272	166	272	Before stats represent the average of two days of data.
18th St. and Grove St. Intersection	Curb Extensions and Pavement Art	17	24	17	24	Before stats represent the average of four days of data.
Spine Rd. and Chaparral Ct.	Curb Extensions and Median Island	12	12	48	48	Before stats represent a single day of data.
Spruce St. and 26th St. Intersection	Curb Extensions and Pavement Art	138	88	141	93	Before stats represent a single day of data.

\* Y/E/D = Young / Elderly / Disabled

## Appendix B: Yard Signs

# Aurora Ave. at 38th St. Vision Zero Innovation Program

## WHAT WE LEARNED

### AVERAGE SPEED

Before = 22 mph | After = 21 mph

### PERCENT OF VEHICLES $\geq$ 30 MPH

Before = 13% | After = 4%

### 85<sup>TH</sup> PERCENTILE SPEED

Before = 27 mph | After = 26 mph

### PERCENT OF VEHICLES $\geq$ 25 MPH

Before = 27% | After = 21%

## RECOMMENDATION: KEEP

Staff will present this recommendation to the Transportation Advisory Board (TAB) at their meeting on December 12, 2022. TAB will hold a public hearing before advising a course of action on this recommendation.



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# Aurora Ave. at 35th St. Vision Zero Innovation Program

## WHAT WE LEARNED

### AVERAGE SPEED

Before = 24 mph | After = 21 mph

### PERCENT OF VEHICLES $\geq$ 30 MPH

Before = 11% | After = 1%

### 85<sup>TH</sup> PERCENTILE SPEED

Before = 29 mph | After = 24 mph

### PERCENT OF VEHICLES $\geq$ 25 MPH

Before = 42% | After = 11%

## RECOMMENDATION: KEEP

Staff will present this recommendation to the Transportation Advisory Board (TAB) at their meeting on December 12, 2022. TAB will hold a public hearing before advising a course of action on this recommendation.



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# Aurora Ave. at 37th St. Vision Zero Innovation Program

## WHAT WE LEARNED

### AVERAGE SPEED

Before = 23 mph | After = 22 mph

### PERCENT OF VEHICLES $\geq$ 30 MPH

Before = 8% | After = 6%

### 85<sup>TH</sup> PERCENTILE SPEED

Before = 29 mph | After = 27 mph

### PERCENT OF VEHICLES $\geq$ 25 MPH

Before = 46% | After = 28%

## RECOMMENDATION: KEEP

Staff will present this recommendation to the Transportation Advisory Board (TAB) at their meeting on December 12, 2022. TAB will hold a public hearing before advising a course of action on this recommendation.



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# Aurora Ave. at Evans Dr. Vision Zero Innovation Program

## WHAT WE LEARNED

### AVERAGE SPEED

Before = 20 mph | After = 21 mph

### PERCENT OF VEHICLES $\geq$ 30 MPH

Before = 2% | After = 4%

### 85<sup>TH</sup> PERCENTILE SPEED

Before = 25 mph | After = 26 mph

### PERCENT OF VEHICLES $\geq$ 25 MPH

Before = 23% | After = 22%

## RECOMMENDATION: REMOVE

Staff will present this recommendation to the Transportation Advisory Board (TAB) at their meeting on December 12, 2022. TAB will hold a public hearing before advising a course of action on this recommendation.



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# Glenwood Dr. East of 29th St. Vision Zero Innovation Program

## WHAT WE LEARNED

### AVERAGE SPEED

Before = 23 mph | After = 24 mph

### PERCENT OF VEHICLES $\geq$ 30 MPH

Before = 12% | After = 10%

### 85<sup>TH</sup> PERCENTILE SPEED

Before = 29 mph | After = 29 mph

### PERCENT OF VEHICLES $\geq$ 25 MPH

Before = 43% | After = 39%

## RECOMMENDATION: REMOVE

Staff will present this recommendation to the Transportation Advisory Board (TAB) at their meeting on December 12, 2022. TAB will hold a public hearing before advising a course of action on this recommendation.



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# Glenwood Dr. at Glenwood Ct. Vision Zero Innovation Program

## WHAT WE LEARNED

### AVERAGE SPEED

Before = 21 mph | After = 23 mph

### PERCENT OF VEHICLES $\geq$ 30 MPH

Before = 5% | After = 4%

### 85<sup>TH</sup> PERCENTILE SPEED

Before = 27 mph | After = 27 mph

### PERCENT OF VEHICLES $\geq$ 25 MPH

Before = 23% | After = 28%

## RECOMMENDATION: MODIFY

Staff will present this recommendation to the Transportation Advisory Board (TAB) at their meeting on December 12, 2022. TAB will hold a public hearing before advising a course of action on this recommendation.



To learn more and share your perspective, visit:  
[bit.ly/boulder\\_vzip](https://bit.ly/boulder_vzip)



# Glenwood Dr. between Eastwood Ct. and Arnett St. Vision Zero Innovation Program

## WHAT WE LEARNED

### AVERAGE SPEED

Before = 25 mph | After = 24 mph

### PERCENT OF VEHICLES $\geq$ 30 MPH

Before = 9% | After = 7%

### 85<sup>TH</sup> PERCENTILE SPEED

Before = 30 mph | After = 28 mph

### PERCENT OF VEHICLES $\geq$ 25 MPH

Before = 46% | After = 41%

## RECOMMENDATION: MODIFY

Staff will present this recommendation to the Transportation Advisory Board (TAB) at their meeting on December 12, 2022. TAB will hold a public hearing before advising a course of action on this recommendation.



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# Grinnell Ave. West of Knox Dr.

## Vision Zero Innovation Program

### WHAT WE LEARNED

#### AVERAGE SPEED

Before = 24 mph | After = 19 mph

#### PERCENT OF VEHICLES $\geq$ 30 MPH

Before = 4% | After = 0%

#### 85<sup>TH</sup> PERCENTILE SPEED

Before = 28 mph | After = 23 mph

#### PERCENT OF VEHICLES $\geq$ 25 MPH

Before = 32% | After = 7%

### RECOMMENDATION: **KEEP**

Staff will present this recommendation to the Transportation Advisory Board (TAB) at their meeting on December 12, 2022. TAB will hold a public hearing before advising a course of action on this recommendation.



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# Mohawk Dr. South of Inca Pkwy. Vision Zero Innovation Program

## WHAT WE LEARNED

### AVERAGE SPEED

Before = 24 mph | After = 25 mph

### PERCENT OF VEHICLES $\geq$ 30 MPH

Before = 4% | After = 9%

### 85<sup>TH</sup> PERCENTILE SPEED

Before = 27 mph | After = 29 mph

### PERCENT OF VEHICLES $\geq$ 25 MPH

Before = 37% | After = 54%

## RECOMMENDATION: REMOVE

Staff will present this recommendation to the Transportation Advisory Board (TAB) at their meeting on December 12, 2022. TAB will hold a public hearing before advising a course of action on this recommendation.



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# Mohawk Dr. South of Pitkin Dr. Vision Zero Innovation Program

## WHAT WE LEARNED

### AVERAGE SPEED

Before = 25 mph | After = 26 mph

### PERCENT OF VEHICLES $\geq$ 30 MPH

Before = 13% | After = 20%

### 85<sup>TH</sup> PERCENTILE SPEED

Before = 30 mph | After = 31 mph

### PERCENT OF VEHICLES $\geq$ 25 MPH

Before = 53% | After = 66%

## RECOMMENDATION: REMOVE

Staff will present this recommendation to the Transportation Advisory Board (TAB) at their meeting on December 12, 2022. TAB will hold a public hearing before advising a course of action on this recommendation.



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# Palo Pkwy. West of Palisade Dr. Vision Zero Innovation Program

## WHAT WE LEARNED

### AVERAGE SPEED

Before = 21 mph | After = 22 mph

### 85<sup>TH</sup> PERCENTILE SPEED

Before = 26 mph | After = 27 mph

### PERCENT OF VEHICLES $\geq$ 30 MPH

Before = 3% | After = 4%

### PERCENT OF VEHICLES $\geq$ 25 MPH

Before = 18% | After = 23%

## RECOMMENDATION: REMOVE

Staff will present this recommendation to the Transportation Advisory Board (TAB) at their meeting on December 12, 2022. TAB will hold a public hearing before advising a course of action on this recommendation.



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# Palo Pkwy. at Paonia St. Vision Zero Innovation Program

## WHAT WE LEARNED

### AVERAGE SPEED

Before = 23 mph | After = 22 mph

### 85<sup>TH</sup> PERCENTILE SPEED

Before = 28 mph | After = 27 mph

### PERCENT OF VEHICLES $\geq$ 30 MPH

Before = 9% | After = 5%

### PERCENT OF VEHICLES $\geq$ 25 MPH

Before = 37% | After = 26%

## RECOMMENDATION: KEEP

Staff will present this recommendation to the Transportation Advisory Board (TAB) at their meeting on December 12, 2022. TAB will hold a public hearing before advising a course of action on this recommendation.



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# 10th St. & University Ave. Vision Zero Innovation Program

## WHAT WE LEARNED

PEDESTRIANS PER DAY  
BEFORE INSTALLATION: **443**

PEDESTRIANS PER DAY  
AFTER INSTALLATION: **442**

## RECOMMENDATION: **KEEP**

Staff will present this recommendation to the Transportation Advisory Board (TAB) at their meeting on December 12, 2022. TAB will hold a public hearing before advising a course of action on this recommendation.



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# 17th St. & Grove St. Vision Zero Innovation Program

## WHAT WE LEARNED

PEDESTRIANS PER DAY  
BEFORE INSTALLATION: **166**

PEDESTRIANS PER DAY  
AFTER INSTALLATION: **272**

## RECOMMENDATION: **KEEP**

Staff will present this recommendation to the Transportation Advisory Board (TAB) at their meeting on December 12, 2022. TAB will hold a public hearing before advising a course of action on this recommendation.



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# 18th St. & Grove St. Vision Zero Innovation Program

## WHAT WE LEARNED

PEDESTRIANS PER DAY  
BEFORE INSTALLATION: **17**

PEDESTRIANS PER DAY  
AFTER INSTALLATION: **24**

## RECOMMENDATION: **KEEP**

Staff will present this recommendation to the Transportation Advisory Board (TAB) at their meeting on December 12, 2022. TAB will hold a public hearing before advising a course of action on this recommendation.



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# Baseline Rd. & Mohawk Dr. Vision Zero Innovation Program

## WHAT WE LEARNED

### LEFT TURN FROM MOHAWK DR. ONTO BASELINE RD. (EASTBOUND)

PERCENT OF VEHICLES CROSSING AT/AHEAD OF MEDIAN

Before = 77% | After = 9%

PERCENT OF VEHICLES CROSSING AFTER MEDIAN

Before = 23% | After = 91%

### U-TURN ON BASELINE RD. (WESTBOUND)

PERCENT OF VEHICLES CROSSING AT/AHEAD OF MEDIAN

Before = 85% | After = 64%

PERCENT OF VEHICLES CROSSING AFTER MEDIAN

Before = 15% | After = 36%

## RECOMMENDATION: KEEP

Staff will present this recommendation to the Transportation Advisory Board (TAB) at their meeting on December 12, 2022. TAB will hold a public hearing before advising a course of action on this recommendation.



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# Spine Rd. & Chaparral Ct. Vision Zero Innovation Program

## WHAT WE LEARNED

PEDESTRIANS PER DAY  
BEFORE INSTALLATION: **12**

PEDESTRIANS PER DAY  
AFTER INSTALLATION: **48**

## RECOMMENDATION: **MODIFY**

Staff will present this recommendation to the Transportation Advisory Board (TAB) at their meeting on December 12, 2022. TAB will hold a public hearing before advising a course of action on this recommendation.



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# Spruce St. & 26th St. Vision Zero Innovation Program

## WHAT WE LEARNED

PEDESTRIANS PER DAY  
BEFORE INSTALLATION: **141**

PEDESTRIANS PER DAY  
AFTER INSTALLATION: **93**

## RECOMMENDATION: **KEEP**

Staff will present this recommendation to the Transportation Advisory Board (TAB) at their meeting on December 12, 2022. TAB will hold a public hearing before advising a course of action on this recommendation.



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# Quince Ave. West of 17th St. Vision Zero Innovation Program

## WHAT WE LEARNED

### AVERAGE SPEED

Before = 25 mph | After = 23 mph

### PERCENT OF VEHICLES $\geq$ 30 MPH

Before = 12% | After = 4%

### 85<sup>TH</sup> PERCENTILE SPEED

Before = 29 mph | After = 27 mph

### PERCENT OF VEHICLES $\geq$ 25 MPH

Before = 48% | After = 30%

## RECOMMENDATION: KEEP

Staff will present this recommendation to the Transportation Advisory Board (TAB) at their meeting on December 12, 2022. TAB will hold a public hearing before advising a course of action on this recommendation.



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# Quince Ave. at 17th St. Vision Zero Innovation Program

## WHAT WE LEARNED

### AVERAGE SPEED

Before = 25 mph | After = 23 mph

### PERCENT OF VEHICLES $\geq$ 30 MPH

Before = 12% | After = 4%

### 85<sup>TH</sup> PERCENTILE SPEED

Before = 29 mph | After = 27 mph

### PERCENT OF VEHICLES $\geq$ 25 MPH

Before = 48% | After = 30%

## RECOMMENDATION: KEEP

Staff will present this recommendation to the Transportation Advisory Board (TAB) at their meeting on December 12, 2022. TAB will hold a public hearing before advising a course of action on this recommendation.



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# Quince Ave. West of 19th St. Vision Zero Innovation Program

## WHAT WE LEARNED

### AVERAGE SPEED

Before = 22 mph | After = 20 mph

### PERCENT OF VEHICLES $\geq$ 30 MPH

Before = 2% | After = 1%

### 85<sup>TH</sup> PERCENTILE SPEED

Before = 26 mph | After = 24 mph

### PERCENT OF VEHICLES $\geq$ 25 MPH

Before = 20% | After = 8%

## RECOMMENDATION: KEEP

Staff will present this recommendation to the Transportation Advisory Board (TAB) at their meeting on December 12, 2022. TAB will hold a public hearing before advising a course of action on this recommendation.



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## Appendix C: Community Feedback Survey

Date	Input Mode	Resident On/Near Street Where Treatment is Located	Location -- Treatment	Mode (if indicated)	If you felt uncomfortable here *before* the treatment was installed, which elements were uncomfortable to you?	If you felt uncomfortable here *after* the treatment was installed, which elements were uncomfortable to you?	*After* the treatment was installed, which elements felt comfortable to you?	Additional Comments
9/21/2020	Formstack		Aurora & 38th --- Curb Extensions	Walking	Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists Conflict with turning vehicles		Vehicle speeds were reduced More visibility to vehicles More protection from passing vehicles Vehicles yielding	These bollards are great! Thank you! It stops people from parking too close to the intersection, my kids can see traffic around parked cars, and drivers are actually stopping for us, much more than just the painted crosswalk. My kids are at the age where they have a little more freedom to visit the park on their own, and a safer way across Aurora makes a huge difference. The bollards seem like a (relatively) low cost, high impact intervention.  I'd love to see more of this kind of treatment on the 33rd-37th Aurora intersections. Any chance of that happening?
10/6/2020	Formstack		Aurora & Gilpin --- Curb Extensions	Driving	Speed of vehicles		Vehicle speeds were reduced More visibility to vehicles More protection from passing vehicles Vehicles yielding	
10/6/2020	Formstack	Yes	Aurora & 39th --- Curb Extensions	Driving	Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists		Vehicle speeds were reduced More visibility to vehicles More protection from passing vehicles Vehicles yielding Other: Forces me to slow down	Please keep it up. I live in the neighborhood and appreciate the traffic calming!
10/6/2020	Formstack	Yes	Aurora & 38th --- Curb Extensions	Driving	Waiting for a break in traffic to cross Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists		Vehicle speeds were reduced More visibility to vehicles More protection from passing vehicles Vehicles yielding Other: I really appreciate the traffic calming!	Thank you for calming the traffic in my neighborhood!!
10/6/2020	Formstack		Aurora & Gilpin --- Curb Extensions	Walking	Speed of vehicles		More visibility to vehicles	Is the city considering putting speed humps on Aurora around BCSIS at Aurora and Gilpin? I walk on Aurora every day and people are clearly going much faster than the speed limit. A physical deterrent like a speed hump is much more effect than a sign. Thanks!
10/9/2020	Formstack		Aurora & 39th --- Curb Extensions	Walking		Waiting for a break in traffic to cross Other: Don't understand the usefulness.		We need information about the changes before they happen.

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10/9/2020	Formstack		Aurora & 38th --- Curb Extensions	Driving	Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists Conflict with turning vehicles		Vehicle speeds were reduced More visibility to vehicles More protection from passing vehicles Vehicles yielding	Drivers are not obeying the new 20 mph speed limit. Drivers are still racing down Aurora Ave and Morgan Drive
10/19/2020	Formstack		Aurora & 39th --- Curb Extensions	Walking		Other: More confusing		Survey format is not efficient. There are a variety of changes on the referenced section of Aurora and it seems like a waste of residents time to fill out three different locations for each mode separately. Overall, the project seems unhelpful and more confusing than anything. There are now multiple signs, including school zone signs, even though the speed limit appears to be the same regardless of the area and whether the lights are flashing. The plastic delineators don't create the same refuge as an actual curb extension and are more confusing than anything. They don't slow cars down or give any confidence stepping into the road as a pedestrian. 20 mph seems unreasonable for the street width when school isn't in session. It's interesting that the photo radar van is deployed on weekend mornings when school isn't in session and the street is empty. Seems more focused on revenue than safety. Overall the project seems like a confusing waste of money and a clutter of signs and devices. If you want people to drive slower and peds to be safer, legitimately change the street geometry so it doesn't function like a major arterial street. A better place to spend money in the neighborhood would be the intersection of Mohawk and Baseline where the alignment makes it difficult for drivers to focus on peds.
12/5/2020	Formstack		King's Ridge & Wonderland Path --- Crossing Treatment	Walking		Waiting for a break in traffic to cross		The key problem with this crossing is that the pedestrian route emerges from below grade, so mutual visibility between traffic and pedestrians is poor. I expected this treatment to include some sort of enhanced visibility, signage, or crosswalk marking. The improvements installed benefit only a small subset of vision impaired users and does little to improve this intersection for most users.
12/15/2020	Formstack		Grove & 18th --- Curb Extensions	Biking		Conflict with turning vehicles		Some cars can't make that turn. You guys cut into the road 10 feet. Cars turning west end up in the opposite lane to make the turn. That's the lane I'm biking in. Mr f350 can't make the hairpin turn you guys built. I get a truck looking at me head on with your design. Terrible build.

Date	Input Mode	Resident On/Near Street Where Treatment is Located	Location -- Treatment	Mode (if indicated)	If you felt uncomfortable here *before* the treatment was installed, which elements were uncomfortable to you?	If you felt uncomfortable here *after* the treatment was installed, which elements were uncomfortable to you?	*After* the treatment was installed, which elements felt comfortable to you?	Additional Comments
12/15/2020	Formstack	Yes	Grove & 18th --- Curb Extensions	Walking				Very UGLY street "improvements" I have lived here 23 years, walk this route every day, and never felt unsafe at either Grove and 17th & Grove and 18th. I find the car traffic at 17th and Grove to be very aware and polite. The city should spend money on sign visibility. Too many street signs and stop signs throughout town are block by vegetation.
12/16/2020	Formstack		Aurora & 39th --- Curb Extensions	Driving			Vehicle speeds were reduced More visibility to vehicles More protection from passing vehicles	
12/16/2020	Formstack		Aurora & Gilpin --- Curb Extensions	Other: Driving and biking	Other: Kids and parents swarming the intersection un safely	Other: I didn't know what those white posts were for-very confusing. I have not observed enough behavior in those areas to have any judgement		
12/16/2020	Formstack		Grinnell & Viele Channel Path --- Crossing Treatment (Median Island)	Driving		Other: conflict with parking vehicles		
12/17/2020	Formstack		Grinnell & Viele Channel Path --- Crossing Treatment (Median Island)	Driving			Other: Easier to see bikes crossing	
12/17/2020	Formstack		Grove & 17th --- Curb Extensions and Crossing Treatment	Other: Walking pushing a stroller with a baby.	Waiting for a break in traffic to cross Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists Conflict with turning vehicles Other: No crosswalk across 17th Street on the North sunny side. South side of Grove St. has icy sidewalks.		Vehicle speeds were reduced More visibility to vehicles	Need to install a crosswalk on the North side of 17th and Grove. This is the sunny side of the street. South side of Grove street has icy sidewalks for months. Hard to push a baby in a stroller on them. We have to cross three streets. Grove - 17th - Grove. Crub ramps are full of snow and ice on the south side crosswalk of 17th.

Date	Input Mode	Resident On/Near Street Where Treatment is Located	Location -- Treatment	Mode (if indicated)	If you felt uncomfortable here *before* the treatment was installed, which elements were uncomfortable to you?	If you felt uncomfortable here *after* the treatment was installed, which elements were uncomfortable to you?	*After* the treatment was installed, which elements felt comfortable to you?	Additional Comments
12/18/2020	Formstack	Yes	Aurora & Gilpin --- Curb Extensions	Driving	Other: Idiot Parents Parking in no parking zones	Other: Restrains the Idiot Parents from parking in no parking zones!g where		I live at 835 Gilpin Drive, six houses down from Gilpin and Aurora. I've been here since 1977. Having these charter schools have really impacted the idiot parents who think its okay to drive poorly and to park where ever they want, including in front of my driveway. And how dare I approach them to ask them to move so I can leave for work! They are rude and confrontational to the point where I and other neighbors have called the police. The school is unable to train their idiot/entitled parents to be respectful of our neighborhood. Can't tell you how many times these idiot/entitled mommies and daddies have pulled u-turns in front of the school. Love these new restraints. Took away some perfectly good "NO PARKING" spots. Haha. Last Laugh.
12/18/2020	Formstack		Grinnell & Viele Channel Path --- Crossing Treatment (Median Island)	Walking	Speed of vehicles		Vehicle speeds were reduced More visibility to vehicles	
12/19/2020	Formstack		Grove & 17th --- Curb Extensions and Crossing Treatment	Walking	Vehicles not yielding to crossing pedestrians/cyclists Conflict with turning vehicles		More protection from passing vehicles Vehicles yielding	Still waiting for crosswalk on north side of Grove/17th. South side too icy
12/19/2020	Formstack		Grinnell & Viele Channel Path --- Crossing Treatment (Median Island)	Walking	Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists			I don't think data gathered by this equipment will be valid until after kids can return to Southern hills and Fairview (after Jan 12). And even at that point, only half the kids will attend on any given day
12/20/2020	Formstack		Aurora & 38th --- Curb Extensions	Driving	Other: My view of oncoming traffic was often blocked by parked vehicles when parents are dropping off or picking up kids. Dangerous.		More visibility to vehicles	
12/20/2020	Formstack		Grinnell & Viele Channel Path --- Crossing Treatment (Median Island)	Walking	Waiting for a break in traffic to cross Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists	Speed of vehicles		

Date	Input Mode	Resident On/Near Street Where Treatment is Located	Location -- Treatment	Mode (if indicated)	If you felt uncomfortable here *before* the treatment was installed, which elements were uncomfortable to you?	If you felt uncomfortable here *after* the treatment was installed, which elements were uncomfortable to you?	*After* the treatment was installed, which elements felt comfortable to you?	Additional Comments
12/20/2020	Formstack	Yes	Grinnell & Viele Channel Path --- Crossing Treatment (Median Island)	Other: I live at the intersection, our house is in photo	Speed of vehicles	Other: markedly narrows street, cars swerve to avoid island, come close to curb. Cannot park anywhere close to it.		I live at 4240 Grinnell Ave, the house most affected by this traffic island. I understand the point of the island but a couple complaints: first, no input asked from me/us, very short notification it was going to be installed. But -- since it is installed, we find it to be cumbersome. Harder to park in our driveway and also on the curb. The island forces people to swerve towards the curb as it markedly narrows the passable street. It also doesn't seem to slow traffic much. Why not a speed bump? Is there another solution? Thank you, please respond.
12/21/2020	Formstack		Aurora & 39th --- Curb Extensions	Biking		Other: The posts interfere with bicycle egress and also encourage pedestrians to stand in street by posts		Very bad idea for bicycles. This program is basically creating obstructions in bicycle passage forcing them into the road with traffic. Why even build bike lanes if you are going to do things like this? There are better ways to control traffic speed.
12/28/2020	Formstack	Yes	Grove & 18th --- Curb Extensions	Other: Also biking			Other: Nothing, really - I dont understand why this was done at 18th and Grove, which hardly sees any traffic at all. 18th is a side street and not a primary entrance or exit for the neighborhood. Similar treatments at 20th and Grove (on the Arapahoe side) and 19th/21st and Canyon would better serve the neighborhood.	Love the curb-out extensions, just not at this intersection - I'd hardly see any cars entering or exiting this neighborhood at 18th street, which is a block away from two major entrances: 17th and Grove (a great improvement) and 19th and Canyon, which I live on, and still see cars speeding in and out of recklessly from my balcony and bedroom windows.  18th street north of Canyon and south of Pearl would also be a better spot for this type of treatment, as lots of drivers use that segment of 18th to avoid the lights at 17th street when entering and exiting Pearl and Walnut Streets.
12/28/2020	Formstack		Grove & 17th --- Curb Extensions and Crossing Treatment	Walking			Vehicle speeds were reduced More visibility to vehicles More protection from passing vehicles Vehicles yielding	This one works much better than the one at 18th and Grove because 17th sees a lot more traffic - only suggestion would be to put stripes in on both sides of the crosswalk across 17th instead of just one.
1/17/2021	Formstack		Grove & 17th --- Curb Extensions and Crossing Treatment	Walking			Vehicles yielding	Why is this survey not on Be Heard Boulder? You guys keep sending me to a million different websites but you said all the ways to be involved were gonna be on there.  Otherwise I love this work to improve traffic safety, keep it up!
2/4/2021	Formstack		Grinnell & Viele Channel Path --- Crossing Treatment (Median Island)	Biking	Waiting for a break in traffic to cross Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists	Other: vehicles are parked too close to the crossing, which limits visibility for cyclists and autos.		

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2/22/2021	Formstack		King's Ridge & Wonderland Path --- Crossing Treatment	Walking			More visibility to vehicles Vehicles yielding	
2/22/2021	Formstack		King's Ridge & Wonderland Path --- Crossing Treatment	Driving	Speed of vehicles	Speed of vehicles Other: I'm not sure vehicle speeds are reduced by much, if any, although the yellow signs will probably help remind them to yield at this crossing	More visibility to vehicles	
2/23/2021	Formstack		Grove & 17th --- Curb Extensions and Crossing Treatment	Walking			More visibility to vehicles More protection from passing vehicles	
2/23/2021	Formstack		Grove & 17th --- Curb Extensions and Crossing Treatment	Driving			Other: easy to see where pedestrians would be	
2/23/2021	Formstack		Grove & 18th --- Curb Extensions	Walking			More visibility to vehicles More protection from passing vehicles	
3/9/2021	Formstack		23rd & Canyon --- Curb Extensions (tentative) and Crossing Treatment (RRFB)	Biking	Waiting for a break in traffic to cross Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists Conflict with turning vehicles		More visibility to vehicles More protection from passing vehicles Vehicles yielding Other: Kim	what i didnt like is crossing to the left side of the road then trying to hit the walk button. wish there was a sensor.  interested in the curb extentions and how theyll interact with the crossover bikes  reminds me of the awkward pearl/23rd crossing of turn to get on the side walk the turning 90 degs to cross. would love to see this improved.  ty
5/11/2021	Formstack		23rd & Canyon --- Curb Extensions and Crossing Treatment (RRFB)	Walking	Waiting for a break in traffic to cross Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists Conflict with turning vehicles		Vehicles yielding	
5/12/2021	Formstack		King's Ridge & Wonderland Path --- Crossing Treatment	Driving				Cars are constantly and consistently running red lights throughout Boulder. I have even seen a city bus. This is the biggest hazard for pedestrians, and bikers. Why is nothing being done to ticket vehicles and stop this dangerous illegal activity?
5/12/2021	Formstack		26th & Spruce --- Curb Extensions and Crossing Treatment (art coming in May 2021)	Walking	Vehicles not yielding to crossing pedestrians/cyclists		More visibility to vehicles	Effective, inexpensive, creative

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5/13/2021	Formstack		23rd & Canyon --- Curb Extensions and Crossing Treatment (RRFB)	Walking	Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists		Vehicle speeds were reduced More protection from passing vehicles	
5/26/2021	Formstack		26th & Spruce --- Curb Extensions and Crossing Treatment	Walking	Waiting for a break in traffic to cross Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists Conflict with turning vehicles		More protection from passing vehicles	Love these improvements! Having travelled widely in the Nordics and like having priority over cars.
5/28/2021	Formstack		26th & Spruce --- Curb Extensions and Crossing Treatment	Biking		Conflict with turning vehicles Other: Road is considerably narrower now when traveling by bike on spruce street, cars passing within the marked area have almost no room to pass me safely without almost hitting me.		What is the intended benefit of this corner "improvement"? I work on this road and commuting on it by bike is now more dangerous thanks to this intersection
5/28/2021	Formstack		26th & Spruce --- Curb Extensions and Crossing Treatment	Walking	Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists		Vehicle speeds were reduced More visibility to vehicles Vehicles yielding	Love it! I'm excited for the art. I'd love to see a similar treatment at 26th and Pine.
7/10/2021	Formstack		26th & Spruce --- Curb Extensions, Crossing Treatment and Art	Biking			Other: I felt loved. And I think turning speeds are slower.	This is a very important program. It can save lives, improve our quality of life, and maybe even reduce greenhouse gas emissions as more folks feel safer walking and biking and driving becomes slower.
7/14/2021	Formstack		Grove & 18th --- Curb Extensions	Walking			More visibility to vehicles	

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8/28/2021	Email	Yes	Palo (30th to Ridgeway) --- Median Island and Curb Extensions					<p>Hello,</p> <p>I was unaware of the comment period for the proposed vision zero projects for Palo Parkway. I received the postcard announcing the construction today, and hope my voice can still be heard. I'm a homeowner on Howe Ct, and I would like to voice my opposition to these being installed. I've viewed the proposed design, and I am not in favor of these being installed. They are to be frank, ugly and unnecessary. Extended curbs and plastic delineator posts give the unsightly appearance of a permanent construction zone. I would maybe understand if this area was particularly dangerous, but it just isn't. My wife and I have lived here for ten years with a small child, my mother, and a dog. We go on walks at least twice a day. It's safe to say we have crossed Palo Parkway thousands of times in those 10 years, and have never had an issue. I told my 82 year old mother about this, and the first thing she said was, "Why? I've never had a problem crossing the street." I have to wonder how dangerous this street can be if my 82 year old mother can cross it without any issues. Palo is basically a dead end street with little to no through traffic. I can't help but think the city is spending a lot of time, effort, and money trying to solve a problem that doesn't exist here. I can't claim to have any data on accidents here other than my own experience, and if the city can demonstrate that the street is in fact unsafe, I would possibly support a more permanent solution that would add to the appearance of the neighborhood instead of detracting from it. I urge the city to please reconsider these, and I will be urging my neighbors to do the same.</p>

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8/28/2021	Email	Yes	Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions					<p>Liv</p> <p>I have lived on Quince Ave for 30 years. It is just after 10 pm on a Sat night and I just returned home and was able to see what the barricaded portions will be like at night on Quince Ave . I think that you think Quince Ave is wider than it is. This is a very narrow street as it is .There will be no room to drive on the street as you have it marked off . Quince Ave has Bicycle traffic, strollers, walkers, cars, Lots of repair vehicles parked on the street ( Electricians, plumbers, Movers, roofers, landscapers and their trucks etc. ) Where will these people park? How will I even get out of my driveway? There will be no room on this street after you add curbs and barriers. I am very alarmed at this . It seems like an accident waiting to happen. I am 72 years old and too old to drive on this obstacle course.</p> <p>Help!!!!</p>

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8/30/2021	Email	Yes	Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions					<p>I live at 1357 Quince Ave. I was looking at the VZIP treatments you have planned for Quince Avenue, and I have some concerns. I'm assuming the primary goal is to slow down traffic, which will result in fewer accidents, fatalities and injuries...we all want that. However, I think there's a big flaw in the proposal in that it will only slow down traffic if there are two or more cars on the road. When there is only one car, that car will still have the ability to go way too fast. Quince is a rather wide street and the pinch points will hardly slow down someone who is determined to drive too fast. Pedestrians, bicyclists, and cars pulling out onto Quince from driveways will be in just as much danger. Actually, it may make it worse for these groups. Also, I'm not sure why you've limited your plan to the east end of Quince. We live across the street from Lucky's and cars drive way too fast there as well. That may sound surprising given the relatively short distance between Broadway and 15th, but cars these days have amazing acceleration, and they're not shy about using it. I've almost been in an accident any number of times just trying to pull out of my driveway. Depending on the size of the vehicles parked along the street, we often have no way of seeing what is coming, so we are forced to cross our fingers and hope for the best.</p> <p>On our end of the street the cars can only park on one side. But on the east end they park on both sides, and occasionally you'll get 2 large vehicles parked opposite each other, which creates a bottleneck and prevents more than one vehicle from getting through. It's confusing, it's dangerous, and annoying, and what you are proposing are several of these types of bottlenecks. When you are one of the drivers at these pinch points, it just feels dangerous.</p>

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9/1/2021	Email	Yes	Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions					<p>Hi I live at 1775 Quince Ave and have read your response to Glen Beans request for information about the island that is laid out in front of their house. It is true that 1755 Quince has been focal about all this however you need to understand that the driveway in concern is an illegal drive. City of Boulder allows one driveway per residence. At lease this is what the planning department have been telling me for 40 years. I was a General Contractor in Boulder, now retired so maybe things have changed. It seems to me that your original plan presented to us should have not been changed. By the way at that would have put the bulb out in front of my house where I was good with.</p> <p>Hi It is not the speed controls that upset me but the plan that I was sent and thought was appropriate is not what was built. We never received the new design before it was implemented so I assumed incorrectly that the original plan was a go. NOT GOOD.</p> <p>Hi Thanks for the mass info, but you have not responded to why we did not get the opportunity to respond to the existing speed mitigation in front of 1775 Quince Ave</p> <p>Go back to the original concept that I approved would handle our objectives.</p>

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9/1/2021	Email		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions					<p>Hi Liv,</p> <p>My name is Glenn and I'm a big enthusiast of efforts to slow traffic on Quince Avenue. We live here and regularly have cars zip by our 4 year old and twin 10-month olds as we go for walks, head to school, talk to neighbors, etc.</p> <p>With that in mind, I wanted to ask a quick question about some of the pink paint that has shown up on Quince. Most of it seems pretty consistent with the VZIP plan I found online, however, there are two "blobs" that don't exist on that plan. One of them is right in front of our driveway, so I'm particularly curious!</p> <p>I drew them on the VZIP plan in pink, and also took a couple pictures (note mailboxes for reference) and attached in the pdf.</p> <p>Could you let me know if these were mistakenly drawn, the plan is updated, or other? If they ARE included in the plan, I'd really like to understand better how it affects our driveway.</p> <p>Hoping to get this to you before installation starts, which signs indicate could be next couple days.</p> <p>Happy to hop on a quick call or zoom if useful. Thanks!</p> <p>Thank you for the improvements on Quince! Our driveway opens into the most controversial part - the "yellow island." While it may not be perfect, it is SO much better than the unmitigated speed before.</p> <p>Thank you for experimenting and continuing to improve based on the data.</p>

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9/1/2021	Email		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions					<p>I got to experience first hand the speed mitigation modifications that you put in on Quince Ave. I'm a resident on Quince street and frequently drive, walk and bike on the street. The center of the road obstacle that you've plopped in near 19th street is not going to work. You've actually forced cars into the side of the road where pedestrians and bikers are located. There are no sidewalks or bike lanes, so we are forced to walk and bike on the side of the street. On my bike ride through this area, there were 2 cars coming from both directions, 2 pedestrians on the other side of the road, and myself, all being forced into a very small area. Everyone was confused and I felt unsafe. You have created a more dangerous situation for bikers and pedestrians than having nothing there. Maybe it slows traffic down, but not without a tradeoff.</p> <p>Please come sit here for a day and observe what happens with various mixtures of traffic, cars, pedestrians, etc. You'll see what I'm referring to. Thanks for trying, but you got this one wrong. Please feel free to call me to discuss. I would love to see this removed ASAP.</p> <p>Also, I don't have any problem with the pop outs that you placed on other parts of quince. The center island obstacle is the major concern. Thanks for considering.</p>

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9/2/2021	Email		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions					<p>Dear Ms. Lewin,</p> <p>The changes on Quince are horrible for this neighborhood. Many residents use Quince to access vital services at the Lucky's Market Shopping Center. With Broadway often backed up with traffic, you have essentially cut off a second vital access point to the services and amenities on Quince and Broadway. The city needs to remove these barriers. As the population increases in North Boulder, Broadway is not able to accommodate the traffic that is increasingly coming to our area of town. This is a poorly thought out plan with a lack of thoughtfulness about the larger picture in North Boulder. 300 more residential units will be opening soon in the Holiday neighborhood, and soon after that, dense building on the former Shining Mountain Waldorf School property will commence. If density at this level continues, the roads need to remain open.</p> <p>If you want to make Boulder walkable, then you need to have a grocery store within a half mile radius of Boulder. Shutting down our roads with all these bizarre barriers isn't making Boulder walkable. These traffic barriers seem dangerous and confusing. If Boulder fought harder to put a grocery store within a half mile of my house, then I would leave my car at home and walk to the grocery store gladly. Grocery store access is the REAL problem.</p>
9/2/2021	Formstack	Yes	Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Driving		Other: There is too much traffic for the yielding to be effective. The lines of traffic will only grow or cars will move to the side streets that pedestrians use on a regular basis, myself included.		
9/2/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Other: It's your plan that is our concern		Other: Narrowing the road means less space for cars, bikes and KIDS GOING TO SCHOOL to pass each other. Why not just put a stop sign up on 15th and Quince???		Unnecessary renovation: will disrupt safe walking and biking by narrowing the road when speed may be the real issue - STOP sign at 15th and Quince is much preferred by neighbors who actually use this road.
9/2/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Other: It's your plan that is our concern		Other: Narrowing the road means less space for cars, bikes and KIDS GOING TO SCHOOL to pass each other. Why not just put a stop sign up on 15th and Quince???		Unnecessary renovation: will disrupt safe walking and biking by narrowing the road when speed may be the real issue - STOP sign at 15th and Quince is much preferred by neighbors who actually use this road.

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9/2/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Other: Traffic onto Orchard and 17th				<p>Just talked to your crew - nice people, by the way. The project is already rolled and so asking for any reconsideration of this plan is moot. But, please consider putting two signs on the intersection of 17th and Orchard Ave; there is a stop sign on Orchard both east and west. Consider signs on Orchard corners (on post with existing stop signs) saying "17th St traffic does not stop". I live on this corner and see near collisions at times and this plan on Quince may force more traffic onto 17th and Orchard. Further accident studies could be done to see if a 4 way stop would be more beneficial.</p> <p>Thanks</p>
9/2/2021	Inquire Boulder	Yes	Glenwood (Folsom to 28th) --- Curb Extension					<p>Please stop this Vision Zero nonsense before it gets out of hand and subsequently wastes our tax dollars when you have to remove it all because of the inevitable complaints. What are these "extended sidewalk" areas supposed to accomplish that a crosswalk cannot? Where I live, at Glenwood and Arnett, two cars can no longer drive on the very-wide street at the same time because of this nonsense. See attached photo. Boulder is a well-educated city filled with smart people, but this project has to be one of the dumbest ideas and implementations I have ever witnessed. I am a runner, a cyclist, and a regular pedestrian who walks her dogs in Boulder and I have not felt unsafe. I am also a driver who does not want to see extra traffic in town because of the horribly-designed Project Zero initiatives. The abundant crosswalks, wheelchair accessible ramps, and extremely-low speed limits are plenty. I would love to speak to the people in charge of Vision Zero.</p>

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9/2/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Driving			Other: Vehicles aren't able to access vital services and amenities	The changes on Quince are horrible for this neighborhood. Many residents use Quince to access vital services at the Lucky's Market Shopping Center. With Broadway often backed up with traffic, you have essentially cut off a second vital access point to the services and amenities on Quince and Broadway. The city needs to remove these barriers. As the population increases in North Boulder, Broadway is not able to accommodate the traffic that is increasingly coming to our area of town. This is a poorly thought out plan with a lack of thoughtfulness about the larger picture in North Boulder. 300 more residential units will be opening soon in the Holiday neighborhood, and soon after that, dense building on the former Shining Mountain Waldorf School property will commence. If density at this level continues, the roads need to remain open.
9/2/2021	Email	Yes	Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions					I'm sorry, Ms. Lewin, The Quince Ave. speed reduction alterations are beyond idiotic. I wish you would have given the public an opportunity to provide input. It's amazing you have the power to force things like this down our throats.
9/2/2021	Email	Yes	Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions					We have the postcard announcing the VZIP modifications to Quince St. These are excessively aggressive. They will push car traffic off of the through street into the neighborhood. It is obvious that drivers on Quince approaching 17th from the west will avoid the three impediments to 19th St by turning right/south onto 17th St on their way to Orchard and 19th. This is a very quiet street where lots of little kids ride their bikes and scooters to and from school. That will be a net reduction in safety. Before traffic accidents increase and someone gets hurt it would be better to fully think through the consequences of this design.
9/3/2021	Call		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions					I just want to give feedback on the changes that were made on Quincy Ave. We think they're absolutely terrible. I was wondering if you guys could uninstall those. We think there are dangerous for bikers and pedestrians. We've almost had some krashes with people being confused and just think it's a terrible thing. Please see if he can undo this, thanks.

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9/3/2021	Call	Yes	Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions					Hi this is Heather vs I live on upland and I'm calling about the vision zero improvements you guys made over on Quinn and I think now it's just forcing more people to go to upland other streets near their. Wondering what you're going to do about the upland speeding 'cause it's crazy over here. Probably worse than Quince umso thoroughfare. So let me know would be great just to get more information and if we could get the same thing that Quincy has come. My phone number is 33876999. Thanks so much bye.
9/3/2021	Email	Yes	Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions					Hi Ryan, My husband and I were so excited to see that the crew was there yesterday putting up the plastic and painting the road. We have already noticed a difference in the speeds. We are really hopeful that these changes can become more permanent structures in the future!  I'm noticing some really negative reactions from people on NextDoor and I'm worried that those people will have influence on this project. All of the people complaining are people who do not live on this road but use it regularly, some referring to it as a "thoroughfare." I'm pretty shocked by their negative reactions and I wanted to ask - if enough people complain, is it possible that their wants would be placed above the wants of the people who live here and requested this project?
9/3/2021	Call		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions					Hi I was calling about the Quince Ave Zero vision vision zero thing that was pretty recently but I'm not sure you guys are aware of it. In both directions, there signs is a yield of oncoming traffic. So someone going East sees a car coming West and both cars or yielding both cars were stopping and we have to make up our own minds about who goes first. Whereas you might consider taking down one of the yield sign so that like if I was going east, the guy coming Westwood had the yield sign. Or vice versa, or something like that. 'cause right now is like there's everybody yields. But who says who goes first? So just a suggestion. My number 33523742 by name, is Valerie.
9/4/2021	Formstack		26th & Spruce --- Curb Extensions, Crossing Treatment and Art	Walking	Other: No crosswalks	Other: Ridiculous placement of obstacles. Still no sidewalks. Few to no crosswalks. What the hell is the point?		

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9/5/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Driving		Waiting for a break in traffic to cross		<p>Feedback on Quince: one lane sections : safety concern about possible head on with another vehicle. Island section: difficult to navigate, confusing layout. Overall: confusing to navigate at night due to large array of poles. Concerned that larger service vehicles ( utility trucks, home maintenance providers, delivery, etc.) will not be able to pass through. Lack of adequate parking space for service vehicles.</p> <p>Opinion: I think methods already in use such as broad speed bumps, traffic circles, etc, will work better.</p>
9/7/2021	Email	Yes	Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions					<p>I wanted to give you feedback on the newly installed Quince program. I live 2 blocks away on Topaz and use to drive Quince regularly to go to Lucky's(I will not anymore until the "improvements" the city put in are replaced with something more functional. I have lived in North Boulder for 20+ years.</p> <p>My experience over the last few days driving/biking on Quince.</p> <ol style="list-style-type: none"> <li>1) Most cars don't know when to "yield" and often times both cars are waiting for the other to proceed then they both start at same time then stop,then start, etc..</li> <li>2) I rode on my bike down Quince and a car tried to pass me at pinch point(I was totally aware of car and knew she was not understanding what to do), so I rode through the white line area so I wouldn't get hit then the car passed me for a few yards then slammed on the brakes to stop before the 1 lane areas(also if I wasn't alert I would of crashed into car). Then after that car proceeded the oncoming car didn't yield to me and I had to move out of way again. So out of riding down Quince one time I almost got hit by a car 3 times. The way it is set up makes it extremely dangerous for bikes.</li> <li>3) The Chicane section has 2 one lane wide areas in both directions that is to long so cars can both start to go and then get stuck in the center.</li> <li>4) Many kids from Centennial middle school walk to Luckys and I believe what the city did has made it very dangerous for these kids.</li> </ol> <p>My conclusions:  1) I think it made Quince very dangerous for bikes and pedestrians.</p>

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9/9/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Driving		Waiting for a break in traffic to cross Conflict with turning vehicles Other: Pedestrian safety around the island or "chicane". There is no room for people to avoid cars here.		To me the "innovations" are absolutely awful looking. I am displeased in general with the ever-increasing amount of plastic we are forced to live with and these plastic posts are so ugly. The street looks absolutely ridiculous now. Beside this it seems like it's more dangerous than helpful. It is particularly dangerous for pedestrians near the "island" area. Cars are forced to the edge of the road and there is no place for pedestrians to stay clear of traffic. I use Quince to get to Lucky and I always drive safely and respect the speed limit and I am very considerate and careful with everyone else using the street. I don't think this makes the street safer in any way and it is highly inconvenient and dangerous to drivers, cyclists and pedestrians alike.
9/9/2021	Call		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions					VZIP has made a terrible mess on Quince, 15th – 19th. Caller is former school bus driver including mountain schools so is professional driver, knows what he's talking about.
9/11/2021	Formstack	Yes	Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Other: I live at 1560, Quince Ave, Boulder CO		Other: I have witnessed dangerous driving, especially visibility in the day time. Very unattractive for residents as well. Please remove and put in sidewalks.		This is an unsafe, unattractive set up. Please add sidewalks or other measures. As a Quince Avenue resident a f taxpayer, I am very opposed to this project.
9/12/2021	Formstack		Spine & Chaparral --- Median Islands and Curb Extensions	Biking		Other: Merging into and out of traffic flow as a cyclist during morning and evening commute		This pinch method that creates median islands and curb extensions forces cyclists to take the full lane, impeding the regular flow of vehicle traffic. This route is used regularly for larger vehicles like semis, dump trucks, and other large vehicles which may have limited visibility to bikes in travel lanes. There should be a solution to prevent fewer interactions between bikes and cars/trucks, not more. This method appears to be a step backwards with respect to cyclist safety.
9/13/2021	Formstack		26th & Spruce --- Curb Extensions, Crossing Treatment and Art	Walking		Other: felt like a very unnecessary "solution" to a non-existent problem.		Vision zero program is useless and causes discomfort to pedestrians and bikers.

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9/13/2021	Email	Yes	Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions					Hello Amy. Bob Yates gave me your name. I live in North Boulder and use Quince Street as a direct route to Lucky's from my home. I'm concerned about the labyrinthine design of the barriers to (apparently) slow down/ stop cars. It is unclear, especially on a first pass how to navigate these and if 2 cars or a car and a bike attempt to pass through the "narrows" at the same time it's a sure invitation for an accident, especially at night. I hope the design is just a trial (like the failed experiment on Folsom a few years ago.) I would call it a well meaning overreaction to the desire to slow cars down. Maybe the good old fashioned speed bumps would be safer, cheaper, and less dangerous. Thanks.
9/13/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Driving				All these structures will cause accidents! Not a good idea!
9/14/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Driving		Other: confusion about how to navigate the byzantine configuration		
9/14/2021	Formstack		NEWEST INSTALLATIONS	Other: Laramie change not yet implemented; I will be driving it frequently	Other: curves and parked cars on narrow street turn it into a one lane street requiring finding a place to pull over to let oncoming traffic proceed			The proposed speed humps will complicate navigating Laramie even more, and will do NOTHING to improve the existing complexity of the route. It will also cause pain for those of us who have problems with our human suspension systems. Have you considered the implications for such disabled drivers?
9/14/2021	Formstack	Yes	Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Other: Homeowner 1742 Quince Ave	Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists	Speed of vehicles Conflict with turning vehicles Other: Some drivers are accelerating rather than slowing to navigate the chicane. Others are driving in the pedestrian/bike area between the white pinch points and the side of the street/ditch. Our mailbox has been hit 2-3 times since the treatments were installed. There is a lot more street noise / road rage conflict on Quince now - car horns, yelling, etc.		I am generally supportive of the traffic calming efforts on Quince. However, the chicane in the 1700 block is confusing to drivers. Please refine the signage / design to better accomplish the Vision Zero goals.  The pinch points (white 'islands') east & west of the chicane need better signage as cars are driving in the the pedestrian/bike area between the white pinch points and the side of the street/ditch. Our mailbox has been hit 2-3 times since the chicane was installed.  It is very difficult to turn into our driveway now when driving west on Quince as the yellow chicane makes the left turn rather awkward. Can the size / location of the white 'islands' and yellow chicane be adjusted to allow for better driveway access in the 1700 block of Quince?

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9/14/2021	Formstack		NEWEST INSTALLATIONS	Driving		Other: Going from a 2-lane road with one lane of traffic in each direction, to forcing traffic in opposing directions to compete for one lane (1950s movies called it playing "chicken")		<p>This is feedback about the PROPOSED project on Glenwood Dr. between Folsom and 28th St.</p> <p>I travel that street regularly to go to Safeway, my bank, my veterinarian, and (to a lesser extent) a used bookstore.</p> <p>I'm not sure what perceived problem this project attempts to solve, but turning a two-lane street with one lane of traffic in each direction into a street with one lane (actually maybe 1.3 lanes, but anything &lt; 2 lanes is a problem with traffic in both directions) where vehicles going in opposite directions have to compete for the use of the common lane is a recipe for head-on collisions.</p> <p>I have not experienced, or noticed any problems on this street.</p> <p>Yes, there is a bike path crossing, so drivers (or other cyclists) have to be wary, especially since bikes on the path can come from behind a driver going east.</p> <p>I can only assume that the expected result is that drivers who don't like to play "chicken" will use Iris or Valmont to travel east or west, further clogging those main streets. At best, cars waiting to use the common lane on Glenwood will be sitting and idling, creating more pollution that would not have been created with the 2-lane configuration.</p>

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9/14/2021	Email Call		Glenwood (Folsom to 28th) --- Curb Extensions					<p>Hi, my name is Aaron. My phone number is 3032405837. I'm a resident of Boulder. I have a question about these Vision Zero changes. I'm just not sure how I'm supposed to drive through them 'cause there's not room for two cars. It's seems like a real hazard so I just like a little bit of information on that. If you guys were planning to remove those what the deal is, please call me back. Thank you bye.</p> <p>Boulder City Council Members, I live off of Glenwood Drive in North Boulder and am concerned about the new traffic inserts under construction on Glenwood Drive between 28th and Folsom and the negative safety implications of this measure. Vision Zero claims to be a "data driven" approach to limit traffic fatalities and injuries to zero, but I checked city data on traffic incidents on Glenwood Drive, where the new inserts are being installed and there were zero reported accidents.</p> <p>This is a negligent waste of city resources and worse, these new inserts:</p> <ul style="list-style-type: none"> <li>-Limit parking in an area with limited public parking</li> <li>- Make the street more dangerous forcing cyclings into the flow of traffic</li> <li>- Make it more difficult for residents to get out of their streets and onto a major road</li> <li>- Provide no sensical safety improvements</li> </ul> <p>This letter is a formal request that these traffic inserts are removed immediately.</p> <p>Given we are in election season, we find ourselves with a great opportunity to support the candidates that take action to remove these traffic inserts and will be continuing</p>

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9/14/2021	Email Call		Glenwood (Folsom to 28th) --- Curb Extensions					<p>1. Questioned rationale for projects since there were no crashes along Glenwood  2. Says it's "pretty rough" to get through projects via bike  3. Witnessed road rage incident that occurred as a result of narrowness of street and uncertainty re: ROW (person got out of vehicle to yell/harass other motorist)</p> <p>Boulder City Council Members,  I live off of Glenwood Drive in North Boulder and am very disappointed in the new traffic inserts under construction on Glenwood Drive between 28th and Folsom. I took the time to research Vision Zero, its mission, and its methods. It claims to be a "data driven" approach to limit traffic fatalities and injuries to zero. I checked Glenwood Drive, where the new inserts are being installed and there were zero reported accidents. None.</p> <p>These new inserts:  -Limit parking in an area with limited public parking  - Make the street more dangerous forcing cyclings into the flow of traffic  - Make it more difficult for me to get out of my street and onto a major road  - Provide no sensical safety improvements</p> <p>I want these traffic inserts removed immediately.</p> <p>I will be contacting neighbors to write to you on the same subject. Given we are in election season, I will be sure to attach all of your names to my flyers that I will post on Glenwood near the traffic inserts.</p>
9/14/2021	Call	Yes	Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions					<p>Good afternoon, I'm calling with some questions about the Vision 0 traffic calming program on Quince Ave in North Boulder. My name is Pete Weber and my home is actually directly adjacent the chicane on Quincy Ave. My address is 1742 quince and I just want to thank you for the work you're doing on Vision Zero and I support it. I do have questions about the chicane, come and providing feedback and stuff like that, so I'd really like to speak to the right person at the city again. My name is Pete Weber. My address is 1742 Quince Ave and my number is 3 three 562-7510 thanks.</p>

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9/14/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Driving		Other: Cars must come to a halt to negotiate passing with oncoming traffic.		I agree that Quince St needs work, but the new traffic mitigation efforts are not realistic. Turning this street into a one lane road, in sections, is simply dangerous. Also, I find I must come to a complete stop and let my car idle mid-street while oncoming cars pass through the new cones. I can't imagine the residents of the homes along Quince appreciating the extra car emissions created by all this stopping, speeding up, and idling. I know North Boulder has voted against sidewalks in the past; however, it seems offering a safe place for pedestrians to walk on Quince would create more harmony between drivers, bikers, and walkers. Also, these new traffic conditions seem impossible to maintain in inclement weather. Many of these traffic "solutions" are based on cities like Palo Alto who do not have winter precipitation. It is infuriating to have so much taxpayer money wasted on expensive projects that are unsuitable and unsustainable in a Colorado climate. Thank you for your time.
9/15/2021	Formstack		Mohawk (Aurora to Inca) --- Pinch Point, Median Islands, Curb Extensions and Flex Post Centerline	Driving				While I applaud the City for these mitigation efforts, has any thought been given as to how the snowplows are going to navigate the upright traffic markers on Aurora Ave/Mohawk Drive? I've lived on Mohawk Drive, which is a designated snow removal emergency route, for 30 years, and I just don't see how it will be possible to plow the street as usual without scraping off the upright traffic markers...
9/16/2021	Formstack		Aurora & 38th --- Curb Extensions	Other: All of the above		Other: Parking spots on the street dramatically reduced, the cars are packed now and I cannot see the road when I'm turning onto Aurora..		In addition I am concerned that when it snows - the ability to plow the streets will be greatly diminished.

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9/16/2021	Call	Yes	Glenwood (Folsom to 28th) --- Curb Extensions					<p>was hoping to find your number and leave a message... but didn't find it. So in a nutshell... Can we put in a center line on Glenwood between Folsom and 28th?</p> <p>I live directly behind one of the new plastic post installments on that stretch of Glenwood. I was on the first zoom where you presented the strategy back in March. I wrote in in favor of the plan fyi.</p> <p>I notice that there's a center line on Glenwood between 28 and 30th, but not on Glenwood between Arnett (or Folsom) and 28th.</p> <p>Are the widths of those 2 streets the same? If so, I've found that the center line makes for a friendlier drive though in those places that are now being narrowed by the new lines/posts. It's my intuition that the stretch behind my townhouse west of 28th is psychologically more of a speedway and give the illusion that the street narrows to one lane. It's my hunch that painting a line down the middle will ensure that there's still 2 lanes there and drivers need to slow down to stay within lanes. Since last week, I've noticed and I myself seem to drive thru the middle of that narrowing, as I approach Eastwood Ct to turn south into Willow Brook to get to my townhouse. I believe painting a center line, will encourage drivers to stay within the lanes and consequently will have to slow down to do so.</p> <p>I spoke with one of the installers a half hour ago who gave me your contact. He told me that someone else also suggested that to him yesterday. Hope my comments help. Feel free to contact me if you'd like to discuss further.</p>

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9/16/2021	Email	Yes	Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions					Ms. Lewin, Never in my 65-plus years in Boulder have I seen or experienced anything as ridiculous and demented as the Vision Zero Innovation Program (VZIP) implemented on Quince St. An accommodating sidewalk system and road widening would accomplish more than the stupidity of VZIP. The City is inviting head-on vehicle confrontations and accidents via the bizarre policy it has adopted. If dog walkers, bikers, and joggers had access to established walkways and bikeways, instead of blocking vehicular traffic with their erratic behaviors and antics, much confrontation could be resolved. I drove professionally for about 11 years, including 8 1/2 years with RE-2 schools and most of its mountain routes. VZIP is a mess. Personally, I will drive down other streets (and contribute to their traffic problems) rather than try to navigate VZIP.
9/17/2021	Formstack		NEWEST INSTALLATIONS	Driving		Waiting for a break in traffic to cross Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists Conflict with turning vehicles		I used to park on the road in front my apartment complex because there was never any parking when I get home from work at midnight now I have to park way out of the way and carry my two toddlers inside. These things are just a burden and doesn't help slow vehicles at all.
9/17/2021	Formstack		NEWEST INSTALLATIONS	Driving		Conflict with turning vehicles		The bottle neck that occurs because of this on any street I've been on is absurd. If I'm taking a left on quince on to 19th I have to worry about any drivers wanting to take a right on quince because there's no room at all. The chicanes are completely ridiculous, it just causes confusion between drivers and so far has been far more dangerous for myself in a vehicle and on a bike than it ever was before. These all seem like really poorly planned "solutions" to a problem that doesn't exist. I hope this ends up like the worlds largest bike path we had on Folsom and is quickly reverted to a reasonable and not stupid implementation. Get rid of it. These pinch points and reduced turning angles are ridiculous. Seems like a tremendous waste of city money and a major pain in the ass for the people who live use these streets everyday.

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9/17/2021	Email	Yes	Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions					<p>Hello Ryan, You may recall Joan and me who represent the Orchard and 15th neighborhood who requested speed bumps to slow traffic on our street. You advised that people were not driving fast enough. We disagree.</p> <p>What I find incredulous is the mitigation done on Quince. Seriously, what is wrong with speed bumps? They are cheap, effective and easy to install. I've helped build them in Mexico. They are effective!!</p> <p>Quince needs mitigation, no doubt, but who was the genius who thought of the silly posts? Bikes and pedestrians are forced into traffic. Drivers are pissed, etc. But what I gotta see is a snowplow coming down the street - that will be entertaining!</p> <p>Put in speed bumps that allow for bikes and pedestrians on the sides and cars to slow down in the middle - they work. Snowplows can come down the street. The developing world has been using speed bumps for years. I am not sure why Boulder needs to reinvent the wheel.</p>
9/17/2021	Formstack	Yes	Aurora & Gilpin --- Curb Extensions	Driving			<p>Vehicle speeds were reduced More visibility to vehicles More protection from passing vehicles</p>	<p>Thank you so much for putting these up. As a resident of this neighborhood for almost twenty years, I only wish you would do more. People often drive too fast along Gilpin Dr where I live (roughly halfway between Aurora and Evans), and I would like to see more done. I also wish you would put the barriers up at 35th and Aurora. My only complaint about what you have done is that you have not gone far enough. I not only live and drive in this neighborhood. I also walk and bicycle in it as well.</p>
9/17/2021	Call		Glenwood (Folsom to 28th) --- Curb Extensions					Tetris for bicycles. Believes Glenwood is too narrow; creates issues since bikes have to take full lane
9/17/2021	Call		Glenwood (Folsom to 28th) --- Curb Extensions					Are these permanent? Suggested marking separate left and right lanes WB at Folsom
9/17/2021	Email		Glenwood (Folsom to 28th) --- Curb Extensions					Loves these projects

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9/18/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Driving		Conflict with turning vehicles Other: Conflict with vehicles and bicycles coming in the opposite direction		This is truly Zero vision (as in no rational thought.) Another stupid effort by Boulder to put 82 year olds on bicycles. Traffic is bad enough with all the new influx of population without making traffic even slower and more congested.  I think this will just increase traffic accidents and increase conflict between bicyclists and vehicular traffic.  REALLY STUPID!
9/18/2021	Formstack		NEWEST INSTALLATIONS	Driving		Other: There is barely enough room for two cars coming at each other to pass thru		Who are the morons running this program? There is hardly enough room for two cars coming at each other to pass thru. There are going to be head-on collisions because of your lunacy. I just hope people don't get hurt or killed because of your incompetence. Regardless, when the accidents occur the city will be sued and you will lose. Please publish the name(s) of these individuals that made the decision and then implemented this stupid process.
9/18/2021	Formstack		Mohawk (Aurora to Inca) --- Pinch Point, Median Islands, Curb Extensions and Flex Post Centerline			Other: As a biker, I have to figure out whether to merge into the car lane, with cars behind me, or try to slip through/around the poles, which makes me overall feel like there are MORE obstacles to avoid (and more chance for collision with cars, or with barriers) while I am already trying to just let cars pass me. Having a wide road makes me feel most comfortable because I only have to worry about the cars, not cars AND poles		The language of "Experiencing a treatment" is really weird. Can you just say, "The addition of paint and poles to road corners" or something that accurately describes, using simple language that reflects real objects, what is going on? Tell your marketing people their language is CREEPY.  As a biker, I have to figure out whether to merge into the car lane, with cars behind me, or try to slip through/around the poles, which makes me overall feel like there are MORE obstacles to avoid (and more chance for collision with cars, or with barriers) while I am already trying to just let cars pass me. Having a wide road makes me feel most comfortable because I only have to worry about the cars, not cars AND poles
9/18/2021	Formstack		Baseline & Mohawk -- Traffic Calming (Hardened Centerline)	Driving		Other: The narrowing road create bottle neck. They also reduced parking spaces		With the tight street within the city, narrowing down the roads is not a good idea for the cars, bikes or even pedestrians. The artificially created bottle neck is like the build up in people's blood vessels that causes damage to the body.
9/18/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Driving		Waiting for a break in traffic to cross Conflict with turning vehicles Other: This is now a dangerous intersection as that squeezes oncoming traffic together		

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9/18/2021	Formstack		Palo (30th to Ridgeway) --- Median Island and Curb Extensions	Walking		Other: It's ridiculous. You take up so many parking spaces with every one of these. And they are really ugly.		IT is bad enough that you have lowered the speed limit all over town to 20 (SOME of us have places to be, and that is a ridiculous speed), but now you have placed these atrocious things all over town as well. They are ugly, plus dangerous because 2 cars barely fit between them. They also take up parking spaces. I understand the goal is to have no cars in Boulder, but that dream needs to be let go. That will never happen. Stop making it as uncomfortable as you can to drive in this town. EVERYONE hates these things. please take them down.
9/19/2021	Formstack		Aurora & Gilpin --- Curb Extensions	Walking		Waiting for a break in traffic to cross Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists		These are some of the stupidest 'improvements' the city has come up with yet! Decreases parking, throws cyclists into the path of traffic, and does NOTHING to decrease speeds on Aurora. Bollards: stupid, ugly, useless. If you really wanted to improve things, get a cop out there ticketing all the speeding parents dropping their kids off at Aurora 7 twice a day. Put in speed bumps, or close off aurora at Mohawk. totally miserable project. You should be ashamed of yourselves for implementing this misbegotten project.
9/19/2021	Formstack		NEWEST INSTALLATIONS	Driving		Speed of vehicles		NO OPTION TO CHOOSE GLENWOOD DRIVE BUT YOU INSTALLED THEM LAST WEEK AND THEY BASICALLY MAKE PARTS OF GLENWOOD A ONE WAY STREET!!!!!! IF AN ONCOMING CAR ISN'T PAYING ATTENTION AT THESE NEW BOTTLE NECK POINTS WHERE THESE STUPID THINGS WERE INSTALLED, THEN YOU'RE ASKING FOR HEAD ON COLLISIONS!!!! DOES NOTHING FOR THE ACTUAL BLINDSPOTS WHEN TURNING ONTO GLENWOOD FROM THE LOTS ON THAT STREET SUCH AS THE GLENLAKE APARTMENTS. TURING ONTO GLENWOOD FROM MY APARTMENT IS STILL NERVEWRACKING AS YOU DIDN'T PUT THEM IN PLACES WHERE BLINDSPOTS ARE. SO POORLY PLACED
9/19/2021	Formstack		Grove & 17th --- Curb Extensions and Crossing Treatment	Driving		Other: These are nothing but visual clutter and ugly!!!! They do nothing for traffic		This is ridiculous. Why are you putting up these terribly ugly plastic posts everywhere?!?! STOP
9/19/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Driving		Waiting for a break in traffic to cross		A complete waste of money and it causes drivers to speed up out of frustration and annoyance.
9/19/2021	Formstack		19th & Yarmouth --- Artistic Crosswalk and Mural	Driving		Other: Turning a 2 lane into one.		Yarmouth seems dangerous now for bikes and cars.

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9/19/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Driving		Other: Everything about the new setup is awful. I will speed recklessly through that slalom course just to thwart this ridiculous attempt at stifling the flow of traffic		Speed humps and bumps are a way better attempt to slow cars down than to pinch the street width with plastic. Please try again.
9/19/2021	Formstack		Grove & 17th --- Curb Extensions and Crossing Treatment	Walking	Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists Conflict with turning vehicles		Vehicle speeds were reduced Vehicles yielding	More Please! Great low cost way to correct years of bad (wide) street design.
9/19/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Driving		Conflict with turning vehicles Other: Multiple near accidents with vehicles. Uncertainty on how to navigate. Speeding up to beat other car to obstacle course. Bollards being run over. You have made this street a hazard to all who travel on it. Way to go Team Zero.		
9/19/2021	Formstack		NEWEST INSTALLATIONS	Driving	Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists Conflict with turning vehicles		Vehicle speeds were reduced More visibility to vehicles Vehicles yielding	Glenwood Drive. Thank you!!!
9/19/2021	Formstack		26th & Spruce --- Curb Extensions, Crossing Treatment and Art	Driving				This traffic measure seems absurd. The "artwork" and bollards make approaching the intersection very confusing and dangerous. I have seen several near accidents. I frequent the business that is next to the intersection and it is near impossible to access the parking lot. Do bikes really need this much space to turn a corner? Please inflict this traffic experiment on some other location.
9/19/2021	Formstack		NEWEST INSTALLATIONS	Biking		Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists Other: too narrow. people driving faster. no room to bike on the side of the street.		you are going to kill people with these "calming" measures.  more speeding, more honking, more pissed off drivers, no where to bail out on a bike as i'm forced to mix even more with traffic.  12 years car-free in boulder - this is the most poorly thought out "improvement" from the city i have ever seen.  do you people even live and bike in boulder?

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9/19/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Driving	Waiting for a break in traffic to cross	Waiting for a break in traffic to cross		
9/19/2021	Formstack		Mohawk (Aurora to Inca) --- Pinch Point, Median Islands, Curb Extensions and Flex Post Centerline	Driving		Waiting for a break in traffic to cross Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists Conflict with turning vehicles Other: It reduces vision, everyone gets on top of each other, people keep almost being hit.		They are ugly and cheap and will create even more of a mess and hazard come snow season when these streets won't be able to be plowed. Not to mention the poor residents who must have lost half their street parking.
9/19/2021	Formstack	Yes	Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Biking	Waiting for a break in traffic to cross Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists	Waiting for a break in traffic to cross Vehicles not yielding to crossing pedestrians/cyclists		I live on 15th and Orchard and bike frequently with my young children and alone. We cross Quince on foot or on bike twice a day everyday at a minimum. We cross both at 15th and at 17th. I was hoping the Vision Zero project would make that experience safer seeming. Unfortunately I think it's had the opposite effect at 17th and no or only minimal impact at 15th. At 17th the crosswalk desperately needs to be repainted. Now with the bollards and the bump out from Vision Zero the crosswalk is even less visible. Twice in the past week I've had cars blow past me and my 7 year old child as we've stood waiting to cross Quince on 17th. I think they're so distracted by the new pattern they don't even notice pedestrians. At 15th and Quince you have the two northbound stop signs but traffic doesn't have anything slowing it down going eastbound and now with the pattern changes on Quince I think people see that coming and are even less attentive to pedestrians crossing. Going westbound the slowing of traffic with the bollards is far enough away from 15th that they speed up again by the time they get to that intersection. I really wish there was a 4 way stop at that intersection or a speed bump w Ped Xing.
9/20/2021	Formstack		Mohawk (Aurora to Inca) --- Pinch Point, Median Islands, Curb Extensions and Flex Post Centerline	Driving		Other: Too narrow		
9/20/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Biking		Conflict with turning vehicles		General confusion about where a cyclist was supposed to be I think a lane protected by a curb would be more understandable and safer because more consistent. Pinch points and the like are intermittent protection- sort of like Russian roulette. t

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9/20/2021	Formstack		Mohawk (Aurora to Inca) --- Pinch Point, Median Islands, Curb Extensions and Flex Post Centerline	Biking		Other: The narrow parts. Where is a bike to go? Pull out in traffic, or get passed in that narrow space?		
9/20/2021	Formstack		26th & Spruce --- Curb Extensions, Crossing Treatment and Art	Driving	Conflict with turning vehicles		More visibility to vehicles More protection from passing vehicles	
9/20/2021	Formstack		NEWEST INSTALLATIONS	Driving		Other: Narrowness of drive lanes, difficulty of egress into parking lot		Please stop these stupid experiments that Community Cycles throws your way. According to your own data, these streets have very few, if any accidents, and all you are doing is driving traffic to more risky roads and creating conflict.
9/20/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Driving		Other: 2 cars not being able to pass each other in opposite directions on Glenwood, which isn't cited by you but I am giving feedback on. Would you really like me to take this survey 17 times to say how negative all the moves are? Extremely poorly designed survey! As bad as your traffic mitigation moves.		Twenty is pretty damn slow!
9/20/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Driving		Conflict with turning vehicles Other		I think this has created a dangerous situation
9/20/2021	Formstack		Glenwood (Folsom to 28th) --- Curb Extensions	Other: I walk and drive on Glenwood and it is now dangerous		Other: very confusing to walk or drive anywhere the ridiculous ballard's have been placed to reduce the width of the streets		I live on Folsom and I am personally tired of the ridiculous ballards the city has been placing on streets in Boulder. I also find it ridiculous that the city does surveys after the fact. The amount of money spent on narrowing the streets, all of the hash lines, colored lines, ballards and street art on 26th and Spruce could have been used to fix pot holes all over the City of Boulder. Is the city going to wash all the new white ballards like they do for the bike lane on Folsom? We have winter in Boulder and the streets are a mess, but you continue to waste taxpayer money on unnecessary projects!

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9/20/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Driving				<p>Just all around idiotic. And aggravating they're we're being forced to pay staff to come up with such idiocy.</p> <p>It's things like this that piss people off about how this city is run and our tax dollars are spent.</p> <p>How about a whole lot more effort on vagrant control and a whole lot less effort on harassing taxpaying citizens?</p> <p>For a group of people who believe themselves to be smarter than others you guys really come up with a lot of dumb, stupid ideas and this one is at the top of the list.</p>
9/20/2021	Formstack		26th & Spruce --- Curb Extensions, Crossing Treatment and Art	Driving		Other: Not clear which car has the right of way when there is a single lane (as on Quince) or when the double lane is too narrow for two cars to pass through at the same time.		<p>These new road-narrowing installations are visually distracting and confusing for drivers and, I assume, pedestrians and cyclists as well. To me, they just put vehicles in closer contact with each other and with pedestrians and cyclists. I genuinely believe they are making these roads more dangerous. On Quince, how about installing sidewalks and/or bike lanes instead? At Spruce and 26th, it would be better to change the parking back to parallel parking for better visibility. These barricades are too flimsy to actually prevent an accident and are more likely to cause one. They are awkward to navigate, ugly, and confusing for all users of the roadway. (I have also walked through these areas with the same sense of disorientation.)</p>
9/20/2021	Formstack		NEWEST INSTALLATIONS	Driving		Other		<p>You do not have Upland on here though I believe we were the "pioneer" street. This does not calm me as I suspected would be the case on a street that sees numerous cars, bikes and walkers confused who should proceed through the chicanes, making it dangerous since most times it's impossible to see who arrives first to go through. Uplands sidewalk is choked with weeds meaning people have to circumvent the chicanes somehow, not to mention we get no snowplows making the street even more dangerous.</p>
9/20/2021	Formstack		Glenwood (29th to 30th) --- Pinch Points and Curb Extensions	Driving			More visibility to vehicles	<p>The added visibility at driveway intersections is good. I am not sure this really helps a cyclist riding on the road other than maybe a bit of a slowdown for a vehicle entering the street. I wish there as more to indicate what was going on and to indicate that drivers must yield to cyclists</p>
9/20/2021	Formstack		Glenwood (Folsom to 28th) --- Curb Extensions	Driving		Other: Not enough space for two vehicles to drive safely down the road when they are driving opposite directions.		<p>Remove these things because they are making it more uncomfortable to drive and they look like shit. You are ruining the city and making everything look like temporary construction on a highway.</p>

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9/20/2021	Formstack		Mohawk (Aurora to Inca) --- Pinch Point, Median Islands, Curb Extensions and Flex Post Centerline	Driving		Conflict with turning vehicles		These are ugly and make it difficult and dangerous for 2 cars to drive next to each other. Whoever thought this was a good idea should be fired.
9/20/2021	Formstack		Mohawk (Aurora to Inca) --- Pinch Point, Median Islands, Curb Extensions and Flex Post Centerline	Driving				These are ugly and make it difficult and dangerous for 2 cars to drive next to each other. Whoever thought this was a good idea should be fired.
9/21/2021	Formstack Inquire Boulder		Glenwood (Folsom to 28th) --- Curb Extensions	Driving		Other: Not quite wide enough for 2 vehicles		Not enough room for two cars to pass (note: this was based on just striping going in!)
9/21/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Other: almost got hit by car		Other: on bike almost got hit		where is the education piece of this? Was bike community involved in this. I can ride a bike in these areas anymore.
9/21/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Driving		Other: meeting another vehicle, lanes too narrow effectively a one-way section of the street without clear protocols to meet an oncoming vehicle		
9/21/2021	Formstack		19th & Yarmouth --- Artistic Crosswalk and Mural	Biking			Other: brought beauty to this locations. Love it	
9/22/2021	Call	Yes	Glenwood (29th to 30th) --- Pinch Points and Curb Extensions					Has lived on the southside of Glenwood between 28th and 30th for 20+ years. Agrees that speeding is sometimes an issue on Glenwood but loss of parking is a challenge for him. He has had guests that have not been able to find parking in the evening following the installation of the VZIP project
9/23/2021	Formstack		Glenwood (Folsom to 28th) --- Curb Extensions	Driving		Other: Passing another vehicle going in the opposite direction--downright dangerous! What CAN YOU POSSIBLY BE THINKING TO CREATE THIS HAZARD?		COULD YOU PLEASE STOP SPENDING TAXPAYER DOLLARS ON ABSURD PROJECTS LIKE THIS???
9/23/2021	Formstack		Glenwood (29th to 30th) --- Pinch Points and Curb Extensions	Driving	Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists		Vehicle speeds were reduced More visibility to vehicles	
9/23/2021	Formstack		19th & Yarmouth --- Artistic Crosswalk and Mural	Driving			Other: Clearer crosswalks	This one is decorative and makes sense. The ones on Glenwood and Aurora are dangerous for bicycles, pedestrians, and vehicles.
9/23/2021	Formstack		Mohawk (Aurora to Inca) --- Pinch Point, Median Islands, Curb Extensions and Flex Post Centerline	Walking		Other: It is unclear where pedestrians cross and cars cannot easily go by each other.		There was not a problem before, and this is a waste of money. I walk or drive there several times a week.

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9/23/2021	Formstack		Glenwood (29th to 30th) --- Pinch Points and Curb Extensions	Driving		Other: There is not even enough space (near Folsom) for two small cars to go past each other.		This area is one where cars go slowly anyway, since it is a very short distance between stops.  I would take out these new installations and simply paint the crosswalk at the bike path.
9/23/2021	Formstack		Glenwood (29th to 30th) --- Pinch Points and Curb Extensions	Driving		Other: There is now much more likelihood that a car will hit a parked car, since the driving lane is so narrow. I have driven this stretch 4 or 5 days a week, twice a day for years, with no problems, except that the light to cross 28th is extremely long.		Please take these out and restore the former design. A 20 mph sign is sufficient.
9/23/2021	Formstack		Aurora & 38th --- Curb Extensions	Driving		Other: The bollards and narrowing of Aurora over several blocks is dangerous for cars and a nightmare for bicycles.		I was so pleased when I saw that the 20 mph speed limit signs came in, believing that it was minimal cost for a change we can all live with.  But this new narrowing of the road, along with putting bollards where bikes would ride, is the opposite of smart. Cars cannot even go by each other in places, bikes are forced into the driving lanes, and many parking spaces are eliminated, which will cause people to park on the residential streets.  I live in this neighborhood and walk, bike, or drive on Aurora every day. I have never seen a problem, and this feels like a waste of money to make things worse.  I respectfully ask you to remove these treatments and trust that we will go 20 without an obstacle course!
9/23/2021	Formstack		Aurora & 39th --- Curb Extensions	Walking		Vehicles not yielding to crossing pedestrians/cyclists		I walk this area frequently and have never had a problem. Now it is confusing and causes more chaos between parked and moving cars, thus endangering pedestrians and bicyclists.
9/23/2021	?		Glenwood (29th to 30th) --- Pinch Points and Curb Extensions					Concerned about loss of on-street parking between 28th and 30th
9/24/2021	Formstack		Aurora & 39th --- Curb Extensions	Biking		Other: I was biking on Aurora and had to merge with the traffic instead of staying on the side of the road as I used to do when the road was wide enough to share with cars.		
9/24/2021	Formstack		Aurora & 38th --- Curb Extensions	Biking				

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9/24/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Driving		Other: The new barriers make it almost impossible to safely pass cars coming in the opposite direction.		I would love to see a more traditional approach to Quince. Speedbumps, for example, would work great to reduce traffic speed.
9/24/2021	Formstack		Spine & Chaparral --- Median Islands and Curb Extensions	Biking			Vehicle speeds were reduced More protection from passing vehicles	
9/24/2021	Formstack		Palo (30th to Ridgeway) --- Median Island and Curb Extensions	Walking		Other: This is a complete waste. It is making it harder to drive by narrowing the road further. Please stop wasting taxpayer money on these boondoggles.		Get rid of it. It is useless.
9/26/2021	Formstack		Aurora & 38th --- Curb Extensions	Driving		Conflict with turning vehicles		<p>The traffic circle and "pinch points" at Aurora and 35th is a nightmare! I drive, walk, or bike by this intersection at least 12 times a week and I have NEVER seen any problems with speeding or conflicts.</p> <p>Why would you put in someone's idea of a "solution" when there was never a problem?!</p> <p>Today was my second time going through it and we 3 cars that approached almost had a crash. If you add a bicycle or pedestrians to the scene, it becomes even more dangerous!</p> <p>My neighbors and I were perfectly happy going 20 mph on Aurora, but now I can imagine irate drivers flying through it and speeding up later.</p> <p>In case you don't know, there is a school a few blocks away. How many children will be hit by cars in this crazy configuration?</p> <p>Please take the circle, bollards, and pinch points off Aurora before someone gets hurt!!!</p> <p>Thank you!</p>

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9/28/2021	Formstack		Glenwood (Folsom to 28th) --- Curb Extensions	Driving				It's now ONE lane with no process. People SPEEDING up to beat people coming from the other direction so as not to wait. If one side has multiple cars then the other side has to wait because no one alternates or is polite. So people waiting too long just give up and barrel through causing close call accidents not to mention road rage. There was NEVER a problem here for cars or pedestrians. Yet you are trying to force people onto 28th and/or Iris where there ARE many problems (reference your own presentation on this site about accidents and incidents on 28th and Iris around this site). Having people drive Glenwood is a SAFER option.
9/28/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Walking		Other: With no sidewalk, the chicane pushes walkers into lanes with cars. I really dislike this setup and think it is dangerous for a walker.		
9/29/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Driving		Other: The weaving in and out of lanes I felt was more dangerous than faster moving vehicles in their own lanes. I'm particularly concerned at night.		My view: the one-lane, interweaving traffic is more dangerous than allowing normal lane traffic. The speed differential is not that significant. If a driver sees no one ahead, they will proceed at normal lane speed, simply weaving in and out of the cordoned off areas. This weaving is more dangerous than normal lane traffic.  GO BACK TO THE WAY IT WAS!

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9/29/2021	Formstack		9th & Cascade --- Curb Extensions	Driving		Conflict with turning vehicles		There is parking on both sides of Cascade on either side of 9th street. Cascade is not a very wide street. When there are cars parked on both sides of the street (North and South), there is not enough room for a wide turn from 9th street onto Cascade. It is not unusual to have a close call as cars turn from 9th onto Cascade, and because of parked cars on 9th street, one often cannot see the cars coming up or down 9th when waiting at the Cascade intersection. Then, because there is so much traffic, there is a disincentive for turning vehicles to slow down. Now, with the new curb extensions, the turning cars will have even less room to carefully make that turn. Many times cars turning off 9th shelter at the edge of the intersection to allow Cascade to clear, and they will not have that option with this infrastructure. Even putting the curb extensions on the south side of the intersection would be safer. Also, there are people crossing at Euclid and Aurora also. Why only at Cascade? As a separate matter, it would be wise to post signs to encourage cyclists to use Grant or Lincoln, rather than 9th street, for uphill climbs. 9th is too busy with moving traffic and parked cars to have cyclists struggling up the hill.
9/30/2021	Formstack	Yes	9th & Cascade --- Curb Extensions	Driving		Conflict with turning vehicles		We live on 8th Street. We turn left, north, into 9th off of Cascade. Hard to see cars coming up 9th because of parked cars on 9th toward Baseline. That has always been a problem. Now turning onto Cascade we have to turn so wide because of the new polls we turn into on coming cars. There will be accidents. We have lived on 8th for over 20 years. Did not see pedestrian having problems. Cross walk would help them.
10/1/2021	Formstack		9th & Cascade --- Curb Extensions	Walking	Waiting for a break in traffic to cross		More protection from passing vehicles	
10/2/2021	Formstack		Aurora (35th to Mohawk) --- Traffic Circle, Median Islands & Curb Extensions	Driving			Other: NOTHING! There have been so many mind boggling transportation "improvements" but this one takes the cake. Words truly can't describe the stupidity of this type of work not to mention the waste of tax payer dollars. Tired of seeing this happen again and again in Boulder (Martin Dr. and Folsom to name two others)	This should be called ZERO Vision. It's truly impressive that someone thought this was a good idea. I would love the opportunity to have a discussion with the person responsible for this decision to waste tax payer dollars. As much as this town outrages me I'm always open to a civil conversation about it.

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10/4/2021	Formstack	Yes	Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Other: I love on quince		Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists Conflict with turning vehicles Other: It breaks the expectations of the road, which is inherently more dangerous. People also speed up to get past before another car gets to a come point. Dangerous		Speed bumps would have been so much better. I'm seriously just waiting for someone to get hit. These are so bad
10/5/2021	Formstack	Yes	Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Driving	Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists Other: (general) walking on Quince Ave was difficult - often had to get off the street and walk "in ditches".	Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists Conflict with turning vehicles		I do appreciate the attempt to control speeds, but the island configuration is not working. The traffic configuration in front of our house at 1775 Quince, is horrible. There's a sign in front of our driveway which makes it difficult to enter and exit our property. Many cars, and especially trucks, drive over the signs. Several times a day vehicles blast their horns in frustration which is unsettling. Drivers have yelled at us thinking it was our idea to implement this project, when we really had no say in this installation. Lately, cars are challenged by the obstacle course, speeding through. Parking is definitely a problem especially for service people like lawn service, deliveries. To have multiple visitors, they will need to park a block or 2 blocks away. I do invite anyone to come to our house to experience the challenge. I've given this new situation a month. I do appreciate that traffic speed has decreased, but ask that the city return to the original plan of "trapezoids" rather than the island.
10/6/2021	Formstack		Aurora (35th to Mohawk) --- Traffic Circle, Median Islands & Curb Extensions	Driving		Conflict with turning vehicles		Roundabout is too small. My vehicle cannot make that radius so I had to stop, back up, and finish turn. I was nearly t-boned by oncoming traffic. Extremely dangerous. Google the minimum size for roundabouts and it shows this one is way too small
10/6/2021	Formstack		9th & Cascade --- Curb Extensions	Driving		Speed of vehicles Conflict with turning vehicles		Have lived in this neighborhood for over thirty years. Never thought the curbs needed extensions at this point. Snow plows plus ballards will not work. The extensions make turning both onto Ninth and Cascade difficult with oncoming traffic. Bicycles are riding around Ballard and into traffic
10/6/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Driving		Other: confusion about how to navigate the byzantine configuration		

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10/6/2021	Formstack		Quince (15th to 19th) - -- Chicane, Pinch Points and Curb Extensions	Walking	Speed of vehicles		Vehicle speeds were reduced	Having lived on Quince for over 30 years, I am glad to see an attempt to slow the traffic down. Vehicles still travel 40-50 miles per hour when no one is coming toward them. I feel like more needs to be done. Maybe more chicanes? I think speed bumps are the answer. Right now it is like a slalom course for drivers. We have people driving down the street honking all the way and people purposely hitting the poles to express their dislike. School kids walk up and down the street in herds twice a day. There are many bikers and walkers. It's still not safe, I urge you to do more! Thanks for trying tho!
10/6/2021	Formstack		Glenwood (Folsom to 28th) --- Curb Extensions	Biking		Other: The street narrowing is where the bike path crosses the street. Very confusing who has the right of way. The cars are confused and not looking for cyclists.		I have comments on other streets. Toys forum doesn't give me option to comment on multiple streets, not to comment as both a driver and a cyclist.
10/6/2021	Formstack	Yes	Quince (15th to 19th) - -- Chicane, Pinch Points and Curb Extensions	Biking		Vehicles not yielding to crossing pedestrians/cyclists Conflict with turning vehicles Other: Very confusing on Quince. Are the installations final as they are now, or will there be concrete where the outlines are? Can cyclists ride through to the right of the pinch points? Do cyclists and drivers enter the pinch points at the same time or do drivers wait?		I live on Quince and frequently both cycle and drive the street. I was unaware of any public outreach. The project is confusing. Neither drivers nor cyclists know who has the right of way. Since the street runs East-West, the sun is frequently in one's eyes, making navigation even more difficult.  I no longer ride up (West) on Quince. Instead, I ride in one of the streets further north or south and join Quince at 15th. I do ride down Quince but it's nerve-wracking if there are cars there.
10/6/2021	Formstack		Quince (15th to 19th) - -- Chicane, Pinch Points and Curb Extensions	Driving		Conflict with turning vehicles		I applaud the goals of Vision Zero. The implementation on Quince as it currently exists is flawed, makes the street now dangerous for both drivers and cyclists. The narrowing at 19th and Quince is dangerous. Cars turning onto Quince from 19th have right of way, but it's difficult to turn onto Quince if there is a Carr waiting to turn onto 19th. The places where the street narrows are very confusing. Both sides have yield signs. Frequently the sun is in your eyes, making it even worse. Not clear where cyclists ride. Cars and large canvas sometimes park inside the island narrowing the road, forcing cyclists into the narrow driving lane. This project feels dangerous. Many drivers are simply avoiding Quince. I don't see how forcing traffic to other streets does anything but move the problem.

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10/6/2021	Formstack		Aurora (35th to Mohawk) --- Traffic Circle, Median Islands & Curb Extensions	Driving		Other: Trying not to hit your stupid vertical objects. I don't want my car's paint scratched. There is less room for passing cars that are almost parked. The staffs, or whatever they are called are annoying. Do you think drivers don't know where curbs and cross walks are? do you really think these objects/posts will prevent accidents?		I question "vision zeros'" necessity. Looks more like a hinderance than a help. I think it would be more advantageous for Boulder to teach people how to drive in the turnabout/circles in the intersections; and, lower some of the speed limits. Yesterday I stopped for a car that was in the circle. There was no way I could tell if the driver was going across Aurora or turn left on to the cross street on my right. The driver behind me was furious because I stopped for a few seconds until I was sure it was safe to drive into the intersection. Apparently this driver had no idea that I might have collided with that car, if I had proceeded w/o knowing where that car was headed. And BTW your "Drive 25" signs on Twin Lakes Rd are really stupid. Traffic on Williams fork and TLR, by Stonegate and Twin Lakes Condos should be about 20mph. There are many driveways and blind corners. Also, the nice multiuse sidewalk is seldom used by bikers and the street is now a bit narrow. Please lower the speed limit to 20.
10/6/2021	Formstack		Aurora (35th to Mohawk) --- Traffic Circle, Median Islands & Curb Extensions	Driving	Waiting for a break in traffic to cross	Conflict with turning vehicles		I don't think the city plows will fit in the circle at 35tg and aurora. I like the idea..but not realistic .can't the design be different. The plastic poles will not survive the winter!

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10/6/2021	Email Call	Yes	Glenwood (Folsom to 28th) --- Curb Extensions Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions					<p>Dear Amy,</p> <p>I wanted to withhold comment until I had an informed opinion.</p> <p>Re: Glenwood As previously discussed, my home is ON Glenwood and Arnett. I drive between Folsom and 28th almost every day and between 28th and 30th, regularly.</p> <p>Folsom to 28th I don't have a strong opinion about the bit near the Safeway entrance or at Arnett. However, the bottleneck by the Willowbrook entrance, with THREE bump-outs is absolutely awful. The other day, I was behind five stopped cars on a what should be a through road. Maybe keep the bump-outs on one side of Glenwood or the other, there, but not both. It's ill-advised and dangerous.</p> <p>28th to 30th Another accident waiting to happen. And it looks like it already did, the other day. I only saw the emergency vehicles from 28th and Glenwood, but I'd bet anything that an accident was caused by these stupid mitigation obstacles.</p> <p>And while from my little NIMBY perspective, the whole Limited Sight 20 has some appeal, quite frankly to make make Folsom to 30th on Glenwood, a 20 limit, really is bullshit. It's a neighborhood through street.</p> <p>My 2c. By all means, put up one of the speed readout things. (I know those consistently, effectively modify my behaviour.) And even ticket anyone doing 30. But 20 is not a reasonable expectation here, and while I could tolerate</p>
10/6/2021	Call	Yes	Palo (30th to Ridgeway) --- Median Island and Curb Extensions					Death trap.

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10/7/2021	Inquire Boulder	Yes	Mohawk (Aurora to Inca) --- Pinch Point, Median Islands, Curb Extensions and Flex Post Centerline					<p>Traffic Control Experiment on Mohawk Drive and Aurora Avenue</p> <p>Resembling a chronic construction zone</p> <p>My primary concerns are:</p> <ol style="list-style-type: none"> <li>1) Is it necessary to control traffic on these streets, with more than normal signage?</li> <li>2) If it is necessary, is the current arrangement the best way?</li> <li>3) What data is the city using to determine the success or failure of this project.</li> </ol> <p>CAN WE HAVE A PUBLIC MEETING BEFORE A FINAL PROPOSAL IS ENACTED.</p> <p>My observations: I am outside at least a two hours per day and have not seen any changes in driving behavior. Those who were already going slow continue to go slow, while habitually fast motorists are now using the obstacles as a slalom-style race course. I have NOT seen city employees monitoring the success or failure of the project. The plan is ugly, leaving the two streets resembling a chronic construction zone. The layout is more dangerous for bikers, pedestrians, and the newly introduced scooters, based on observation. Fire trucks, garbage trucks, delivery vans, and other modestly large vehicles are or will have a difficult time navigating the layout. The white lines have eliminated a substantial amount of parking. Cars parked regularly in those areas as de facto personal spaces were already serving the same purpose.</p>
10/7/2021	Formstack		Aurora (35th to Mohawk) --- Traffic Circle, Median Islands & Curb Extensions	Biking		Vehicles not yielding to crossing pedestrians/cyclists Other: Having to constantly weave in and out on my bicycle while checking over my shoulder to see if a car was behind me, and getting pressured by cars while pedaling thru the barriers.		
10/7/2021	Formstack		Glenwood (Folsom to 28th) --- Curb Extensions	Driving				The effect is that cars and bikers get squeezed together in close proximity. Also parking spaces are taken. Overall it feels awkward to me. Cars squeezing by each other but not necessarily slowing. Please remove and try a different method like a 20mph sign.

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10/7/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Driving				Gridlock occurred for a few minutes when a car tried to back out of their driveway near the pinch points. Cars coming from both directions plus the car pulling out ended up in a situation where no one could move.
10/7/2021	Formstack		Glenwood (Folsom to 28th) --- Curb Extensions	Driving				cars ended up blocking driveway into Safeway and businesses on other side trying to get through the impediments. Speed is not an issue on this 1 block section, so the mitigation has needlessly caused traffic problems.
10/7/2021	Formstack		Mohawk (Aurora to Inca) --- Pinch Point, Median Islands, Curb Extensions and Flex Post Centerline	Driving		Conflict with turning vehicles		
10/7/2021	Formstack		Aurora (35th to Mohawk) --- Traffic Circle, Median Islands & Curb Extensions	Driving		Other: I do not see how fire trucks, snow plows, or RTD route 209 (currently not running but one I used a lot Pre pandemic) can get around the traffic circle at 35th and aurora. I have also witnessed cars on 35th gunning from the speed hump through the circle now that they no longer have a stop sign. While I like the bump outs I think the traffic circle is a very poor choice here		I do want traffic calming on Aurora including at 35th, just do it think the traffic circle is the correct choice.

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10/7/2021	Inquire Boulder Email	Yes	Aurora (35th to Mohawk) --- Traffic Circle, Median Islands & Curb Extensions					<p>Dear Ms. vandenbrande,</p> <p>My wife and I participated in the recent online conference call regarding what the city was planning to do to reduce traffic speeds on Aurora and other streets in Boulder. This morning I see that you have started installing these barriers despite the strong objections we and others have made that noted the negative impacts these barriers/bollards are going to have for the residents that live in the neighborhood.</p> <p>Aurora is THE primary parking "lot" for the staff and students that refuse to pay the parking fees imposed by the University at the research parks on Colorado Avenue. Since the neighborhood between Colorado and Aurora was designated a restricted neighborhood parking sector, most of the research park facility users simply started parking along Aurora, or more frustratingly, on the side streets of 34th, 35th, and 36th Street between Aurora and Baseline. At the end of this note is a photo of the cars parked on Aurora between 35th and 36th streets, on a "light" day! Typically every available parking space on Aurora is filled every Monday through Friday.</p> <p>As we live at 865 36th Street, we already have people park in front of our house every day. When Aurora gets plowed in the winter, all those people park on the side streets because the heavy plowed snow covers the available parking space. I have often spent hours shoveling the sidewalks and spaces in front of our house so we can have access for our personal cars, only to find those spaces quickly filled by research facility staff and students. I am sure you can understand how frustrating it is to come back from the grocery store and finding all the parking near your house taken and you have to park half a block up the</p>
10/7/2021	Call		Glenwood (Folsom to 28th) --- Curb Extensions					<p>28th-to Folsom: van—how to navigate pinch point at Elmer's Two Mile crossing? Asked for a centerline right at the treatments as a cue that two vehicles can pass.</p>

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10/7/2021	Inquire Boulder	Yes	Mohawk (Aurora to Inca) --- Pinch Point, Median Islands, Curb Extensions and Flex Post Centerline					<p>Plastic sticks, white paint and parking reinforcements used as a makeshift round-about.</p> <p>Hi, I live at 775 Mohawk Drive where speeding has been a problem for as long as I have lived here. I was initially very excited to see the city's speed mitigation plan for Mohawk and Aurora and sadly disappointed to see the unsightly markings, bikes nearly getting hit where traffic gets pinched, my son has personally crashed into one of the white sticks and been bloodied and the same speeders STILL speed through our neighborhood and now seem entertained by a slalom of sorts that has been created. I realize this is not the nicest part of Boulder, however if you drive through Mapleton Hill or Newlands, you see some very attractive looking and effective forms of speed mitigation and this doesn't seem like the same type of effort put forward. I've also yet to see anyone from the city measuring the impact. Aside from being unsightly and dangerous to cyclists, what does the data say is happening with the speed of traffic?</p> <p>I'm a concerned resident the lives on a dangerously fast street in Boulder and would like to see more from the city being done. The latest efforts are not up to Boulder's own standards as set by what has been done to date in other parts of the city.</p>
10/8/2021	Formstack		Aurora (35th to Mohawk) --- Traffic Circle, Median Islands & Curb Extensions	Driving		Other: I like the idea of the round about but here it is a little bit too wide, which makes it difficult to go around with a trailer or a large truck.		
10/8/2021	Formstack		Spine & Chaparral --- Median Islands and Curb Extensions	Driving		Other		<p>I saw a cyclist nearly get crushed while they entered the zone while a car was also moving through, I saw this on spine, but have also seen similar conflicts on Glenwood and also quince. These road flow modifications are very dangerous. I'm repeatedly disappointed in the city's inability to really focus on the community. If there are issues on the roads- make better sidewalks don't add more plastic sticks to the roads narrowing traffic confusing visitors and residents. The rest of the country has streets for cars... we can not completely flip our street configurations and expect all to conform- embrace that we need to improve the sidewalks, and bike ways OFF THE ROADS.</p>

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10/8/2021	Formstack		Grove & 18th --- Curb Extensions	Biking		Conflict with turning vehicles Other: Trucks can no longer make a right hand turn from 18th onto grove without entering head on east bound traffic		I'm happy these are helping but this area has become more prone to conflict because of these posts.
10/8/2021	Formstack		Glenwood (Folsom to 28th) --- Curb Extensions	Driving		Other: It's not clear how cars are supposed to use this sine there's no obvious signage. Do we yield to cars coming the opposite direction? What do bikes do? What about parking? Signage please!		I appreciate the effort to slow down traffic and make streets safer for all. This installation needs signage to instruct driver, bikers and pedestrians how to use it as designed.
10/8/2021	Inquire Boulder	Yes	Aurora (35th to Mohawk) --- Traffic Circle, Median Islands & Curb Extensions					I live on Aurora Ave. when is the public meeting to decide on and ask for input regarding the recently overnight installations of "speed roundabouts" why was such as extreme ill conceived measure put in place? How about pool ice presence to enforce the speed as is? How about a run bump? How about keeping as is and installing a photo radar near the school? The round about is completely non functional. Most folks now divert from the larger street 35th and now go down 33 or 34 th to get to Aurora to avoid this ghastly structure. Please schedule a public meeting ASAP and present the trades for this " plan" .
10/8/2021	Inquire Boulder		Aurora (35th to Mohawk) --- Traffic Circle, Median Islands & Curb Extensions					On Aurora between 30th and Mohawk we have a lot of new obstacles to slow down traffic and make it safer for pedestrians. While appreciated it's a bit over the top. At 35th, there are white lines and posts, plus a traffic circle. There's barely enough room to get through. I watched an ambulance and fire engine try to navigate it which was impossible without hitting some of the posts, and any large utility truck can barely fit through. At night time it's pretty confusing. The traffic circle is great, but combined with white lines and other posts, it probably causes more problems.
10/8/2021	Inquire Boulder		Mohawk (Aurora to Inca) --- Pinch Point, Median Islands, Curb Extensions and Flex Post Centerline					Can't stand new posts and markings on Mokawk Dr. Suggest replacing with speed bumps
10/8/2021	Formstack		Quince (15th to 19th) --- Chicane, Pinch Points and Curb Extensions	Driving		Other		I've lived in Boulder since 1976. Vision Zero, though well-intentioned, is an over-reaction to fear of what "might happen" and creates inconvenience and unnecessary 'blockades' on formerly well-flowing streets. The bollards on Quince are ugly and create a dangerous single lane "stand off" set up where traffic previously flowed easily.

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10/9/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Driving		Conflict with turning vehicles		These are a ridiculous waste of taxpayer dollars. We have real crime and drug use issues that have to be fixed.
10/9/2021	Formstack		26th & Spruce --- Curb Extensions, Crossing Treatment and Art	Driving		Conflict with turning vehicles Other: There is not enough room for 2 turning vehicles to pass thru the intersection safely.		I feel that the posts and paintings on the streets are a very unattractive eye sore. Our culture is too over stimulating already to have these extra visuals cluttering up our field of vision. I would much prefer unobtrusive speed bumps!
10/9/2021	Formstack		Aurora (35th to Mohawk) --- Traffic Circle, Median Islands & Curb Extensions	Driving		Other: The circle is extremely narrow. I'd hate to drive around it in a big car or truck. And the loss of parking in that area hurts; my son lives in the area and it's been hard to park on 35th or Madison before these were installed; now it will surely be even harder.		The anti-parking stance in Boulder sure isn't "inclusive" of an older person with serious mobility limitations like me. There's no way I can do errands and carry groceries or visit family and friends by bus or a damn scooter; I use a cane to walk and can't manage long distances. And of course there are no handicapped parking spaces on residential streets, so putting up structures that make it even harder to park on them is very discouraging. I've taken to shopping in Longmont because I can park so much closer to stores. I've switched my MM dispensary from the Pearl St Mall to Lyons for the same reason. I used to be able to park in one of the handicapped parking spaces in front of Helping Hands; now that's a pedestrian block. It's just as fast, and a lot less stressful, to drive to Lyons and park in front of the dispensary there than to get to HH. Too bad; I love the Pearl St Mall. I watched the same thing happen to my mother as she aged; she switched from buying books at the Boulder Bookstore to Barnes and Noble because of ease of parking.

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10/9/2021	Inquire Boulder	Yes	Aurora (35th to Mohawk) --- Traffic Circle, Median Islands & Curb Extensions					<p>I'd like to thank the city for improving the traffic calming on Aurora Ave. I have two suggestions:</p> <p>1) Please extend calming measures west, to 30th. In particular, a speed table at the crosswalk from Arrowwood park near Quinn would help cut down on the speeding that still happens between 30th and 35th. I have had some near misses using this crosswalk before.</p> <p>2) Some protection for bikes on the street would similarly be helpful. Perhaps bike lanes at intersections to help navigate the tighter intersections.</p> <p>3) Making the roundabout permanent and deploying speed table down the street may do a better job at reducing speeds. Many speeders simply weave thru the current controls. A permanent roundabout could be planted and would look better than the current (somewhat temporary looking one)</p> <p>Otherwise, I am happy with the attempt to solve a huge issue in the neighborhood-- the speeding. Thanks!</p>
10/9/2021	Inquire Boulder	Yes	Mohawk (Aurora to Inca) --- Pinch Point, Median Islands, Curb Extensions and Flex Post Centerline					<p>As far as I can tell, the traffic control experiment on Mohawk Drive has not caused people to drive slower on my street. Additionally, the lack of street parking now means that at almost all times cars are parked within a foot of either side of my driveway and I have no where to put my trash bins (besides blocking the driveway with them). We already have a shortage of street parking due to the school on Aurora, so this traffic control experiment is exacerbating an existing problem in the neighborhood.</p>
10/10/2021	Formstack		Baseline & Mohawk --- Traffic Calming (Hardened Centerline)	Other: NOT		Vehicles not yielding to crossing pedestrians/cyclists Conflict with turning vehicles		I don't like it and feel it is unnecessary. It's also quite ugly.

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10/11/2021	Formstack		Mohawk (Aurora to Inca) --- Pinch Point, Median Islands, Curb Extensions and Flex Post Centerline	Other: new traffic calming installed directly in front of my house	Speed of vehicles Other: Loud trying to work from home and a little alarming/scary trying to pull out of driveway		More visibility to vehicles Other: new installations prevent parking allowing much better visibility pulling out of driveway when cars come through going way over 20 mph	As I'm filling out this survey just now, saw a half dozen cars over 30 or 40mph, so not 100% sure new installations are preventing speeding on my road, however I've appreciated some of what I perceive as additional safety and visibility from cars not being able to park directly in front of my house. Have noted the Western Disposal struggling a bit with enough room to lift and return trash/recycling/compost bins, but that's really the only issue I've observed.  Side note: I like the new traffic circle on Aurora - definitely a good reminder for me, as coming off 30th so easy to forget to slow down.
10/11/2021	Inquire Boulder		Aurora (35th to Mohawk) --- Traffic Circle, Median Islands & Curb Extensions					Exactly how are the snowplows supposed to go down Aurora Avenue and Mohawk Drive with the recent "temporary way to control traffic?" Or is it your intention to stop plowing both streets. I was under the understanding that if there was a school or the road was used by public transportation. It seems as though the buses are gone, but the two elementary schools still remain.

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10/12/2021	Inquire Boulder		Baseline & Mohawk --- Traffic Calming (Hardened Centerline)					<p>barriers on Mohawk Dr. has done little except to space the cars in traffic of Mohawk Dr. where it turns into Aurora St. Cannot get out of my driveway without a long wait from the traffic in the morning and afternoon. This is shortcut through the neighborhood instead of using 30th to go the Aurora 7 school. Air is filled with carbon monoxide in front of my house. The curve is also too narrow because of street lined with parked cars so that I often see moving cars going across the center line of the curve.</p> <p>After the cars from Baseline are on Mohawk Dr. towards Aurora St. get through the barriers they actually speed up because the 15mph sign is not easily seen and there appear to be no barriers. This is a very dangerous curve that is parked on and the cars are not expected to be parked there, so they pull over the crossline on the curve.</p> <p>Suggestion: The section of curve over the creek and the bike path tunnel should be closed to cars this would eliminate the shortcut now being used in the neighborhood instead of the traffic regulated route between Baseline and 30th St. The ends of Aurora St. and Mohawk St. could have a permanent barrier. They would become dead ends but have a walk across which would also make the bike path continuous without having to use the underpass. It needs a pedestrian crossing there anyway. That would be perfect to eliminate unnecessary and inappropriate traffic and dangerous parking.</p> <p>The turn around on Aurora St and 35th is ridiculous. I have stop and go 2 mph (not mph) to make it around the circle without hitting a sign. That street has dangerous parking near the Mohawk Dr. curve. It also has people confused as the street changes name there.</p>

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10/12/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Driving		Other: Bizarre blockage of street forced my car to squeeze past a pedestrian walking along the roadway (there is no sidewalk, which is normally not an issue.) I am mystified as to the purpose of the structures placed in the roadway other than to make it difficult to drive (or bike, or walk).		<p>I bring a jaundiced eye to the purposes of any attempts at blocking or forcing traffic. I believe they almost always make things worse, especially as bicyclists, and sometimes pedestrians, are often emboldened to act stupidly when efforts are made to protect them.</p> <p>The best protection, in my view, is to teach bicycles and pedestrians to interact intelligently with cars.</p> <p>Through the years, I often find myself having to share the road, in the dark, with bicycles without effective lights or reflectors, and with dark clothes. I also often finding bicycles riding side by side, and edging out of the bicycle lane.</p> <p>I don't remember having any particular problems passing along Quince, hundreds of times, both as a driver or as a pedestrian. Traffic there is usually light. All of these plastic pylons are the worst thing that I've experienced.</p> <p>I was no great fan of the effort to reduce many of or 4 lane streets to two lanes. It's fuzzy thinking to imagine there's something to gain from creating or worsening traffic jams, and this vision zero mess looks as poorly thought out as that.</p>
10/12/2021	Formstack		Palo (30th to Ridgeway) --- Median Island and Curb Extensions	Walking		Conflict with turning vehicles		
10/12/2021	Formstack		Glenwood (29th to 30th) --- Pinch Points and Curb Extensions	Driving		Other: too narrow for 2 vehicles to pass		

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10/12/2021	Formstack Inquire Boulder	Yes	Mohawk (Aurora to Inca) --- Pinch Point, Median Islands, Curb Extensions and Flex Post Centerline	Biking		Other: Being passed by vehicles in curb extensions/ median flex posts		<p>I own a home at 4125 Aurora Ave. The increased flexible poles and markings are not slowing down people who drive fast, most concerningly by the school. I'm concerned for large public safety trucks and plows through that area. I don't think they increase safety, and it's annoying to deal with them daily.</p> <p>The constrictions near intersections, and some placed without obvious purpose away from intersections seem to make Mohawk &amp; Aurora less safe for bikes and scooters. Instead of easily passing bikes, some cars will try to squeeze by them before the poles, and the way the poles are laid out, there is not a path for the bikes on the right side of the constriction. Cautious drivers will slow for bikes to go first, but many will not. These traffic markings seems poorly executed and I request they are taken out. Intermittent speeding is certainly an issue, but typical speed humps or ticketing is a better solution than taking away parking and usable path from the roads.</p>
10/12/2021	Formstack	Yes	Aurora (35th to Mohawk) --- Traffic Circle, Median Islands & Curb Extensions	Driving				<p>I own a home at 4125 Aurora Ave. On 35th, the large, ugly traffic circle makes it impossible to pass through with a trailer without hitting the flexible poles, and this is much less safe than before the increased markings.</p> <p>The constrictions near intersections, and some placed without obvious purpose away from intersections seem to make Mohawk &amp; Aurora less safe for bikes and scooters. There is not a path for the bikes on the right side of the constriction. Cautious drivers will slow for bikes to go first, but many will not. These traffic markings seems poorly executed and I request they are taken out. Intermittent speeding is certainly an issue, but typical speed humps or ticketing is a better solution than taking away parking and usable path from the roads.</p> <p>-Chris Wentz</p>

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10/12/2021	Formstack		Aurora (35th to Mohawk) --- Traffic Circle, Median Islands & Curb Extensions	Walking	Speed of vehicles	Waiting for a break in traffic to cross Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists Conflict with turning vehicles Other: bikes and cars cutting through intersection rather than going around circle to make turns; elimination of stop signs on 35th so pedestrians now have no right of way		<p>It's hard for me to imagine that whoever designed the new traffic obstruction devices ever visited my neighborhood. Aurora is one of only two east west streets we can use to navigate our world so it's very busy with pedestrian, bike, skateboard and now lime scooter traffic (as well as a lot of speeding cars); there are a lot of kids and a lot of dogs, and, by the way, two elementary schools.</p> <p>You've created obstructions that reduce the safety of the people in the neighborhood while doing nothing to reduce speeding. Cars slalom through the posts and weird white circles that no one understands at 34th and 36th streets and then tap their brakes and see how fast they can navigate the roundabout at 35th. They are back to driving 30-35mph within a block. So...the speeding hazard remains but I have now lost the ability, as a pedestrian, to safely cross three intersections. I have already seen some very near misses that could well have resulted in serious injury or possibly death. It's really only a matter of time.</p> <p>Why couldn't you put those wonderful panels showing your actual speed on Aurora and then do some actual enforcement? We get the occasional radar car--usually on a weekend parked in a spot between 33rd and 30th where cars are already starting to slow down, but I have never seen police or city enforcement issues stopping cars and handing out tickets.</p>
10/13/2021	Inquire Boulder		Mohawk (Aurora to Inca) --- Pinch Point, Median Islands, Curb Extensions and Flex Post Centerline					I live on Mohawk at 736 and I dont like all the obstacles you put on Mohawk and Aurora. It doesn't seem to do anything but get in the way and wondering how you are going to snow plow around it. Please let me know about a public meeting before a final proposal is enacted. I think the hidden camera's are a better idea because it DOES slow down drivers after they get a few tickets and then they PAY!!!

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10/13/2021	Formstack		Mohawk (Aurora to Inca) --- Pinch Point, Median Islands, Curb Extensions and Flex Post Centerline					traffic control experiment Mohawk Dr & aurora. resident at 825 Mohawk Dr .  this is ugly, dangerous for bikes, wheelchairs, etc & awkward for emergency vehicles, garbage and the common driver. Eliminates parking in front of many houses, which is already limited. Does not slow traffic, instead makes it look like a construction site gone crazy and ruins the neighborhood look. We don't pay taxes to the city for THIS.
10/13/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Driving		Speed of vehicles Conflict with turning vehicles		I have only experienced these changes as a driver. The work done definitely causes me to not always choose to drive down Quince from 15th to 19th but when I do I drive slower just to avoid hitting the ballards. I am curious if the changes have actually caused many drivers to drive more slowly?
10/14/2021	Formstack		Glenwood (Folsom to 28th) --- Curb Extensions	Biking		Conflict with turning vehicles Other: Conflict with vehicles going straight. Poor visibility of traffic control items.		I prefer improvements that separate vehicle and bicycle traffic and don't put them in direct conflict.
10/14/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Driving				I think the traffic calming measures are overkill in trying to slow down traffic and are resulting in vehicle traffic shifting to parallel streets, specifically Redwood and Orchard. What Quince really needs is a sidewalk.
10/16/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Driving				I have no issue with trying to mitigate speed etc on Quince, but this current configuration is confusing and seems designed to create a head on collision. It still forces pedestrians to walk in the road.  You'd get the same results with fewer issues by putting in a 4 way stop at Quince and 15th and putting up a few speed bumps.  The chicane is confusing, requiring a driver traveling west on Quince to move into the oncoming lane and then out again for no apparent reason. It's confusing and dangerous as well as poorly marked. The pinch points further along reduce to one lane without as much confusion. I don't care for that solution either, but at least it's clearer and less dangerous. Why not speed bumps, instead? Why not sidewalks on one side of the street (narrowing the street at the same time)? I walk on Quince also and feel less safe with this arrangement.

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10/16/2021	Formstack		Glenwood (Folsom to 28th) --- Curb Extensions	Driving		Conflict with turning vehicles		Intersection of Glenwood and Folsom: The turning area is too narrow! Nearly had a collision with a car making a right turn (Folsom to Glenwood) while I was at the stopped facing west at Glenwood and Folsom; waiting to make my right turn.  I suggest moving the posts in by at least half the current distance.
10/17/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Driving		Other: Quince is like driving through a maze - curves to stay between the pillars are too tight.		It is one thing to try to create one way sections in the road, but the tight curving between pillars makes this a street to avoid, which is too bad, because it is the good connector street to Broadway.
10/18/2021	Formstack		Glenwood (Folsom to 28th) --- Curb Extensions	Driving		Other: On 3 occasions oncoming traffic did not slow or make enough room for 2 vehicles to pass - very dangerous where it never was before.		And to reduce so many parking spaces? Your info about the parking space loss does not seem accurate - and to reduce so many spaces in one block is ludicrous! Are we back to a "Right-Sizing" situation again? Also, because of the vehicle situation on this block as they move through these 3 areas of barriers, I am afraid to ride a bicycle there...It seems that Boulder is becoming a nightmare of posts to navigate and a huge visual distraction.
10/19/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Driving		Other: Avoiding head-on collisions with other vehicles who were confused about yielding protocols.		

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10/20/2021	Formstack		Mohawk (Aurora to Inca) --- Pinch Point, Median Islands, Curb Extensions and Flex Post Centerline	Biking				<p>The pinch points cause moments of indecision over right of way for drivers and cyclists traveling the same direction in the traffic lane. There isn't room to be side by side, but drivers aren't always willing to let me take the lane either. Riding between the bollards is a visibility nightmare, and will soon be a debris and ice nightmare too. the previous road width allowed for a lot more space and choice about proximity to cars. Surely there are better ways to slow down car traffic.</p> <p>I ride this section daily in the morning and afternoon. In the afternoon around school pickup time, the new design has created a more hazardous situation than was present before. The visual clutter and narrow lane means cars can't figure out what to do when I (a cyclist) am present. They can't decide whether to accelerate and beat me to the pinch point or let me stay in the lane. As stated earlier, riding IN the bollarded-off paint has its own problems. And what message are we sending to cyclists if we're encouraging riding within these painted off zones. I know there isn't room on Mohawk for a bike lane AND parking, AND I know that narrower lanes slow cars, but this solution is a mess.</p>
10/23/2021	Formstack		Glenwood (Folsom to 28th) --- Curb Extensions		Other: Clear sign-age. Trail crossing needs to be examined, because side walk travel required by bikers which I also do.	Waiting for a break in traffic to cross Speed of vehicles Conflict with turning vehicles Other: I never noticed a speed issue, just a confusion that could be handled by better signage and merge point designation		What a mess. Even saw a car parked in one of this white stick enclaves. There has got to be a better way. At one point there is a 4 way merge where the trail crosses the road and traffic can come from four sides. Better signs would be better.
10/23/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Driving		Other: I've experienced multiple near car accidents at the part where cars are forced to go on the wrong side of the road. It has now become the single most dangerous and frustrating road I drive on.		I understand the desire to slow traffic on Quince, but the reroute towards 19th is the worst addition to the street I could have possibly imagined. The street is now significantly more dangerous by having cars drive on the wrong side of the road and go through a one way turn. I've seen multiple near accidents here while never seeing issues on Quince before. I live on Quince and the changes have made it frustrating and dangerous to drive on my own street. I don't know how anyone could have thought this was a good idea and made things safer. There are so many better solutions out there to slow traffic that don't put residents at risk to drive on their own street.

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10/25/2021	Inquire Boulder	Yes	Mohawk (Aurora to Inca) --- Pinch Point, Median Islands, Curb Extensions and Flex Post Centerline					<p>I agree that recently some young/college students and even some repair and construction vehicles have been speeding and roaring their vehicle engines.</p> <p>But using the temporary "construction zone" like reflective posts is not attractive in our neighborhood and I would say has had limited success slowing our traffic.</p> <p>The college boys down the street apparently were talked to before the construction zone posts were installed, because they slowed down and quieted down several weeks before the post were installed.</p> <p>As far as what would be much more effective, less dangerous to us senior citizens and better looking in our neighborhood, I think the raised crosswalks on 55th street would be a much better solution. If water runoff is an issue then I think a wide speed dip is a second option.</p>

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10/25/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Driving		<p>Waiting for a break in traffic to cross</p> <p>Speed of vehicles</p> <p>Vehicles not yielding to crossing pedestrians/cyclists</p> <p>Conflict with turning vehicles</p> <p>Other: Confusion on who yields to who and why we are forced to go into the other lane of traffic.</p>		<p>This is not a solution people are familiar with or comfortable with. It is so confusing the first time you experience the pinch that people stop in the middle of the road to figure it out causing vehicles behind them to brake harder than expected and get frustrated. I've even seen people drive between the poles incorrectly on the outside of the swerve pinch. There are yield signs on BOTH sides of this pinch which causes more confusion. Cars leave the pinch frustrated and accelerate quickly which defeats the whole purpose if you are trying to get people to slow down.</p> <p>The curb extension pinch areas are horribly tight so sometimes you need to yield and sometimes you don't - more confusion. Sometimes people gun it to get through first. The distance is far enough between the pinch areas that people don't know if they need to yield from the start or as they get to each one.</p> <p>I could go on. I haven't even gotten into how confusing and utterly unsafe it is for bikers and pedestrians - I have seen many near accidents! And what will happen in winter?? There is no way this will work with snow on the ground.</p> <p>This is a HORRIBLE solution to whatever problem you are trying to address on this road. I imagine it's for speed but I assure you it's not working. I drive this strip of road frequently in my work commute and it's not getting any better. No one slows down except at the pinch points briefly then they accelerate and swerve all over the road. I believe this is going to cause accidents or at the minimum, an increase in road rage. I've seen it.</p> <p>Please PLEASE don't just put a line down the middle of the</p>
10/26/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Driving		Conflict with turning vehicles		<p>This system has made the street downright dangerous. Nobody knows how to navigate it and it forces vehicles into oncoming traffic. The signing doesn't make sense, even bikers and pedestrians are confused every time a car comes by. I know you're trying to make the street safer but I am confident this is going to lead to a tragic incident.</p>

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10/26/2021	Formstack		Aurora (35th to Mohawk) --- Traffic Circle, Median Islands & Curb Extensions	Walking		Waiting for a break in traffic to cross Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists Other: Cars are now going faster from 4 directions through the 35th and Aurora intersection. Before, people stopped at the stop signs and it was much safer.		The idea of safer streets is great, and my neighbors and friends and I were all in favor of the 20 mph speed limits as THE solution. Then suddenly the "pinch points", paint, bollards, and most disturbingly, the traffic circle appeared. All of these make Aurora a much more dangerous place for bicyclists, pedestrians, and drivers. Our quiet neighborhood seems to be the main experiment for the city. Why was our area targeted when there has never been congestion or conflicts? I drive, walk, or bike this area daily, sometimes several times, and this seems like a "solution" in search of a problem! Please remove these barriers as soon as possible! Thank you so much!
10/29/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Driving		Waiting for a break in traffic to cross Conflict with turning vehicles Other: The layout is confusing and feels like a maze. I also find it simply ugly and an eyesore.		
11/2/2021	Formstack		Glenwood (Folsom to 28th) --- Curb Extensions	Driving		Waiting for a break in traffic to cross		
11/2/2021	Formstack		Grove & 17th --- Curb Extensions and Crossing Treatment	Walking				
11/2/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Other: I live here and drive and walk it daily!	Waiting for a break in traffic to cross Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists Conflict with turning vehicles		Vehicle speeds were reduced More visibility to vehicles More protection from passing vehicles Vehicles yielding Other: People HAVE to be careful and slow down. It's been a miracle for us!	Thank you so much for this project. While there's always the occasional jerk who tries to cut people off or speed through it, by and large it has reduced traffic and really slowed people down to pay attention. A neighbor's dog got loose right in that area of the slalom last week, and traffic was able to stop in time so it didn't get hit. I'm not sure the result would have been as positive before this. Also, the complainers on Quince are the speeders. An extra 30 seconds to slow down and pay attention is really not going to hurt them :) Thank you!!!!

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11/7/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Other: I walk and drive on Quince regularly		Other: drivers are confused about who has the right of way, particularly at the chicane, the signage is also confusing at the pinch points		Your feedback form doesn't provide the space for the comments and concerns I have about the project. I have lived in Boulder since 1975 and watched as the roads have been closed or otherwise changed to impede traffic. It just pushes the traffic onto other streets. Quince is a feeder street to get to Broadway. If we all have our share, then it works. The changes on Quince are confusing at best, and dangerous at worse. I noticed the school bus can no longer use Quince and is now using Orchard. How will the street be plowed once the snow arrives? While I understand the need to address speeding on Quince, the installations are confusing and dangerous. Why not put a stop sign at 17th and Quince? At least folks know what to do with it. My last trip on Quince almost resulted in an accident--the west bound driver didn't know where the road went through the chicane and almost hit me. Further, I don't feel comfortable walking on Quince any more. Please don't make it a one lane street--there has to be a better alternative than what is currently proposed. Give serious consideration to speed humps and a stop sign at 17th.
11/8/2021	Formstack	Yes	Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Other: All of the above	Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists	Waiting for a break in traffic to cross Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists Conflict with turning vehicles		After the traffic patterns were installed, cars did slow down. However, the course has now become a challenge - extreme speeds. The oval in front of our house is confusing and dangerous. Vehicles now speed through the obstacle course, blast their horns, run over signage and make a disturbing crashing sound. Visitor parking is very inconvenient. Signs in the middle of the street make it difficult to get out of our driveway. This isn't the original plan that was shown. One more thing - please re-stripe the pedestrian crossing on Quince and 17th. Vehicles are so busy looking at one-way, directional signs, the crossing area is obscured. I've continued to give your traffic system a chance - this is my second time to respond to your survey.
11/11/2021	Formstack	Yes	Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Driving		Other: I contend that these white poles are silly, confusing, an aesthetic eyesore and not better than traffic calming speed humps.		As I use Aurora Ave to pick up grand child from BCSIS school, take him north, I am just exasperated by them. Cars and school busses on Aurora are laughable. Striped speed bumps would do the same without the visual assault. As a property owner on the 2100 block of Upland Ave, I am very unhappy they were installed.

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11/15/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Driving		Other: Extreme confusion for drivers and poor visibility		I live on Quince Ave. and am use the road as a driver, pedestrian and cyclist. This project is dangerous. I have witness confusion and near-accidents. It is also a very unappealing project visually in front of my house. I fail to see the value in the project. What issues occurred specifically on Quince Ave. prior to having this project installed? I realize cars can often speed, but it is a very wide road and pedestrian danger is not an issue. My neighbors and I very frustrated by the lack of engagement and rationale for this project.  Please call me to discuss at 720-272-7476.
11/15/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Biking	Speed of vehicles Conflict with turning vehicles		Vehicle speeds were reduced Vehicles yielding	Speeds of vehicles in early morning and evening was too fast before the obstacles were put in place, there is a noticeable difference after placement of the curb extensions.
11/15/2021	Formstack	Yes	Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Walking	Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists Other: Vehicles driving double or more the speed limit was the norm, not the exception. Quince Ave was a danger to walk on before anything was done		Vehicle speeds were reduced More visibility to vehicles More protection from passing vehicles Other: Speeding has reduced significantly. Also, cars often stay more towards the middle of the street, making it safer to walk on the side.	Feel free to contact me. I'm living on Quince Ave. The changes made are life-saving. Without these changes it was not if but when would a tragic accident happen. This is so much better. More permanent, more prominent road structures would be even better, but I think that is in the planning if I understand the program well.
11/15/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Walking	Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists Other: this street has no sidewalk, vehicles come too close when I walk on the street (with dog, or to run an errand at the market).		Vehicle speeds were reduced Other: Drivers seem more aware of their behavior because of the pinchpoints	I have been extremely supportive of any measures that will slow down traffic on this street. This is a neighborhood street with no sidewalk, and two schools nearby, and it needs to be safe for biking and walking.

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11/15/2021	Formstack		Quince (15th to 19th) - -- Chicane, Pinch Points and Curb Extensions	Biking	Speed of vehicles Conflict with turning vehicles		Vehicle speeds were reduced More visibility to vehicles Vehicles yielding	Before the structures, often cars would pass at ridiculous speeds, especially downhill (going east) to be the first at the crossing with 19th. With these structures, vehicle drivers seem to be more considerate, as they already had to slow down for the chicane. Personally, I would like to have one or two speedbumps along that stretch of the road (15 - 19) but this is already so much better. Thank you Vision Zero Innovation Program Leads!! It takes courage to develop and implement such changes. I'm using Quince Ave on a daily basis and notice the change, feeling safer.
11/15/2021	Formstack		Quince (15th to 19th) - -- Chicane, Pinch Points and Curb Extensions	Walking	Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists		Vehicle speeds were reduced More protection from passing vehicles	
11/15/2021	Formstack		Quince (15th to 19th) - -- Chicane, Pinch Points and Curb Extensions	Biking	Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists Conflict with turning vehicles		Vehicle speeds were reduced More protection from passing vehicles Vehicles yielding	
11/15/2021	Formstack		Quince (15th to 19th) - -- Chicane, Pinch Points and Curb Extensions	Driving			Vehicle speeds were reduced More visibility to vehicles Vehicles yielding	
11/16/2021	Formstack		Quince (15th to 19th) - -- Chicane, Pinch Points and Curb Extensions	Walking				Please remove the center island. It pushes cars into pedestrian and bike pathways. I would like to see the results of your traffic study on Quince Ave. I maintain that the center island is a problem, specifically because it causes cars to drive in the only space available to pedestrians and bikers. As the days are getting shorter and darker, this presents an increased danger. If the vision zero project is about protecting pedestrians, you need to take down the center island. Thanks Jesse
11/16/2021	Formstack		Quince (15th to 19th) - -- Chicane, Pinch Points and Curb Extensions	Driving		Waiting for a break in traffic to cross Conflict with turning vehicles Other: This is a completely illogical project for Quince. What we need are sidewalks		This project makes no sense whatsoever on Quince. It seems to have made the street more congested and less safe. The best solution would be for the City to install sidewalks and a crosswalk at 17th street.

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11/16/2021	Formstack		Mohawk (Aurora to Inca) --- Pinch Point, Median Islands, Curb Extensions and Flex Post Centerline	Biking		Other: See below		<p>To whom it may concern,</p> <p>Recently, a number of construction pylons and signs were erected in the middle of the road throughout my formally cute little Park East neighborhood in a seemingly permanent installation. I've held off on complaining, trying to give them a chance, but they are a nuisance in many many ways:</p> <p>1: The pinchpoints make it terrifying to be on a bike, as there's no longer enough room for a car to pass without coming within 1-2 ft of a biker. Someone's going to get hit.</p> <p>2: They desensitize people to driving quickly through construction barricades, as that's what they very much resemble.</p> <p>3: The signs in the middle of the road reflect enough light from headlights to blind you from what's beyond them at night.</p> <p>I could go on with many other issues, but these are the things I've noticed that make me feel less safe in my neighborhood than I did before. Please consider removing them.</p> <p>My contact info follows:  Jeremy Weiss  4205 Aurora ave  Boulder, CO 80303</p> <p>Cell: 904-891-0580</p> <p>Sincerely,  Jeremy Weiss</p>

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11/16/2021	Formstack	Yes	Aurora (35th to Mohawk) --- Traffic Circle, Median Islands & Curb Extensions	Biking		Other: See below		<p>To whom it may concern,</p> <p>Recently, a number of construction pylons and signs were erected in the middle of the road throughout my formally cute little Park East neighborhood in a seemingly permanent installation. I've held off on complaining, trying to give them a chance, but they are a nuisance in many many ways:</p> <p>1: The pinchpoints make it terrifying to be on a bike, as there's no longer enough room for a car to pass without coming within 1-2 ft of a biker. Someone's going to get hit.</p> <p>2: They desensitize people to driving quickly through construction barricades, as that's what they very much resemble.</p> <p>3: The signs in the middle of the road reflect enough light from headlights to blind you from what's beyond them at night.</p> <p>I could go on with many other issues, but these are the things I've noticed that make me feel less safe in my neighborhood than I did before. Please consider removing them.</p> <p>My contact info follows:  Jeremy Weiss  4205 Aurora ave  Boulder, CO 80303</p> <p>Cell: 904-891-0580</p> <p>Sincerely,  Jeremy Weiss</p>

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11/16/2021	Formstack	Yes	Mohawk (Aurora to Inca) --- Pinch Point, Median Islands, Curb Extensions and Flex Post Centerline	Driving		Other: Constricted lanes and need to swerve around objects in the middle of the road		<p>To whom it may concern,</p> <p>Recently, a number of construction pylons and signs were erected in the middle of the road throughout my formally cute little Park East neighborhood in a seemingly permanent installation. I've held off on complaining, trying to give them a chance, but they are a nuisance in many many ways:</p> <p>1: The pinchpoints make it terrifying to be on a bike, as there's no longer enough room for a car to pass without coming within 1-2 ft of a biker. Someone's going to get hit.</p> <p>2: They desensitize people to driving quickly through construction barricades, as that's what they very much resemble.</p> <p>3: The signs in the middle of the road reflect enough light from headlights to blind you from what's beyond them at night.</p> <p>I could go on with many other issues, but these are the things I've noticed that make me feel less safe in my neighborhood than I did before. Please consider removing them.</p> <p>My contact info follows:  Jeremy Weiss  4205 Aurora ave  Boulder, CO 80303</p> <p>Cell: 904-891-0580</p> <p>Sincerely,  Jeremy Weiss</p>
11/16/2021	Formstack	Yes	Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Walking	Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists		Vehicle speeds were reduced More protection from passing vehicles	Our children and family live on Quince and our children walk/bike to CrestView on this road. We have noticed slowed speeds & reduced volume and feel much more comfortable letting our kids walk or bike on this road. Also the cross walk at 17th feels safer and lets pedestrians be more visible - particularly important for all those who cross Quince to get to schools in the neighborhood.
11/16/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Biking	Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists		Vehicle speeds were reduced	Biking on Quince is improved with the exception of the area where there is a modified round-about sandwiched between two separated pinch point areas (hope that makes sense). I like being separated by the traffic by the bollards but when cars and bikes/peds all feed in together after going around the modified round-about, it can be a bit dicey.

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11/16/2021	Formstack	Yes	Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Driving	Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists		Vehicle speeds were reduced	I do think that some drivers, especially at night when visibility is pretty low (no street lights), have some trouble navigating the round-about thing. And some drivers seem confused by these changes and will either pull over and wait for someone way too soon (when they clearly were there first), or they will blast through it to get through it first. I think it's because in the US people just don't know how to deal with round-abouts, etc. and yielding/behaving in them.  It definitely slows people down though! And we really appreciate the reduced traffic! There are still some speeders but it feels much safer for our kids to play in our driveway.
11/16/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Walking	Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists		Vehicle speeds were reduced More visibility to vehicles More protection from passing vehicles Vehicles yielding	I love this so much and I feel so much safer. I feel like cars HAVE to slow down and pay attention more!!
11/16/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Biking				Thank you so much for making this change.
11/16/2021	Formstack	Yes	Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Driving	Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists		Vehicle speeds were reduced More visibility to vehicles More protection from passing vehicles Vehicles yielding	This is a massive improvement for our street. Drivers have to slow down (even if there aren't other cars to yield to) which is a welcome change.
11/16/2021	Formstack		Glenwood (29th to 30th) --- Pinch Points and Curb Extensions	Walking	Speed of vehicles	Other: Speed hump installed on 29th Street is insufficient for getting drivers to slow down after making turn from Glenwood and heading south. Still need one closer to Glenwood Street intersection. Also some additional humps on the Valmont end of 29th would be a good idea.		

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11/16/2021	Formstack	Yes	Glenwood (29th to 30th) --- Pinch Points and Curb Extensions	Driving			More visibility to vehicles	<p>Hi Ryan,</p> <p>I wanted to add some feedback about the recently modified vision zero changes to improve turning out of 29th Street onto Glenwood and all the other spots across Glenwood.</p> <p>Overall, great idea and think it's a good idea to make some modifications to increase the safety while turning out of these streets.</p> <p>However, I believe the current implementation on 29th Street has gone a bit overboard, because now any friends/family that visit my unit in the Glenwood gardens off 29th/Glenwood have a very difficult time finding any legal parking.</p> <p>Between the many parking spots removed from the blind spot protection PLUS the additional parking spots permanently reserved for the speed trap vehicles, there are very few spots available which aggravates any visitors.</p> <p>My feedback would be, try to design/minimize the reserved blind spot area to ensure a fixed N-number of vehicles can fit between the reserved area. I also would prefer either:</p> <ol style="list-style-type: none"> <li>1. complete removal of the speed violation vehicle spots</li> <li>2. partial removal of those spots (there are several between 28th-30th)</li> <li>3. keeping some/all of the above spots, but allowing overnight parking of those spots for roommates/visitors</li> </ol>
11/16/2021	Formstack	Yes	Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Walking	<p>Waiting for a break in traffic to cross</p> <p>Speed of vehicles</p> <p>Vehicles not yielding to crossing pedestrians/cyclists</p> <p>Conflict with turning vehicles</p> <p>Other: I have lived at 1480 Quince for 22yrs. Entitled drivers have been extremely disrespectful</p>		<p>Vehicle speeds were reduced</p> <p>More visibility to vehicles</p> <p>More protection from passing vehicles</p> <p>Vehicles yielding</p> <p>Other: I notice more foot and bicycle traffic along Quince now. People are less wary of their safety</p>	<p>There is an elementary and middle school close to Quince and drivers are slowing down and being more patient with pedestrians, skateboarders, and bicyclists. This seems to have encouraged disrespectful drivers to find other routes to use instead of roaring through the neighborhood going 45+ mph. Drivers are more polite and wave to each other so there is a more neighborly feeling here. Pedestrians are meeting and chatting and neighbors seem to be walking more on Quince than I've ever seen before. Overall it is less stressful to live here. It's a truly welcome change.</p>

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11/16/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Driving	Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists Conflict with turning vehicles Other: Drivers tailgating		Vehicle speeds were reduced More protection from passing vehicles Vehicles yielding Other: Vehicles are driven in a responsible community minded way	
11/16/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Biking	Waiting for a break in traffic to cross Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists Conflict with turning vehicles Other: I chose other routes than Quince St		Vehicle speeds were reduced More visibility to vehicles More protection from passing vehicles Vehicles yielding Other: Bicyclists are now riding on Quince significantly more frequently	
11/16/2021	Formstack		Glenwood (29th to 30th) --- Pinch Points and Curb Extensions	Driving		Speed of vehicles		The curb extensions are good; previously, there was nearly a blind turn off 29th due to parked cars.  However, the pinch points don't seem to have much effect. My desk overlooks Glenwood and I regularly see cars speed past. The pp's did not appear to have much effect. And, they take up a substantial amount of parking. I'd request that those be removed. Especially if there will also be spots reserved for traffic enforcement vehicles.
11/16/2021	Formstack		Glenwood (29th to 30th) --- Pinch Points and Curb Extensions	Driving		Conflict with turning vehicles Other: Pinch points only served to reduce parking and increase congestion.		The implementation above appears to increase risk of an accident and impact available parking in a high density community. If the reduction of traffic speed was the intended goal perhaps low cost speed humps would be a better choice. These would not have the same negative impacts as the implication of curb extensions and pinch points.

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11/16/2021	Formstack	Yes	Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Walking	Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists Conflict with turning vehicles	Speed of vehicles		<p>We live on Quince Ave and have three kids under 5. Our daughter goes to preschool on Quince Ave, and we walk her to and from school every day. We also take family walks nightly and walk to Lucky's regularly. I work from home and watch Quince Ave traffic throughout the work day, as well. We are in desperate need of speed reduction on this street. The safety of pedestrians, cyclists, and motorists are at enormous risk.</p> <p>Cars continue to speed on Quince, but it has been reduced some by these changes. Cars generally don't seem to slow down at the intersection at 17th Street even with the bump out. In addition, cars seem to speed up coming out of the chicane to where it's extremely noticeable both visually and by sound. There are also multiple vehicles daily who drive on the incorrect side of the chicane and the white and yellow barriers are constantly hit. The yellow barriers with metal signs on them make an extremely loud noise when run into by a car or a kid on a skateboard.</p> <p>In summary, the current speed mitigation has pluses and minuses. It's not perfect but it is an improvement.</p> <p>Also, someone dropped a note in all the mailboxes along Quince asking people to ask the City to remove the speed mitigation. In addition to being illegal to put something in mailboxes, this person signed their letter "Your fellow neighbor" and addressed it to "Quince St Neighbor." I have a hard time believing that this person lives on Quince, because they would likely know that it's Quince Ave, not St. It feels like there is a campaign by people who want to speed down Quince to remove speed reduction. I beg you to keep working on a solution.</p>

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11/16/2021	Formstack	Yes	Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Driving	Waiting for a break in traffic to cross Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists Conflict with turning vehicles	Waiting for a break in traffic to cross Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists Conflict with turning vehicles		<p>I also submitted a response about walking, so please refer to that for general information.</p> <p>Specifically on driving, there are a few major issues that I run into regularly:</p> <ul style="list-style-type: none"> <li>- Waiting to turn onto 19th from Quince: Cars turning onto Quince continue to almost run into my car while I wait to turn (turning wide or when they're coming from the north or turning tightly when they're coming from the south). Perhaps painted lines on 19th showing turn lanes would help.</li> <li>- Backing into or pulling out of my driveway: the yellow island on the chicane is in front of our driveway. I prefer to back into my driveway so that it feels safer to pull out and so that I can fit into my garage. Cars like to tailgate as I head into the chicane and in spite of putting on my blinker and stopping before my driveway, they will block my progress as I try to back into my driveway. I think this generally stems from the island in the chicane. It's confusing to drivers and they don't understand that they need to wait when there is so much distance between the two ends.</li> <li>- Tailgating/not taking turns: At both the pinch points and the chicane, cars will tailgate cars in front of them instead of taking turns. Maybe signage about taking turns would help.</li> </ul>
11/16/2021	Formstack		Glenwood (29th to 30th) --- Pinch Points and Curb Extensions	Walking			Other: No perceived change	<p>I am happy the initiative exists and is working with residents to create the best outcomes.</p> <p>I didn't feel any significant difference with the extended curbs (at least the more temporary ones that have been installed). The lack of designated crosswalks between 28-30th seems significant, maybe it would feel safer with crosswalks and signage.</p>
11/16/2021	Formstack		Glenwood (29th to 30th) --- Pinch Points and Curb Extensions	Biking		Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists Conflict with turning vehicles	More visibility to vehicles	<p>A couple of times, cars tried to pass (or did pass) in the pinched areas which felt extremely unsafe. Cars do not share the road well in my experience on Glenwood. With the 20 mph speed limit, I think it would be reasonable to allow bikes to use the full lane (with signs and paint indicators).</p> <p>I believe car speed did not change in my experience because there are still two full lanes even at the pinch points leading drivers to maintain higher speeds.</p>

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11/16/2021	Formstack		Glenwood (29th to 30th) --- Pinch Points and Curb Extensions	Driving			Other: None	Between 28th and 30th, from my experience it seems the actual driving lanes were not made smaller (still a full two lane road) so cars do not have to slow down to pass each other at the pinch points. As I live off the road, having many street parking spots taken for pinch points that didn't actually pinch was frustrating. I felt minor improvements in visibility to turn onto Glenwood from 29th street, but cars were still moving too fast on average to make a difference.
11/17/2021	Formstack	Yes	Glenwood (29th to 30th) --- Pinch Points and Curb Extensions	Driving	Waiting for a break in traffic to cross Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists Conflict with turning vehicles	Waiting for a break in traffic to cross Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists		<p>Hi There,</p> <p>The traffic calming elements on Glenwood Drive (29th-30th) have only been mildly effective at slowing down traffic. The curb extensions do not extend far enough into the street to cause vehicles to hit the brakes and slow down. I would request that "pinch points" extending into the lane of traffic be installed on this section to encourage vehicles to actually slow down. The pinch points on the west side of Glenwood Drive (Folsom to 28th) appear to be more effective than what was installed on the 29th-30th section. Currently, vehicles just continue to fly down Glenwood and drift over and straddle the middle yellow line.</p> <p>Additionally, the curb extensions have robbed residents of precious on-street guest parking. Glenwood Gardens HOA (31 units) has no guest parking and the only place for guests to park is on Glenwood Drive. This part of Boulder is densely populated with townhomes and apartments. I'm the President of the Glenwood Gardens HOA and I've heard numerous complaints from residents about the lack of on-street guest parking.</p> <p>I request that the city looks into addressing these concerns. If you have any questions please do not hesitate to reach out. I'd be happy to continue the conversation.</p> <p>Thank you James Doolittle President, Glenwood Gardens HOA (3198 29th Street)</p>
11/17/2021	Formstack		Glenwood (29th to 30th) --- Pinch Points and Curb Extensions	Driving			Other: Severely reduced parking for residents in this area	I think it is wise to reduce street parking around parking lot pullouts for visibility purposes, but I had not found this area at all difficult to navigate as a pedestrian prior to the project and the only impact I have experienced is an extremely inconvenient reduction in street parking.

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11/17/2021	Formstack		26th & Spruce --- Curb Extensions, Crossing Treatment and Art	Other: I have experienced these obstructions on Glenwood between Folsom and 28th also.		Other: I have not found people speed in these two areas nor have I seen vehicle/pedestrian/bike conflicts in either area. I am uncomfortable with the obstacles because they impact visibility. There is no signage, and I have been trying to figure out what I am supposed to do with the almost complete obstruction of the road!!!		<p>I drive by these locations often and have never noticed any problems with speeding or with pedestrian/vehicle conflict. I was totally bewildered by what these were and what they are for. I feel they are likely to CAUSE accidents rather than prevent accidents. The city has the following for speed control:</p> <ol style="list-style-type: none"> <li>1. Signs with some areas having 20 mph speed limits.</li> <li>2. Traffic circles.</li> <li>3. Speed bumps.</li> <li>4. Camera.</li> </ol> <p>The installation of these Vision Zero things are a complete waste of taxpayer money. The money for these traffic mitigation devices should be spent:</p> <ol style="list-style-type: none"> <li>1. Paying police officers or designated individuals to ACTUALLY ENFORCE THE SPEED LIMITS AND</li> <li>2. Installing more cameras to ticket drivers speeding as exist on Valmont.</li> </ol> <p>I have lived on Panorama Ave. in Boulder since 1987. Within the last 10 years traffic circles have been installed at 23rd and Mapleton and 23rd and Pine. I have to use these most every day. They are a hazard and dangerous. Maybe 1 in 10 drivers going east to west or west to east slows to 15 mph, and they rarely yield to north to south or south to north-bound vehicles when those drivers have the right of way. If I am going north or south at either traffic circle and see another vehicle approaching from the east or the from the west I stop even when I am already at the traffic circle and the approaching vehicle is at a distance from the circle. I DO THIS BECAUSE I DO NOT WANT TO BE HIT!!! I have never once seen the speed limit or the right-of-way enforced by anyone so there is absolutely no incentive for drivers to change their behavior.</p>

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11/18/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Driving	Speed of vehicles	Speed of vehicles Other: see comments below regarding Quince Ave. intervention		<p>The work at the corner of 19th of Quince is a good idea. It could be improved by PLEASE cutting down ALL the foliage in the ditch on the west side of 19th from the SW corner of Quince and 19th going south. You still have to pull too far out into 19th too see what is coming from the south going north (when trees/weeds are in bloom). The pinch points west of 17th and Quince are making it safer to walk west on that street. They are at two locations, so by the time one gets through the second point you are almost at the sidewalk by Harmony School.</p> <p>The Formula One course east of 1755 is a failure. It is not slowing folks down. They speed up before they go through, honk their horns and practice their cornering skills. I do not walk east to 19th on that street anymore. The general rule is to walk into traffic so you can see what is coming and that intervention has forced traffic even closer to the side of the street. Perhaps you should consider a pinch point and one the does not take out all the parking available for only one residence. Split it up.</p> <p>Seems to me that this increased traffic stems from the growth along Broadway in N. Boulder. Folks are navigating to Iris using 19th rather than Broadway and 19th (and/or Yarmouth to 19th, etc.. Put in a double turn lane at both Broadway and 19th and Iris. I have seen 10 cars backed up waiting to left turn at both intersections. And please don't tell me that speed bumps can't be used because they slow emergency vehicles down. The Formula One course will certainly slow the very few fire trucks that go down this street even more.</p>

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11/25/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Driving		Other		<p>I think these new methods of trying to make streets safer by slowing cars down in these obstacle courses (the new plastic poles with reflector lights) is in itself dangerous. When I first encountered one (I think the 2700 block of Glenwood) I almost hit a bicyclist crossing because I was concentrating on not hitting the markers. The worst one is at the 1800 block on Quince where the obstacle course directs cars to driving on the left side of the street then curving around again to the right side. It's confusing to say the least! On a positive note - the newer speed bumps (that aren't so high and bumpy) are great. They make me slow down without being so hard on the suspension. And they are really great (smooth) for biking!</p> <p>Also what about snow plows going through these mazes? How's that going to work?</p>
11/26/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Driving		Other: speed mitigation techniques		<p>1) Remove any markers or diversions in the middle of the street at this time. I am not against rumble strips or bumps as they don't create confusion/frustration, which could very well lead to accidents.</p> <p>2) Remove markers/diversions at intersections as this only creates problems as turning vehicles are forced into the wrong lane.</p>
11/26/2021	Formstack		Mohawk (Aurora to Inca) --- Pinch Point, Median Islands, Curb Extensions and Flex Post Centerline	Driving		Other: confusion and distraction of the elements.		
11/26/2021	Formstack		26th & Spruce --- Curb Extensions, Crossing Treatment and Art	Driving				<p>Confusing and distracting elements, especially the colorful drawings on the street. I live a block from this street and did not find it problematic. It is not a highly used street. The treatments look like an obstacle course. Please don't make driving and walking more dangerous by using these odd methods. If you must make these changes, please use things like speed bumps that we're already familiar with.</p>
11/26/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Driving				<p>the whole thing felt uncomfortable, especially when the traffic posts direct you to drive on the other side of the street. Absolutely hate these new treatments and wonder why they are installed on streets that are not major thoroughfares anyway. Very confusing; do not like. Please don't punish drivers like this. Would rather you use roaming speed vans or speed humps than make driving confusing.</p>

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11/27/2021	Formstack		Glenwood (29th to 30th) --- Pinch Points and Curb Extensions	Biking	Speed of vehicles	Speed of vehicles Other: People are still driving too fast, but I think it's better than it used to be.	Vehicle speeds were reduced	
11/27/2021	Formstack		King's Ridge & Wonderland Path --- Crossing Treatment	Biking				
11/27/2021	Formstack		Aurora (35th to Mohawk) --- Traffic Circle, Median Islands & Curb Extensions	Biking	Speed of vehicles		Vehicles yielding	
11/27/2021	Formstack		Glenwood (Folsom to 28th) --- Curb Extensions	Biking	Waiting for a break in traffic to cross		Vehicle speeds were reduced More visibility to vehicles Vehicles yielding	
11/27/2021	Formstack		Grinnell & Viele Channel Path --- Crossing Treatment (Median Island)	Biking	Waiting for a break in traffic to cross Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists		Vehicle speeds were reduced More visibility to vehicles Vehicles yielding	
11/27/2021	Formstack		Glenwood (29th to 30th) --- Pinch Points and Curb Extensions	Biking	Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists Conflict with turning vehicles		Vehicle speeds were reduced More visibility to vehicles More protection from passing vehicles Vehicles yielding	
11/27/2021	Formstack		26th & Spruce --- Curb Extensions, Crossing Treatment and Art	Biking	Waiting for a break in traffic to cross Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists Conflict with turning vehicles		Vehicle speeds were reduced More visibility to vehicles Vehicles yielding	
11/27/2021	Formstack		9th & Cascade --- Curb Extensions	Walking	Waiting for a break in traffic to cross Vehicles not yielding to crossing pedestrians/cyclists Conflict with turning vehicles		Vehicle speeds were reduced More visibility to vehicles Vehicles yielding	

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11/27/2021	Formstack		Glenwood (Folsom to 28th) --- Curb Extensions	Biking	Waiting for a break in traffic to cross Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists		Vehicle speeds were reduced Vehicles yielding	Please, please keep doing this! As a society we are failing miserably at valuing people's lives over maximal car throughput, and the work you're doing, on the ground, MATTERS.
11/27/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Biking	Speed of vehicles		Vehicle speeds were reduced More visibility to vehicles	
11/27/2021	Formstack		26th & Spruce --- Curb Extensions, Crossing Treatment and Art	Biking			Vehicle speeds were reduced Vehicles yielding	This is great! I love the improvements! Keep up the good work making our city safer for all.
11/27/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Biking		Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists		Please keep up the good work, Ryan Noles and team. As a Boulder resident VZIP is something I'm proud of.
11/27/2021	Formstack		19th & Yarmouth --- Artistic Crosswalk and Mural	Biking	Conflict with turning vehicles	Conflict with turning vehicles		Beautiful mural but this intersection has fast car speeds and wide turning radiuses and the paint doesn't change that!
11/27/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Biking	Speed of vehicles		Vehicle speeds were reduced More protection from passing vehicles	
11/27/2021	Formstack		Glenwood (Folsom to 28th) --- Curb Extensions	Biking	Vehicles not yielding to crossing pedestrians/cyclists		Vehicles yielding Other: Curb extensions where Two Mile Creek path crosses Glenwood allow better visibility *as a cyclist*, esp. approaching crossing from north/parallel to Glenwood	
11/27/2021	Formstack		Palo (30th to Ridgeway) --- Median Island and Curb Extensions	Driving			Vehicle speeds were reduced Other: Encourages more thoughtful driving, thank you.	
11/27/2021	Formstack		Glenwood (29th to 30th) --- Pinch Points and Curb Extensions	Biking	Speed of vehicles		Vehicles yielding	

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11/27/2021	Formstack		Glenwood (29th to 30th) --- Pinch Points and Curb Extensions	Other: All of the POLES all over town. They are awful in most locations. They are hard to get around and some make one lane for two sides!! To accomodate bikes? peds? look at this again. She are worse.		Other: conflict with everything. bikes, cars, people. its a mess. They stick way out into traffic leaving no room for CARS		check Next Door for LOTS of comments.
11/28/2021	Formstack		Glenwood (Folsom to 28th) --- Curb Extensions	Driving		Other: Didn't know if this was 2 lane or 1 lane. There's a dotted line in middle, but a very narrow road. I travel that section a fare amount and never felt unsafe, or that it needed a change.		
11/28/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Other: Walk, bike and drive		Other: This narrowing at the corner of 19th and Quince is dangerous for every mode of transportation.		
11/28/2021	Formstack		Mohawk (Aurora to Inca) --- Pinch Point, Median Islands, Curb Extensions and Flex Post Centerline	Biking		Vehicles not yielding to crossing pedestrians/cyclists Conflict with turning vehicles Other: Vehicles honnking at me as I rode around the "calming" posts along the street		
11/28/2021	Formstack		Mohawk (Aurora to Inca) --- Pinch Point, Median Islands, Curb Extensions and Flex Post Centerline	Biking		Vehicles not yielding to crossing pedestrians/cyclists		Previously there was plenty of room for a car to safely pass a cyclist. Now I have to choose between dodging in and out of white things and cutting off a driver. This puts me closer to moving cars than necessary. If speed mitigation is the goal, then speed bumps would be ideal.
11/29/2021	Formstack		Grinnell & Viele Channel Path --- Crossing Treatment (Median Island)	Biking	Vehicles not yielding to crossing pedestrians/cyclists		More visibility to vehicles Vehicles yielding	thanks so much for all of the improvements. I take a class at South Boulder Rec Center, so use the crossing at Grinell regularly. I really appreciate the city investing in the safety of people walking and biking.

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11/29/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions			Waiting for a break in traffic to cross Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists Conflict with turning vehicles Other		I am assuming that comments on this forum are confidential. Other: This is from an email a friend of mine sent to me today. He has lived in Boulder since the early 1970's. Please note that he was a senior vice president with Storage Technology. To wit, if he is using the word "illogical" it has some weight. Quote " "I just drove through the illogical obstacle course in North Boulder (He is referring to Quince Ave.) Not sure if they are trying to block traffic or to increase accidents." Couln't have stated it better myself, and I have already given you feeback via this forum (no response). Please take this abberation down. Folks that drove this want to be able to walk down this street with a dog a 3 yr. old on a bicycle, and twin boys in a double stroller. If someone chooses to live on a street that resembles an airplane runway, take the consequences.
11/30/2021	Formstack	Yes	Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Driving	Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists	Waiting for a break in traffic to cross Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists Conflict with turning vehicles		I'm thinking critiques from neighborhoods are a moot point about city projects - before, during and after! driving and walking in and out of my driveway; crashing sounds from vehicles crashing into posts, signs and mailboxes; horns blasting; vehicles speeding through the obstacle course or after they are through the turns. The chicane is very confusing and I'd like to know where else in Boulder this has been established. The trapezoid pinch points are fine - I agree with the original plan. The oval appears to have been added without neighborhood input.
12/2/2021	Formstack		Glenwood (29th to 30th) --- Pinch Points and Curb Extensions	Biking	Other: Hard to see cars when you are turning off 29th onto Glenwood		More visibility to vehicles	
12/2/2021	Formstack		Glenwood (Folsom to 28th) --- Curb Extensions	Walking		Speed of vehicles Conflict with turning vehicles		It is way to difficult for cars to turn into a driveway/access road to the grocery store. Bikers now are biking in the road making it extremely dangerous for cars turning. This is a terrible "improvement" and needs to be removed. What a waste of tax payer money when we should be spending money on homelessness and affordable housing.

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12/2/2021	Formstack		Glenwood (Folsom to 28th) --- Curb Extensions	Other: I tried to select all of the above	Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists Conflict with turning vehicles Other: As to conflict with turning vehicles, that's the right turn to Folsom. People whip around the corner too fast without looking.		Vehicle speeds were reduced Other: People are confused. But at least they are slower. A permanent barrier like planters or curbs would be better.	Keep it up please but even more. Pedestrians should be a higher priority than cars.
12/6/2021	Formstack		Aurora (35th to Mohawk) --- Traffic Circle, Median Islands & Curb Extensions	Driving		Conflict with turning vehicles Other: Just bad all together.		
12/7/2021	Formstack		University & 10th --- Median Islands	Driving		Other: I genuinely dislike this center "median". It is too large and requires automobiles to make a sharp veer to avoid it. Also unclear out of all the intersections on this block, why this one was chosen. Can you clarify?		I support safety for pedestrians, bikers and drivers and look for solutions which provide the maximum benefit for all. This "median" is an abomination, creating more problems than it solves. Only a matter of time before a car veers around this monstrosity and takes out a bike. At the least, reduce the width of the median. I've driven this street/intersection for many years and have never seen a problem with pedestrians or bikes. I normally drive during the daylight hours so maybe the problem is at night. If so, perhaps you might consider installing better lighting or one of the flashing light pedestrian crossings. ANYTHING but what you've installed.  Thanks for listening.
12/15/2021	Formstack		Glenwood (Folsom to 28th) --- Curb Extensions	Biking	Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists Conflict with turning vehicles		Vehicle speeds were reduced More visibility to vehicles	Do more to slow down motorists. Just like the eScooters, cars/SUVs/Trucks should be limited to 15 mph on neighborhood streets.
12/17/2021	Formstack		Baseline & Mohawk --- Traffic Calming (Hardened Centerline)	Biking	Waiting for a break in traffic to cross Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists Conflict with turning vehicles	Waiting for a break in traffic to cross Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists Conflict with turning vehicles		The new centerline additions are pretty much doing nothing. The biggest danger from drivers here is the constant right on reds where the drivers at the very best, stop suddenly on top of the crosswalks.

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12/17/2021	Formstack		26th & Spruce --- Curb Extensions, Crossing Treatment and Art	Biking	Conflict with turning vehicles		More visibility to vehicles	Thanks to all involved!
12/17/2021	Formstack		Glenwood (Folsom to 28th) --- Curb Extensions	Driving		Other: at one point, two pinch points force down to a single lane with no obvious indication of which direction should yield.		I normally love traffic calming, as I bike around town tons. This one was weird to me. I want to point out, I DO like the traffic calming done on that section closer to where I cross on the bike path. It's just the section between the bike path and folsom that is weird.
12/17/2021	Formstack		Mohawk (Aurora to Inca) --- Pinch Point, Median Islands, Curb Extensions and Flex Post Centerline	Biking		Other: New pylons force bikes to ride in with traffic or swerve in/out of pylons rather than riding on the side of the road where there was typically plenty of space before.		These programs that place obstacles in the roadway to slow cars are confusing and dangerous for cyclists. Establishing true separated bike lanes is the proper solution to cyclists safety.
12/19/2021	Formstack		Glenwood (29th to 30th) --- Pinch Points and Curb Extensions	Driving		Conflict with turning vehicles Other: No enough room for vehicles to turn or pass safely to avoid a head on collision.		Please stop implementing these vision zero measures that make the roadway less safe for all users. Instead why don't you focus on placing stop signs at intersections where there aren't stop signs. Or start enforcing the speeding and running of stop signs that is occurring all over boulder.  Don't waste our taxpayer funding on these poorly planned street treatments. Especially when the city cannot even fund stop signs at intersections or fixing the numerous potholes on our deteriorating roads.
12/19/2021	Formstack		Glenwood (29th to 30th) --- Pinch Points and Curb Extensions	Biking	Speed of vehicles Conflict with turning vehicles		Vehicle speeds were reduced More visibility to vehicles	
12/20/2021	Formstack		26th & Spruce --- Curb Extensions, Crossing Treatment and Art	Biking			Vehicle speeds were reduced More visibility to vehicles	
12/20/2021	Formstack		23rd & Canyon --- Curb Extensions and Crossing Treatment (RRFB)	Biking	Waiting for a break in traffic to cross Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists Conflict with turning vehicles		More visibility to vehicles Vehicles yielding	
12/21/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Driving		Other: These plastic poles create a confusing and dangerous obstacle course. Absurd!		Even after having driven through these ridiculous plastic obstructions on Quince several times I find them hard to navigate and dangerous, especially at night. Will the city wait until someone is killed before they remove them???

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12/28/2021	Formstack	Yes	Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Walking		Other: Vehicles so focused on navigating the chicane and pinch points that they're more oblivious to pedestrians.		<p>I am a teacher at Centennial Middle School, and I live on Quince and 17th. I frequently walk to and from school. Also, my go-to route when I run in the mornings starts with a westward jog on Quince to Broadway, and ends with a journey from 19th to 17th, again on Quince.</p> <p>One evening, after working late at school, I was walking home in the dark. Instead of turning west on Quince to go directly to my house, I walked up to Redwood, turned west there, and used the bike path to get back to my house on Quince. I did this because it's dangerous enough to walk on Quince now in daylight, but it would be really dangerous now to walk there at night with the chicane, pinch points, and curb extensions. As I remarked in a previous question on this survey, drivers are now so focused on navigating the obstacles and negotiating with other cars about who has the right-of-way, they're more oblivious to pedestrians. On a street with no sidewalks or street lights, that's too risky for walkers at night.</p> <p>As a runner, I've noticed that while cars used to be able to give me a wide berth as they passed, the pinch points and curb extensions create many narrow places where they can't allow that extra space anymore. And where previously the interaction between me and a passing car involved only the two of us, now those cars are focused less on me and more on navigating the obstacles in the street.</p> <p>These street amendments seem to have slightly reduced the speed of cars, but they have greatly increased the risk to pedestrians. The only pinch point that may have some benefit is at the cross walk between 17th St. and the bike path. That might usefully serve as a buffer between street</p>

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1/5/2022	Formstack		Mohawk (Aurora to Inca) --- Pinch Point, Median Islands, Curb Extensions and Flex Post Centerline	Biking		Vehicles not yielding to crossing pedestrians/cyclists Conflict with turning vehicles Other: Conflict with vehicles at every point where the road narrows (where pylons are installed).		<p>I use my bicycle year-round for transportation. I've been doing so in Boulder for 30+ year. The traffic calming devices have made bicycling on Mohawk and Aurora significantly more dangerous.</p> <p>Specifically:</p> <ul style="list-style-type: none"> <li>* Every time the road narrows, I have to merge with traffic.</li> <li>* When merging with traffic, motor vehicles are upset/impatient, and let me know it by honking, following too closely, etc.</li> <li>* When the road widens, motor vehicles accelerate to go around me, going much faster than they ever did before these "calming" devices were installed.</li> <li>* More of the road is not plowed during storms, resulting in more icy patches.</li> <li>* More of the road cannot be maintained by street sweepers, leaving more road hazards.</li> <li>* On Mohawk, something (snowplow? car?) took out a bunch of pylons. The bases of those pylons (and their bolts) are still in the street, where they have become road hazards. I almost went down when I hit one today, with a car behind me!</li> </ul>
2/5/2022	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Driving		Other: The whole thing is ridiculous		
2/9/2022	Formstack		26th & Spruce --- Curb Extensions, Crossing Treatment and Art	Other: Immediately get rid of every one of the above and fire everyone associated with these unsafe , WATEFUL GIMMICKS!!!!		Vehicles not yielding to crossing pedestrians/cyclists Conflict with turning vehicles Other: Very, Very distracting and costly Gimmicks!!!!		STOP, STOP, STOP and Remove ALL!!!!!!!!!!!!

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2/11/2022	Formstack		Aurora (35th to Mohawk) --- Traffic Circle, Median Islands & Curb Extensions	Driving		Other: Forced to weave around manhole covers, reflections at night from poles, avoiding bicyclist who now ride in the center of the lane		<p>The project is unsightly, specifically the roundabout.</p> <p>Created a more dangerous and hazardous road for me and everyone else.</p> <p>I travel the entire length of Aurora at least once a day.</p> <p>Orman Dr.</p>
3/7/2022	Formstack	Yes	Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Driving		Waiting for a break in traffic to cross Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists		<p>I live at 1755 Quince Ave. Please start by taking down the mess you have created just east of my house. I walk this street at least twice daily. The situation is that now there is very little room for pedestrians, as it is a one lane street where the device is installed. I am very tired of getting herded into the ditch by traffic which, by the way, is not slowing down. Cars speed up going through it, honk their horns, drive on the other side of the street, speed up after attempting to navigate it. I would like to know if there are other streets where you have installed this Formula 1 course. Part of the problem on Quince is that there are no sidewalks on this street from the 1800 block to 15th street. I would like one of the managers from the city to contact me at this email address or at (303)440-0653. I will arrange a meeting with affected citizens, and we can walk down this street together. If this project continues and the city puts in permanent curbs (Like on Upland) you will have created an even more dangerous situation for pedestrians, as there will be less room to walk on this section of the street (which does not have sidewalks. I am going to send an email to both supervisors of this project. I expect a response by the end of this week (3/11/2022). If no response, I am going to wok my way up the supervisory chain, to include the City Manager.</p> <p>I did just submit comments on the Quince Ave. Treatments. Could you please take a look at them. I feel very unsafe walking east down this street, and am getting very tired of being herded into the ditch by cars that are not slowing down and not yielding to pedestrians in the vicinity of the "treatment" just east of my house (1755 Quince). The lack of sidewalks on this street combined with the treatments has created this unsafe situation. Furthermore, I have a concern that the city will not</p>

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3/14/2022	Formstack	Yes	Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Driving	Speed of vehicles Conflict with turning vehicles		Vehicle speeds were reduced More visibility to vehicles Vehicles yielding	<p>Hello! We know that some neighbors are unhappy with the VZIP improvements installed on Quince. We've been very happy with how they have worked. Neighbors have worried about trucks and emergency vehicle access - we've seen large semi trucks as well as fire trucks navigate through the improvements just fine. We have heard some neighbors have concerns about pedestrian safety since the improvements were installed. I don't understand this because it cannot be any worse than when there were no improvements at all. At least peds can now walk inside the improvements giving some sense of boundary between vehicles and themselves.</p> <p>We are especially happy about the widened curb at 19th &amp; Quince. We live on the corner there and it has been a major improvement as we have driven vehicles and as observers of that corner. It is so.much.better.</p>
3/18/2022	Formstack		Mohawk (Aurora to Inca) --- Pinch Point, Median Islands, Curb Extensions and Flex Post Centerline	Driving		Other: It caught me by surprise as I hadn't seen it before. As I got used to it, I felt it was a very good idea to make people slow down and pay more attention.		I am VERY interested in looking into installing the Vision Zero Innovation Program at the busy corner of Darley and Toedtli in Table Mesa. Nothing I've seen implemented anywhere so far other than speed humps, have made people slow down and become more aware, especially, of bicyclists and pedestrians. I believe something like this would address the problems of cars speeding through our intersection and bicycle safety.
6/25/2022	Email	Yes	Glenwood (Folsom to 28th) --- Curb Extension	Biking				<p>I know those white sticks were installed to slow down cars. But, for the second time I was almost hit by a car when we both had to change direction to navigate the sticks on Glenwood drive west of 28th street. The driver wasn't going more than 20mph. The problem was those sticks. I feel they are a real danger to cyclists wherever they are installed. If a car is parked before them, a cyclist has no options but to enter the traffic lane.</p> <p>And, the sticks eliminate so much street parking. If you have ever tried to turn right on Glenwood after leaving Safeway, there is no way you can avoid the oncoming traffic lane as you turn.</p> <p>So many of the changes you all have initiated are helping, but these, I am afraid, are going to cause severe injury. Please review this part of the program.</p> <p>Thanks for your time.</p>

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10/11/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Driving		Waiting for a break in traffic to cross Vehicles not yielding to crossing pedestrians/cyclists Conflict with turning vehicles Other: These are confusing and ridiculous. Quince is one of two arteries to the ONLY local grocery store in North Boulder. If a grocery store had been built in the Holiday Neighborhood, then shutting down Quince might have been feasible, but Boulder missed an opportunity to make North Boulder truly walkable by not building another grocery store in the Holiday Neighborhood.		
11/16/2021	Formstack		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Walking	Waiting for a break in traffic to cross Speed of vehicles Vehicles not yielding to crossing pedestrians/cyclists Conflict with turning vehicles		Vehicle speeds were reduced More protection from passing vehicles	

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11/26/2021	Formstack		Baseline & Mohawk --- Traffic Calming (Hardened Centerline)	Driving		Other: Makes for a very tight curve from Mohawk into the left lane on Baseline		I THINK IT HAS CREATED EVEN MORE SPEEDING ON MOHAWK DR. WHERE IT TURNS INTO AURORA DR. ALL OF THE SIGNS ARE ALSO VERY STRESSING. CARS ARE MORE FREQUENTLY PARKED ON PITKIN ST AND ALWAYS IN FRONT OF MY HOUSE ON WHAT IS A RIDICULOUSLY BUSY STREET BECAUSE IT IS A SHORTCUT FOR PEOPLE NOT GOING TO THE MAJOR ROUTE OF 30TH ST FROM BASELINE AND FOOTHILLS HWY. SEEMS TO BE MAINLY STUDENTS FROM CU AND RUSH HOUR AT THE ELEMENTARY SCHOOL ON AURORA BEING DRIVEN TO SCHOOL. WHEN ALL OF CU STUDENTS ARE AROUND THE PARKING IS INTENSE. I AM IMPACTED BY THE CARBON AND FUMES; AS WELL AS THE STRESS OF ASKING OTHER PARKERS TO PLEASE TURN OFF THEIR ENGINES WHILE THEY TALK ON THEIR PHONES. THERE ARE LOTS OF DRAWBACKS OF MAKING FAMILY NEIGHBORHOOD BE SUBJECTED TO THAT KIND OF THING. NOW THE NEIGHBORHOOD AESTHETICS LENDS ITSELF TO LOOKING LIKE A ROAD CONSTRUCTION FOREVER. IT LOOKS LIKE A MINI-SUPER HWY LIKE A MINI-GOLF COURSE. FOR THE SAKE OF PEACE LOVING PEOPLE IN BOULDER PLEASE DON'T AGGREGATE THE ISSUE! ALL I AM GETTING IS MORE OF THE TOXINS FROM THIS PLAN. CALL IT MY HEALTH. THIS NEEDS SOME ADJUSTMENT.
9/11/2021	Formstack	Yes	Quince (15th to 19th) --- Chicane, Pinch Points and Curb Extensions			Other: Pulling into and out of my driveway and people (including deliveries) can no longer park within 2 houses to the west and 3 houses to the east with no parking on the opposite side of the road.		

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9/3/2021	Email		Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions					<p>Hi,</p> <p>I live at Orchard and 19th and drive, run, walk and cycle in the neighborhood and have been for over 10 years. I just drove down Quince and was hoping those lines you all drew in were just for construction and temporary. I see now they are permanent. You are creating a huge mess on the street and it is not going to be safer for anyone. Look at the next-door thread - why did you all think this was a good idea on a well traveled street? You are only going to force traffic onto the other side streets, many of which do not have sidewalks. That along is going to make the neighborhood incredibly unsafe.</p> <p>Mara Soutiere</p> <p>Cars need to have a dedicated lane. Use speed bumps or speed dips as needed, teh one on Quince already works. I live at Orchard and 19th and now will be using side streets that I normally walk and bike on to drive. Kids walk in the neighborhood as a bus from Dawson drops them off at Quince and 15th and kids from Centennial walk to Lucky's. Everyone knows to walk on teh side streets that cars avoid.</p> <p>I don't mind speed bumps, but this obstacle course with yielding is a problem. Cars don't want to yield for each other, they want a designated lane to drive on. I truly believe you can achieve the same goal with speed bumps or more stop signs.</p> <p>Amy,</p> <p>I did file a comment with the link you sent me, but for some additional feedback:</p> <ol style="list-style-type: none"> <li>1. My son's bus can no longer drive on Quince because of the mess that was set up. This is problematic as they now</li> </ol>
9/4/2021	Formstack	Yes	Quince (15th to 19th) -- Chicane, Pinch Points and Curb Extensions	Biking		Conflict with turning vehicles		