

CONTENTS

Click on the links below to navigate through the plan

1 BOULDER'S PEDESTRIAN PLAN

- What is in this Plan?
- Why Does It Matter?
- What are the Immediate Priorities?
- What is the History of Walking in Boulder?
- How Boulder Walks Today
- Boulder's Pedestrian Programs and Services
- How Was the Plan Developed?
- What Did We Hear?

2 KEY FINDINGS

- Safety is a Top Priority
- Walkable Destinations are Lacking
- Comfortable Routes to Destinations are Missing
- Improved Sidewalk Maintenance is Needed
- Funding is Limited

3 OUR PATH FORWARD

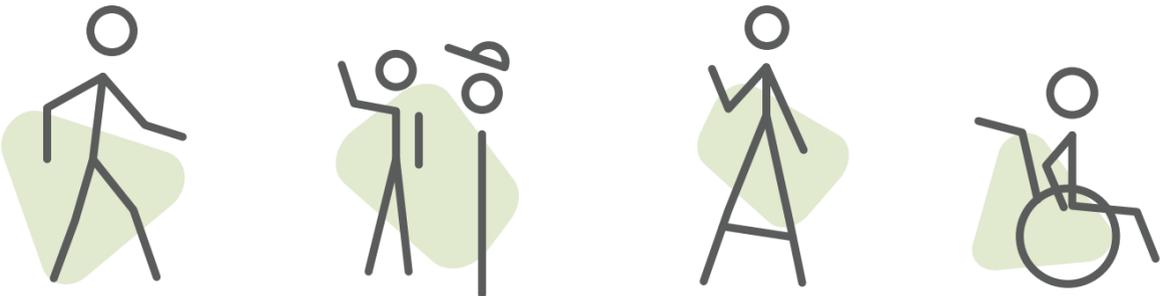
- Our Vision and Goals
- Best Practices & Guiding Principles
 - Culture of Walking
 - Pedestrian Planning
 - Pedestrian-Focused Design
 - Facility Implementation
 - Maintenance
 - Prioritized Places for People

4 NEXT STEPS

- How We Fund Pedestrian Improvements
- How We Will Measure Success
- Taking Bold Steps Together



2019 BOULDER Pedestrian Plan



CONTENTS

Click on the links below to navigate through the plan

1 BOULDER'S PEDESTRIAN PLAN

- What is in this Plan?
- Why Does It Matter?
- What are the Immediate Priorities?
- What is the History of Walking in Boulder?
- How Boulder Walks Today
- Boulder's Pedestrian Programs and Services
- How Was the Plan Developed?
- What Did We Hear?

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- Walkable Destinations are Lacking
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3 OUR PATH FORWARD

- Our Vision and Goals
- Best Practices & Guiding Principles
 - Culture of Walking
 - Pedestrian Planning
 - Pedestrian-Focused Design
 - Facility Implementation
 - Maintenance
 - Prioritized Places for People

4 NEXT STEPS

- How We Fund Pedestrian Improvements
- How We Will Measure Success
- Taking Bold Steps Together



ACKNOWLEDGMENTS

COUNCIL

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CONTENTS

Click on the links below to navigate through the plan

1 BOULDER'S PEDESTRIAN PLAN

- What is in this Plan?
- Why Does It Matter?
- What are the Immediate Priorities?
- What is the History of Walking in Boulder?
- How Boulder Walks Today
- Boulder's Pedestrian Programs and Services
- How Was the Plan Developed?
- What Did We Hear?

2 KEY FINDINGS

- Safety is a Top Priority
- Walkable Destinations are Lacking
- Comfortable Routes to Destinations are Missing
- Improved Sidewalk Maintenance is Needed
- Funding is Limited

3 OUR PATH FORWARD

- Our Vision and Goals
- Best Practices & Guiding Principles
 - Culture of Walking
 - Pedestrian Planning
 - Pedestrian-Focused Design
 - Facility Implementation
 - Maintenance
 - Prioritized Places for People

4 NEXT STEPS

- How We Fund Pedestrian Improvements
- How We Will Measure Success
- Taking Bold Steps Together

BOULDER PUTS PEDESTRIANS FIRST

1 BOULDER'S PEDESTRIAN PLAN

The Boulder Pedestrian Plan is a bold vision to improve walking and rolling in Boulder for people of all ages and abilities. Although much has been accomplished since the 1996 Pedestrian Plan, many challenges for pedestrians still exist. There are still safety issues, a lack of destinations to walk to in some areas of town, missing sidewalks, and a lack of comfortable routes. We also face challenges maintaining clear pathways and funding all of the improvements we'd like to make. This is Boulder's plan to improve walking throughout our community.

Our Vision is that **everyone** enjoys being a pedestrian in Boulder for all types of trips—walking is easy, safe and well-connected.



CONTENTS

Click on the links below to navigate through the plan

1 BOULDER'S PEDESTRIAN PLAN

- What is in this Plan?
- Why Does It Matter?
- What are the Immediate Priorities?
- What is the History of Walking in Boulder?
- How Boulder Walks Today
- Boulder's Pedestrian Programs and Services
- How Was the Plan Developed?
- What Did We Hear?

2 KEY FINDINGS

- Safety is a Top Priority
- Walkable Destinations are Lacking
- Comfortable Routes to Destinations are Missing
- Improved Sidewalk Maintenance is Needed
- Funding is Limited

3 OUR PATH FORWARD

- Our Vision and Goals
- Best Practices & Guiding Principles

 - Culture of Walking
 - Pedestrian Planning
 - Pedestrian-Focused Design
 - Facility Implementation
 - Maintenance
 - Prioritized Places for People

4 NEXT STEPS

- How We Fund Pedestrian Improvements
- How We Will Measure Success
- Taking Bold Steps Together



GREAT WALK CHECKLIST

- ✓ Attractive, Accessible Design
- ✓ Mixed-use buildings
- ✓ Landscaping
- ✓ Lighting
- ✓ Calm adjacent traffic
- ✓ Fresh Air

WHAT IS IN THIS PLAN?

The Boulder Pedestrian Plan sets the course to improve walking and rolling in Boulder.

This Plan has been updated in concert with the community's [Transportation Master Plan Update](#), which emphasizes the desire to prioritize the pedestrian. Walking is a part of every trip!

Our plan includes:

- An overview of the history of walking, why it's important and how Boulder walks today
- A summary of our process and what we heard from the community
- Key findings
- Vision and goals
- Best practices and guidance
- Priority initiatives to improve walking in Boulder
- A funding and performance measurement approach

BENEFITS OF WALKING



ENVIRONMENTAL



PHYSICAL



MENTAL



COMMUNITY

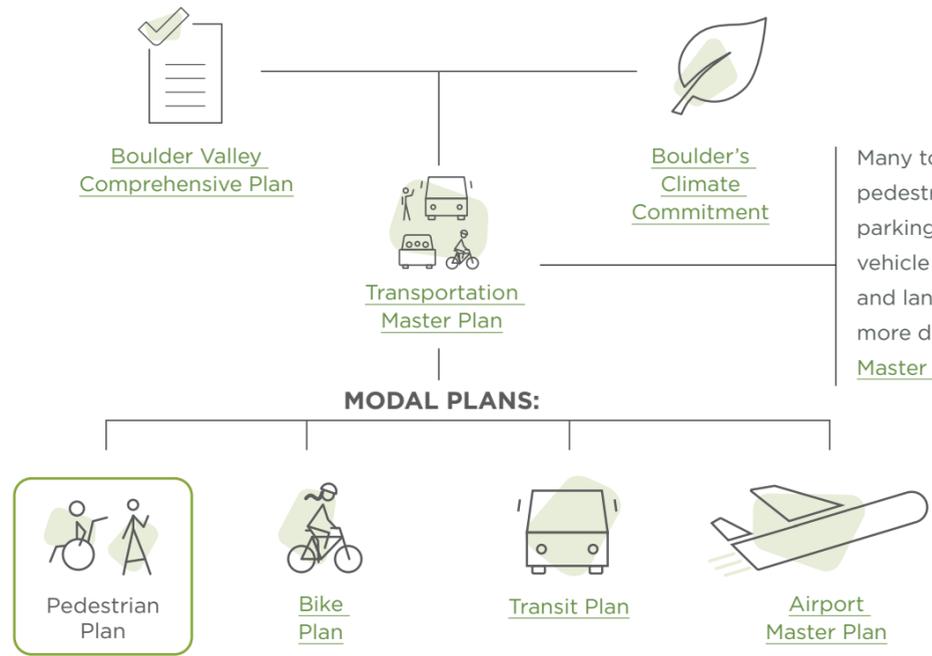


EMOTIONAL



SPIRITUAL

BOULDER PLANNING PROCESS



Many topics that influence the pedestrian experience--such as parking, vehicle speeds, transit, vehicle miles traveled (VMT) and land use—are covered in more detail in [the Transportation Master Plan \(TMP\)](#).

The Pedestrian Plan is one of the Transportation Master Plan's modal plans.

WHAT ARE THE IMMEDIATE PRIORITIES?

Below are a list of actions we'll prioritize in 2019 to improve walking in Boulder. A complete list of actions is included in Section 3.



1C. Establish baselines and targets for the performance measures described in the How We Will Measure Success section and use in the 2020 Transportation Report on Progress



2B. Develop a program to make walking more comfortable ("low-stress") to daily destinations (promoting 15-minute walkable neighborhoods in planning, implementing Pedestrian Improvement Areas, implementing Neighborhood GreenStreets).



1G. Reapply for Walk Friendly Community designation that incorporates a comprehensive assessment of walking conditions in Boulder.



4C. Complete and implement the Accessible Boulder: ADA Self-Evaluation and Transition Plan.



1H. Develop community-based committee to support implementation of the Pedestrian Plan and the ADA Self-Evaluation and Transition Plan.



4D. Update Pedestrian crossing Treatment Installation Guidelines per industry best practices, local experiences, and assessment of effectiveness of crossing treatments.



2A. Implement the 2019 Vision Zero Action Plan to improve pedestrian safety.



5B. Evaluate and refine/enhance snow removal on pedestrian facilities to improve access to transit stops, prioritize crosswalk clearing, and generally improve conditions after snow events.

CONTENTS

Click on the links below to navigate through the plan

1 BOULDER'S PEDESTRIAN PLAN

- What is in this Plan?
- Why Does It Matter?
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- What is the History of Walking in Boulder?
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- What Did We Hear?

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- Comfortable Routes to Destinations are Missing
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3 OUR PATH FORWARD

- Our Vision and Goals
- Best Practices & Guiding Principles
 - Culture of Walking
 - Pedestrian Planning
 - Pedestrian-Focused Design
 - Facility Implementation
 - Maintenance
 - Prioritized Places for People

4 NEXT STEPS

- How We Fund Pedestrian Improvements
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WHY DOES IT MATTER?

- Walking is fundamental - it contributes to our health, happiness, social connections, and sense of community
- Walking is part of every trip and connects people to places and to each other
- Walking connects us to other modes of travel
- Walking supports our Climate Commitment to reduce greenhouse gas emissions
- When we design places that are great to walk, we create comfortable, safe environments

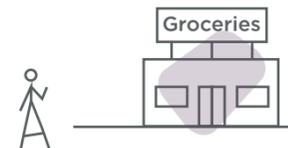
Everyone is a pedestrian.
 There are many types of walking trips,
 some long and some short.



We walk for fun



We walk to transit



We walk to the grocery store



We walk to a B-cycle



We walk to our cars



CONTENTS

Click on the links below to navigate through the plan

1 BOULDER'S PEDESTRIAN PLAN

- What is in this Plan?
- Why Does It Matter?
- What are the Immediate Priorities?
- What is the History of Walking in Boulder?

- How Boulder Walks Today
- Boulder's Pedestrian Programs and Services
- How Was the Plan Developed?
- What Did We Hear?

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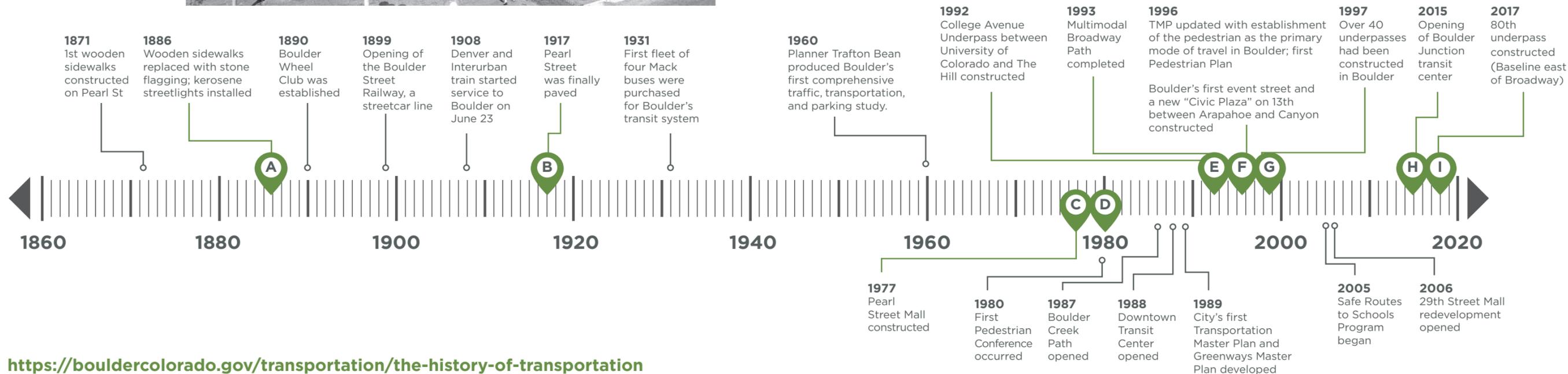
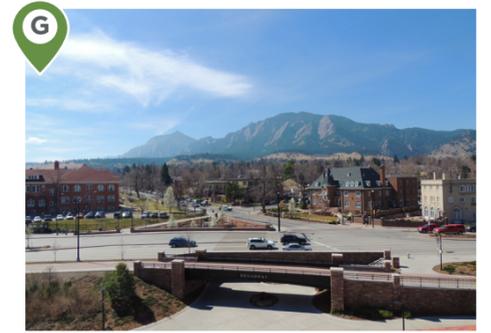
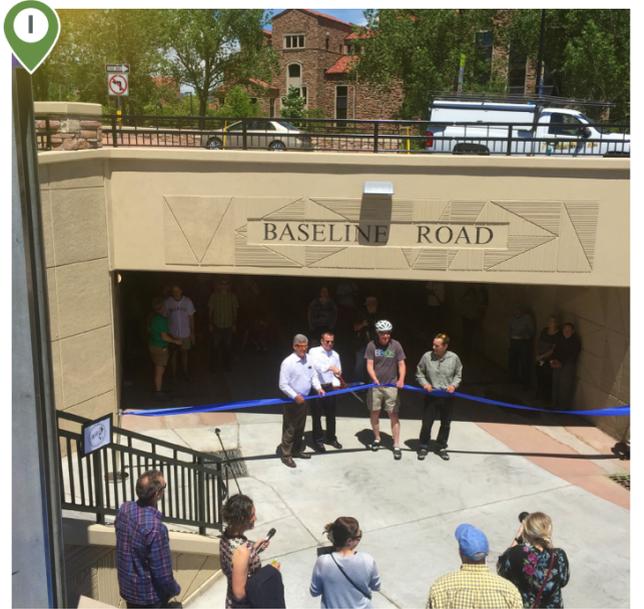
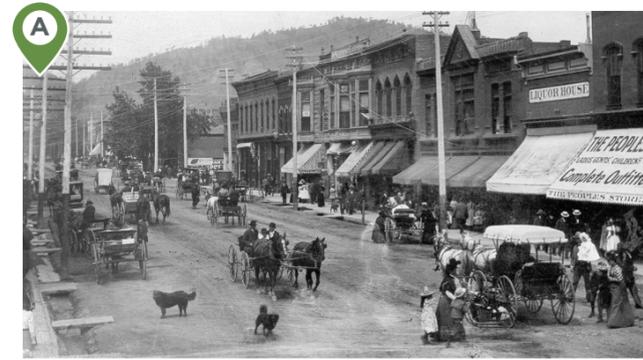
3 OUR PATH FORWARD

- Our Vision and Goals
- Best Practices & Guiding Principles
 - Culture of Walking
 - Pedestrian Planning
 - Pedestrian-Focused Design
 - Facility Implementation
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 - Prioritized Places for People

4 NEXT STEPS

- How We Fund Pedestrian Improvements
- How We Will Measure Success
- Taking Bold Steps Together

WHAT IS THE HISTORY OF WALKING IN BOULDER?



<https://bouldercolorado.gov/transportation/the-history-of-transportation>



CONTENTS

Click on the links below to navigate through the plan

1 BOULDER'S PEDESTRIAN PLAN

- What is in this Plan?
- Why Does It Matter?
- What are the Immediate Priorities?
- What is the History of Walking in Boulder?
- How Boulder Walks Today

Boulder's Pedestrian Programs and Services

- How Was the Plan Developed?
- What Did We Hear?

2 KEY FINDINGS

- Safety is a Top Priority
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- Comfortable Routes to Destinations are Missing
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3 OUR PATH FORWARD

- Our Vision and Goals
- Best Practices & Guiding Principles
- 1. Culture of Walking
- 2. Pedestrian Planning
- 3. Pedestrian-Focused Design
- 4. Facility Implementation
- 5. Maintenance
- 6. Prioritized Places for People

4 NEXT STEPS

- How We Fund Pedestrian Improvements
- How We Will Measure Success
- Taking Bold Steps Together

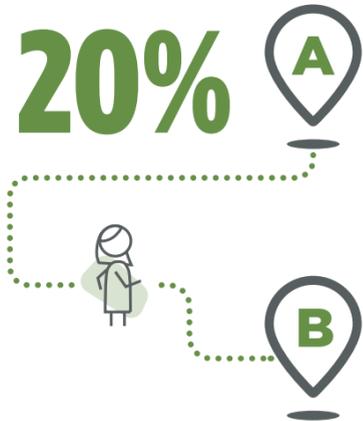


HOW BOULDER WALKS TODAY

Boulder residents are more active than most: we make one out of every five trips on foot. And we walk for a variety of reasons. We walk to visit with family or friends, to spend time with a canine companion, to shop or grab a bite to eat, to catch a bus or hop on a B-Cycle, or to get to work. In fact, about 11% of Boulder residents walk to work — over three times the national average!



of work commute trips by Boulder residents are on foot

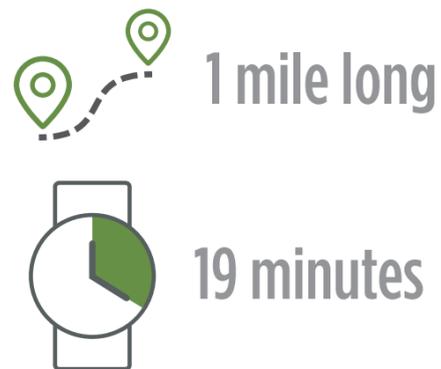


of all trips by Boulder residents are on foot

Why do people walk? TOP REASONS INCLUDE:

- 1 To/from Work
- 2 For Social Activity
- 3 For Recreation
- 4 For Personal Business/Errands
- 5 To/from School

The AVERAGE WALKING TRIP is:



Source: Modal Shift in the Boulder Valley (1990-2018)

BOULDER'S PEDESTRIAN PROGRAMS AND SERVICES

The city builds and maintains pedestrian facilities. . .



- **Missing Links Program:** builds sidewalks where missing.
- **Multi-Use Paths (Greenways Program):** builds and maintains multi-use paths along the city's tributaries.
- **Pedestrian Crossing Treatment Program:** builds and maintains crossings for pedestrians.
- **Pavement Management Program:** when making pavement repairs, also upgrades curb ramps to meet ADA standards.
- **Sidewalk Repair Program:** repairs broken and damaged sidewalks.
- **Snow and Ice Removal Program:** clears 50 percent of streets and 98 percent of multi-use paths.

The city also offers programs that encourage safe walking. . .



- **Vision Zero:** community's goal to reduce the number of traffic-related fatalities and serious injuries to zero.
- **Heads Up Boulder | Mind the Crosswalk:** enhances crosswalk safety through education and enforcement for drivers, cyclists and pedestrians.
- **Lighten Up Boulder:** provides free bike and pedestrian lights.
- **The Way of the Path:** promotes a series of rules designed to encourage proper etiquette and safety for all path users.
- **Boulder Walks:** organized community group walks to celebrate and encourage walking as a travel choice for residents and employees.
- **Safe Routes to School:** enables, encourages and empowers students by addressing barriers that make it difficult or unsafe to walk and bike to school.
- **Walk + Bike Month:** celebrates and encourages walking and biking through the month of June.
- **Walk with a Doc:** partnership between Boulder Community Health and the City of Boulder with free monthly walks and talks on different health topics.

CONTENTS

Click on the links below to navigate through the plan

1 BOULDER'S PEDESTRIAN PLAN

- What is in this Plan?
- Why Does It Matter?
- What are the Immediate Priorities?
- What is the History of Walking in Boulder?
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- What Did We Hear?

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3 OUR PATH FORWARD

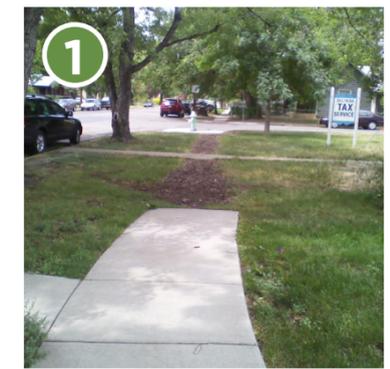
- Our Vision and Goals
- Best Practices & Guiding Principles
 - Culture of Walking
 - Pedestrian Planning
 - Pedestrian-Focused Design
 - Facility Implementation
 - Maintenance
 - Prioritized Places for People

4 NEXT STEPS

- How We Fund Pedestrian Improvements
- How We Will Measure Success
- Taking Bold Steps Together



Elements of the Pedestrian Environment



Missing sidewalks are connections that are missing entirely along stretches of roadway.



Bus stops provide a clean, comfortable place for people to wait for the bus; they can vary in level of amenities and may include bus shelters with bike parking, trash receptacles, and lighting.



Signalized intersections help to inform pedestrians when they can safely proceed through the intersection.



Attached sidewalks are next to the roadway.



Underpasses and overpasses are facilities that are completely separated from car traffic by elevation.



Sidewalk maintenance removes snow, ice, vegetation, and tripping hazards.



Detached sidewalk are separated from the roadway.



Enhanced crosswalks provide pavement markings and highly visible treatments to improve safety such as Rectangular Rapid Flashing Beacons (RRFBs).



Multi-use paths provide low-stress travel areas separate from motorized traffic for walkers and rollers.

CONTENTS

Click on the links below to navigate through the plan

1 BOULDER'S PEDESTRIAN PLAN

- What is in this Plan?
- Why Does It Matter?
- What are the Immediate Priorities?
- What is the History of Walking in Boulder?
- How Boulder Walks Today
- Boulder's Pedestrian Programs and Services
- How Was the Plan Developed?
- What Did We Hear?

2 KEY FINDINGS

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3 OUR PATH FORWARD

- Our Vision and Goals
- Best Practices & Guiding Principles
- 1. Culture of Walking
- 2. Pedestrian Planning
- 3. Pedestrian-Focused Design
- 4. Facility Implementation
- 5. Maintenance
- 6. Prioritized Places for People

4 NEXT STEPS

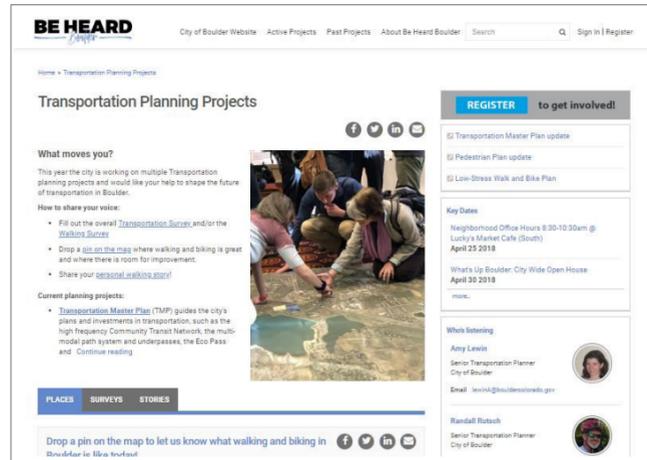
- How We Fund Pedestrian Improvements
- How We Will Measure Success
- Taking Bold Steps Together



HOW WAS THE PLAN DEVELOPED?

We reached out in a variety of ways to have conversations about walking and rolling in Boulder:

- Online input via **Be Heard Boulder**
 - » Surveys
 - » Question of the Month
 - » Walking stories
- In-person events
- Pedestrian Advisory Committee (PAC)



PEDESTRIAN ADVISORY COMMITTEE (PAC)

The Pedestrian Advisory Committee comprises community members who guided the development of the Pedestrian Plan. Members provided input on all aspects of the plan throughout the process and served as ambassadors to the larger community to share information and gather feedback.

By the numbers:

- 18 members
- 6 meetings
- Over 7 walkabouts
- 2 webinars



CONTENTS

Click on the links below to navigate through the plan

1 BOULDER'S PEDESTRIAN PLAN

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- Best Practices & Guiding Principles
 - Culture of Walking
 - Pedestrian Planning
 - Pedestrian-Focused Design
 - Facility Implementation
 - Maintenance
 - Prioritized Places for People

4 NEXT STEPS

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- How We Will Measure Success
- Taking Bold Steps Together



WHAT DID WE HEAR?

We asked people in Boulder about what they enjoy about walking, what would make it easier for them to walk, and their hopes and concerns. Here's what we heard:

- Prioritize the pedestrian, provide **more space for people**
- Make it **easy to walk** to daily needs/destinations
- Provide **more separation** from vehicles and cyclists
- **Slow vehicle** speeds
- Create a **culture of walking**; through design, show that pedestrians belong and are prioritized on our streets
- Make getting around accessible for **all ages and abilities**
- Improve **snow removal**



What do you enjoy about walking?

Health
Easy Nature
Community
Access to Places

"It is great exercise and gets me outdoors"

"Much less stressful than driving and having to park"

"In Boulder, there are many great paths and trails with fantastic views"

"(...) allows me to see the city at a different pace and from a different perspective"

"I enjoy how you can walk to almost any destination that you desire in and around Boulder"

What would make it easier for you to walk?

Fewer/slower cars
Walkable destinations
Fewer bike conflicts
Safer Crossings
Sidewalk maintenance

"Places to walk that are near to current neighborhoods"

"I [dislike] walking along or crossing all these 4-lane streets"

"More protected bike lanes so there are fewer cyclists on the sidewalk"

"Cars [that] stop at intersections for pedestrians without me having to be assertive"

"When they plow the main streets they leave huge mountains in front of the bus stop"

What are your hopes and concerns about walking in the future?

Fewer people driving
Bike/Ped separation
Safer pedestrian environment
Prioritizing pedestrians
Walkable destinations

"That walkability can incentivize people to leave their cars behind"

"Get bicycles off of sidewalks"

"More police enforcement for cars disregarding walk signals and crosswalks"

"It would be nice to feel safer to walk alone after dark"

"I am concerned that the city won't be aggressive enough in their decisions. We need to continue to be the leaders of the world and push for a more sustainable future"

"That we won't be bold enough. That we won't take a big picture view of land use and transportation as an integrated problem"

"Moving people other than their personal vehicles"

"That we will have truly walkable neighborhoods - mixed use where I can walk from my house to a destination"

Source: Input from the community via Be Heard Boulder

CONTENTS

Click on the links below to navigate through the plan

1 BOULDER'S PEDESTRIAN PLAN

- What is in this Plan?
- Why Does It Matter?
- What are the Immediate Priorities?
- What is the History of Walking in Boulder?
- How Boulder Walks Today
- Boulder's Pedestrian Programs and Services
- How Was the Plan Developed?
- What Did We Hear?

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- Comfortable Routes to Destinations are Missing
- Improved Sidewalk Maintenance is Needed
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3 OUR PATH FORWARD

- Our Vision and Goals
- Best Practices & Guiding Principles
 - Culture of Walking
 - Pedestrian Planning
 - Pedestrian-Focused Design
 - Facility Implementation
 - Maintenance
 - Prioritized Places for People

4 NEXT STEPS

- How We Fund Pedestrian Improvements
- How We Will Measure Success
- Taking Bold Steps Together



2 KEY FINDINGS

Challenges to our pedestrian system are multifaceted. Safety is paramount, and pedestrians are still being seriously injured—and in rare cases, killed—on our roadways. Some community members don't walk as much as they'd like—particularly for daily needs—because they don't *feel* safe walking. Sometimes this lack of comfort is due to missing/narrow sidewalks, snow or other obstructions due to poor maintenance, or the need to cross wide streets with uncomfortable traffic speeds. Many facilities are not easily accessible, posing additional safety concerns for people in wheelchairs or other mobility devices. Funding is also limited.

Some areas of the city also make it challenging to walk because they were developed solely with residential uses and lack desired destinations within walking distance.

CONTENTS

Click on the links below to navigate through the plan

1 BOULDER'S PEDESTRIAN PLAN

- What is in this Plan?
- Why Does It Matter?
- What are the Immediate Priorities?
- What is the History of Walking in Boulder?
- How Boulder Walks Today
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 - Facility Implementation
 - Maintenance
 - Prioritized Places for People

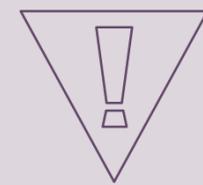
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- How We Will Measure Success
- Taking Bold Steps Together



Key Finding 1

SAFETY IS A TOP PRIORITY



CHALLENGE

Pedestrians are still being seriously injured and in rare cases, killed, on our roadways—and when pedestrians get hit, they get hurt. Over half of pedestrian-related crashes occurred within crosswalks (e.g., intersections, driveways, marked mid-block crossings), and just over a quarter occurred at other roadway locations.

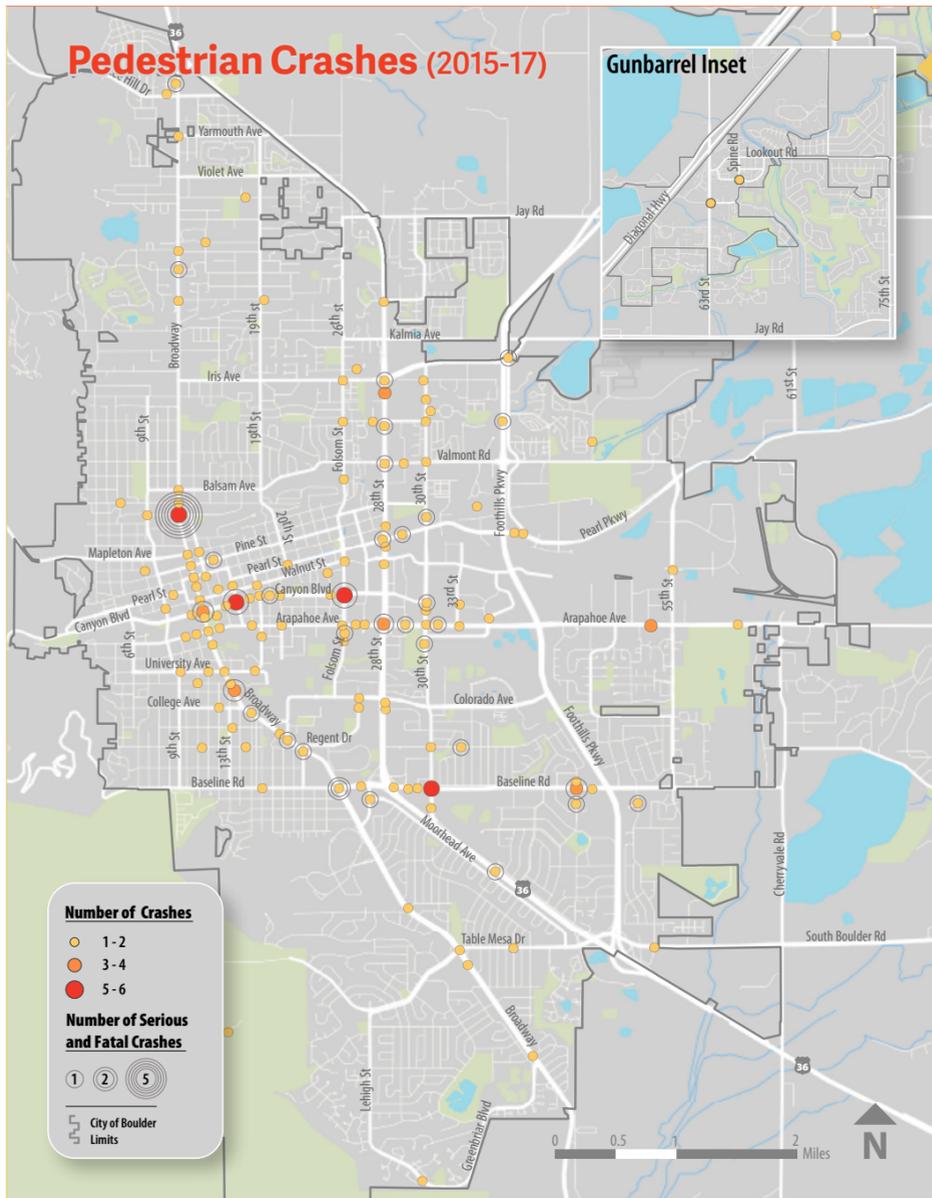


OPPORTUNITY

The 2019 [Safe Streets Report](#) included a detailed analysis of pedestrian safety and offered specific action items in support of Vision Zero—the overarching commitment that no one should die or be seriously injured on our roadways.

Improving travel safety is based on a holistic combination of the four E's — Engineering, Education, Enforcement, Evaluation — and relies upon our community to keep people safe. To achieve Vision Zero, the four E's approach helps ensure we are addressing travel safety from all angles. For instance, dangerous travel behaviors, such as impaired or distracted travel, can be countered through enforcement efforts and safety education outreach, while engineering treatments can help prevent intersection conflicts. Applying all four E's is the most comprehensive way to help prevent crashes.

See [Initiative 1](#), [Initiative 2](#) and [Initiative 4](#) for more information on priority strategies and actions.



The three most common—and more harmful—types of crashes involving pedestrians include:

- 1 Left-turning vehicles hitting pedestrians**
24% of all pedestrian crashes, with one out of five severe.
- 2 Pedestrians dashing out into the street and being hit by a vehicle**
14% of all pedestrian crashes, with one out of four severe.
- 3 Motorists failing to yield to pedestrians in an intersection**
10% of all pedestrian crashes, with one out of five severe.

Source: [2019 Vision Zero Boulder: Safe Streets Report](#).

CONTENTS

Click on the links below to navigate through the plan

1 BOULDER'S PEDESTRIAN PLAN

- What is in this Plan?
- Why Does It Matter?
- What are the Immediate Priorities?
- What is the History of Walking in Boulder?
- How Boulder Walks Today
- Boulder's Pedestrian Programs and Services
- How Was the Plan Developed?
- What Did We Hear?

2 KEY FINDINGS

- Safety is a Top Priority
- Walkable Destinations are Lacking
- Comfortable Routes to Destinations are Missing
- Improved Sidewalk Maintenance is Needed
- Funding is Limited

3 OUR PATH FORWARD

- Our Vision and Goals
- Best Practices & Guiding Principles
- 1. Culture of Walking
- 2. Pedestrian Planning
- 3. Pedestrian-Focused Design
- 4. Facility Implementation
- 5. Maintenance
- 6. Prioritized Places for People

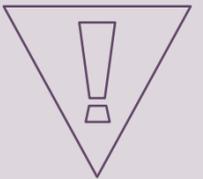
4 NEXT STEPS

- How We Fund Pedestrian Improvements
- How We Will Measure Success
- Taking Bold Steps Together



Key Finding 2

WALKABLE DESTINATIONS ARE LACKING



CHALLENGE

Many areas of the city were developed solely with residential uses - no destinations such as grocery stores, restaurants, or bus stops are within walking distance. Current zoning doesn't allow the introduction of new uses.



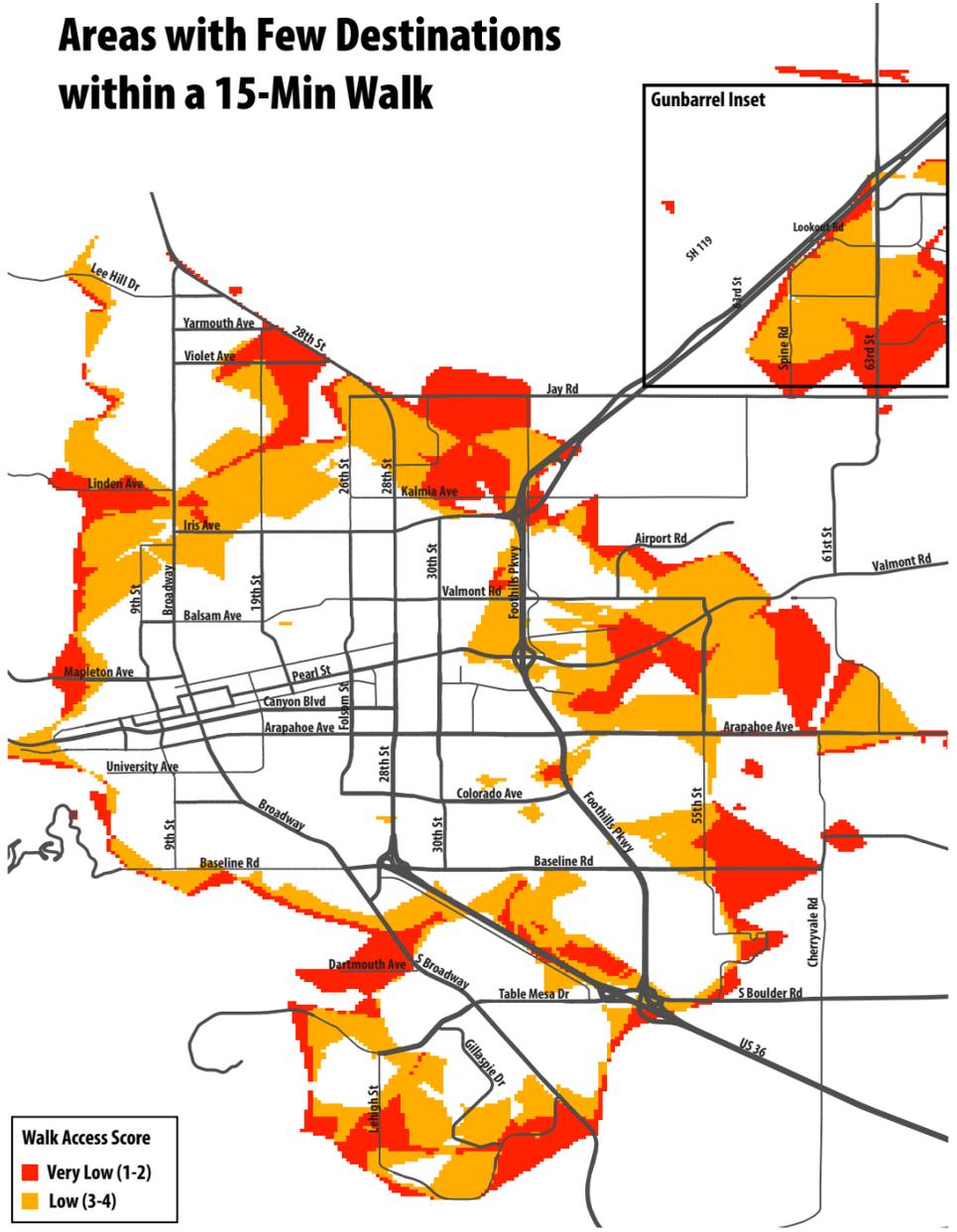
OPPORTUNITY

There is an ongoing effort to bring the Land Use Code's "Use Standards" more in alignment with the desired development and community outcomes identified in the [Boulder Valley Comprehensive Plan \(BVCP\)](#). One of the key initiatives is to support 15-minute walkable neighborhoods where daily goods, services, and transit are within a 15-minute walk from where people live or work. Commercial uses should be located on the ground floor of buildings to create a strong street presence that engages with the sidewalk and public areas.

In addition, the city is embarking on a set of subarea planning efforts to take a more detailed look at key areas. One ongoing effort is the [East Boulder Subcommunity Plan](#). Future Subcommunity Plans currently on the horizon include Palo Park and Central Boulder.

See [Initiative 2](#), [Initiative 3](#) and [Initiative 6](#) for more information on priority strategies and actions.

Areas with Few Destinations within a 15-Min Walk



Walk Access Score
■ Very Low (1-2)
■ Low (3-4)

We asked the community which destinations you wanted to walk to. The top choices were:

- | | |
|-------------------------------|---|
| 1. Grocery Stores | 6. Trailheads |
| 2. Cafes/Coffee Shops | 7. City Recreation Centers/ Other fitness centers |
| 3. Parks/Neighborhood Gardens | 8. Libraries |
| 4. Restaurants/Pubs/Bars | 9. Schools |
| 5. Bus Stops | |

CONTENTS

Click on the links below to navigate through the plan

1 BOULDER'S PEDESTRIAN PLAN

- What is in this Plan?
- Why Does It Matter?
- What are the Immediate Priorities?
- What is the History of Walking in Boulder?
- How Boulder Walks Today
- Boulder's Pedestrian Programs and Services
- How Was the Plan Developed?
- What Did We Hear?

2 KEY FINDINGS

- Safety is a Top Priority
- Walkable Destinations are Lacking
- Comfortable Routes to Destinations are Missing
- Improved Sidewalk Maintenance is Needed
- Funding is Limited

3 OUR PATH FORWARD

- Our Vision and Goals
- Best Practices & Guiding Principles
 - Culture of Walking
 - Pedestrian Planning
 - Pedestrian-Focused Design
 - Facility Implementation
 - Maintenance
 - Prioritized Places for People

4 NEXT STEPS

- How We Fund Pedestrian Improvements
- How We Will Measure Success
- Taking Bold Steps Together



Key Finding 3

COMFORTABLE ROUTES TO DESTINATIONS ARE MISSING



CHALLENGE

Several areas do have desired destinations that would be within a comfortable 15-minute walk if there weren't uncomfortable crossings, missing sidewalks and other barriers. Areas with heavy traffic also influence pedestrian comfort due to air and noise pollution.



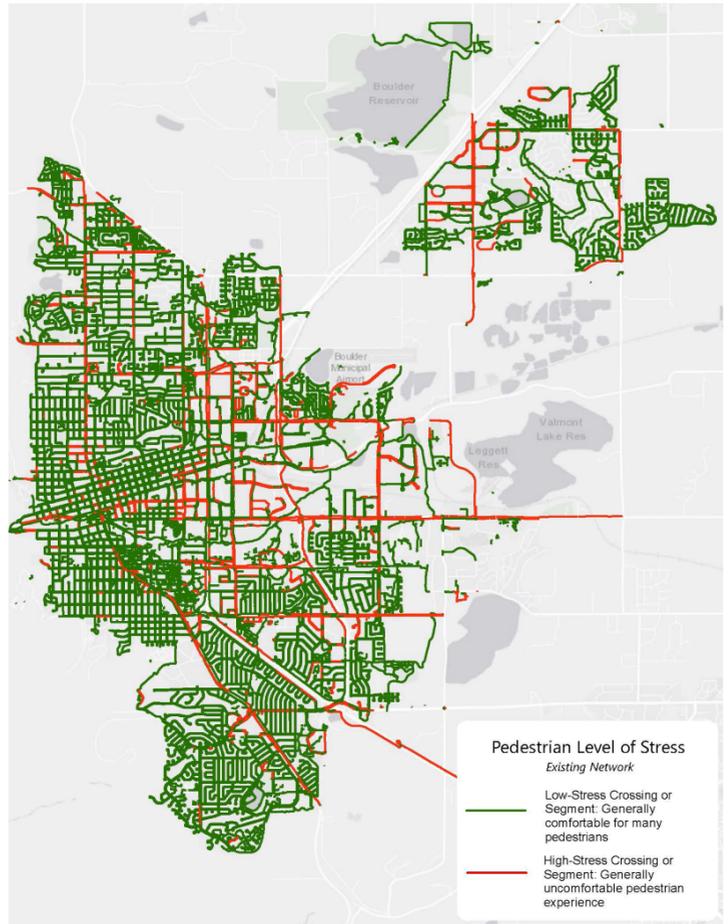
OPPORTUNITY

Taking both safety and comfort into account when planning for pedestrians can make the difference between a person choosing to walk or not—especially for a “functional” trip, like walking to a store. “Pedestrian Improvement Areas,” identified at right, will be further studied to identify opportunities for new sidewalks, upgrades to sidewalks and ramps to meet ADA standards, new pedestrian crossings or enhancements to existing crossings, lighting and other amenities, and wayfinding. These “Pedestrian Improvement Areas” already have a number of great destinations reasonably close to homes, and with small changes to make walking safer and more pleasant, more people would likely choose to walk instead of drive there.

See [Initiative 2](#), [Initiative 3](#), [Initiative 4](#), and [Initiative 6](#) for more information on priority strategies and actions.

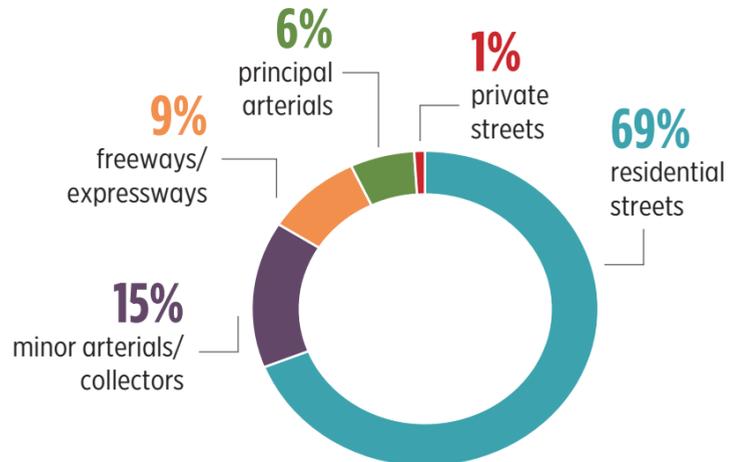
Using GIS data, transportation staff assessed each pedestrian facility as low- or high-stress and calculated low-stress access to key destinations deemed important by the community. This allowed staff to identify specific “Pedestrian Improvement Areas,” that were then validated with the help of the Pedestrian Advisory Committee.

PEDESTRIAN LEVEL OF STRESS



49 miles of sidewalks are missing throughout the city - particularly in our residential neighborhoods.

WHERE ARE SIDEWALKS MISSING?



CONTENTS

Click on the links below to navigate through the plan

1 BOULDER'S PEDESTRIAN PLAN

- What is in this Plan?
- Why Does It Matter?
- What are the Immediate Priorities?
- What is the History of Walking in Boulder?
- How Boulder Walks Today
- Boulder's Pedestrian Programs and Services
- How Was the Plan Developed?
- What Did We Hear?

2 KEY FINDINGS

- Safety is a Top Priority
- Walkable Destinations are Lacking
- Comfortable Routes to Destinations are Missing
- Improved Sidewalk Maintenance is Needed
- Funding is Limited

3 OUR PATH FORWARD

- Our Vision and Goals
- Best Practices & Guiding Principles
 - Culture of Walking
 - Pedestrian Planning
 - Pedestrian-Focused Design
 - Facility Implementation
 - Maintenance
 - Prioritized Places for People

4 NEXT STEPS

- How We Fund Pedestrian Improvements
- How We Will Measure Success
- Taking Bold Steps Together



Key Finding 4 IMPROVED SIDEWALK MAINTENANCE IS NEEDED



CHALLENGE

There are many challenges to maintaining sidewalks so that they are clear and free of tripping hazards. As time passes, tree roots and drainage can cause sidewalks to buckle and/or crack and need repair, snow events require sidewalks to be cleared, and untended vegetation impedes the sidewalks. Other sidewalk blockages can occur from parked vehicles (on-street or in private lots). Often property owners and residents don't know their responsibilities when it comes to keeping sidewalks clear in front of their homes and businesses.



OPPORTUNITY

Partnerships between the city and property owners are key to understanding roles and responsibilities to keep sidewalks well maintained and clear. The city maintains pedestrian facilities with sidewalk repair cost sharing programs and some snow removal on select facilities. Property owners also play a role by keeping vegetation cut back and removing snow and ice along their frontages as well as reporting tripping hazards and vegetation encroachments. Efforts to build awareness of the need and benefits of keeping sidewalks clear of snow, ice, and overgrown vegetation will help to address this challenge.

See [Initiative 5](#) for more information on priority strategies and actions.



Sidewalk with vegetation obstruction



Sidewalk blocked by parked cars



Unplowed sidewalks are challenging for wheelchair users and pedestrians



Snow-covered crossings are particularly difficult for wheelchair users



Sidewalk with vegetation obstruction

CONTENTS

Click on the links below to navigate through the plan

1 BOULDER'S PEDESTRIAN PLAN

- What is in this Plan?
- Why Does It Matter?
- What are the Immediate Priorities?
- What is the History of Walking in Boulder?
- How Boulder Walks Today
- Boulder's Pedestrian Programs and Services
- How Was the Plan Developed?
- What Did We Hear?

2 KEY FINDINGS

- Safety is a Top Priority
- Walkable Destinations are Lacking
- Comfortable Routes to Destinations are Missing
- Improved Sidewalk Maintenance is Needed
- Funding is Limited

3 OUR PATH FORWARD

- Our Vision and Goals
- Best Practices & Guiding Principles
- 1. Culture of Walking
- 2. Pedestrian Planning
- 3. Pedestrian-Focused Design
- 4. Facility Implementation
- 5. Maintenance
- 6. Prioritized Places for People

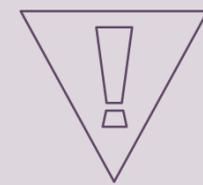
4 NEXT STEPS

- How We Fund Pedestrian Improvements
- How We Will Measure Success
- Taking Bold Steps Together



Key Finding 5

FUNDING IS LIMITED



CHALLENGE

As with many infrastructure and programmatic needs, available funding is not enough to cover everything we want to do. Improvements are made through stand-alone transportation projects as well as annual programs for repairs and enhancements. Similar to the overall transportation budget, of the \$1M in annual pedestrian-related budgets, 90% is dedicated to repair, maintenance, and ADA upgrades for sidewalks and curb ramps. Only 10% is available for new sidewalks and crossing treatments.



OPPORTUNITY

It will be important to use funds effectively and focus on the areas and improvements that are most likely to encourage people to walk more. The Neighborhood GreenStreets corridors (part of the [Low Stress Walk and Bike Network Plan](#)) also offer the opportunity to provide improvements both for pedestrians and cyclists. To meet our vision and goals and truly enhance the pedestrian experience for everyone, we need additional funds for pedestrian-related projects.

See [Initiative 5](#) for more information on priority strategies and actions.

Infrastructure is more complex - and more costly - than meets the eye.

Example Installation Costs

Example Installation Costs for the Enhanced Pedestrian Crossing (including Rectangular Rapid Flashing Beacon (RRFB)) at Broadway/Poplar (approx \$40,000 total).



*Some ramps and street lights already existed at this crossing; costs for installation at other locations may vary.

CONTENTS

Click on the links below to navigate through the plan

1 BOULDER'S PEDESTRIAN PLAN

- What is in this Plan?
- Why Does It Matter?
- What are the Immediate Priorities?
- What is the History of Walking in Boulder?
- How Boulder Walks Today
- Boulder's Pedestrian Programs and Services
- How Was the Plan Developed?
- What Did We Hear?

2 KEY FINDINGS

- Safety is a Top Priority
- Walkable Destinations are Lacking
- Comfortable Routes to Destinations are Missing
- Improved Sidewalk Maintenance is Needed
- Funding is Limited

3 OUR PATH FORWARD

- Our Vision and Goals
- Best Practices & Guiding Principles
 - Culture of Walking
 - Pedestrian Planning
 - Pedestrian-Focused Design
 - Facility Implementation
 - Maintenance
 - Prioritized Places for People

4 NEXT STEPS

- How We Fund Pedestrian Improvements
- How We Will Measure Success
- Taking Bold Steps Together



3 OUR PATH FORWARD

This section includes our vision and goals, best practices and guidance, and key initiatives to improve walking in Boulder. Each key initiative provides an overview of the strategies and next steps, including anticipated timeframes:

- Ongoing
- Near-Term (2019-2024)
- Long-Term (2025-2030)

“Hot Topics” are also provided for some of the key initiatives to provide more context into the programs and planning efforts required to implement the plan.

CONTENTS

Click on the links below to navigate through the plan

1 BOULDER'S PEDESTRIAN PLAN

- What is in this Plan?
- Why Does It Matter?
- What are the Immediate Priorities?
- What is the History of Walking in Boulder?
- How Boulder Walks Today
- Boulder's Pedestrian Programs and Services
- How Was the Plan Developed?
- What Did We Hear?

2 KEY FINDINGS

- Safety is a Top Priority
- Walkable Destinations are Lacking
- Comfortable Routes to Destinations are Missing
- Improved Sidewalk Maintenance is Needed
- Funding is Limited

3 OUR PATH FORWARD

- Our Vision and Goals
- Best Practices & Guiding Principles
 - Culture of Walking
 - Pedestrian Planning
 - Pedestrian-Focused Design
 - Facility Implementation
 - Maintenance
 - Prioritized Places for People

4 NEXT STEPS

- How We Fund Pedestrian Improvements
- How We Will Measure Success
- Taking Bold Steps Together

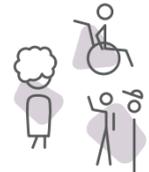


OUR VISION AND GOALS

Boulder puts pedestrians first by creating a creating an experience that is:



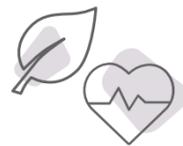
Safe and comfortable: Walking in Boulder is safe, secure and comfortable for everyone, in support of Boulder's Vision Zero goals.



Equitable and inclusive: Boulder is walkable and accessible for all, no matter who you are or where you live.



Vibrant and inviting: Public spaces and pedestrian facilities are vibrant and inviting, and walking is the preferred way to get around.



Healthy for people and the environment: Walking for transportation and recreation in Boulder is used to achieve improved health outcomes, social connectedness, and a sustainable and resilient environment.



Connected and barrier-free: Access to destinations and other modes of travel is direct, efficient, barrier-free and integrates new technologies and innovation.



Our Vision is that *everyone* enjoys being a pedestrian in Boulder for all types of trips—walking is easy, safe and well-connected.

CONTENTS

Click on the links below to navigate through the plan

1 BOULDER'S PEDESTRIAN PLAN

- What is in this Plan?
- Why Does It Matter?
- What are the Immediate Priorities?
- What is the History of Walking in Boulder?
- How Boulder Walks Today
- Boulder's Pedestrian Programs and Services
- How Was the Plan Developed?
- What Did We Hear?

2 KEY FINDINGS

- Safety is a Top Priority
- Walkable Destinations are Lacking
- Comfortable Routes to Destinations are Missing
- Improved Sidewalk Maintenance is Needed
- Funding is Limited

3 OUR PATH FORWARD

- Our Vision and Goals
- Best Practices & Guiding Principles
 - Culture of Walking
 - Pedestrian Planning
 - Pedestrian-Focused Design
 - Facility Implementation
 - Maintenance
 - Prioritized Places for People

4 NEXT STEPS

- How We Fund Pedestrian Improvements
- How We Will Measure Success
- Taking Bold Steps Together



BEST PRACTICES & GUIDING PRINCIPLES

Best practices from around the world helped to inform how to improve walking in Boulder. We asked our PAC members to provide examples of pedestrian-related improvements in other cities and how they could potentially be applied in Boulder. Here's what inspired us.

Ljubljana, Slovenia removed cars from the city center and pedestrianized the entire area.

PAC Member Suggested Application in Boulder: *Extend Pearl Street*



New York City uses curb bulb-outs to protect pedestrians and influence vehicles to move more slowly.

PAC Member Suggested Application in Boulder: *East of Pearl on 16th through 18th*



Portland, Oregon's Depave Program transforms over-paved places (schoolyards, shopping areas, etc.) into greener areas to reconnect the community to nature.

PAC Member Suggested Application in Boulder: *Over-paved places such as Alpine/Balsam and Diagonal Plaza*

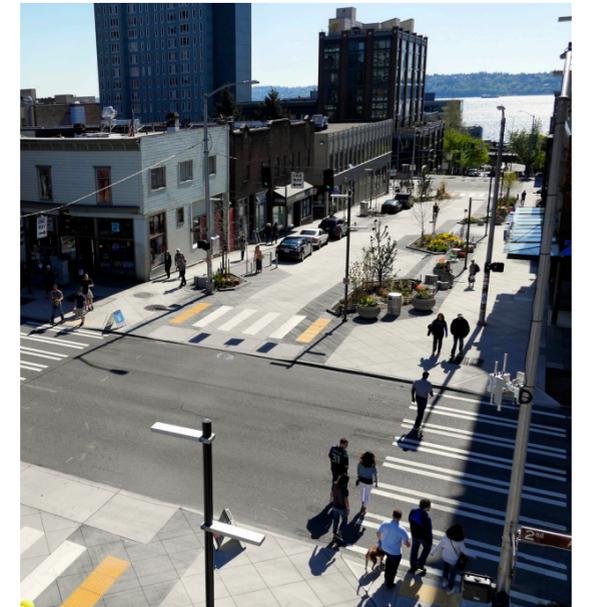
St. Paul, Minnesota distributed door hangers throughout the city prior to snow season to remind neighbors to clear sidewalks.

PAC Member Suggested Application in Boulder: *Boulder could do a similar program citywide*

Seattle, Washington took out curbs, leveled the pavement, added street furniture, and removed car lanes—creating places where people can gather around food trucks, gardens, and play equipment.

Street furniture, including bollards, benches, planters, and bicycle parking, help define a shared space, subtly delineating the traveled way from the pedestrian-only space.

PAC Member Suggested Application in Boulder: *Pearl Street past the mall could transition to a shared street*



CONTENTS

Click on the links below to navigate through the plan

1 BOULDER'S PEDESTRIAN PLAN

- What is in this Plan?
- Why Does It Matter?
- What are the Immediate Priorities?
- What is the History of Walking in Boulder?
- How Boulder Walks Today
- Boulder's Pedestrian Programs and Services
- How Was the Plan Developed?
- What Did We Hear?

2 KEY FINDINGS

- Safety is a Top Priority
- Walkable Destinations are Lacking
- Comfortable Routes to Destinations are Missing
- Improved Sidewalk Maintenance is Needed
- Funding is Limited

3 OUR PATH FORWARD

- Our Vision and Goals
- Best Practices & Guiding Principles
 - Culture of Walking
 - Pedestrian Planning
 - Pedestrian-Focused Design
 - Facility Implementation
 - Maintenance
 - Prioritized Places for People

4 NEXT STEPS

- How We Fund Pedestrian Improvements
- How We Will Measure Success
- Taking Bold Steps Together



Institute for Transportation and Development Policy's Guidance on Pedestrian Planning



PEDESTRIANS FIRST

A MIX OF INFRASTRUCTURE, ACTIVITY, AND PRIORITY



INFRASTRUCTURE	ACTIVITY	PRIORITY
ENSURE A PHYSICAL SPACE AND DESIGN THAT PROMOTES WALKING	BRING PEOPLE AND ACTIVITIES CLOSE ENOUGH TO WALK IN SAFE AND LIVELY ENVIRONMENTS	GIVE PREFERENCE TO WALKING, CYCLING, AND TRANSIT OVER PRIVATE CARS
<ol style="list-style-type: none"> Sidewalks are sufficiently wide, in good condition, clean, unobstructed, and protected Crosswalks are accessible for all pedestrians, safe to cross, and sufficiently wide Signals give priority to pedestrians to cross first and limit wait time, while ensuring enough time for all to cross 	<ol style="list-style-type: none"> A mix of activities and services activate the street from morning to night, making it safer and more interesting to walk Street vendors and sidewalk amenities such as seating, shade, lighting and garbage bins attract more users and animate the sidewalks On-street parking that is well-managed and well-priced can calm traffic while creating a buffer between moving vehicles and the pedestrian realm 	<ol style="list-style-type: none"> Transit, such as bike share, bus, BRT, and rail, are reachable by foot Small street widths are easier to cross Slower speeds for traffic, by both design and enforced speed limits, make safer and more enjoyable walking environments

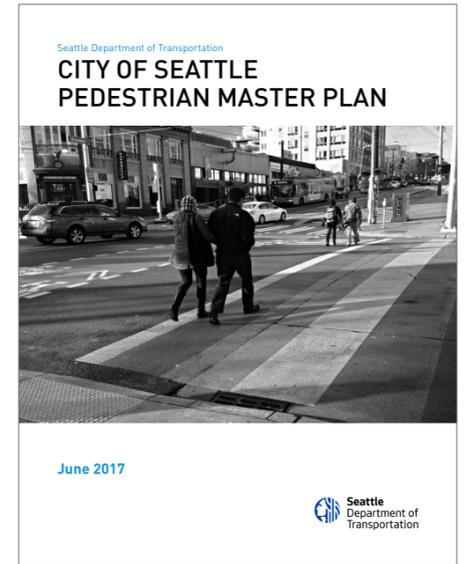
Source: Institute for Transportation and Development Policy's Guidance on Pedestrian Planning

City of Seattle's Guidance on Pedestrian Planning

Walkable, accessible cities share common elements:

- A **safe and connected** pedestrian network that helps ensure a high quality of life for residents and visitors
- Direct connections** to transit and the destinations it serves
- An age-friendly network of **safe and barrier-free sidewalks, paths, walkways, and pedestrian crossings** that provide essential connections for people of all ages and abilities
- Clear and inviting** spaces to move along every street

Source: City of Seattle Pedestrian Master Plan



BOULDER'S PEDESTRIAN PLAN POLICIES AND GUIDING PRINCIPLES

The following will guide the implementation of the Pedestrian Plan:

SIDEWALKS/MULTI-USE PATHS

Construct for all ages and abilities with separation from vehicles and bicycles, where possible; keep clear of obstructions

SIGNAL TIMING

Continue to assess the effectiveness of intersection/signal timing practices that facilitate pedestrian movement (e.g., Pedestrian Head Starts, protected left turns, No Right Turns on Red) and implement where appropriate

DRIVEWAYS

Consolidate where possible and design to be more pedestrian-friendly (e.g., slower vehicle speeds, consistent level for sidewalk surface, reduce conflict points between cyclists and pedestrians)

PEDESTRIAN-FOCUSED DESIGN

Provide buffers, lighting and illumination, and clear walkways to make walking in Boulder more safe and comfortable

INTERSECTIONS

Design for shorter crossing distances, slower vehicle speeds, and separation from cyclists and pedestrians

CROSSINGS

Construct for all ages and abilities at locations that facilitate access to key destinations; make enhancements for comfort and safety

SITE DESIGN

Make developments, including parking lots/structures, more pedestrian-friendly by providing clear paths, creating visually active frontages, providing amenities (e.g., shade, shelter), and making pedestrian access prominent and easy

OFF-STREET MULTI-USE PATHS

Build out Greenways system to seamlessly connect to the rest of the pedestrian network and to support pedestrians and other users co-existing well

CONTENTS

Click on the links below to navigate through the plan

1 BOULDER'S PEDESTRIAN PLAN

- What is in this Plan?
- Why Does It Matter?
- What are the Immediate Priorities?
- What is the History of Walking in Boulder?
- How Boulder Walks Today
- Boulder's Pedestrian Programs and Services
- How Was the Plan Developed?
- What Did We Hear?

2 KEY FINDINGS

- Safety is a Top Priority
- Walkable Destinations are Lacking
- Comfortable Routes to Destinations are Missing
- Improved Sidewalk Maintenance is Needed
- Funding is Limited

3 OUR PATH FORWARD

- Our Vision and Goals
- Best Practices & Guiding Principles
 - Culture of Walking
 - Pedestrian Planning
 - Pedestrian-Focused Design
 - Facility Implementation
 - Maintenance
 - Prioritized Places for People

4 NEXT STEPS

- How We Fund Pedestrian Improvements
- How We Will Measure Success
- Taking Bold Steps Together



CONTENTS

Click on the links below to navigate through the plan

1 BOULDER'S PEDESTRIAN PLAN

- What is in this Plan?
- Why Does It Matter?
- What are the Immediate Priorities?
- What is the History of Walking in Boulder?
- How Boulder Walks Today
- Boulder's Pedestrian Programs and Services
- How Was the Plan Developed?
- What Did We Hear?

2 KEY FINDINGS

- Safety is a Top Priority
- Walkable Destinations are Lacking
- Comfortable Routes to Destinations are Missing
- Improved Sidewalk Maintenance is Needed
- Funding is Limited

3 OUR PATH FORWARD

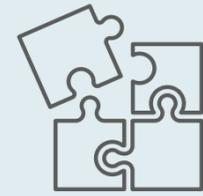
- Our Vision and Goals
- Best Practices & Guiding Principles
- 1. Culture of Walking
- 2. Pedestrian Planning
- 3. Pedestrian-Focused Design
- 4. Facility Implementation
- 5. Maintenance
- 6. Prioritized Places for People

4 NEXT STEPS

- How We Fund Pedestrian Improvements
- How We Will Measure Success
- Taking Bold Steps Together



Initiative 1 CULTURE OF WALKING



STRATEGY

Normalize walking and strengthen community identity and belonging through pedestrian-focused programs.



NEW ACTIONS

1A. Education/Encouragement:

- Expand education on rules of the road and safe travel behavior by all transportation users. (near)
- Raise awareness about the benefits of and opportunities for walking, including collaborations with other departments and community organizations. (near)
- Expand walking programs and event offerings through the Boulder Walks Program. (ongoing)
- In collaboration with local and regional partner, host a Pedestrian Conference to promote information sharing, best practices, and innovation. (long)
- Establish walking routes around the city (e.g., Halifax Common Link loops). (near)

1B. Enforcement: Work with the Police Department through the Heads Up Program to identify key locations and types of behavior for strategic enforcement. (near)

1C. Evaluation: Establish baselines and targets for the performance measures described in the How We Will Measure Success section and use in the 2020 Transportation Report on Progress. (near/2019)

1D. Wayfinding: Develop coordinated pedestrian wayfinding system:

- » In high pedestrian activity areas such as downtown, University Hill, and Boulder Junction (long)
- » As part of the Neighborhood GreenStreets program and multi-use path system (near and long)

1E. Safe Routes to School (SRTS): Continue to partner with BVSD to support walking to/from school. (ongoing)

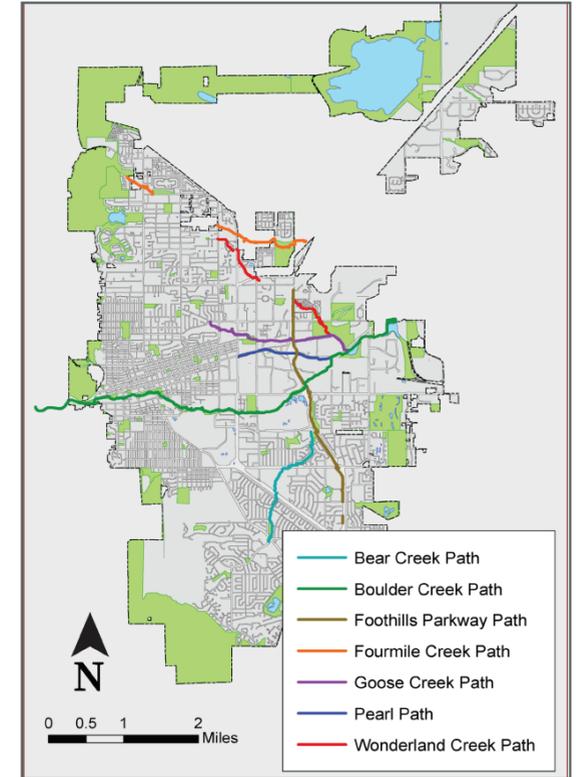
1F. Innovation: Employ new technologies that support safety, access, and an understanding of pedestrian behavior (e.g., automatic detection of pedestrians). (near)

1G. Walk Friendly Community: Reapply for Walk Friendly Community designation that incorporates a comprehensive assessment of walking conditions in Boulder. (near/2019)

1H. Community-Based Committee: Develop community-based committee to support implementation of the Pedestrian Plan and the ADA Self-Evaluation and Transition Plan. (near/2019)

Potential color-coded navigation for multi-use path system

Source: Thomas Dimperio



CONTENTS

Click on the links below to navigate through the plan

1 BOULDER'S PEDESTRIAN PLAN

- What is in this Plan?
- Why Does It Matter?
- What are the Immediate Priorities?
- What is the History of Walking in Boulder?
- How Boulder Walks Today
- Boulder's Pedestrian Programs and Services
- How Was the Plan Developed?
- What Did We Hear?

2 KEY FINDINGS

- Safety is a Top Priority
- Walkable Destinations are Lacking
- Comfortable Routes to Destinations are Missing
- Improved Sidewalk Maintenance is Needed
- Funding is Limited

3 OUR PATH FORWARD

- Our Vision and Goals
- Best Practices & Guiding Principles
 1. Culture of Walking
 2. Pedestrian Planning
 3. Pedestrian-Focused Design
 4. Facility Implementation
 5. Maintenance
 6. Prioritized Places for People

4 NEXT STEPS

- How We Fund Pedestrian Improvements
- How We Will Measure Success
- Taking Bold Steps Together



Action 1A. Education/Encouragement Programs

The City of Boulder works with local organizations to create programs that inspire, educate and encourage residents to walk, taking full advantage of our existing sidewalk and path infrastructure. Throughout the Pedestrian Plan Update process, we heard from residents about the need for more comfortable everyday walking routes, as well as clear and useful information about how to access desired destinations when walking or using a wheelchair. Three local programs focus on



connecting Boulder residents with resources to help them integrate more walking and rolling into daily trips.

The **Boulder Walks** program orients residents to great places to walk, provides low-stress walking routes for people of all ages and abilities, and offers creative walking events to engage residents in discussions about current transportation planning projects.

Boulder Walks began as a series of neighborhood walkabouts in 2013, designed to engage community members in the 2012-2014 Transportation Master Plan Update. In June 2015, GO Boulder began working with a local coordinator from the Walk2Connect Cooperative to create walking events and invitations for people throughout the city. Boulder Walks now hosts monthly walkabouts, as well as special events for Winter Walk and Bike Week, Walk and Bike Month and focused outreach throughout the year, including walks with city council members and walk audits of city planning project areas. Look for opportunities to join community-based walking events on the Boulder Walks website - boulderwalks.org - or the Boulder Walks Facebook page.

Lifelong Boulderite Graham Hill started **Shared Paths Boulder** in 2016 to share his love of the city's extensive multi-use path system. Hill and his team of neighbors, bicyclists, artists and volunteer path stewards work with GO Boulder to produce pop-up events accessible from the paths during Walk and Bike Month and to educate people on "The Way of the Path," ensuring the multi-use paths stay clean and safe for all. Purple-vested Shared Paths volunteers bike or walk along prescribed path routes during weekly shifts to create a presence and provide assistance where needed. Shared Paths aims to encourage more Boulder residents to use the paths for commuting and exercise and to build community ownership of the multi-use path network. Find information about upcoming events and how to volunteer on sharedpathsboulder.org.



CONTENTS

Click on the links below to navigate through the plan

1 BOULDER'S PEDESTRIAN PLAN

- What is in this Plan?
- Why Does It Matter?
- What are the Immediate Priorities?
- What is the History of Walking in Boulder?
- How Boulder Walks Today
- Boulder's Pedestrian Programs and Services
- How Was the Plan Developed?
- What Did We Hear?

2 KEY FINDINGS

- Safety is a Top Priority
- Walkable Destinations are Lacking
- Comfortable Routes to Destinations are Missing
- Improved Sidewalk Maintenance is Needed
- Funding is Limited

3 OUR PATH FORWARD

- Our Vision and Goals
- Best Practices & Guiding Principles

1. Culture of Walking
2. Pedestrian Planning
3. Pedestrian-Focused Design
4. Facility Implementation
5. Maintenance
6. Prioritized Places for People

4 NEXT STEPS

- How We Fund Pedestrian Improvements
- How We Will Measure Success
- Taking Bold Steps Together

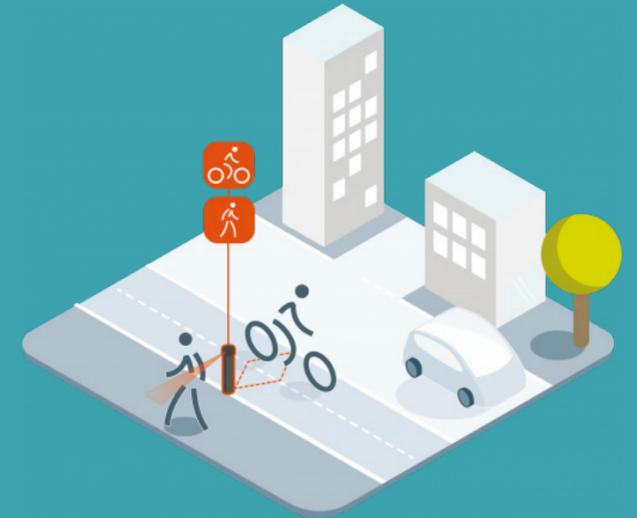
The city and the Boulder Valley School District (BVSD) work together to encourage students and families to choose active transportation modes to get to and from school through the federally funded **Safe Routes to School** program. This nationwide education and encouragement program is locally administered by school districts in partnership with municipalities. Here in Boulder, BVSD develops events for Walk to School Day and Bike Week/ Bike to School Day, creates encouragement and reward programs such as Trip Tracker, and works with the city to create more walk- and bike-friendly infrastructure for students. These past two years, GO Boulder worked with three elementary schools—Mesa, Whittier and University Hill—to create additional education programs about bicycle safety and safe use of crosswalks, and to identify potential infrastructure improvements to create a safer bike and pedestrian environment around the schools. By encouraging students to walk or bike to school, the BVSD's Safe Routes to School program aims to reduce car traffic and air pollution, increase student health and readiness to learn, and grow community support for active transportation choices.



Expanding and enhancing these education and encouragement programs to reflect all of the key initiatives identified in this Pedestrian Plan will be key to meeting the vision and goals. This will ultimately provide community engagement that builds relationships and makes active transportation choices more feasible for residents of all ages and abilities.

Action 1F. Innovation

Two of the key areas of innovation are related to automated detection and counting of pedestrians. Automated detection can make it easier for pedestrians to cross the street, and counters help us know how much pedestrian activity there is in a certain area. Boulder has already implemented this technology in a few locations, and will look for additional opportunities.



Automated sensors count pedestrians as they walk into a zone.



LEFT: At Lee Hill and 5th Street a sensor automatically detects pedestrians and cyclists to turn on the yellow blinking lights for crossing. ABOVE: An automated counter on the Boulder Creek Path counts both pedestrians and cyclists continuously.



CONTENTS

Click on the links below to navigate through the plan

1 BOULDER'S PEDESTRIAN PLAN

- What is in this Plan?
- Why Does It Matter?
- What are the Immediate Priorities?
- What is the History of Walking in Boulder?
- How Boulder Walks Today
- Boulder's Pedestrian Programs and Services
- How Was the Plan Developed?
- What Did We Hear?

2 KEY FINDINGS

- Safety is a Top Priority
- Walkable Destinations are Lacking
- Comfortable Routes to Destinations are Missing
- Improved Sidewalk Maintenance is Needed
- Funding is Limited

3 OUR PATH FORWARD

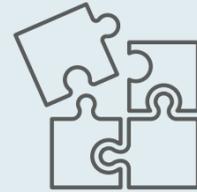
- Our Vision and Goals
- Best Practices & Guiding Principles
 - Culture of Walking
 - Pedestrian Planning**
 - Pedestrian-Focused Design
 - Facility Implementation
 - Maintenance
 - Prioritized Places for People

4 NEXT STEPS

- How We Fund Pedestrian Improvements
- How We Will Measure Success
- Taking Bold Steps Together



PEDESTRIAN PLANNING



STRATEGY

Adopt a pedestrian-focused approach in transportation and land use planning and implementation.



NEW ACTIONS

- ⚡ **2A. Vision Zero:** Implement the 2019 Vision Zero Action Plan to improve pedestrian safety. (near/2019)
- ⚡ **2B. Walking Comfort:** Develop a program to make walking more comfortable ("low-stress") to daily destinations. (near/2019)
 - Promote and support walking and 15-min neighborhoods in citywide and subcommunity planning. (ongoing)
 - Implement Pedestrian Improvement Areas. (near and long)
 - Implement Neighborhood GreenStreets. (near and long)

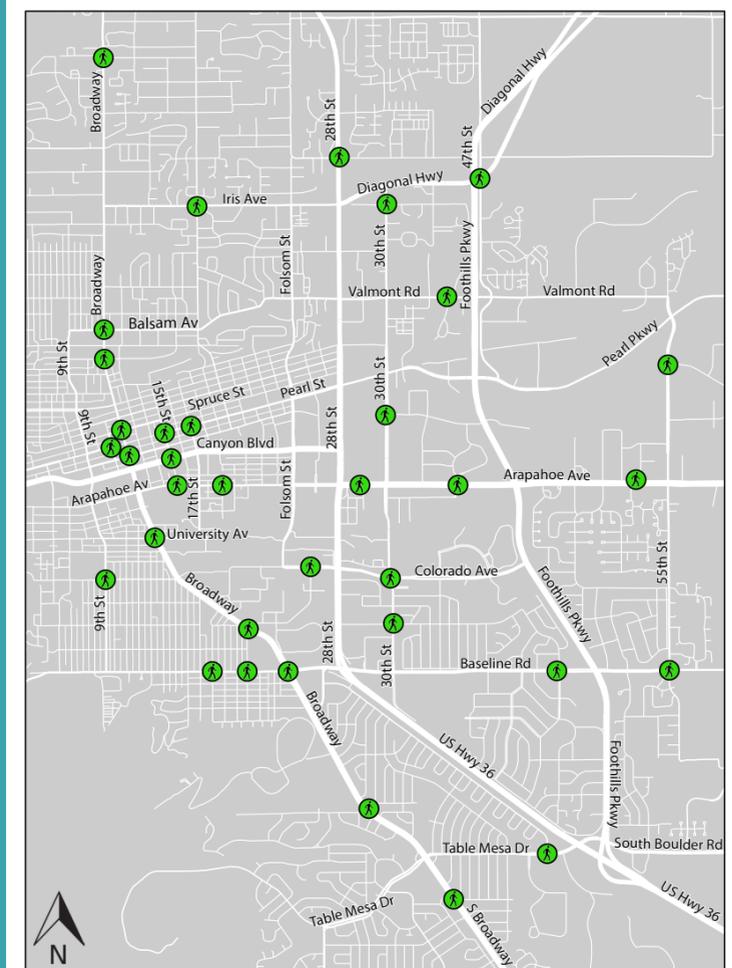
⚡ HOT TOPIC

Action 2A. Safe Streets Report/Vision Zero Action Plan

The 2019 **Safe Streets Report and Vision Zero Action Plan** prioritize a few key elements to improve pedestrian safety in Boulder:

- **Pedestrian Head Starts** allow pedestrians to walk into a signalized intersection before cars have the green light to improve awareness of pedestrians crossing the intersection.
- **"No Right Turn On Red"** restrictions reduce potential conflicts between cars and pedestrians by limiting right turns when the signal is red.
- **Left-turn protected phasing** provides left-turn signals for cars.
- **Education for motorists, bicyclists, and pedestrians** ensure that everyone understands the rules of the road to improve safety.

PEDESTRIAN HEAD START LOCATIONS AS OF AUGUST 2019



CONTENTS

Click on the links below to navigate through the plan

1 BOULDER'S PEDESTRIAN PLAN

- What is in this Plan?
- Why Does It Matter?
- What are the Immediate Priorities?
- What is the History of Walking in Boulder?
- How Boulder Walks Today
- Boulder's Pedestrian Programs and Services
- How Was the Plan Developed?
- What Did We Hear?

2 KEY FINDINGS

- Safety is a Top Priority
- Walkable Destinations are Lacking
- Comfortable Routes to Destinations are Missing
- Improved Sidewalk Maintenance is Needed
- Funding is Limited

3 OUR PATH FORWARD

- Our Vision and Goals
- Best Practices & Guiding Principles
- 1. Culture of Walking
- 2. Pedestrian Planning
- 3. Pedestrian-Focused Design
- 4. Facility Implementation
- 5. Maintenance
- 6. Prioritized Places for People

4 NEXT STEPS

- How We Fund Pedestrian Improvements
- How We Will Measure Success
- Taking Bold Steps Together

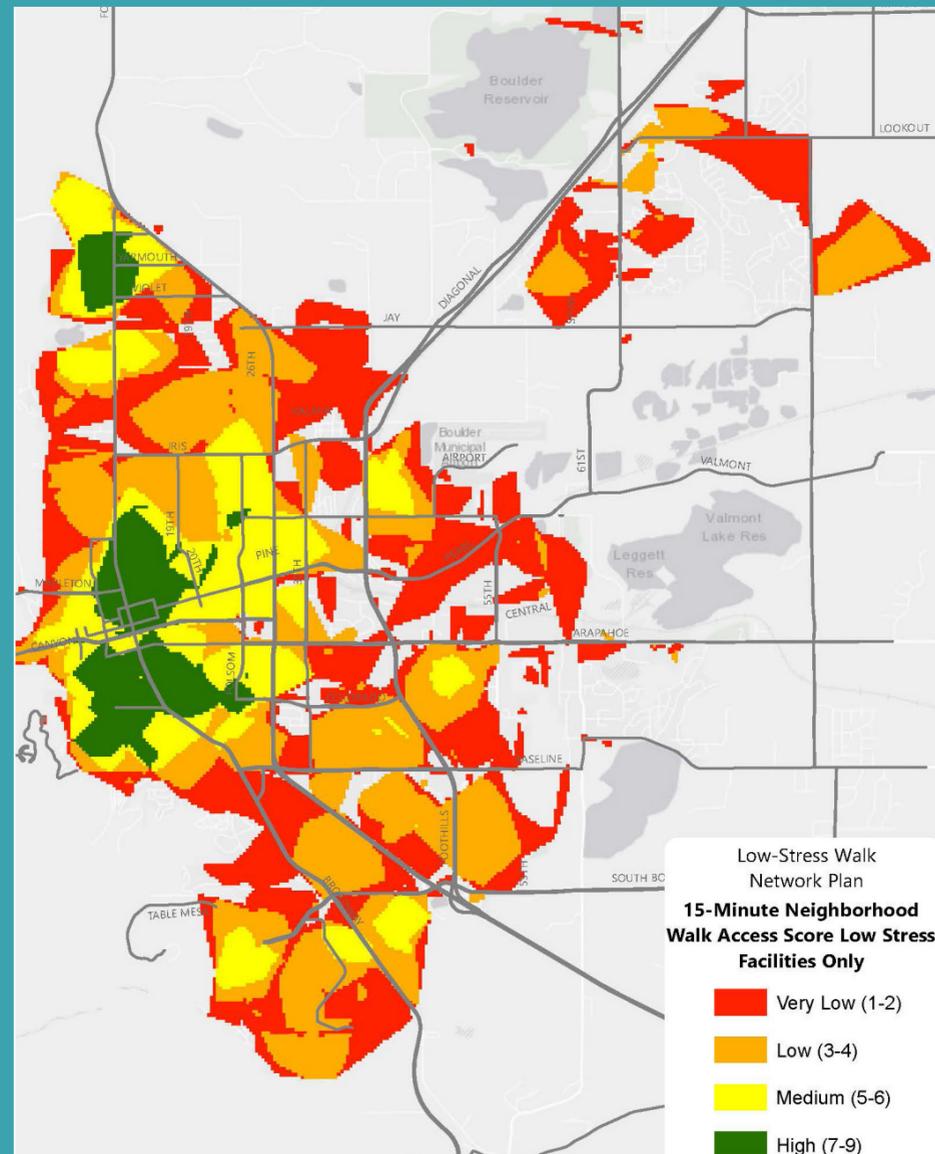


Action 2B. Making Walking More Comfortable For Daily Destinations

To support walking more for all trips, we explored the concept of 15-minute neighborhoods — places where Boulder residents can access basic needs (food, parks, schools, etc.) within a 15-minute walk. This means there are both destinations nearby and comfortable facilities on which to walk there.

This map shows the degree to which different areas currently provide low-stress walking access to key destinations.

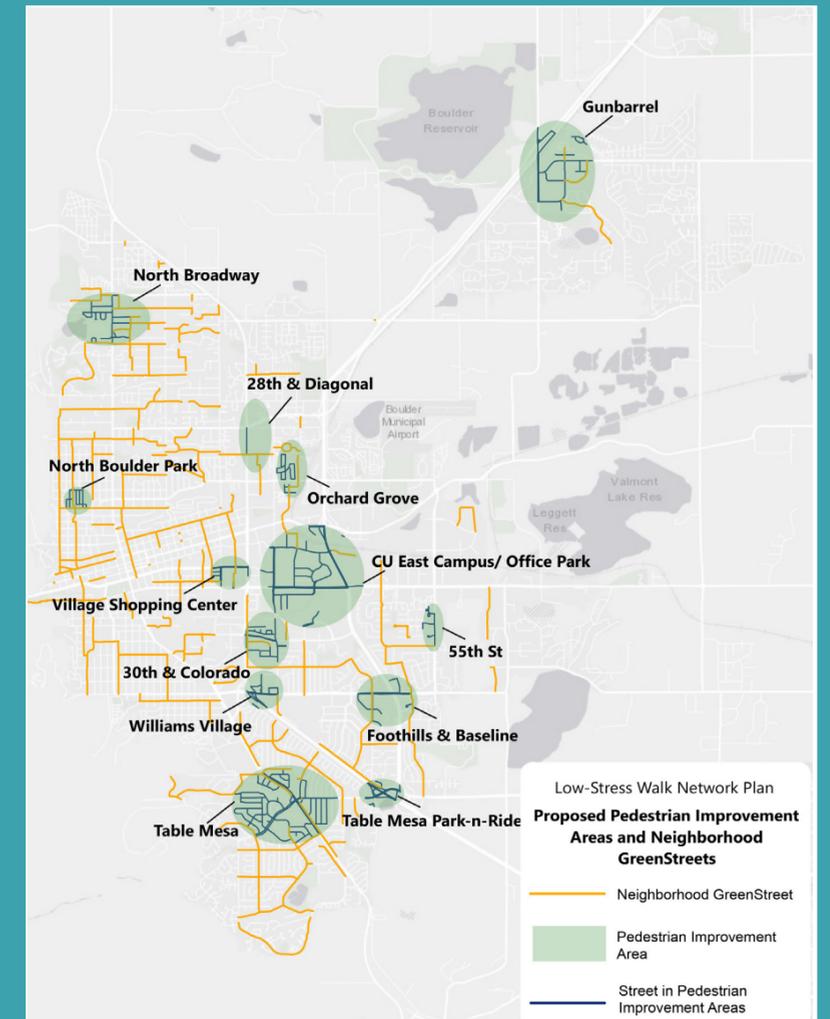
15-MINUTE NEIGHBORHOOD WALK ACCESS SCORE (LOW-STRESS FACILITIES)



The Pedestrian Plan identifies areas and corridors in which to focus future improvements. The areas have been denoted as Pedestrian Improvement Areas (PIAs), and the corridors are called Neighborhood GreenStreets.

Subsequent to the plan each area will be studied in detail and improvements recommended. These could include building new sidewalk, upgrading existing sidewalks and curb ramps to meet ADA requirements, new pedestrian crossings and/or enhancements to existing crossings, lighting, other amenities, and wayfinding. While the structure of each study will be similar, the identified improvements will be specific to each area and developed working with the community. It is the intent to study and implement improvements in all 13 PIAs by 2030.

LOW-STRESS WALK NETWORK PLAN



In addition to these areas, Neighborhood GreenStreet corridors have been identified through the Low Stress Walk and Bike Network Plan as streets with lower traffic volumes and speeds on which we will focus low-cost, high-impact improvements specifically for comfort and safety for people walking and biking. Similar to the PIAs, corridors will be studied and improvements identified and implemented by 2030.

CONTENTS

Click on the links below to navigate through the plan

1 BOULDER'S PEDESTRIAN PLAN

- What is in this Plan?
- Why Does It Matter?
- What are the Immediate Priorities?
- What is the History of Walking in Boulder?
- How Boulder Walks Today
- Boulder's Pedestrian Programs and Services
- How Was the Plan Developed?
- What Did We Hear?

2 KEY FINDINGS

- Safety is a Top Priority
- Walkable Destinations are Lacking
- Comfortable Routes to Destinations are Missing
- Improved Sidewalk Maintenance is Needed
- Funding is Limited

3 OUR PATH FORWARD

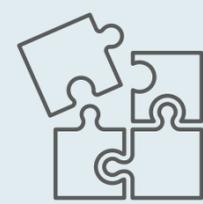
- Our Vision and Goals
- Best Practices & Guiding Principles
 - Culture of Walking
 - Pedestrian Planning
 - Pedestrian-Focused Design**
 - Facility Implementation
 - Maintenance
 - Prioritized Places for People

4 NEXT STEPS

- How We Fund Pedestrian Improvements
- How We Will Measure Success
- Taking Bold Steps Together



Initiative 3 PEDESTRIAN-FOCUSED DESIGN



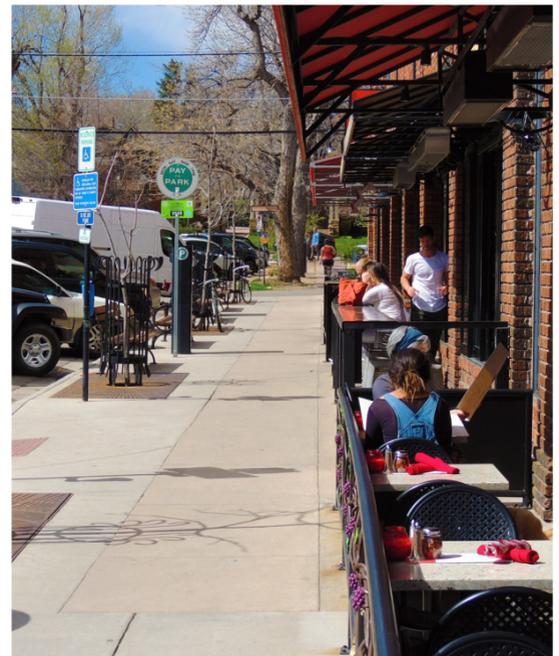
STRATEGY

Provide pedestrian-focused design elements through corridor plans through corridor plans, access to transit, interdepartmental projects, and other opportunities (ongoing):



NEW ACTIONS

- 3A. Integrating into Existing Processes:** Integrate Ped Plan policies and pedestrian-focused design treatments in development review, capital projects, corridor plans, subcommunity plans, and other opportunities such as demonstration projects. (ongoing)
- 3B. Art:** Collaborate to provide more public art through transportation projects (e.g., Paint the Pavement, Art in Public Places, etc.). (ongoing)



CONTENTS

Click on the links below to navigate through the plan

1 BOULDER'S PEDESTRIAN PLAN

- What is in this Plan?
- Why Does It Matter?
- What are the Immediate Priorities?
- What is the History of Walking in Boulder?
- How Boulder Walks Today
- Boulder's Pedestrian Programs and Services
- How Was the Plan Developed?
- What Did We Hear?

2 KEY FINDINGS

- Safety is a Top Priority
- Walkable Destinations are Lacking
- Comfortable Routes to Destinations are Missing
- Improved Sidewalk Maintenance is Needed
- Funding is Limited

3 OUR PATH FORWARD

- Our Vision and Goals
- Best Practices & Guiding Principles
 - Culture of Walking
 - Pedestrian Planning
 - Pedestrian-Focused Design
 - Facility Implementation
 - Maintenance
 - Prioritized Places for People

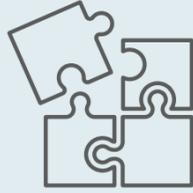
4 NEXT STEPS

- How We Fund Pedestrian Improvements
- How We Will Measure Success
- Taking Bold Steps Together



Initiative 4 FACILITY IMPLEMENTATION

Source: Getty Images



STRATEGY

Make sidewalks, multi-use paths, crossings, ramps, and other facilities more pedestrian-friendly for all ages and abilities.



NEW ACTIONS

- 4A. Missing Links Program:** Refresh the city's Missing Links Program for new sidewalks to include the most recent comprehensive GIS data and low stress pedestrian network results and revisit the approach to implementing improvements. (near)
- 4B. Design and Construction Standards:** Update the city's Design and Construction Standards (DCS) to reflect best practices for new sidewalks and multi-use paths adjacent to streets, parking lots/structures, and pedestrian streets. (near)
- 4C. ADA Self-Evaluation and Transition Plan:** Complete and implement the Accessible Boulder: ADA Self-Evaluation and Transition Plan, facilitated through community engagement and inventory of our transportation infrastructure to identify barriers and opportunities to improve accessibility of the city's transportation system for all mobility levels. (near/2019)
- 4D. Pedestrian Crossing Treatment Installation Guidelines:** Update Pedestrian Crossing Treatment Installation Guidelines per industry best practices, local experiences, and assessment of effectiveness of crossing treatments. (near/2019)
- 4E. Multi-use Path Safety and Security:** Implement the Way of the Path program through education, signing, striping and lighting to enhance safety and security and reduce conflicts between pedestrians, cyclists, and other users of the off-street multi-use paths. (near)
- 4F. Alley Enhancements:**
 - Implement the Hill Alley Enhancement Final Plan. (near)
 - Develop and implement an **alley enhancement program** to improve the comfort and use of select alleys as direct connections for pedestrians. (long)

⚡ HOT TOPIC

Action 4B. Update DCS to Enable Pedestrian Friendly Building and Parking Design

The design of buildings and parking lots is critical to supporting walkable neighborhoods. Pedestrian-oriented buildings are built out to the sidewalk and not set back behind parking lots or significant landscaping that act as a pedestrian barrier between the building and the sidewalk. They have active frontages, such as retail, rather than blank walls or garage entrances facing the main street. They are, above all, welcoming to people. The same goes for parking lots, which should have clear wayfinding for pedestrians and well-marked pathways for people to walk safely through. Surface and parking lots should have clear wayfinding for pedestrians and well-marked pathways for people to walk safely through the lot.

A



PEDESTRIAN ORIENTED:
A building built out to the sidewalk

B



NOT PEDESTRIAN ORIENTED:
A building behind a parking lot

C



SOMEWHAT PEDESTRIAN ORIENTED:
A building behind a parking lot that has been retrofitted to include an accessible path

CONTENTS

Click on the links below to navigate through the plan

1 BOULDER'S PEDESTRIAN PLAN

- What is in this Plan?
- Why Does It Matter?
- What are the Immediate Priorities?
- What is the History of Walking in Boulder?
- How Boulder Walks Today
- Boulder's Pedestrian Programs and Services
- How Was the Plan Developed?
- What Did We Hear?

2 KEY FINDINGS

- Safety is a Top Priority
- Walkable Destinations are Lacking
- Comfortable Routes to Destinations are Missing
- Improved Sidewalk Maintenance is Needed
- Funding is Limited

3 OUR PATH FORWARD

- Our Vision and Goals
- Best Practices & Guiding Principles
 - Culture of Walking
 - Pedestrian Planning
 - Pedestrian-Focused Design
- Facility Implementation
- Maintenance
- Prioritized Places for People

4 NEXT STEPS

- How We Fund Pedestrian Improvements
- How We Will Measure Success
- Taking Bold Steps Together



Action 4B. Pedestrian Streets

Pedestrian streets can serve many different purposes – from a place for people to visit and connect to a commercial street where people can meet their daily needs

5 TYPES OF PEDESTRIAN STREETS

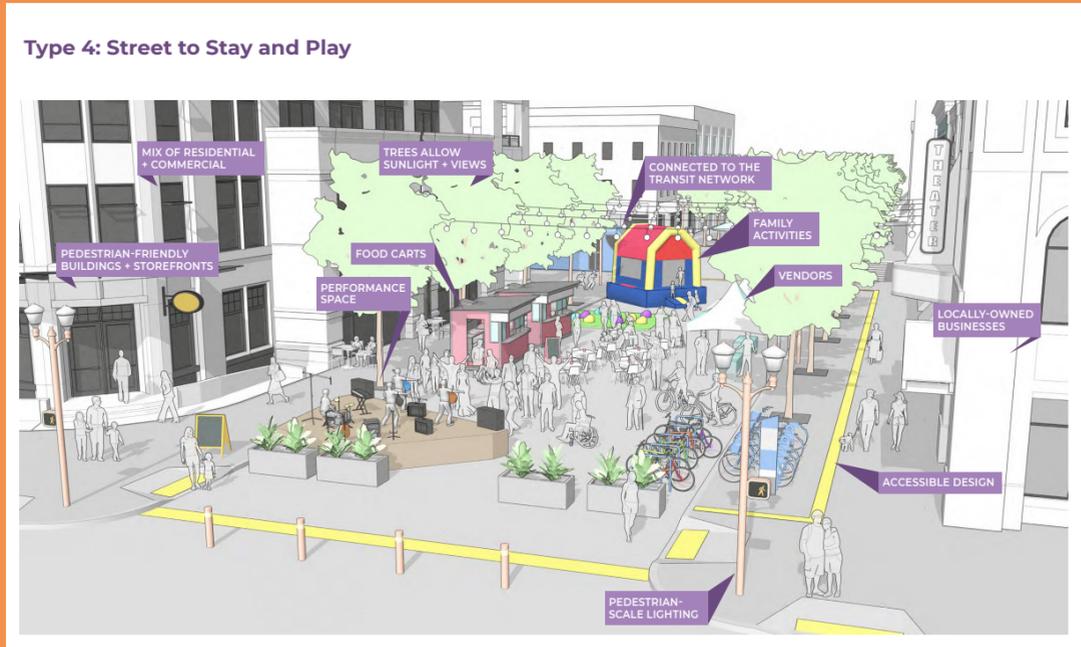
Type 1: Bustling Commercial Streets are lively pedestrian zones that support businesses by making storefronts easy to see and providing a pleasant, safe area for mingling and shopping.

Type 2: Neighborhood Green Streets transform spaces dedicated to cars into community living rooms.

Type 3: People-Powered Streets dedicate safe road segments for people to get around by walking, biking, and rolling. They are important parts of the broader transportation network and connect people to places.

Type 4: Stay and Play Streets provide spaces for lively activities, including kid-friendly events, concerts, festivals, and celebrations.

Type 5: Market Streets host a dynamic mix of performers and merchants, including food carts, farm stands, coffee carts, craft booths, or other merchants.



Source: Living Streets Central City: A pathway toward inclusive, equitable, and accessible pedestrian streets (Portland, Oregon 2019)

Action 4C. ADA Self-Evaluation and Transition Plan

The Accessible Boulder: ADA Self-Evaluation & Transition Plan is a project to ensure the accessibility of the city's transportation system for all mobility levels.



The plan includes the development of a two-fold, future-thinking document. The ADA Self-Evaluation portion of the plan assesses how well the city's transportation system—such as sidewalks, curb ramps, pedestrian signals and crossings, and transit stops—complies with the Americans with Disabilities Act (ADA). The Self-Evaluation will look at existing policies and programs related to accessibility, engage with the public and assess our transportation services, infrastructure, and programs to identify barriers and opportunities for improvement.

The ADA Transition portion of the plan will prioritize, plan and draft a schedule to make the improvements identified in the Self-Evaluation.



CONTENTS

Click on the links below to navigate through the plan

1 BOULDER'S PEDESTRIAN PLAN

- What is in this Plan?
- Why Does It Matter?
- What are the Immediate Priorities?
- What is the History of Walking in Boulder?
- How Boulder Walks Today
- Boulder's Pedestrian Programs and Services
- How Was the Plan Developed?
- What Did We Hear?

2 KEY FINDINGS

- Safety is a Top Priority
- Walkable Destinations are Lacking
- Comfortable Routes to Destinations are Missing
- Improved Sidewalk Maintenance is Needed
- Funding is Limited

3 OUR PATH FORWARD

- Our Vision and Goals
- Best Practices & Guiding Principles
 1. Culture of Walking
 2. Pedestrian Planning
 3. Pedestrian-Focused Design
 4. Facility Implementation
 5. Maintenance
 6. Prioritized Places for People

4 NEXT STEPS

- How We Fund Pedestrian Improvements
- How We Will Measure Success
- Taking Bold Steps Together



Action 4D. Pedestrian Crossing Treatment Installation Guidelines

The Pedestrian Crossing Treatment Installation Guidelines (PCTIG) are used to help determine whether crossing improvements are needed and what type of treatments are most appropriate for the conditions. They cover everything from where to use striped and signed crosswalks to Rectangular Rapid Flashing Beacons (RRFBs/yellow blinking lights) to underpasses. The first version of the guidelines was released in 1998, and they have been updated twice since then, in 2005 and 2011. Another update will begin in late 2019; ideas to be explored in the update based on both individual, staff, and community input include:

- Literature/peer review/staff interviews—understand industry best practices and current experience by Boulder staff implementing crossing improvements
- Effectiveness of existing crossings—understand how well crossings are working today, based on both individual experiences from community members and compliance and crash data
- Update of current guidelines—review and potentially refine the types of data used as thresholds (currently roadway volumes, number of pedestrians crossing, number of lanes, and speed limits), how much data needs



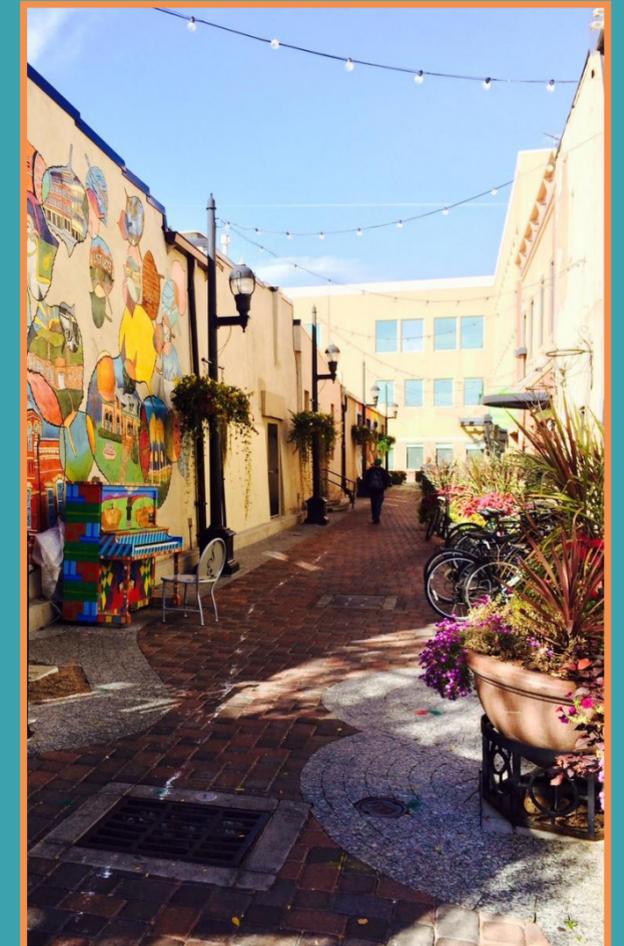
to be collected, the appropriate spacing of crossings, and the potential to expand the use of RRFBs/yellow blinking lights

- Detailed documentation of the various treatments—including key elements, feasibility considerations, and costs
- Prioritization process—document these in the guidelines and address how to prioritize both new crossings and enhancements to existing crossings
- Integrated planning—review how crossing improvements are integrated into development review and corridor plans



Action 4F. Alleys

Alleys are sometimes forgotten spaces in the urban environment, although they hold great potential. Some of the problems we see in alleys include: a lack of quality public space, an abundance of garbage containers, little to no lighting, and a focus on the automobile. But with some creative thinking, alleys can be transformed into quality public spaces that provide improved health and safety to the community. Alleys can provide direct connections for pedestrians and can be utilized for stormwater management, business storefronts, community events, and more. Strategies to achieve a successful activated alley can include adequate lighting, green infrastructure, pervious pavement, outdoor furniture, and public art. Potential alley improvement locations to be considered include downtown and University Hill.



CONTENTS

Click on the links below to navigate through the plan

1 BOULDER'S PEDESTRIAN PLAN

- What is in this Plan?
- Why Does It Matter?
- What are the Immediate Priorities?
- What is the History of Walking in Boulder?
- How Boulder Walks Today
- Boulder's Pedestrian Programs and Services
- How Was the Plan Developed?
- What Did We Hear?

2 KEY FINDINGS

- Safety is a Top Priority
- Walkable Destinations are Lacking
- Comfortable Routes to Destinations are Missing
- Improved Sidewalk Maintenance is Needed
- Funding is Limited

3 OUR PATH FORWARD

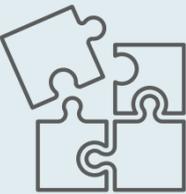
- Our Vision and Goals
- Best Practices & Guiding Principles
 - Culture of Walking
 - Pedestrian Planning
 - Pedestrian-Focused Design
 - Facility Implementation
 - Maintenance
 - Prioritized Places for People

4 NEXT STEPS

- How We Fund Pedestrian Improvements
- How We Will Measure Success
- Taking Bold Steps Together



Initiative 5 MAINTENANCE



STRATEGY

Repair and maintain pedestrian facilities to provide a safe and comfortable pedestrian system.



NEW ACTIONS

- 5A. Sidewalk Repair Program:** Explore opportunities to coordinate the Sidewalk Repair Program and new Pedestrian Improvement Areas and Neighborhood GreenStreets programs. (near)
- 5B. Snow and Ice Removal:** Evaluate and refine/enhance snow and ice removal on pedestrian facilities to improve access to transit stops, prioritize crosswalk clearing and generally improve conditions after snow events. (near/2019)
- 5C. Obstruction Clearance:** Conduct periodic outreach campaigns to property owners to ensure pedestrian facilities are clear of obstructions such as overgrown vegetation and parked cars. (near)
- 5D. Community Programs:** Explore additional community-based responsibility programs (e.g., shared responsibility for maintenance such as snow removal). (near)

Example community-based responsibility program from St. Paul, Minnesota



A Friendly Reminder:

24 HOURS TO SHOVEL SIDEWALKS

Hi – I'm a neighbor who relies on sidewalks being clear of snow and ice so that myself and others can get around safely and easily.

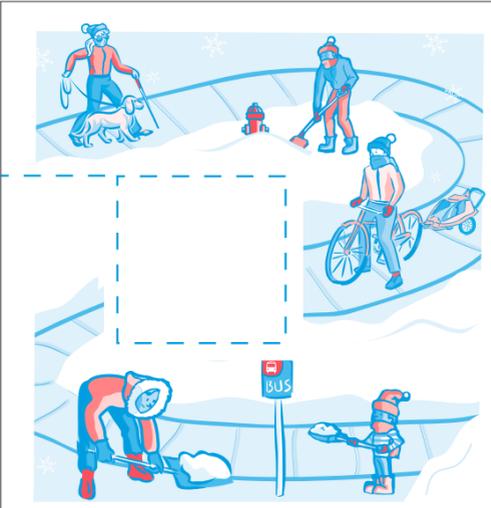
Our city requires that snow be removed from sidewalks within **24 hours after a snowfall.**

Not clearing walks can cost you a lot in fines and fees, so please see the other side of this card for helpful tips and resources.

Turn over for important information

Steps to create a doorhanger

- Print this page in color or B&W
- Cut along the dotted line to separate this instruction panel
- Fold the square panel in half
- Seal the long edge with tape
- Flip & cut along the dotted square



- Who Needs to Shovel?** Owners and occupants with businesses or properties bordering public sidewalks.
- When to Shovel** Snow and ice need to be cleared from sidewalks within **24 hours after a snowfall.**
- Where to Shovel** Clear the full width of the sidewalk. Salt or sand icy spots and remove snow from sidewalk corners and curb ramps. Consider helping out by clearing around bus stops and fire hydrants.

- What Happens If I Don't Shovel?**
 - You may receive a notice from the city
 - If you don't comply, you could be charged for snow removal services *and* fined
- Need Help?** If you don't have the ability to shovel, call the number below to see if there is a Senior Chore Program in your neighborhood.
- Questions?** Call the City of St. Paul Information & Complaints Office at **651-266-8989** Or visit smart-trips.org/sidewalks

CONTENTS

Click on the links below to navigate through the plan

1 BOULDER'S PEDESTRIAN PLAN

- What is in this Plan?
- Why Does It Matter?
- What are the Immediate Priorities?
- What is the History of Walking in Boulder?
- How Boulder Walks Today
- Boulder's Pedestrian Programs and Services
- How Was the Plan Developed?
- What Did We Hear?

2 KEY FINDINGS

- Safety is a Top Priority
- Walkable Destinations are Lacking
- Comfortable Routes to Destinations are Missing
- Improved Sidewalk Maintenance is Needed
- Funding is Limited

3 OUR PATH FORWARD

- Our Vision and Goals
- Best Practices & Guiding Principles
- 1. Culture of Walking
- 2. Pedestrian Planning
- 3. Pedestrian-Focused Design
- 4. Facility Implementation
- 5. Maintenance
- 6. Prioritized Places for People

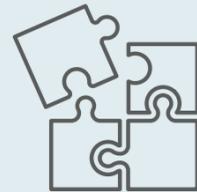
4 NEXT STEPS

- How We Fund Pedestrian Improvements
- How We Will Measure Success
- Taking Bold Steps Together



Initiative 6

PRIORITIZED PLACES FOR PEOPLE



STRATEGY

Offer more public space on a temporary or permanent basis to prioritize people walking by investing in pedestrian improvements and restricting motor vehicle access.



NEW ACTIONS

- 6A. **Play streets:** Establish a Play Street Pilot Program. (near)
- 6B. **Car-free areas:** Identify opportunities for additional car-free areas (e.g., plazas, pedestrian malls, parklets, playgrounds, and pedestrian streets). Some initial specific locations to consider include: extending the Pearl Street Mall, 13th Street between Canyon and Arapahoe. (near)



Potential concept to transform the parking lot on the side of the Boulder Museum of Contemporary Art (BMoCA) into a space for people to gather and enjoy the outdoors and contemporary art.

"I love the fact that I can walk to shopping, bars, restaurants and so many other cool places. I want to make sure that we replicate that opportunity all around Boulder for people who love walking."

- Bill Rigler (TAB Chair)



CONTENTS

Click on the links below to navigate through the plan

1 BOULDER'S PEDESTRIAN PLAN

- What is in this Plan?
- Why Does It Matter?
- What are the Immediate Priorities?
- What is the History of Walking in Boulder?
- How Boulder Walks Today
- Boulder's Pedestrian Programs and Services
- How Was the Plan Developed?
- What Did We Hear?

2 KEY FINDINGS

- Safety is a Top Priority
- Walkable Destinations are Lacking
- Comfortable Routes to Destinations are Missing
- Improved Sidewalk Maintenance is Needed
- Funding is Limited

3 OUR PATH FORWARD

- Our Vision and Goals
- Best Practices & Guiding Principles
 1. Culture of Walking
 2. Pedestrian Planning
 3. Pedestrian-Focused Design
 4. Facility Implementation
 5. Maintenance
 6. Prioritized Places for People

4 NEXT STEPS

- How We Fund Pedestrian Improvements
- How We Will Measure Success
- Taking Bold Steps Together



Action 6A. Play streets

As part of creating a vibrant and inviting environment for residents of all ages and abilities, the Pedestrian Advisory Committee recommended bringing play streets to Boulder. Many cities around the country and around the world have embraced the practice of temporarily or permanently closing non-arterial neighborhood streets to cars, creating safe public places to gather, socialize and play right outside families' front doors.

Play streets transform throughways into inviting eddies of activity. They create convenient places to connect and build community, using the public right-of-way to give kids and adults more room for movement and easy opportunities to get to know one another. City programs that facilitate play streets offer the tools neighbors need to stop traffic flow for a few hours on a one-time or regular basis.

The Seattle, Washington, Department of Transportation started its Play Streets program in 2014. The program issues permits allowing residents who live on streets with low traffic volumes to close one block at a time, up to three times per

week. Play streets can be hosted by groups of neighbors, schools, or community organizations. The Seattle Play Streets Program Handbook notes the importance of communities working together to create successful programs, with hosts getting buy-in from neighbors.

Unlike block parties, play streets programs emphasize creating space for active play, not just socializing or sharing information. Play streets can complement city block party programs, however, and may provide a simple and welcome add-on to Boulder's already thriving Neighborhood Block Party program.



Benefits of Play Streets:

- Provide flexible space for recreation and activity right where kids live
- Build a sense of community and get to know neighbors
- Encourage activity for physical and mental health
- Offer accessible year-round community events that are open and free for all
- Enhance accessibility for public art and placemaking opportunities, especially in isolated neighborhoods



CONTENTS

Click on the links below to navigate through the plan

1 BOULDER'S PEDESTRIAN PLAN

- What is in this Plan?
- Why Does It Matter?
- What are the Immediate Priorities?
- What is the History of Walking in Boulder?
- How Boulder Walks Today
- Boulder's Pedestrian Programs and Services
- How Was the Plan Developed?
- What Did We Hear?

2 KEY FINDINGS

- Safety is a Top Priority
- Walkable Destinations are Lacking
- Comfortable Routes to Destinations are Missing
- Improved Sidewalk Maintenance is Needed
- Funding is Limited

3 OUR PATH FORWARD

- Our Vision and Goals
- Best Practices & Guiding Principles
- 1. Culture of Walking
- 2. Pedestrian Planning
- 3. Pedestrian-Focused Design
- 4. Facility Implementation
- 5. Maintenance
- 6. Prioritized Places for People

4 NEXT STEPS

- How We Fund Pedestrian Improvements
- How We Will Measure Success
- Taking Bold Steps Together



4 NEXT STEPS

With this Pedestrian Plan Update, our city takes a big step forward toward our vision of Boulder as a place where everyone enjoys walking and rolling for all types of trips. This section outlines our next steps, including how we'll fund improvements and measure our success.



CONTENTS

Click on the links below to navigate through the plan

1 BOULDER'S PEDESTRIAN PLAN

What is in this Plan?

Why Does It Matter?

What are the Immediate Priorities?

What is the History of Walking in Boulder?

How Boulder Walks Today

Boulder's Pedestrian Programs and Services

How Was the Plan Developed?

What Did We Hear?

2 KEY FINDINGS

Safety is a Top Priority

Walkable Destinations are Lacking

Comfortable Routes to Destinations are Missing

Improved Sidewalk Maintenance is Needed

Funding is Limited

3 OUR PATH FORWARD

Our Vision and Goals

Best Practices & Guiding Principles

1. Culture of Walking
2. Pedestrian Planning
3. Pedestrian-Focused Design
4. Facility Implementation
5. Maintenance
6. Prioritized Places for People

4 NEXT STEPS

How We Fund Pedestrian Improvements

How We Will Measure Success

Taking Bold Steps Together



HOW WE FUND PEDESTRIAN IMPROVEMENTS

Pedestrian-related improvements are typically made in one of three ways:

- With private development/redevelopment
- Through ongoing pedestrian facility programs such as the Missing Links Program or Sidewalk Repair Program (funded through the General Fund)
- As part of larger capital projects

The majority of the pedestrian facility program budget goes toward repair, maintenance, and ADA upgrades for sidewalks and curb ramps, so implementing enhancements such as the Pedestrian Improvement Areas and Neighborhood GreenStreets will require additional funding.

The [Transportation Master Plan](#) is looking at a variety of new mechanisms to fund transportation improvements.



90%

MAINTENANCE

10%

ENHANCEMENTS

HOW WE WILL MEASURE SUCCESS

Monitoring performance is important to understand our progress and the effectiveness of actions, share our track record with the community and make adjustments as needed. Action 1.C makes it an immediate priority to establish baselines and targets.



01. Safe Experience for All

People walking are among the most vulnerable users of Boulder's transportation network. Although pedestrians were involved in only 2% of all crashes from 2015 to 2017 (about 60 per year or one per week), they were involved in 24% of all severe crashes in that timeframe.



Metrics:

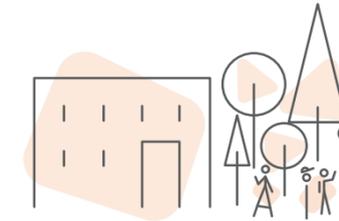
- Number of annual pedestrian fatalities (every year) (from Safe Streets Report)
- Number of serious injury collisions involving pedestrians (every year) (from Safe Streets Report)

Source:

- Safe Streets Report crash data from the Boulder Police Department (both)

TMP OBJECTIVE 04. SAFETY

Eliminate fatal and serious injury crashes and continuously improve safety for all modes of travel.



02. Connected and Inclusive

A connected, safe and comfortable pedestrian transportation network ensures all people have equitable access and opportunity to contribute in a vibrant and healthy city.



Metrics:

- Ease of walking from the community-wide [Community Survey](#) (every two years)
- Total number of miles of sidewalk and multi-use paths (every year)
- Neighborhood 15-Minute Walk Access Score (every year)

Sources:

- Community Survey results
- GIS data updated with completed pedestrian projects
- 15-minute neighborhood model

TMP OBJECTIVE 08. WALKABLE NEIGHBORHOODS

Increase the share of residents living in walkable (15-minute) neighborhoods to 80 percent.



03. Mode Share

Investments in pedestrian projects and programs should be reflected in the number of people walking in the city. As walkability improves, the ratio of trips made on foot to total trips should increase.



Metrics:

- Percentage of trips made on foot compared to other modes (residents, employees, all trip purposes and work trips) (every year) (TMP)
- Percent of children walking and biking to school (every year) (TMP)

Sources:

- [Boulder Household Travel Survey](#)
- Employee Travel Survey
- American Community Survey's five-year estimates
- BVSD School Travel Tallies

TMP OBJECTIVE 02. MODE SHARE

Increase walking, biking, and transit to 80 percent of all trips for residents and to 40 percent of work trips for non-residents.

CONTENTS

Click on the links below to navigate through the plan

1 BOULDER'S PEDESTRIAN PLAN

- What is in this Plan?
- Why Does It Matter?
- What are the Immediate Priorities?
- What is the History of Walking in Boulder?
- How Boulder Walks Today
- Boulder's Pedestrian Programs and Services
- How Was the Plan Developed?
- What Did We Hear?

2 KEY FINDINGS

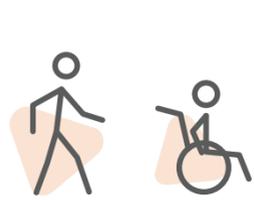
- Safety is a Top Priority
- Walkable Destinations are Lacking
- Comfortable Routes to Destinations are Missing
- Improved Sidewalk Maintenance is Needed
- Funding is Limited

3 OUR PATH FORWARD

- Our Vision and Goals
- Best Practices & Guiding Principles
- 1. Culture of Walking
- 2. Pedestrian Planning
- 3. Pedestrian-Focused Design
- 4. Facility Implementation
- 5. Maintenance
- 6. Prioritized Places for People

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04. Pedestrian Activity

It is important to identify high-pedestrian traffic areas to understand where people are walking and why in order to improve access to and within these destinations to encourage more use.



Metrics:

- Pedestrian counts (to be expanded to new locations over time)
- Vibrancy index scores
- Pedestrian perceptions of the walking environment in designated areas or corridors that are obtained by intercept surveys.

Sources:

- Automated and volunteer counts
- Intercept surveys



05. Follow-Through

Completed projects are important in measuring progress—ensuring that this plan is actively being used and implemented and is not just sitting on a shelf.



Metrics:

- Number of Pedestrian Improvement Area plans completed/projects implemented
- Number of Neighborhood GreenStreets corridors completed/projects implemented

Sources:

Staff monitoring/reporting (both metrics)

TAKING BOLD STEPS TOGETHER

We've come a long way since our first Pedestrian Plan was written in 1996. With twice as many underpasses and 12,000 more residents than we had back then, our landscape has changed, demanding that we think creatively to develop a pedestrian network that truly works for all. This plan reflects a collaborative, community-wide effort to do just that, including ideas from the stories and experiences of a wide range of residents, members of our city's advisory boards, the Pedestrian Advisory Committee, and more.

Together, we envisioned how to create a walking environment that is more safe and comfortable, equitable and inclusive, vibrant and inviting, health-promoting, connected and barrier-free for every person in our city. By implementing the strategies and actions in this plan over the coming years, we will bolster our economy, reduce our carbon footprint and increase the health and well-being of our residents. We invite you to walk alongside us through this process and help make Boulder the best place to walk and roll in the region!

Pedestrian Plan Actions are summarized in the table below. Actions are designated as Ongoing, Near-Term (2019-2024), or Long-Term (2025-2030).

SUMMARY OF PEDESTRIAN PLAN ACTIONS

Initiative	Action	Timeframe
Initiative #1: Culture of Walking	1A. Education and Encouragement	Ongoing
	1B. Enforcement	Near
	1C. Evaluation	Near/2019
	1D. Wayfinding	Long
	1E. Safe Routes to School	Ongoing
	1F. Innovation	Near
	1G. Walk Friendly Community	Near/2019
	1H. Community-Based Committee	Near/2019
Initiative #2: Pedestrian Planning	2A. Vision Zero	Near/2019
	2B. Walking Comfort	Near/2019
Initiative #3: Pedestrian-Focused Design	3A. Integrating into Existing Processes	Ongoing
	3B. Art	
Initiative #4: Facility Implementation	4A. Missing Links Program	Near
	4B. Design and Construction Standards	Near
	4C. ADA Self-Evaluation and Transition Plan	Near/2019
	4D. Pedestrian Crossing Treatment Installation Guidelines	Near/2019
Initiative #5: Maintenance	4F. Multi-use Path Safety and Security	Near
	5A. Sidewalk Repair Program	Near
	5B. Snow and ice removal	Near/2019
	5C. Obstruction Clearance	Near
Initiative #6: Prioritized Places for People	5D. Community Programs	Near
	6A. Play Streets	Near
	6B. Car-free areas	Near

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