



## FOLSOM STREET

Safety Improvements Project

# ENGAGEMENT SUMMARY REPORT

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This report details the community engagement for the Folsom Street Safety Improvements Project, which will make travel along and across Folsom Street between Pine Street and Colorado Avenue **safer, more connected and more comfortable, no matter how you travel.**



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# FOLSOM STREET SAFETY IMPROVEMENTS PROJECT ENGAGEMENT SUMMARY

## Project Overview

The Folsom Street Safety Improvements Project will make travel along and across Folsom Street between Pine Street and Colorado Avenue safer, more connected and more comfortable, no matter how you travel. This project will develop improvements focused on:

- Improving safety for everyone.
- Increasing mobility choices.
- Making walking, bicycling, and taking transit more attractive and convenient.
- Improving connections to local and citywide destinations.

Folsom Street is the third of three priority corridors in the city's **Core Arterial Network (CAN)** initiative.

## Community Characteristics

Folsom is an active and multi-purpose street that moves people of all ages, abilities and backgrounds. Approximately 13,273 people reside within the one-mile Folsom Street Study Area, representing a significant segment of the central Boulder community. Based on ACS 2018–2022 estimates, 2024 Esri Demographics, and the Folsom Street Safety Improvements Project Community Questionnaire One (544 responses), the area is characterized by younger demographics, lower income levels, and higher multimodal transportation use compared to the city overall. These distinct traits inform both project planning and community engagement efforts.

- The community around Folsom Street consists of established neighborhoods with a wide mix of housing types that are home to a diverse community, retail and service businesses both large and small, major employers, hotels and schools, including the University of Colorado and Naropa University (Esri Demographics, 2024).
- Folsom Street provides direct access to local and regional destinations by all modes. There are 33 bus stops within 0.25 miles of the project corridor and a high usage of scooters. For example, on a single day, 223 Lime scooter trips start and end along the corridor (Lime Operations Data, 2023).
- There were 218 crashes on the corridor from January 2019 through December 2023. Seven of the crashes resulted in serious injury, and 100% of those involved vulnerable road users - people walking, biking and rolling (City of Boulder Crash Data, 2019–2023).
- Folsom Street connects regional transit, Boulder Creek Path, and Goose Creek Path to key destinations (City of Boulder Transportation Map, 2024).
- The HOP provides high frequency transit along the corridor connecting to CU Main Campus (HOP is run by City of Boulder / Via Mobility Services).












TRANSPORTATION PATTERNS AND COMMUTING METHODS

- Active and multimodal transportation is a defining characteristic of Folsom Street residents. Notably, 84% of adults ages 18–64 identified as multimodal users (using two or more transportation methods) in the community insights shared in the Engagement Plan, which highlights the need for safe and connected infrastructure for all modes of travel (Folsom Community Engagement Plan, 2025).
- Walking to work is reported at 20% in the Folsom Street Study Area—double the citywide average (ACS 2018–2022 Estimates).
- Bicycling to work is slightly lower than walking at 8% (ACS 2018 – 2022), yet 44% of Questionnaire 1 respondents reported most frequently traveling along Folsom Street by bike or e-bike (Folsom Community Questionnaire 1, 2025).
- Driving alone accounts for 38% of responses, ranking second in mode share from Questionnaire 1, but appears to underrepresent citywide vehicle use (Folsom Community Questionnaire 1, 2025).

CORRIDOR DEMOGRAPHICS HIGHLIGHTS

- Relatively high numbers of renters.
- Younger population.
- There are a total of 387 independent businesses within 1/4 mile of the corridor.
- Over \$80 million in sales revenue
- along the corridor.

	PROJECT AREA	CITY OF BOULDER
 <b>TOTAL POPULATION</b> 2022 ACS	13,273	106,477
 <b>MEDIAN AGE</b> 2024 Esri	24.0	31.0
 <b>HOUSEHOLD INCOME</b> 2022 ACS	\$41,776	\$78,517
 <b>POPULATION RENT OR OWN</b> 2024 Esri/2022 ACS	76% RENT	55% RENT
	24% OWN	45% OWN
 <b>HOUSEHOLDS BELOW THE POVERTY LEVEL</b> 2022 ACS	28%	21%





## Community and Environmental Assessment Process (CEAP)

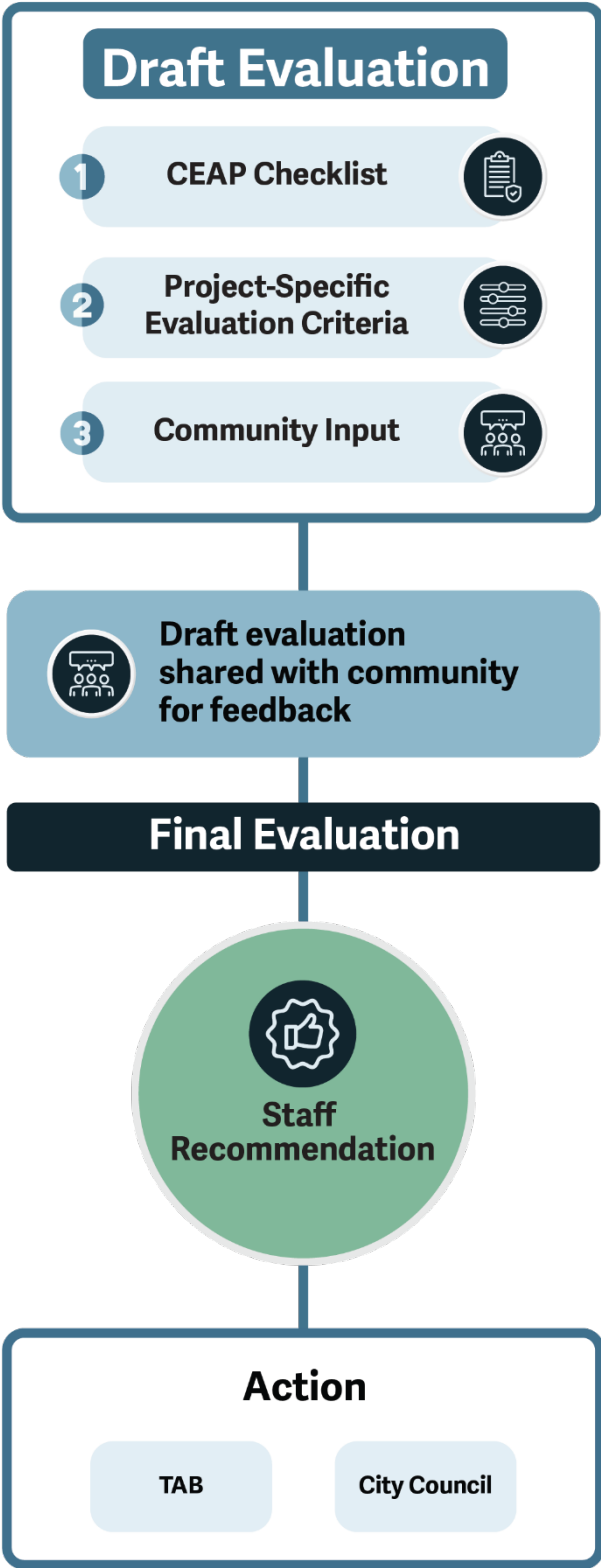
The City of Boulder completed evaluating the four possible conceptual design alternatives using the CEAP. The evaluation considered potential social and environmental impacts, project-specific criteria and community feedback. There were trade-offs for each alternative.

The evaluation identified a recommended conceptual design alternative. Community feedback on the recommended alternative helped the project team understand additional considerations to finalize the CEAP evaluation and recommendation. The Transportation Advisory Board and City Council approved the CEAP and recommended alternative on July 14 and August 7, 2025, respectively.

Input from the last round of community engagement continued the themes and priorities heard in the first three engagement phases and added new input focused on the Recommendation:

- Excitement about the project completing a safe, direct and efficient north-south bike route currently lacking in the overall transportation network.
- General support for redesigned bus stops and their potential to reduce conflicts between buses and people bicycling.
- Construction timeline and potential disruption to businesses and users of the street.
- Maintenance of each design element in all seasons.
- Questions about specific design elements.
- Design, legibility, and ease of use for all users.
- Protected intersections and upgraded crossing locations.
- Potential for conflicts between bus passengers and people bicycling at shared bus stop locations.

Feedback influenced the project process from the start, guiding the project team to develop a Recommendation which incorporated elements of each of the three Alternatives (A, B, and C). Recurring themes throughout the project confirmed the varying perspectives in the community and the staff's recommendation as the alternative that best balances those perspectives. Community feedback provides the priorities on which to focus as the project progresses into final design.



Alternative Development CEAP Process





# **COMMUNITY ENGAGEMENT**





## Overview

The project team applied a four-phase engagement strategy, informed by the city's Engagement Strategic Framework, to engage and inform the community throughout the planning and design process. Each phase used various tools and strategies to educate the community about the project and solicit feedback to be integrated into the alternatives development and the recommended alternative.

## ENGAGEMENT GOALS

The following goals were used to guide the engagement process.

- **Inclusive Process:** Facilitate engagement in alignment with the city's Engagement Strategic Framework, Racial Equity Plan and Language Access Plan.
- **Diverse Voices:** Ensure representation of the lived experiences of all travelers, particularly the most vulnerable populations.
- **Reflective Improvements:** Ensure project enhancements address the needs of street users and interested parties, with clear explanations if input is not incorporated.
- **Transparent Communication:** Clearly articulate the reasons for prioritizing Folsom Street and the importance of safer, connected streets, including project trade-offs.
- **Early Engagement:** Involve corridor businesses, community partners, group homes, and partner agencies throughout the project.
- **Trust Building:** Foster lasting relationships to guide the design process through the identification of a recommendation and through final design.



## ENGAGEMENT PHASES



### **Phase 1: Listen and Learn (December 2024 – January 2025)**

The community engagement process began with an online questionnaire to gather initial input from community members about their current travel experiences and ideas for future improvements on Folsom Street. This phase aimed to develop a deeper understanding of community needs and desires for the corridor.



### **Phase 2: Draft and Consult (January 2025 to mid-February 2025)**

The project team presented safety improvement options and draft evaluation criteria to the public. Community members were invited to provide feedback on these elements, which informed the development of conceptual design alternatives and the final evaluation criteria.



### **Phase 3: Develop and Evaluate (March to mid-April 2025)**

The project team presented conceptual alternatives and their draft evaluations to the public. Community feedback from this phase helped the project team finalize the evaluation and select a recommended alternative.



### **Phase 4: Refine and Finalize (Summer 2025)**

The final phase presented the recommended alternative to the community for feedback and to the Transportation Advisory Board and City Council for approval. As funding becomes available, the city will proceed to final design and implementation.



## Community Engagement Outcomes

Throughout the engagement process, the project team connected with businesses, community partners, residents, employees, commuters, students, and other community members both in-person and virtually.



**114** Engagement opportunities



**2,287** Open House visitors



**275** Questionnaires completed



**37,413** Community members reached



**37** Businesses reached

This comprehensive engagement strategy ensured that community input shaped the project's direction and outcomes.

### ENGAGEMENT SNAPSHOT

Below is a snapshot of the engagement conducted in each phase.

- **Informed:** This is the number of individuals who received information about the project—such as through flyers, email distributions, social media posts, website visits, or public notices. This figure counts actual contacts or distribution numbers and reflects those who had the opportunity to become aware of the project.
- **Engaged:** This is the number of participants who took deliberate action to contribute their input—such as attending a meeting, completing a feedback form, or participating in an interview or focus group. This is a direct measure of meaningful interaction.
- **Reached:** This is an *estimated audience size*—not individual contacts—based on exposure to project messaging through outreach channels. This includes social media impressions, website visits, email open rates, and attendance at outreach events. While “Informed” tracks known touchpoints, “Reached” reflects broader estimated visibility, often drawn from platform analytics.
- **Opportunities:** This is the *number of engagement events or tools* offered to the community during each phase, such as pop-up events, surveys, open houses, or virtual meetings.

Note: While “Informed” and “Reached” may both include digital tools like social media or email, “Informed” is based on a count of direct contacts (e.g., how many people were emailed or visited the website), whereas “Reached” reflects a broader exposure estimate (e.g., how many people saw the post, opened the email, or walked by a staffed booth).

Engagement Snapshot				
Phase	Informed	Engaged	Reached	Opportunities
Listen and Learn	5,459	862	6,321	18
Draft and Consult	20,280	209	2,013	24
Develop and Evaluate	6,631	399	6,694	37
Refine and Finalize	5,080	270	5,350	35
Total	37,450	1,740	20,378	114





## Phase 1: Listen and Learn

The community engagement process began with an online questionnaire to gather initial input from community members about their current travel experiences and ideas for future improvements on Folsom Street. This phase aimed to develop a deeper understanding of community needs and desires for the corridor.

### ENGAGEMENT OVERVIEW

Below are the events and activities that took place during phase 1.

Engagement Type	Event/Activity	Audience/Attendees
Business	Business Door-Knocking (4)	Business Owners, Operators, Employees
	Business Questionnaire 1	Business Owners, Operators
	Gart Properties Site Walk	Village Shopping Center Property Management Staff
Community	Community Bike Ride	Community Members
	Community Questionnaire 1	Community Members
Partner Meeting	CU Outreach Meeting	Campus Landscape Architect, Director of Transportation Services, Sustainable Transportation Specialist
	Community Cycles Meeting	Community Cycles Staff
	CU Design Meeting	CU Representatives from Planning, Athletics, Parking, And Transportation
Promotion	Postcard 1	Businesses, Residents, Newton Court (CU Graduate and Family Housing)
	Partner Email	BCycle, Latino Chamber, Visitors Bureau, Boulder County, Boulder Housing Partners, Center for People with Disabilities, National Federation of the Blind, University Lutheran Chapel, Wesley Foundation, Saint Aidan's Episcopal Church, CU Boulder, Dream Makers School, Woodlands Community, Boulder Chamber Transportation Connections
Media	Channel 9 News Segment	General Public



## ANALYTICS



**5,459**  
Informed



**862**  
Engaged



**6,321**  
Reached



**18**  
Opportunities

## THEMES HEARD

Below are key themes heard throughout Phase 1 engagement.

- 79% of questionnaire respondents with no access to a vehicle and 50% of respondents who self-identified as having a disability reported feeling somewhat or very unsafe traveling the corridor.
- Responses reflect a desire for improved safety for people walking, biking and rolling, such as:
  - ♦ Safer crossings.
  - ♦ Protected intersections.
  - ♦ Improved driver behavior (i.e. safer vehicle turning movements).
- Some respondents attributed their unsafe feelings on Folsom Street to factors such as uncomfortable biking, crossing and roadway conditions, as well as inadequate infrastructure and excessive vehicle speeds.
- Regardless of transportation mode, a high percentage of questionnaire respondents feel somewhat or very uncomfortable traveling along and across Folsom Street.
  - ♦ 65% of transit users.
  - ♦ 55% of bicyclists.
  - ♦ 50% of pedestrians (including mobility device users).
  - ♦ 42% drivers.
- Respondents' mixed feelings of comfort while traveling along and across Folsom Street highlight an opportunity for active transportation improvements and safer driver behavior to increase corridor comfort for all users.
- 82% of questionnaire respondents believe that Folsom Street is a well-connected corridor, with only 7% viewing it as somewhat or very unconnected.
- Respondents who primarily bike and use transit along Folsom Street view the corridor as less connected than those who primarily drive.
- Respondents with self-identified disabilities view Folsom Street as less connected than those without disabilities.
- Respondents identified Folsom Street as an important connector to businesses along the corridor and destinations north and south despite their feelings of lack of safety and comfort when walking or biking.
- Questionnaire respondents who reported commuting along Folsom Street primarily use bikes or e-bikes (44% of respondents) or travel solo by car (38% of all respondents).
- Respondents between the ages of 18 and 34 use active transportation as their primary mode on Folsom Street at higher rates than respondents in other age ranges.
- 62% of respondents who rent their home use bikes or e-bikes to commute on Folsom Street, compared to 46% of respondents who own their home. Respondents who are renters also have higher rates of walking commutes on Folsom Street than homeowners.
- 41% of questionnaire respondents that reported driving alone were age 65 or older.



- Questionnaire respondents at all income levels show similar rates of primarily using bikes and e-bikes along Folsom Street. However, respondents with annual household incomes below \$50,000 were more likely to walk or use transit as their primary mode of travel than those with higher incomes, accounting for 1 in 5 people in that income bracket.

## Phase 2: Draft and Consult

The project team presented safety improvement options and draft evaluation criteria to the public. Community members were invited to provide feedback on these elements, which informed the development of conceptual design alternatives and the final evaluation criteria.

### ENGAGEMENT OVERVIEW

Below are the events and activities that took place during Phase 2.

Engagement Type	Event/Activity	Audience/Attendees
Business	Email	Boulder Chamber Transportation Connections Members
	Door-Knocking (3)	Businesses
	Business Listening Session	Businesses, Boulder Chamber Members
Community	Woodlands Boulder Housing Partners Door-Knocking	Residents
	Community Questionnaire 2	Community Members
	Virtual Open House 1	Community Members
	In-Person Open House 1	Community Members
	Hop Ride Along (2)	Transit Riders, CU Students
	Winter Bike to Work Day Happy Hour Tabling	Community Members
	Winter Bike To Workday Tabling	Community Members
	CU University Memorial Center Tabling	CU Students, Faculty, Staff
Partner Meeting	CU Boulder	Transportation Staff





<b>Promotion</b>	<b>Folsom Newsletter</b>	<b>Community members, businesses, partners</b>
	<b>Postcard 2</b>	<b>Businesses, Residents, Newton Court (CU Graduate and Family Housing)</b>
	<b>Corridor Signs</b>	<b>Travelers On Corridor</b>
	<b>CU Boulder Internal Email</b>	<b>Faculty, Staff</b>
	<b>HOP In-Bus Posters</b>	<b>HOP Riders</b>
	<b>Email Invite</b>	<b>City Council Transportation Advisory Board</b>
<b>Media</b>	<b>Social Media Posts</b>	<b>Community Members</b>

## ANALYTICS



**20,280**  
Informed



**209**  
Engaged



**2,013**  
Reached



**24**  
Opportunities

## THEMES HEARD

Below are key themes heard throughout Phase 2 engagement.

### General

- **People Walking Want Safer and More Comfortable Crossings**
  - ♦ Concerns about the high number of “close calls.”
- **Bicycles and Cars Should Be Separated**
  - ♦ Design for more space for bicyclists.
- **Buses and Cars Can Flow Better**
  - ♦ Prioritize transit vehicles so they are not delayed by traffic.
  - ♦ Better coordination of signal timing.
  - ♦ Minimize car use.
- **People Want Cars to Slow Down**
  - ♦ Concern over vehicles going at high speed.
  - ♦ Concerns about vehicles not yielding to pedestrians or bicyclists.
- **People Know Folsom is Part of a Bigger Network**
  - ♦ Concerns over changes in traffic patterns affecting access to businesses along the corridor.
  - ♦ Enhance biking and driving infrastructure on nearby streets and throughout the network to support their use and maintain Folsom Street as a primary access route for businesses and everyone who needs to use it.
- **People Want More Maintenance**
  - ♦ Concerns about poor road conditions –potholes and overgrown foliage make the corridor less comfortable.
  - ♦ Desire for improvements to street surfaces and visibility to enhance safety.
- **Business Access and Operations Are a Priority**
  - ♦ Maintaining storefront visibility and convenient customer access is critical.



- ◆ Concerns about potential lane repurposing impacting visibility and circulation.
- ◆ Difficulties with access and parking to businesses along the corridor.
- **Transit and Congestion Pose Challenges**
  - ◆ The northbound HOP stop at McGuckin Way contributes to congestion and blocks business driveways.
- **Ongoing Communication is Valued**
  - ◆ Community partners want regular project updates and future engagement opportunities.

### Business-Focused

- **Parking and Loading Must Be Maintained**
  - ◆ Parking near Rincon Argentino is essential for customer convenience.
  - ◆ Truck access and daily deliveries (especially for Sprouts and McGuckin Hardware) must remain functional.
- **Businesses Want a Vibrant Street**
  - ◆ Incorporate public art and pedestrian-friendly spaces.
  - ◆ A more walkable and business-friendly environment to support businesses.
  - ◆ Business owners and employees mentioned increased education, wayfinding and signage for all users about rules of the road, how to use new transportation facilities, and what to expect from other road users.
  - ◆ Design Folsom Street with attractive, intuitive features that create a vibrant, welcoming destination, especially for those visiting nearby businesses.











## Phase 3: Develop and Evaluate

The project team presented conceptual alternatives and their draft evaluations to the public. Community feedback from this phase helped the project team finalize the evaluation and select a recommended alternative.

## ENGAGEMENT OVERVIEW

Below are the events and activities that took place during Phase 3.

Engagement Type	Event/Activity	Audience/Attendees
Business	Email	Previous Businesses Engaged
	Business Door-Knocking (4)	Businesses
	Business Drop-In Hours (3)	Businesses
	Meeting with McGuckin Hardware	McGuckin Hardware President, Vice President
Community	Focus Group 1: Accessibility	CU Office of Disability Services, Center for People with Disabilities, Circle of Care Project
	Focus Group 2: Accessibility	Regional Transportation District, Boulder County Mobility and Access Coalition/Mobility for All, Boulder County Bilingual Mobility Programs Coordinator, Imagine!, National Federation of the Blind Boulder Valley Chapter
	Focus Group 3: CU Boulder Planning Students	CU Students
	Focus Group 4: Places of Worship	Wesley Foundation, St. Aidan's Episcopal Church
	Focus Group 5: Horizon West	Residents



	Pop Up: Farmers Market	Community Members
	Pop Up: Future of Recreation Centers Open House	Community Members
	Pop Up: Community Cycles-led CU Engagement	CU Students
	Pop Up: Boulder Valley Comprehensive Plan Open House	Community Members
	Pop Up: Whittier Elementary Bike Rodeo	Families
	Pop Up: HOP Stop	Transit Riders, CU Students
	Virtual Open House 2	Community Members
	In-Person Open House 2	Community Members
	Community Questionnaire 3	Community Members
Partner Meeting	HOP Transit	Staff
	Boulder Valley School District Safe Routes to School	Staff
	Boulder Chamber Transportation Connections	Staff





	CU Boulder	CU Representatives from Planning, Athletics, Parking, And Transportation
	Mobility and Access Coalition (MAC)	Staff
	Boulder County Mobility for All	Staff and Community Members
Promotion	Email Invite	Community Cycles, CU Boulder Transportation Leadership, Boulder Chamber Transportation Connections, Boulder Valley School District Safe Routes to School
	Postcard 3	Businesses, Residents, Newton Court (CU Graduate and Family Housing)

## ANALYTICS



**6,631**  
Informed



**399**  
Engaged



**6,694**  
Reached



**37**  
Opportunities

## THEMES HEARD

Below are key themes heard throughout Phase 3 engagement.

### General

- There is strong support for sidewalks where none exist today and for separate spaces for people walking and biking/riding scooters or other micromobility devices.
- The community cares about green space and would like to preserve existing street trees and add more where possible to mitigate heat and make the street more attractive and resilient.
- In the south segment, there is desire to maintain access to driveways and minimize impacts to day-to-day and special event traffic and transit operations.
- A flexible design can accommodate pedestrian flow, shuttle pick-ups and drop-offs, and security check queues for special events in the southern segment.
- In the north segment, fewer vehicle lanes and crossing improvements can encourage safer pedestrian and bicycle travel, especially for people with disabilities, older adults, and children.





- **Consistency and legibility of design is key to people using the facilities, staying in the appropriate spaces according to their travel mode, and moving efficiently.**
- **The community desires separation in time between travel modes at intersections and would like traffic signal changes to reduce conflicts between modes.**
- **The community had varying perspectives on the alternatives:**

**Alternative A:**

- ♦ Sidewalk-level bike lanes were either seen as safer and more comfortable, or less safe and less comfortable.
- ♦ Maintaining vehicle lanes was either seen as preferable to mitigate travel time impacts or as not taking the design far enough to improve safety and comfort of all users, but particularly for biking and walking.
- ♦ Most feedback about the multi-use path on the westside in the central segment and four other sections along the corridor was negative and preference is to separate people walking and biking.

**Alternative B:**

- ♦ On-street protected bike lanes were seen as an improvement over the bike lanes that exist today though some concerns were raised about:
- ♦ The potential for drivers to use them as right turn lanes.
- ♦ Ensuring that all users can safely and comfortably navigate around the vertical concrete element and any flexible delineator posts.
- ♦ Sightlines and ensuring drivers can see other users, especially when turning.
- ♦ Support for the landscaping, particularly the additional green space in the central segment.
- ♦ Concern about traffic and transit operations along the corridor, and the potential for vehicle queueing behind a stopped bus in the central segment.

**Alternative C**

- ♦ Similar support and concern about the on-street protected bike lanes.
- ♦ Seen as either a good or poor compromise between A and B due to the maintenance of left turn lanes and southbound through lane between Goss and Grove streets and lack of the landscaping strip as in Alternative B.

## **Business-focused**

- **Access**
  - ♦ There is a strong desire to maintain access to businesses in the central segment and minimize impacts to traffic operations by maintaining turn lanes at intersections, optimizing transit stop locations, and signaling the pedestrian crossing at Goss Street.
- **Visibility**
  - ♦ Identified visibility issues near Goss Street due to adjacent parking lot, bus operations, and people crossing
- **Tree and Signage Impacts**
  - ♦ Desire to reduce impacts to existing mature trees and signage on the east side in the central segment
- **Bus Operations**
  - ♦ Concerns about traffic congestion from buses stopping in-lane.



## Phase 4: Refine and Finalize

The final phase presented the recommended alternative to the community for feedback and to the Transportation Advisory Board and City Council for approval. As funding becomes available, the city will proceed to final design and implementation.

## ENGAGEMENT OVERVIEW

Below are the events and activities that took place during Phase 4.

Engagement Type	Event/Activity	Audience/Attendees
Business	Gart Properties Meetings (2)	Village Shopping Center Property Management Staff
	Meeting with McGuckin Hardware	McGuckin Hardware President and Vice President
	Business Door-Knocking (4)	Businesses
	Business Briefing (5)	Businesses
	Email	Previous Businesses Engaged
Community	Pop Up: Bike 360	Community Members
	Focus Group 1: Horizon West	Community Members
	Focus Group 2: Older Adults	Community Members
	Pop Up: Boulder Bike Show	Community Members
	Pop Up: Farmers Market	Community Members
	Virtual Open House 3	Community Members
	In-Person Open House 3	Community Members



	Community Questionnaire 4	Community Members
Partner Meeting	Safety Partners	Staff
	Boulder Chamber Transportation Connections	Staff
	CU Transportation Leadership	CU Representatives from Planning, Athletics, Parking, And Transportation
	Community Cycles	Staff
	Forestry	Staff
	CU Athletics Conversation	Staff
	National Federation of the Blind Boulder Valley Chapter	Chapter Members
	Boulder Valley School District Safe Routes to School	Staff
Promotion	Partner Emails	Community Cycles, CU Transportation Leadership, Boulder Chamber Transportation Connections
	Postcard 4	Businesses, Residents, Newton Court (CU Graduate and Family Housing)







## ANALYTICS



**5,043**  
Informed



**109**  
Engaged



**5,152**  
Reached



**35**  
Opportunities

## THEMES HEARD

Below are key themes heard throughout Phase 4 engagement.

### General

- **Enhanced Safety for Cyclists and Pedestrians**
  - ◆ Support for protected bike lanes, safer intersections, and floating bus stops.
  - ◆ Seen as crucial for improving safety and comfort, especially for families and children.
  - ◆ Wider sidewalks and raised crosswalks appreciated for pedestrian safety.
  - ◆ Safety improvements will encourage people to bike and walk more.
- **Slower Vehicle Speeds and “Urban Village” Feel**
  - ◆ Support for slower speed limits to improve safety.
  - ◆ Desire for a calmer, more community-focused “urban village” environment.
  - ◆ Belief that calmer traffic improves overall livability.
- **Improved Infrastructure for Active Transportation**
  - ◆ Positive feedback on wider, smoother bike lanes and better sidewalks.
  - ◆ Appreciation for redesigned bus stops.
  - ◆ Intersection upgrades and improved pavement seen as enhancing usability.
- **Environmental and Aesthetic Improvements**
  - ◆ Support for more greenery and trees along the corridor.
  - ◆ Appreciation for beautification and improved landscaping.
- **Direct and Efficient North-South Bike Route**
  - ◆ Demand for a safe, direct north-south bike route through Boulder.
  - ◆ Folsom identified as a key corridor for bicycling connectivity.

- ♦ Viewed as a long-overdue and essential improvement.
- **Traffic Congestion and Flow**
  - ♦ Concern that lane repurposing will worsen congestion especially at key intersections like Folsom Street and Arapahoe Avenue.
  - ♦ Belief that current traffic is already bad and will deteriorate further.
- **Opposition to Vehicle Lane Repurposing**
  - ♦ Doubts about the effectiveness of reducing car lanes.
  - ♦ References to past projects like Living Lab and Iris Avenue Transportation Improvements Project.
  - ♦ Belief that people won't switch to biking or transit.
- **Emergency Vehicle Access**
  - ♦ Worry that changes may impede emergency vehicles.
  - ♦ Concern over response time delays due to narrowed or congested street.
- **Design and Usability**
  - ♦ Concerns about intersection turn radii and protected intersection designs that could be confusing.
  - ♦ Concerns about safety for fast cyclists on downhill segments and limited passing space.
  - ♦ Concerns about visibility issues and conflicts at driveways, bus stops, and foliage.
- **Construction and Timeline**
  - ♦ Frustration about potential construction delays and disruptions.
  - ♦ Concerns over impacts to traffic and local businesses during construction.
  - ♦ Calls for quicker implementation and shorter timelines.
- **Impact on Drivers and Businesses**
  - ♦ Fear of increased difficulty for drivers, especially for commuting and errands.
  - ♦ Belief that local businesses may suffer due to reduced car access.
- **Maintenance Concerns**
  - ♦ Worries about snow/ice removal and debris in bike lanes.
  - ♦ Concern that lack of upkeep will compromise safety over time.

### Business-Focused

- ♦ Business representatives appreciated efforts to retain landscaping and requested more detailed plans, particularly around the Rincon Argentino driveway and bus stop relocations.
- ♦ Emphasis on safety, traffic congestion management, and the phased timeline before final design and construction funding.

## Appendices

