

WHITTIER COMPLEX NSMP PROJECT

Neighborhood Meeting 3 – March 29th, 2022

NSMP



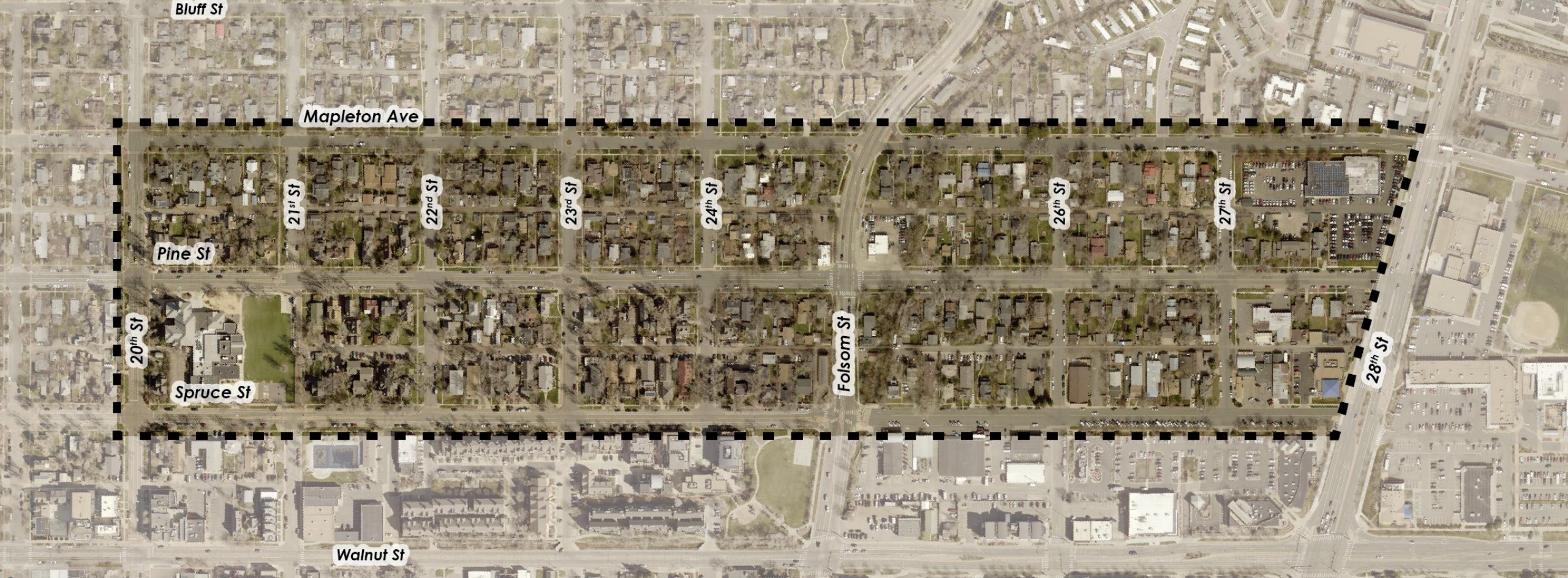
NEIGHBORHOOD SPEED
MANAGEMENT PROGRAM

Thank you for joining us!

To strike a balance between meaningful, transparent engagement and online security, the following rules will be applied for this meeting:

1. This meeting has been called to conduct the business of the City of Boulder. Activities that disrupt, delay or otherwise interfere with the meeting are prohibited.
2. Each person shall register using that person's real name. Any person believed to be using a name other than the one they are commonly known by will not be permitted to speak at the meeting.
3. No video will be permitted except for city officials, employees and invited speakers/presenters. All others will participate by voice only.
4. The person presiding at the meeting shall enforce these rules by muting anyone who violates any rule.
5. Only the host and individuals designated by the host will be permitted to share their screen during this meeting.

**This meeting is
being recorded**



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Agenda

Welcome	6:00 PM
NSMP Updates	(5 min)
Project Background	(5 min)
Design Concept	(35 min)
Mapleton Avenue	
Pine Street	
Spruce Street	
Open Question & Answer	(35 min)
Next Steps	(5 min)
Close	7:30PM

NSMP Update

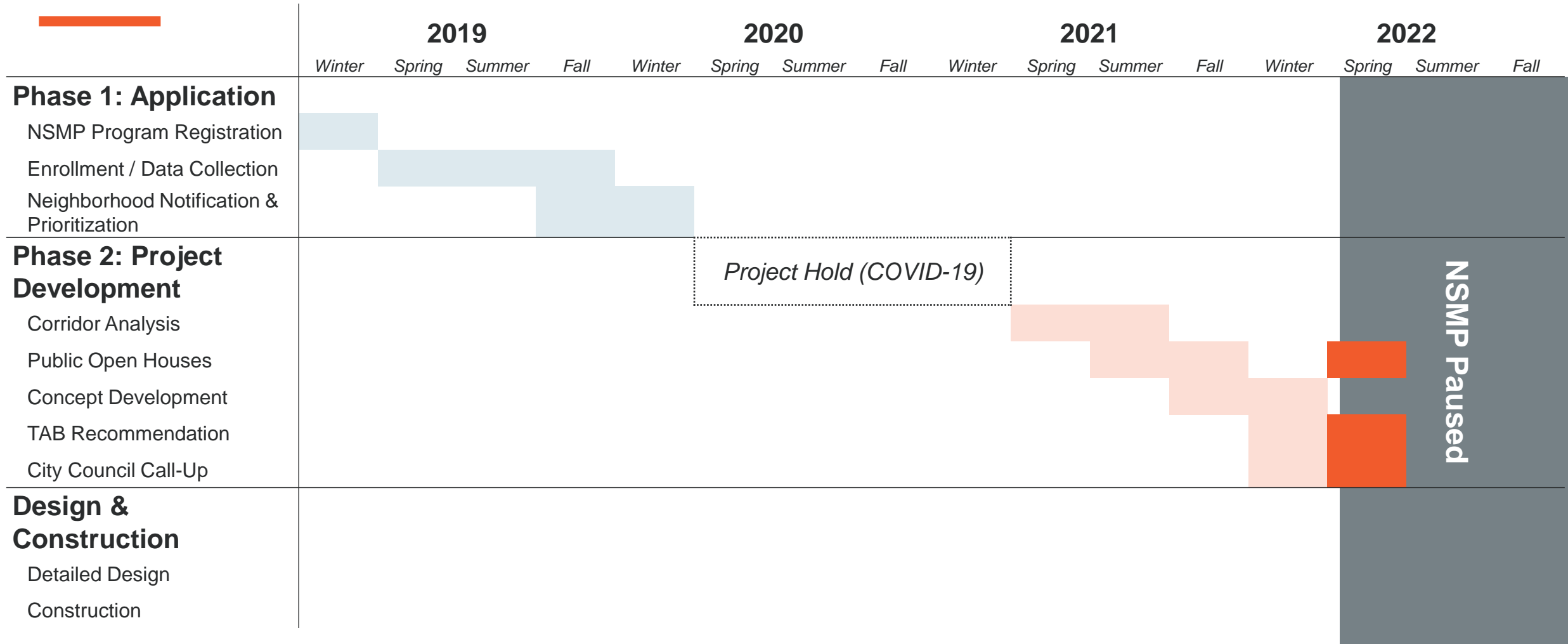


NSMP Update - Winter 2022

- The Transportation and Mobility Department has adjusted its crash mitigation strategies to **focus on high-traffic arterial streets** instead of local streets, following direction from City Council.
- Because of these new priorities and focus, **the Neighborhood Speed Management Program (NSMP) has been paused.**

65% of severe crashes in Boulder are happening on high-traffic arterial streets

Whittier NSMP Project Timeline



Project Background

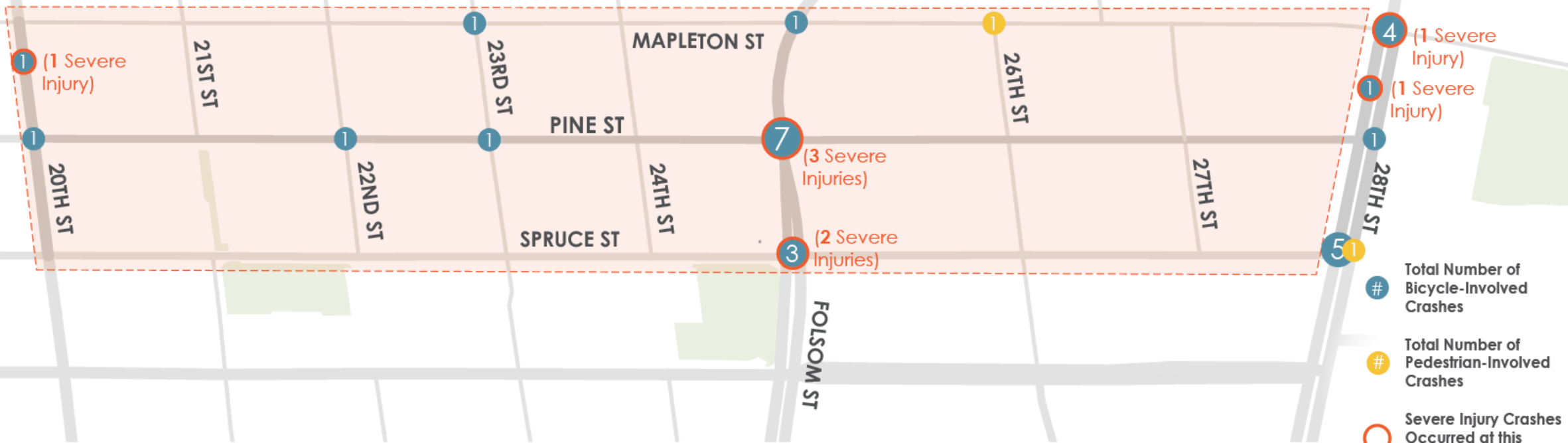


Whittier Complex NSMP Goals

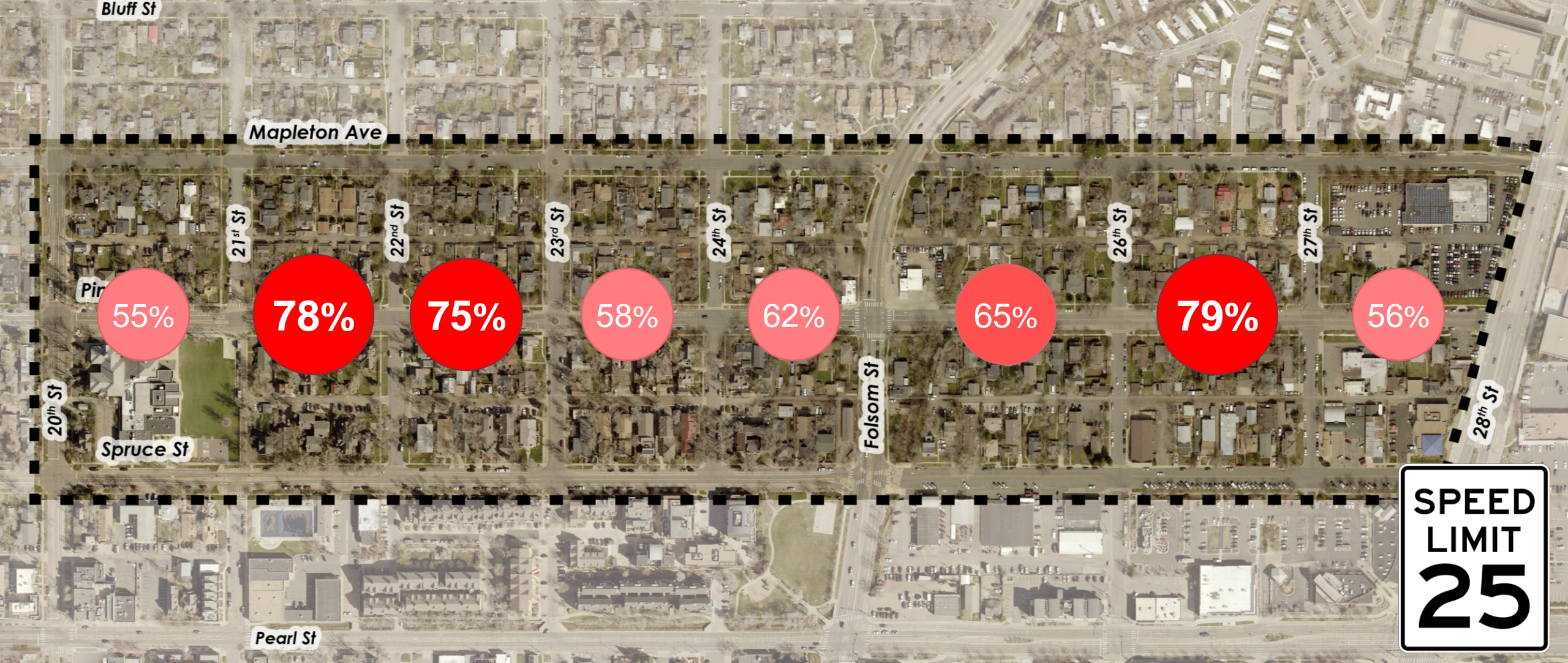
- To reduce vehicle speeding, enhance neighborhood livability, and improve public safety.
- Strive toward zero injury and fatal crashes (Vision Zero).
- Coordinate efforts with the Transportation Master Plan and Low-Stress Walk and Bicycle Network Plan.

Whittier Complex NSMP Process

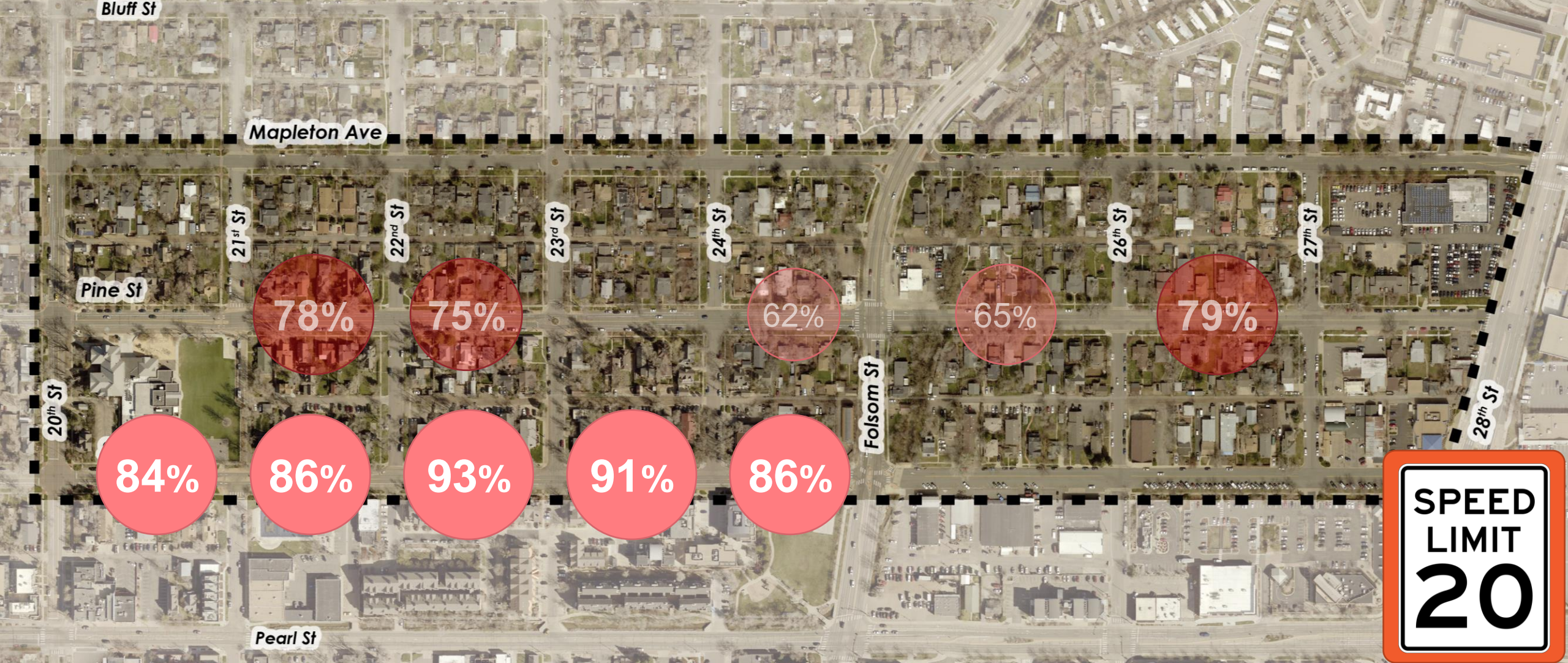
- Identify locations and segments with most pronounced speeding and safety issues
 - Conduct data analysis of crashes (2015 – 2021) and traffic speeds & volumes (*July 2021*)
 - Engage neighborhood residents to understand local issues (*August 2021 & December 2021*)
 - Match proposed design treatments to identified problems



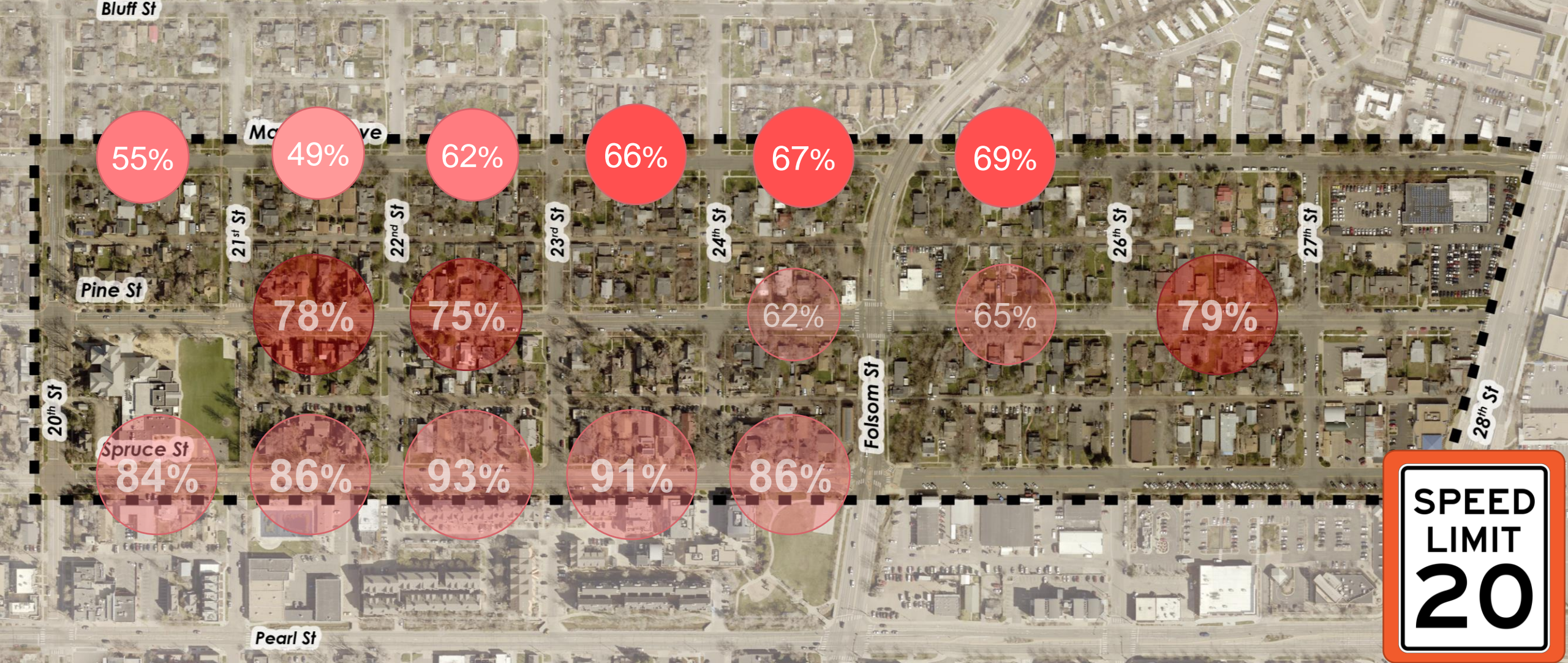
Crashes: concentrated at Folsom & 28th Street crossings



Pine: % vehicles speeding



Spruce: % vehicles speeding



Mapleton: % vehicles speeding

Community Feedback



Public Meeting #1
Aug 2021

What do you LIKE or DISLIKE about each of these design approaches? (Pine & Spruce, 21st - 24th)

TOOLE
DESIGN

I dislike the cost of raised intersections. ALL cross walks should be high visibility-

Roundabouts are good but local drivers don't use them correctly. Raised intersections seem expensive for the benefit

The problem is that shortly after the transportation department installs anything they're trashed because of failure to maintain.

Traffic circles are the only thing that really work, in my opinion

Really like all ideas, with speed cushions, buffered bike lanes and raised crosswalks being key.

Really like the speed cushions on Pine

The raised intersections seem to be a great treatment but I'm concerned about the time for implementation. I think they're worth it but worry they won't get done.

I like the treatments that narrow the crossing distance. Even if it's just visual narrowing. It should feel wrong to drive fast.

Circles cause confusion.

Public Meeting #2 Dec 2021

45

Community Comments about Speeding





- ✓ Reduce Dangerous Vehicle **Speeding**
- ✓ Improve **Crossings** for People Walking & Bicycling
- ✓ Eliminate **Crashes** causing fatalities or serious injuries

Focus Areas

Design Toolbox



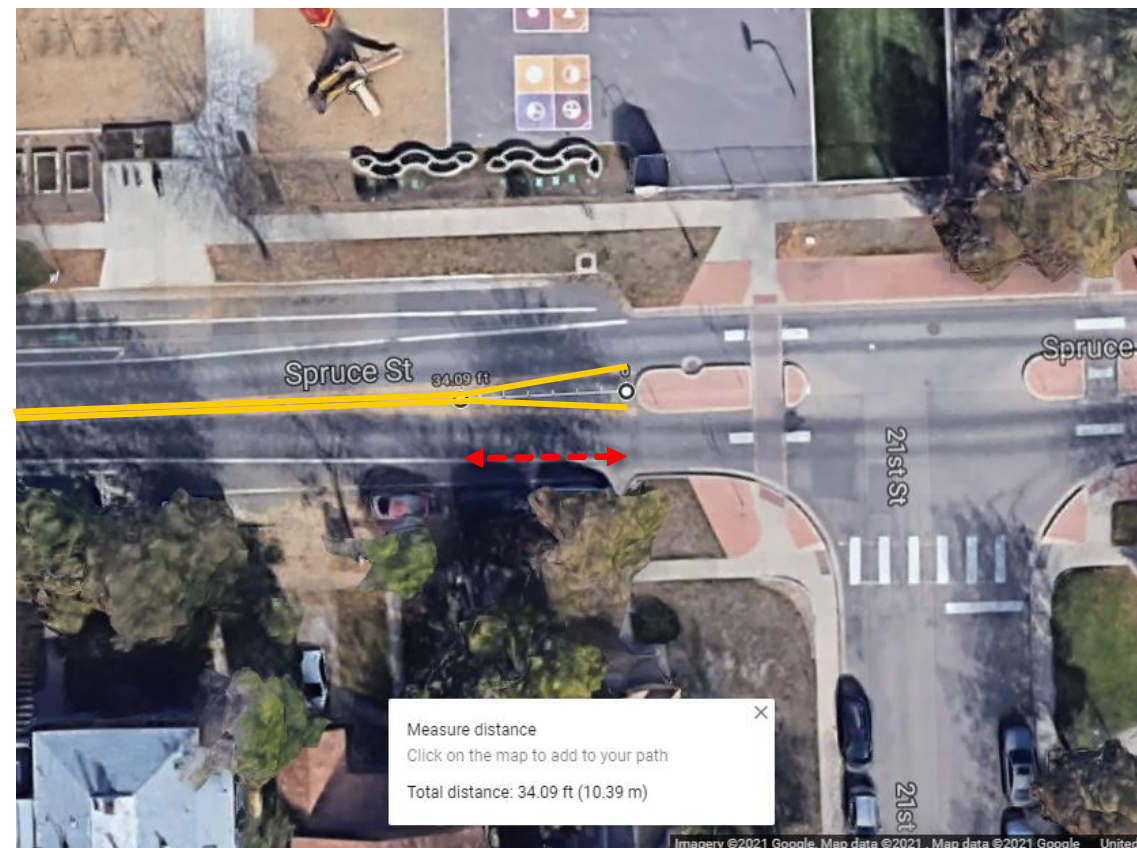
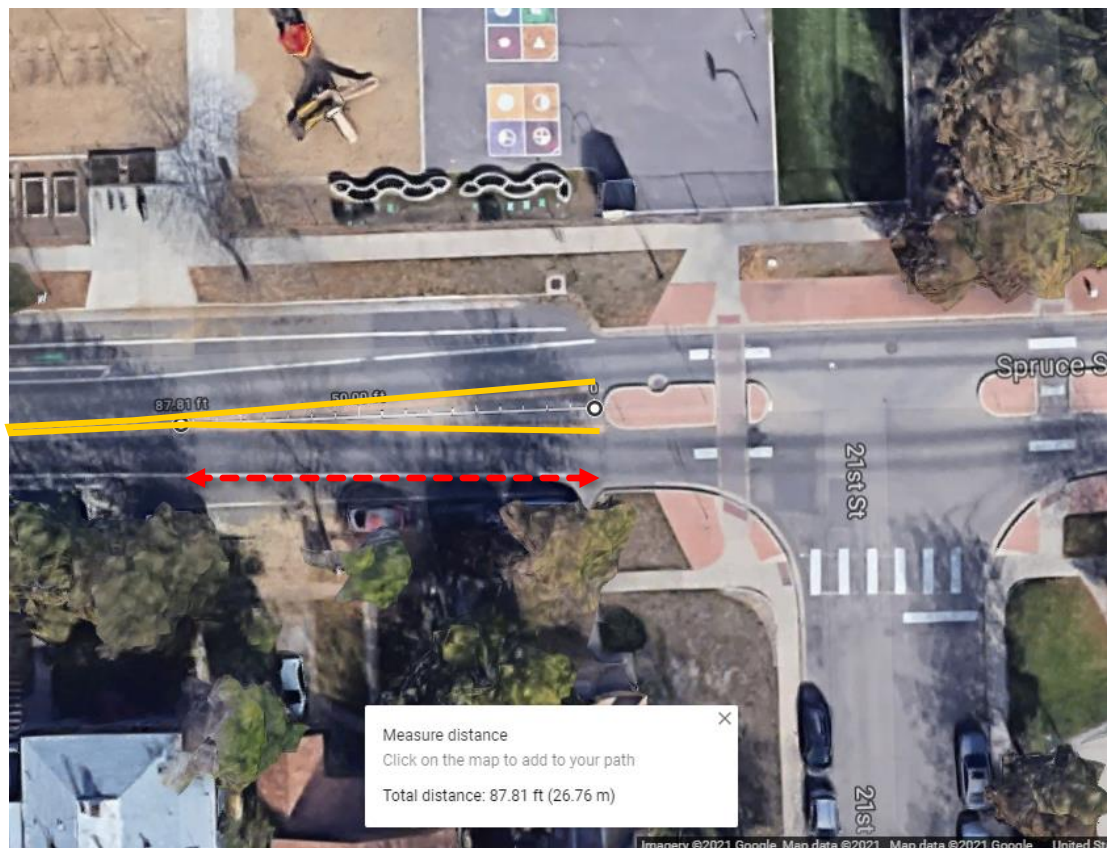
Speed Cushions & Speed Humps



Median Refuge Islands



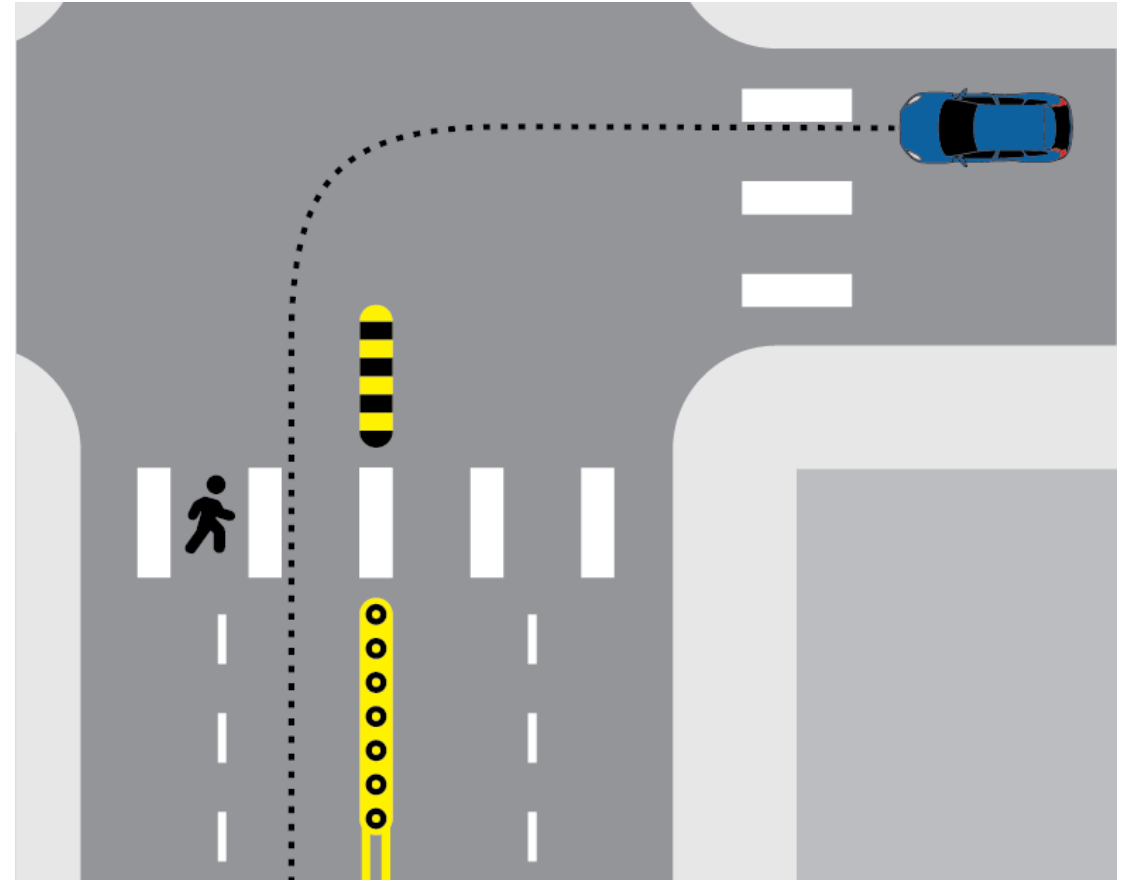
Sharpen Shifting Tapers



Traffic Circle Aprons

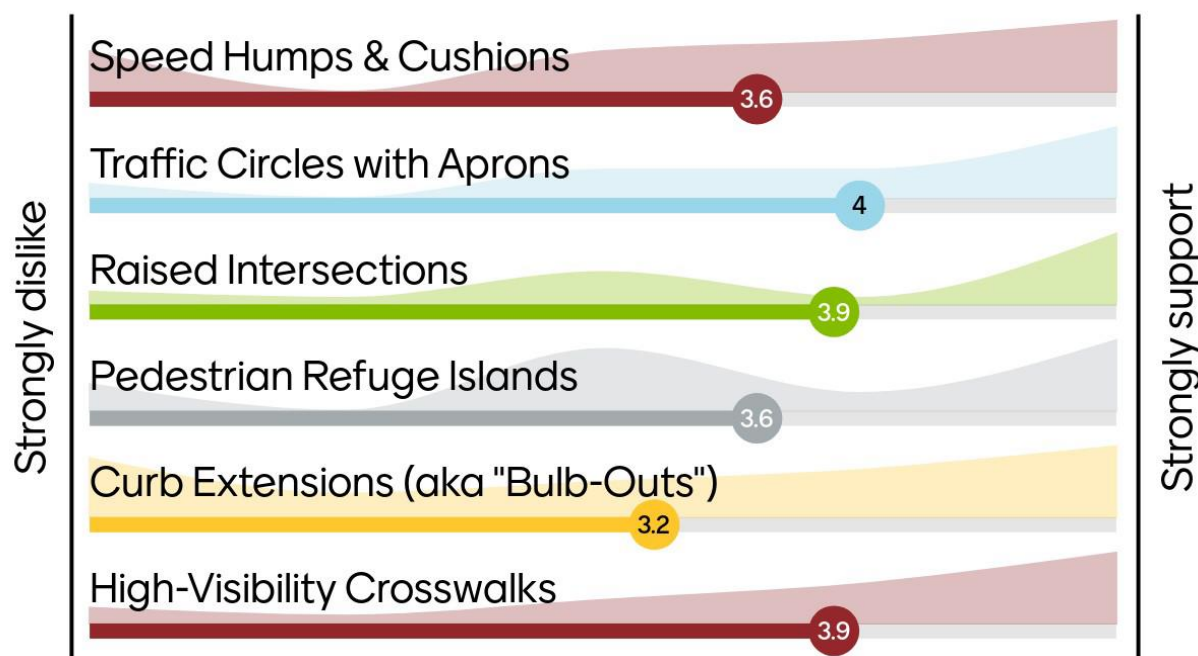


Hardened Centerline



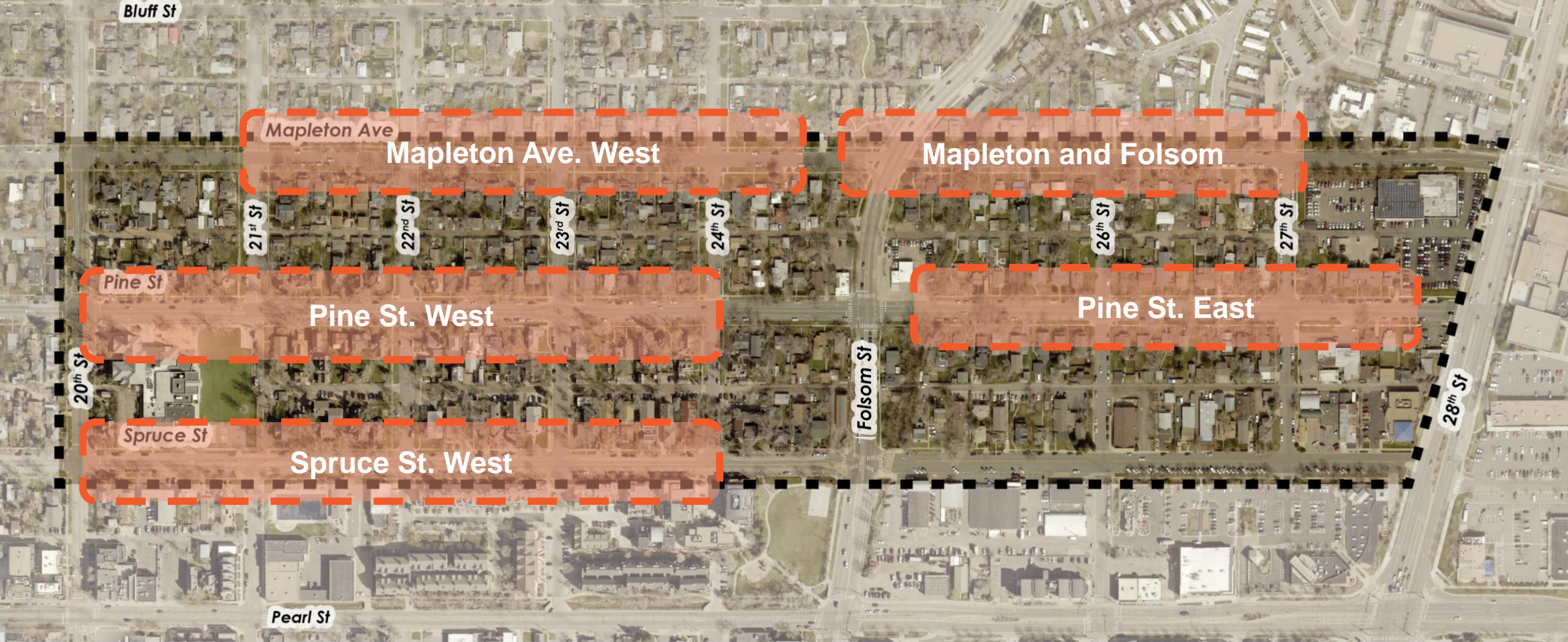
Design Treatment Feedback

How do you feel about each of these traffic calming treatments for this focus area? (Pine & Spruce, 21st - 24th)



Design Concept





Focus Areas

NSMP

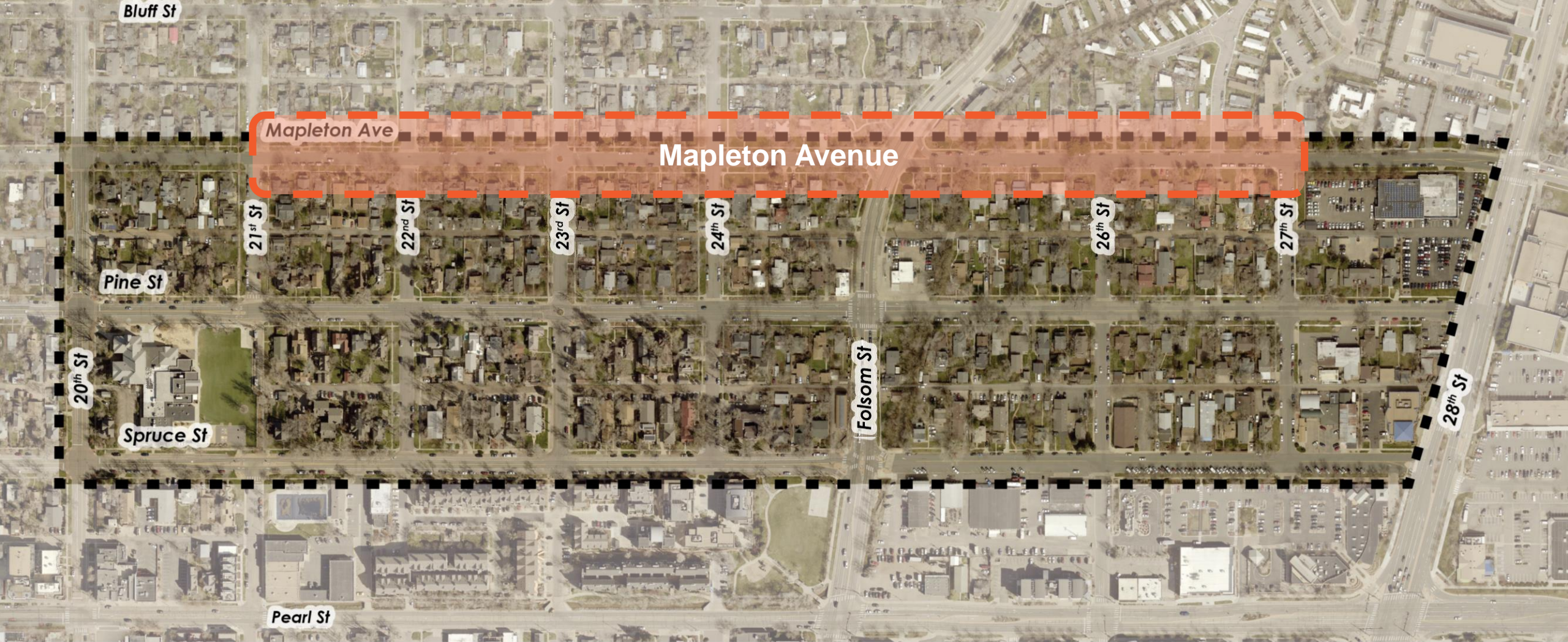


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How do you feel about each
section of the concept design?

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Mapleton Avenue, West

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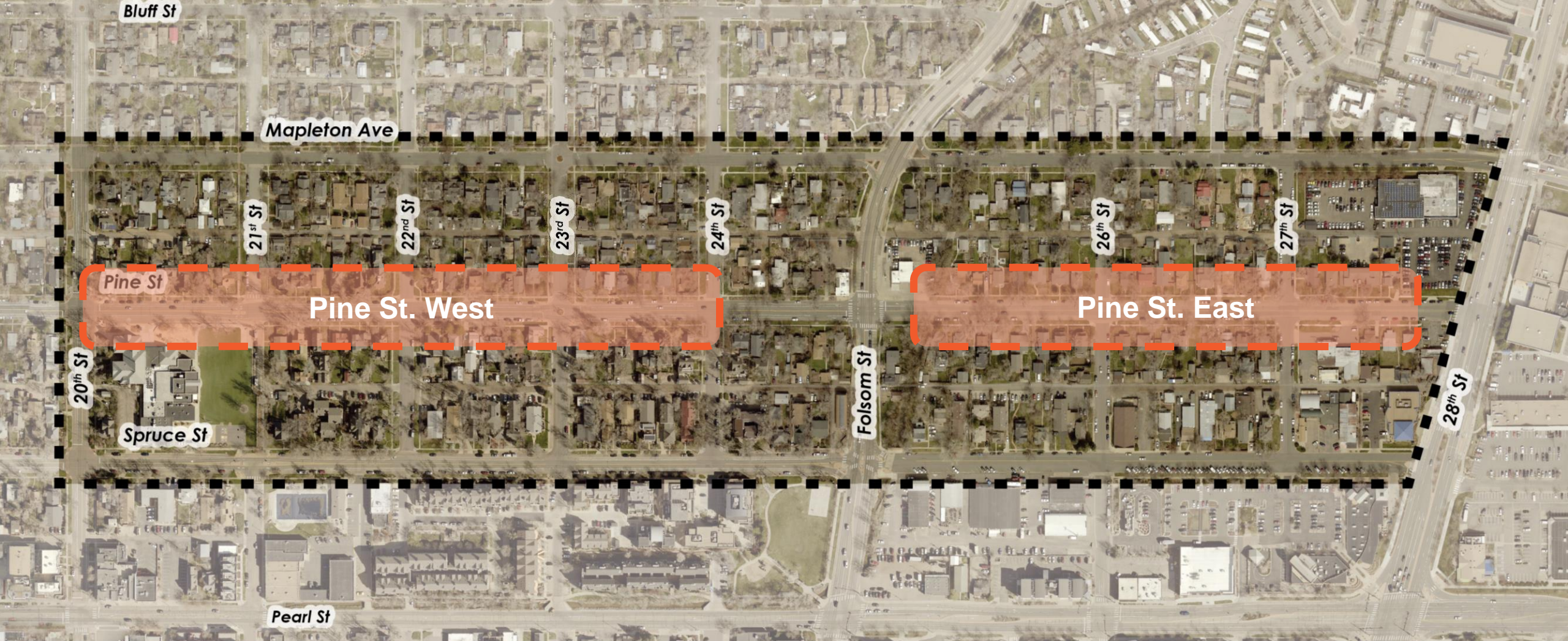
Mapleton Avenue, West



Mapleton Avenue, East



Mapleton Avenue



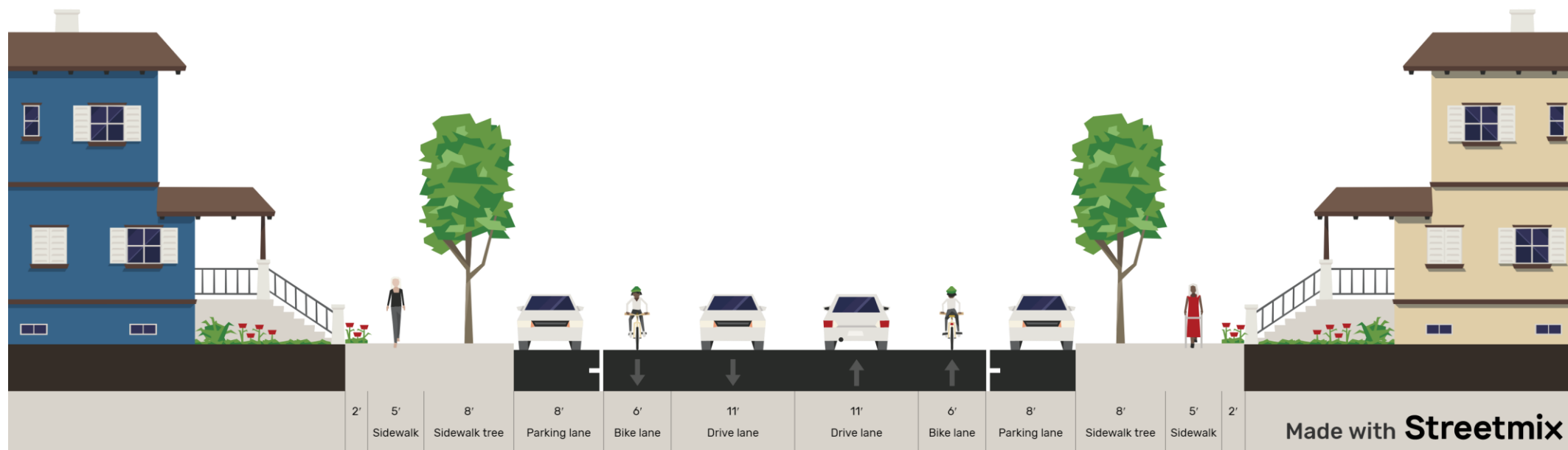
Pine Street, West & East

Existing Pine Street Bike Lanes



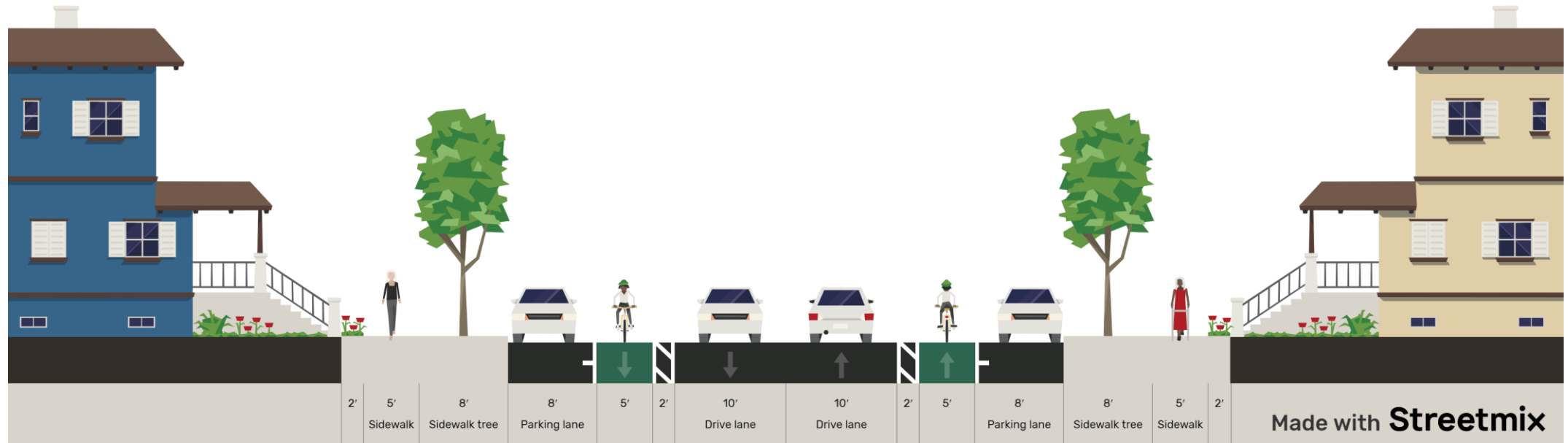
Pine, existing (west of Folsom)

Pine Street, 20th to Folsom



Pine, buffered bike lanes (west of Folsom)

Pine Street, 20th to Folsom

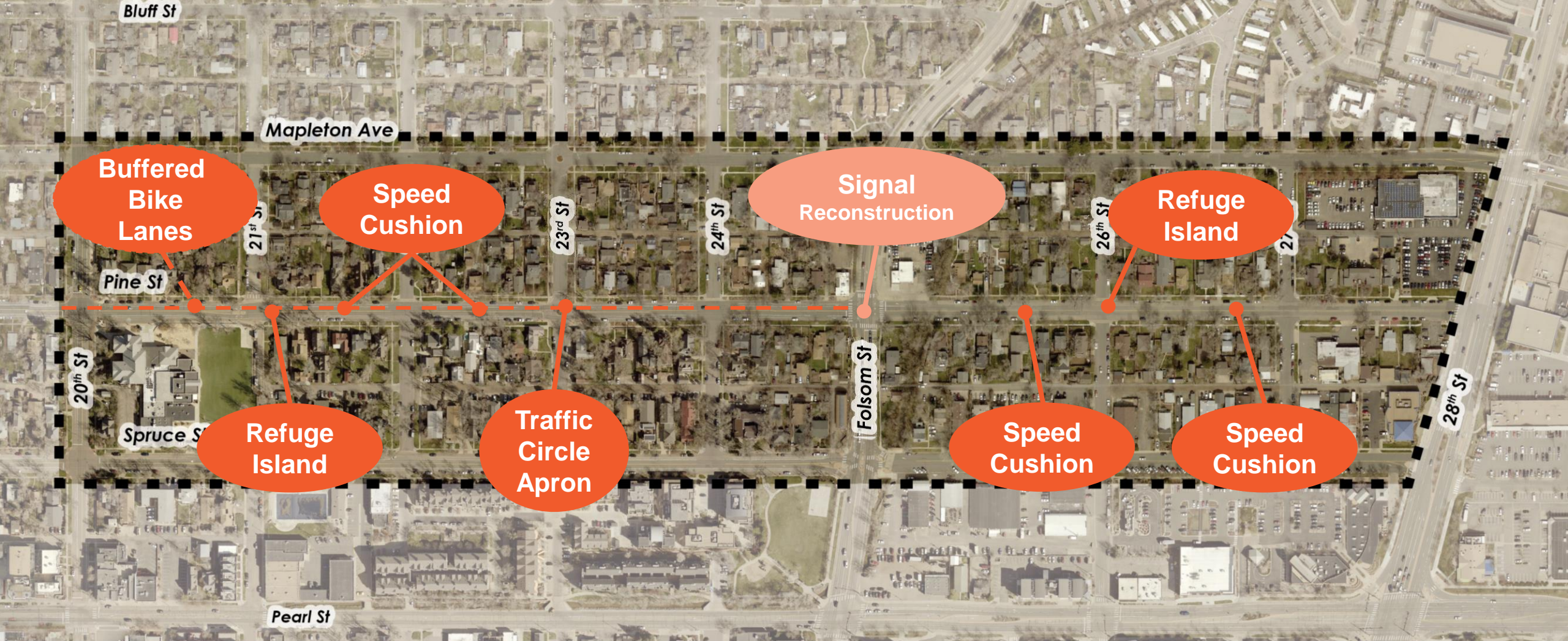




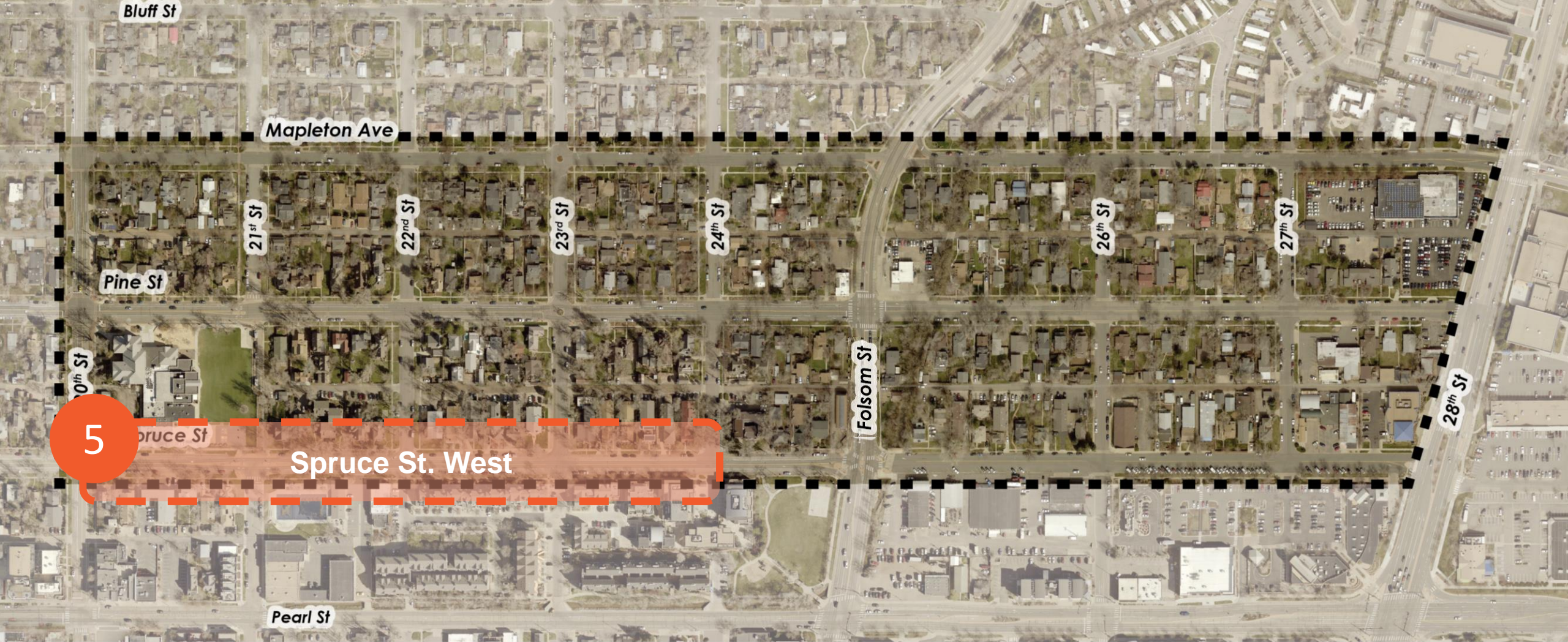
Pine, 21st – 23rd



Pine, Folsom – 28th Street



Pine Street, West & East



Spruce Street, West



Spruce, 21st – 24th Street



Spruce Street, West

Questions & Answers



Next Steps



Next Steps

- **April 11th:** Present the design concept to the Transportation Advisory Board (TAB) for a public hearing
- **Spring:** City Council call-up item
- **TBD:** Detail design & implementation as NSMP is reevaluated or funding becomes available

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bouldercolorado.gov/services/neighborhood-speed-management-program

