

Pedestrian Advisory Committee Meeting #5 5/9/19



THANK YOU!

Thank you for volunteering on the Pedestrian Advisory Committee to help improve the pedestrian experience in Boulder.

“We are all pedestrians”



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Attachments

- A. Meeting #4 Summary
- B. Travel Diary Homework

USEFUL RESOURCES

PROJECT TEAM CONTACT INFORMATION

City of Boulder

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Catalyst, Inc.

Barbara Lewis (Meeting Facilitator) – catalystbel@comcast.net

Boulder Walks

Darcy Kitching (Walk2Connect/Boulder Walks Coordinator) –
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KEY WEBSITES

General Transportation page: bouldercolorado.gov/transportation

Transportation Master Plan (TMP) page: boulderTMP.net

Pedestrian Plan page: bouldercolorado.gov/transportation/pedestrian-system-plan

1. DINNER ACTIVITY

During dinner, please write down any questions you have about pedestrian crossings on slickies and post in space provided on the wall.

Example question: “How are pedestrian crossing times determined?”

2. INTRODUCTION

NEW TAB MEMBER ALEX WEINHEIMER

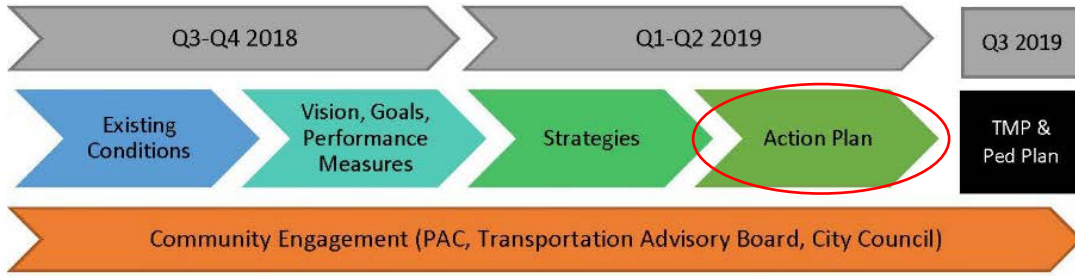
Alex Weinheimer is a transportation planner with six years of work experience in Texas and Colorado. His project experience includes bicycle and transit network design, livable center studies, GIS mapping, streetscape visualization, sidewalk and trail design, public and stakeholder engagement, and a variety of traffic impact analyses. In 2018, after spending nearly a decade in Houston, where he studied at Rice University and began his career, he returned to his hometown of Boulder, Colorado. He lives car-free in Central Boulder and serves on the city’s Transportation Advisory Board.



AGENDA REVIEW AND DESIRED MEETING OUTCOMES

- Members are informed about crossing design and engineering and provide input on upcoming guidelines update
- Members understand the Low-Stress network methodology and connection to 15-minute neighborhoods and provide input on prioritization factors
- Members provide input on draft Ped Plan outline
- Members learn more about the Community Cycles Advocacy Committee and members’ thoughts on pedestrian issues

PLANNING PROCESS—WE ARE HERE



3. CHAT WITH COMMUNITY CYCLES ADVOCACY COMMITTEE MEMBERS



The Community Cycles Advocacy Committee speaks for people who ride bicycles and walk in Boulder County. We work with local, state and federal agencies, local businesses, and

neighborhoods organizations. Our goal is to improve our community's access to bike parking, transit, bicycle paths and lanes, and bike trails.

Learn more at: <https://communitycycles.org/advocacy/>

Question for the PAC

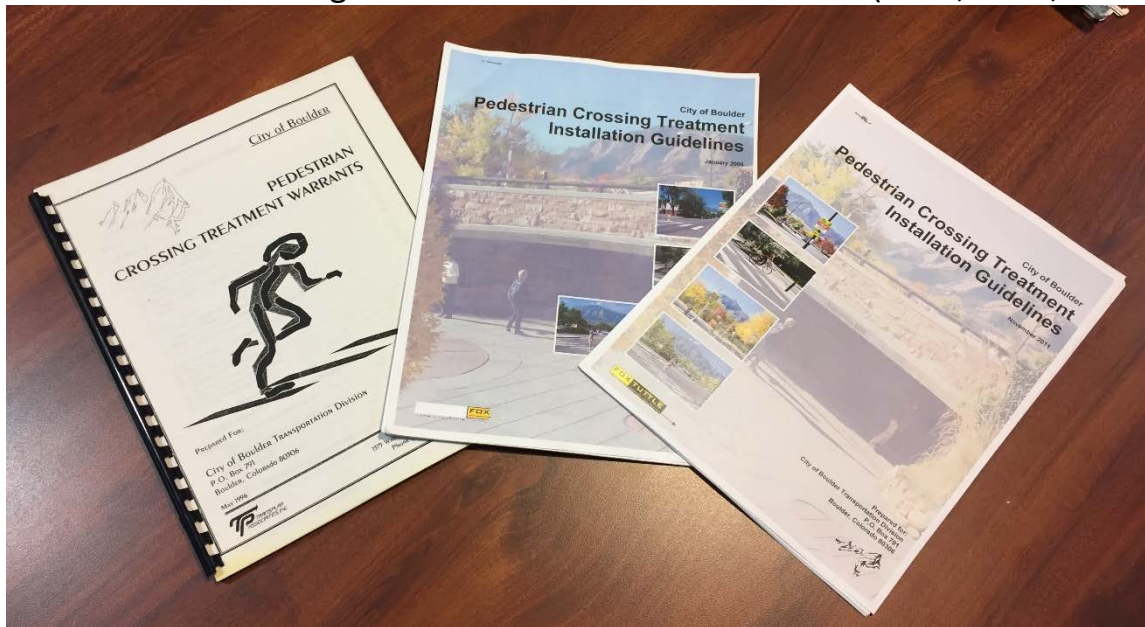
- How can cyclists and pedestrians best support each other in creating a safe transportation network for all users?

4. PEDESTRIAN CROSSINGS

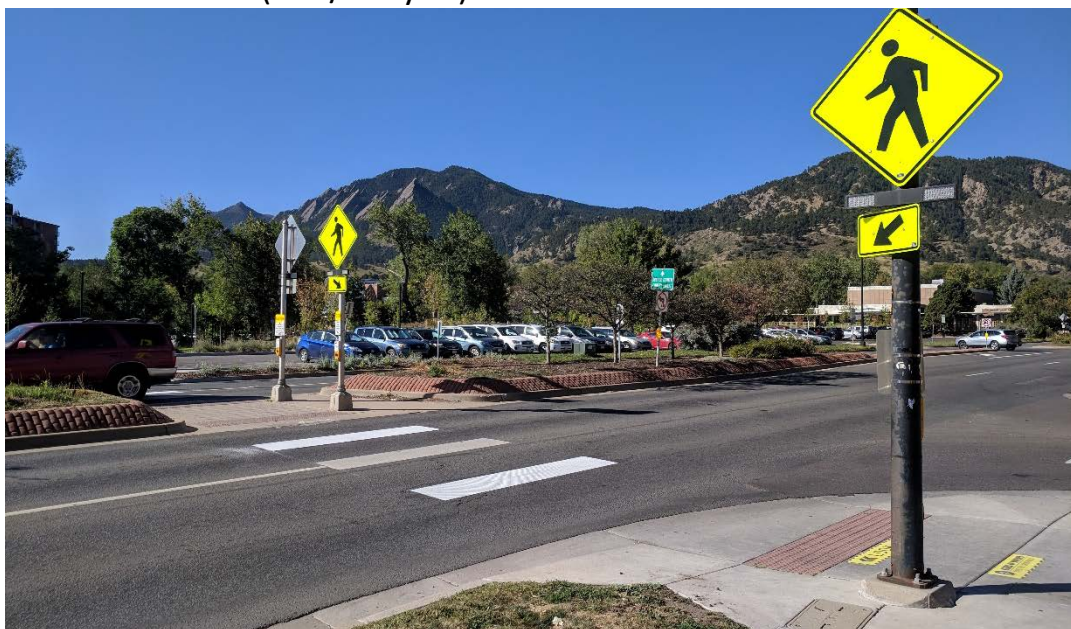
OVERVIEW

Boulder Innovations






- Pedestrian Crossing Treatment Installation Guidelines (1996, 2006, 2011)





- First RRFB in US (11th/Canyon)



Pedestrian Crossing Treatments

<p>Standard Marked & Signed Crosswalk</p>	 A photograph of a residential street with a standard marked crosswalk. The crosswalk consists of white parallel stripes across the road. A yellow diamond-shaped sign with a black border and a black silhouette of a pedestrian is posted on the left side of the road.
<p>Enhanced Pedestrian Crosswalk (e.g., w/ median refuge and/or additional yield sign)</p>	 A photograph of a residential street with an enhanced pedestrian crosswalk. The crosswalk features a central median refuge with a red brick border and a white arrow pointing forward. A white sign with a black arrow pointing forward is mounted on the median. A yellow diamond-shaped sign with a black border and a black silhouette of a pedestrian is also present. The word "Lehigh" is painted on the road surface.
<p>Crosswalk with Rectangular Rapid Flashing Beacon (RRFB) (Yellow Flashing Lights)</p>	 A photograph of a residential street with a crosswalk. A rectangular rapid flashing beacon (RRFB) is mounted on a pole above the crosswalk, displaying yellow flashing lights. A yellow diamond-shaped sign with a black border and a black silhouette of a pedestrian is also present. The word "Lehigh" is painted on the road surface.
<p>Pedestrian Traffic Signal</p>	 A photograph of a residential street with a pedestrian traffic signal. A traffic light pole is mounted above the crosswalk, displaying a green pedestrian signal. A yellow diamond-shaped sign with a black border and a black silhouette of a pedestrian is also present. The word "Lehigh" is painted on the road surface.
<p>Full Traffic Signal at Intersection</p>	 A photograph of a residential street intersection with a full traffic signal. A traffic light pole is mounted above the intersection, displaying a green traffic signal. A yellow diamond-shaped sign with a black border and a black silhouette of a pedestrian is also present. The word "Lehigh" is painted on the road surface.

<p>Full Traffic Signal at Intersection with Pedestrian Head Start</p>	<p>Similar to the image above. The difference is that the light for the pedestrians turns white a few seconds earlier than the green light for cars.</p>
<p>Underpass</p>	
<p>Overpass</p>	

Example Installation Costs

Costs of an RRFB crossing improvement at Broadway/Poplar (~\$41k total)

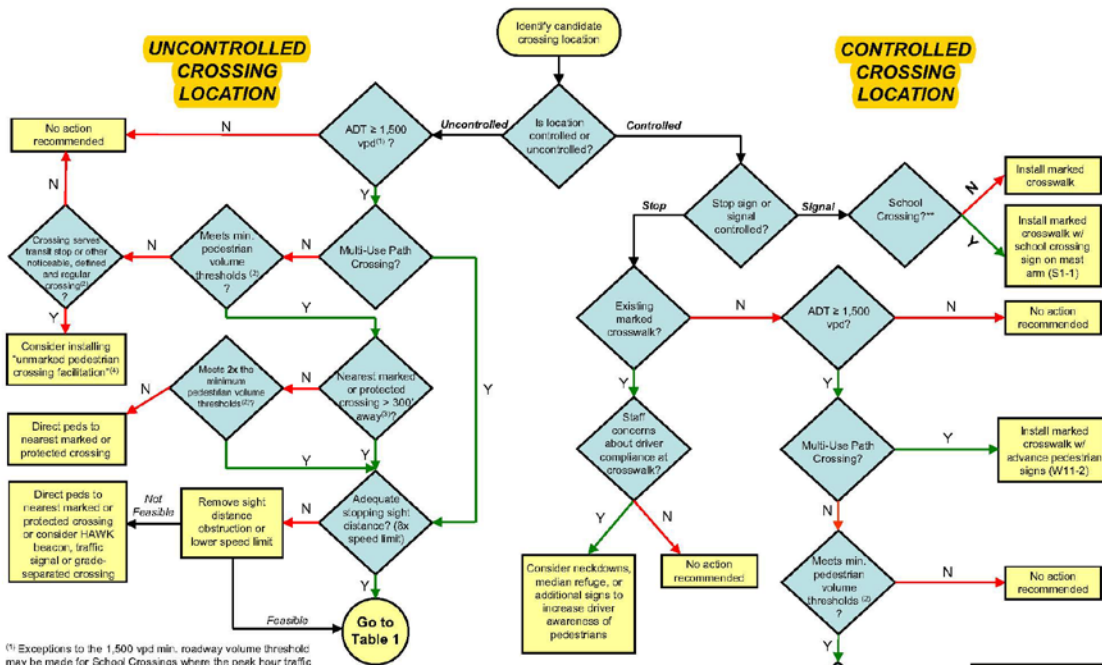
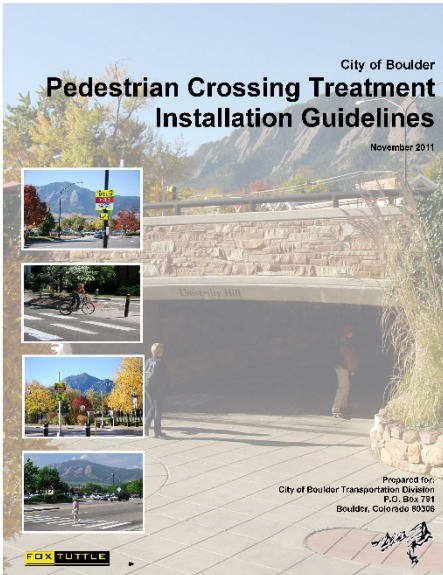


*Some ramps and street lights already existed at this crossing; costs for installation at other locations may vary.

YOUR PED CROSSING EXPERIENCE (HW)

- Share your homework assignment with the group: *Think about the different types of pedestrian crossings you experience around town (not at traffic signals). Which do you like and generally feel comfortable using v. don't like and don't feel comfortable? Bring an example of one of each (like, don't like) to share at the meeting.*

CURRENT 2011 PEDESTRIAN CROSSING TREATMENT INSTALLATION GUIDELINES (PCTIG)



⁽¹⁾ Exceptions to the 1,500 vpd min. roadway volume threshold may be made for School Crossings where the peak hour traffic exceeds 10% of the daily traffic

⁽²⁾ **Minimum Pedestrian Volume Thresholds:**
 - 20 peds per hour* in any one hour, or
 - 18 peds per hour* in any two hours, or
 - 15 peds per hour* in any three hours
 * Young, elderly, and disabled pedestrians count 2x towards volume thresholds
 ** School Crossing defined as a crossing location where ten or more student pedestrians per hour are crossing.

⁽³⁾ Distance to nearest marked or protected crossing may be reduced to 200' in urban conditions, subject to engineering judgment, where 1) the crosswalk does cross any auxiliary lanes, and 2) crossing treatments and crossing activity would not create undue restriction to vehicular traffic operations.

⁽⁴⁾ An "unmarked pedestrian crossing facilitation" is any treatment that improves a pedestrian's ability to cross a roadway, short of the marked, signed and enhanced crossings detailed in Table 1. Installation of this type of pedestrian facilitation is subject to engineering judgment and may include curb ramps and/or a raised median refuge. However, no effort is made to attract pedestrians or recommend that pedestrians cross at this location. The treatments simply provide an improvement for a low volume pedestrian crossing where pedestrians are already crossing and will like continue to cross.

City of Boulder Pedestrian Crossing Treatment Installation Guidelines
Figure 1 – Pedestrian Crossing Treatment Flowchart

Table 1 - Criteria for Crossing Treatments at Uncontrolled Locations

Roadway Configuration	# of lanes crossed to reach a refuge ⁽¹⁾	# of multiple threat lanes ⁽²⁾ per crossing	Roadway ADT and Posted Speed															
			1,500-9,000 vpd				9,000-12,000 vpd				12,000-15,000 vpd				> 15,000 vpd			
			≤ 30 mph	35 mph	40 mph	≥ 45 mph	≤ 30 mph	35 mph	40 mph	≥ 45 mph	≤ 30 mph	35 mph	40 mph	≥ 45 mph	≤ 30 mph	35 mph	40 mph	≥ 45 mph
2 Lanes (one way street)	2	1	A	B	C	E	A	B	C	E	B	B	C	E	B	C	C	E
2 Lanes (two way street with no median)	2	0	A	B	C	E	A	B	C	E	B	B	C	E	B	C	C	E
3 Lanes w/Raised Median	1 or 2	0 or 1	A	B	D	E	A	C	D	E	B	D	D	E	C	D	D	E
3 Lanes w/Striped Median	3	0 or 1	C	C	D	E	C	C	D	E	C	C	D	E	C	D	D	E
4 Lanes (two way street with no median)	4	2	A	D	D	E	B	D	D	E	B	D	D	E	D	D	D	E
5 Lanes w/Raised Median	2 or 3	2	A	B	D	E	B	C	D	E	B	C	D	E	C	C	C	E
5 Lanes w/Striped Median	5	2	D	D	D	E	D	D	D	E	D	D	D	E	D	D	D	E
6 Lanes (two way street with or without median)	3 to 6	4	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F

Notes:

- Painted medians can never be considered a refuge for a crossing pedestrian. Similarly, a 4 foot wide raised median next to a left turn lane can only be considered a refuge for pedestrians if the left turning volume is less than 20 vehicles per hour (meaning that in most cases the left turn lane is not occupied while the pedestrian is crossing).
- A multiple threat lane is defined as a through lane where it is possible for a pedestrian to step out from in front of a stopped vehicle in the adjacent travel lane (either through or turn lane).

Treatment Descriptions:

A *Install marked crosswalk with enhanced road-side signs*
Specific Guidance: Install marked crosswalk with "State Law - Yield to Pedestrian" signs mounted on the side of the roadway with standard (W11-2) advance pedestrian warning signs; use S1-1 signs for School Crossing locations.

B *Install marked crosswalk with enhanced road-side and in-roadway (bollard mounted) signs*
Specific Guidance: Install marked crosswalk with "State Law - Yield to Pedestrian" signs mounted on the side of the roadway and on in-roadway bollards; use standard (W11-2) advance pedestrian warning signs; use S1-1 signs for School Crossing locations.

C *Install marked crosswalk with enhanced signs and geometric improvements to increase pedestrian visibility and reduce exposure*
Specific Guidance: For 2 or 3-lane roadways, install marked crosswalk with "State Law - Yield to Pedestrian" signs mounted on the side of the roadway and on in-roadway bollards or median mounted signs; use standard (W11-2) advance pedestrian warning signs; use S1-1 signs for School Crossing locations. Add neckdowns or median refuge islands to shorten the pedestrian crossing distance and increase pedestrian visibility to motorists.

D *Install marked crosswalk with enhanced signs, pedestrian activated RRFBs, and geometric improvements to increase pedestrian visibility and reduce exposure*
Specific Guidance: Install raised median refuge island (unless it is a one-way street or one already exists) to shorten the pedestrian crossing distance and increase pedestrian visibility to motorists. [If a median refuge can not be constructed on a two-way street, Go To Scenario F]. Install marked crosswalk with "State Law - Yield to Pedestrian" signs WITH pedestrian activated RRFBs mounted on the side of the roadway and on median mounted signs; use standard (W11-2) advance pedestrian warning signs; use S1-1 signs for School Crossing locations. Consider adding neckdowns at the crossing if on-street parking exists on the roadway and storm drain considerations will allow. [Note: If pedestrian volume falls above the RRFB limit line on Figure 2, consider Hawk beacon, pedestrian traffic signal, or grade-separated crossing.]

E *Do not install marked crosswalk at uncontrolled crossing. Determine if the speed limit can be effectively reduced to 40 mph AND a raised refuge median can be installed. If so, utilize Scenario D criteria above. If this is not possible, or if pedestrian volume falls above the RRFB limit line on Figure 2, consider HAWK beacon, pedestrian traffic signal, or grade-separated crossing.*
Specific Guidance: Consider HAWK beacon, pedestrian traffic signal or grade-separated crossing; application of these treatments will consider corridor signal progression, existing grades, physical constraints, and other engineering factors

F *Do not install marked crosswalk at uncontrolled crossing with 3 or more THROUGH lanes per direction or where the speed limit is ≥ 45 mph and/or there is not a median refuge on a 5-lane crossing. Consider HAWK beacon, pedestrian traffic signal, or grade-separated crossing.*
Specific Guidance: Consider HAWK beacon, pedestrian traffic signal or grade-separated crossing; application of these treatments will consider corridor signal progression, existing grades, physical constraints, and other engineering factors

PCTIG Update

- Purpose: evaluate effectiveness of existing treatments and make refinements to guidance and prioritization of improvements
- Timeline: 2019-20

Question for the PAC

- What is important to reconsider based on your crossing experiences?

RESPONSES TO REMAINING PED CROSSING QUESTIONS

- From Dinner Activity

NEXT STEPS

- Evaluate effectiveness of existing crossings (yield compliance, etc.) to inform PCTIG update
- Study best application of RRFB v. other treatments
- Incorporate PAC input

5. COMFORTABLE (“LOW-STRESS”) WALK CONNECTIONS TO DAILY DESTINATIONS

BACKGROUND/PURPOSE

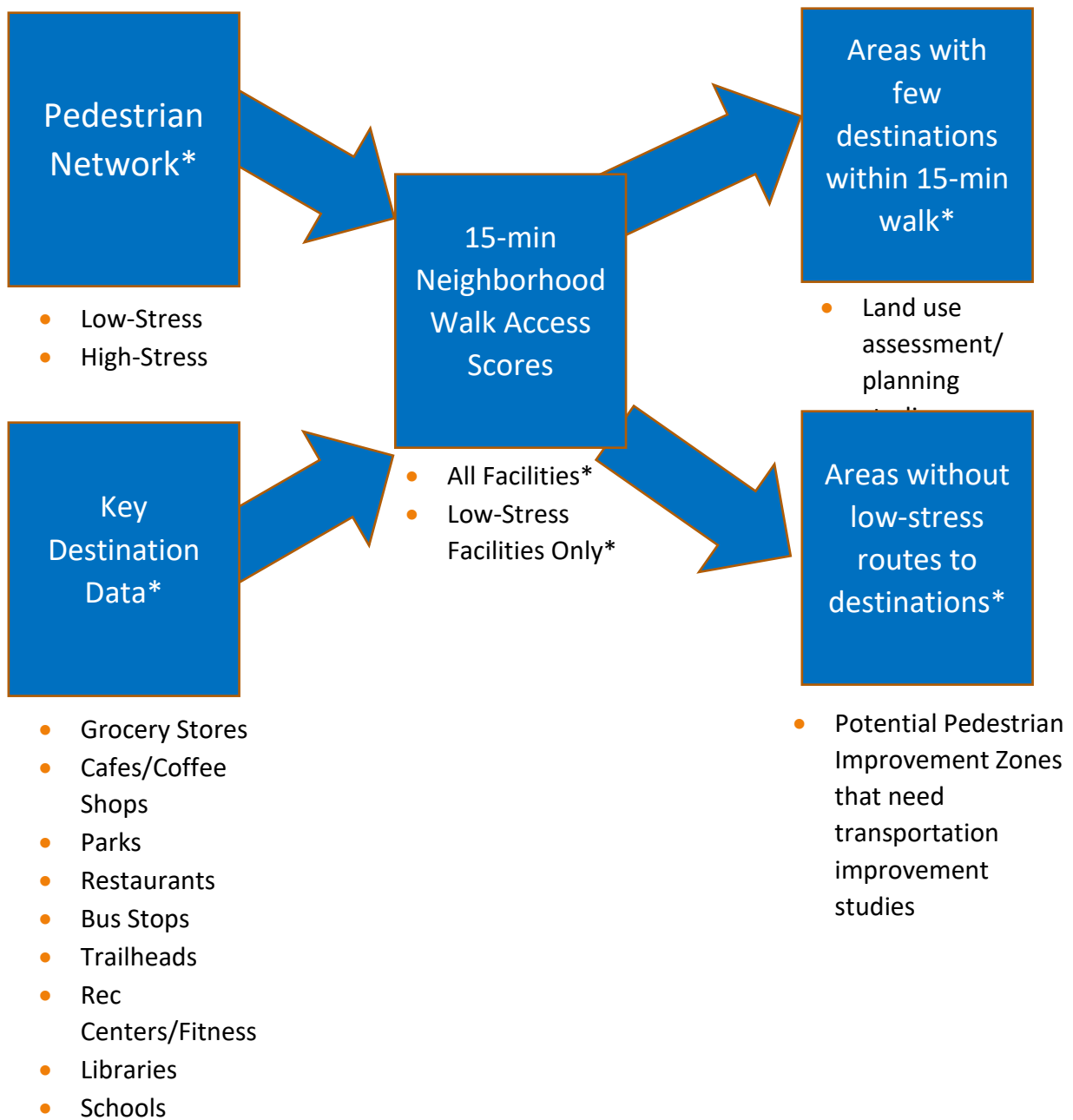
- Focus on comfort (VZ Objective #3) and connections to daily destinations to identify Pedestrian Improvement Zones for further study



- One of several programs that make infrastructure improvements for pedestrians:
 - **Pedestrian Enhancements:** crossings and missing sidewalks
 - **Sidewalk Improvements Program:** repairs damaged sidewalks and installs or upgrades pedestrian access ramps
 - Annual program targets a defined geographical area in town
 - Miscellaneous provides spot improvements upon request by public and/or property owner
 - **Vision Zero:** Ped Projects (also part of larger multi-modal VZ projects)
 - **Capital Maintenance Program:** annual pavement maintenance program installs or upgrade curb ramps

- **Facilities Projects** (e.g., 19th Street Multimodal Improvements, 28th Street corridor improvements, Foothills Underpass Project)
- **(NEW) ADA Transition Plan:** assesses facilities (e.g., ramps, sidewalks, signals) and programs and makes a 5-, 10- and 20-year plan to bring all of these facilities up to ADA design guidelines
- **(NEW) Low-Stress:** Pedestrian Improvement Zone focus and pedestrian elements within “Neighborhood Green Streets”
- **Multi-Use Path Maintenance:** repairs to multi-use path system

PROCESS/ANALYSIS



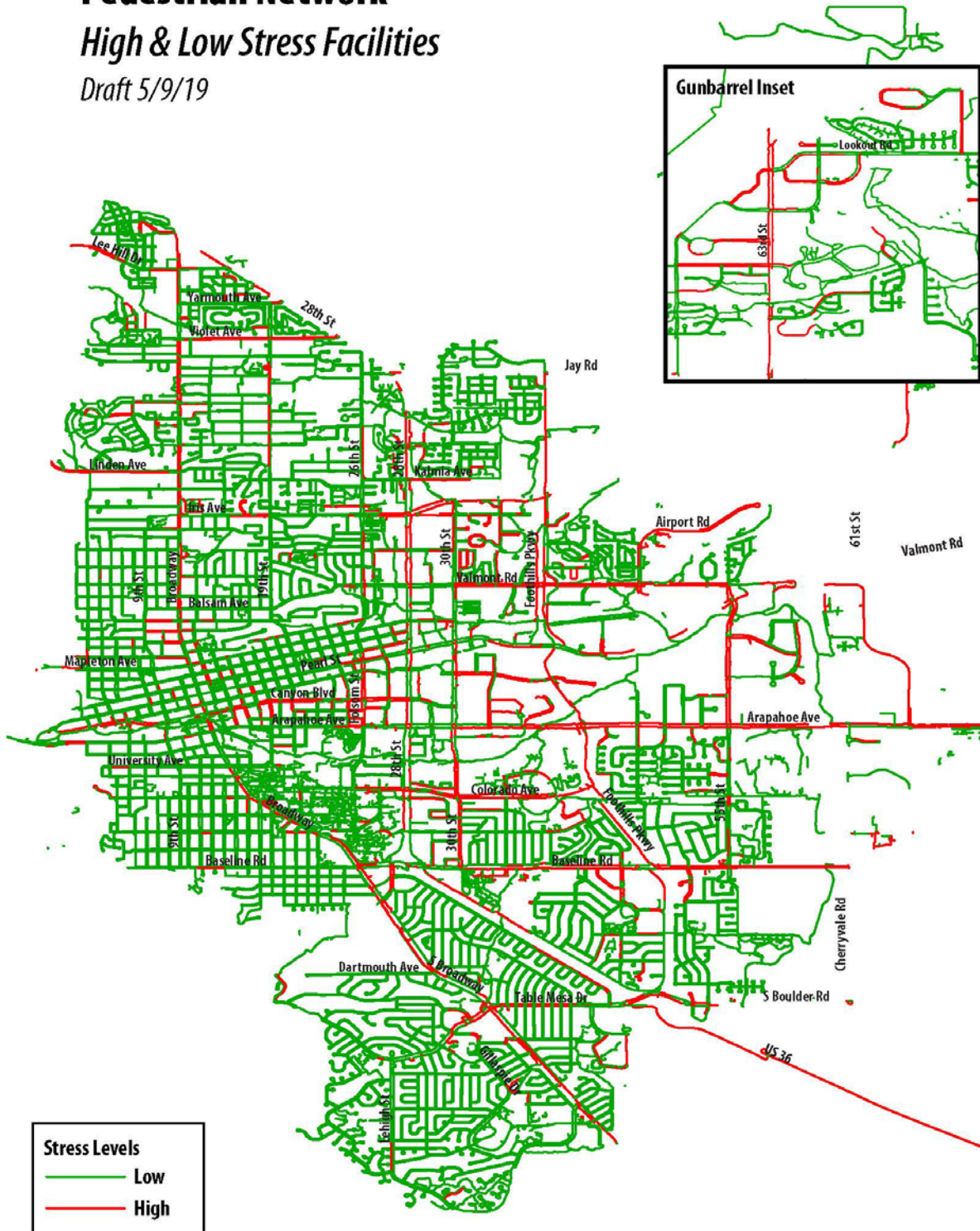
*See companion map

NEXT STEPS

1. Refine and prioritize Pedestrian Improvement Zones
2. Coordinate projects with Bike Network (Neighborhood Greenways)
3. Integrate into TMP/Pedestrian Plan

Pedestrian Network High & Low Stress Facilities

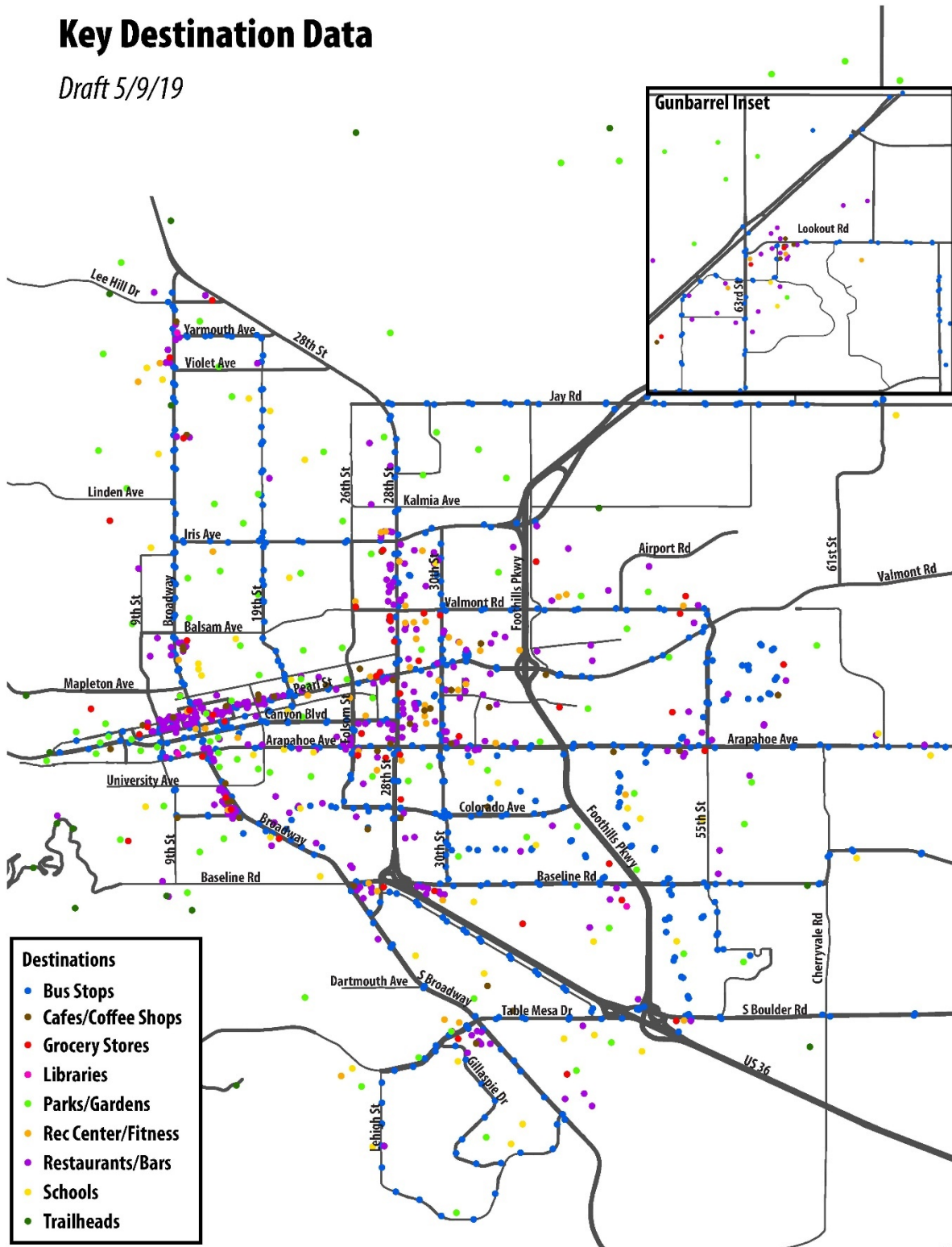
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Key Destination Data

Key Destination Data

Draft 5/9/19

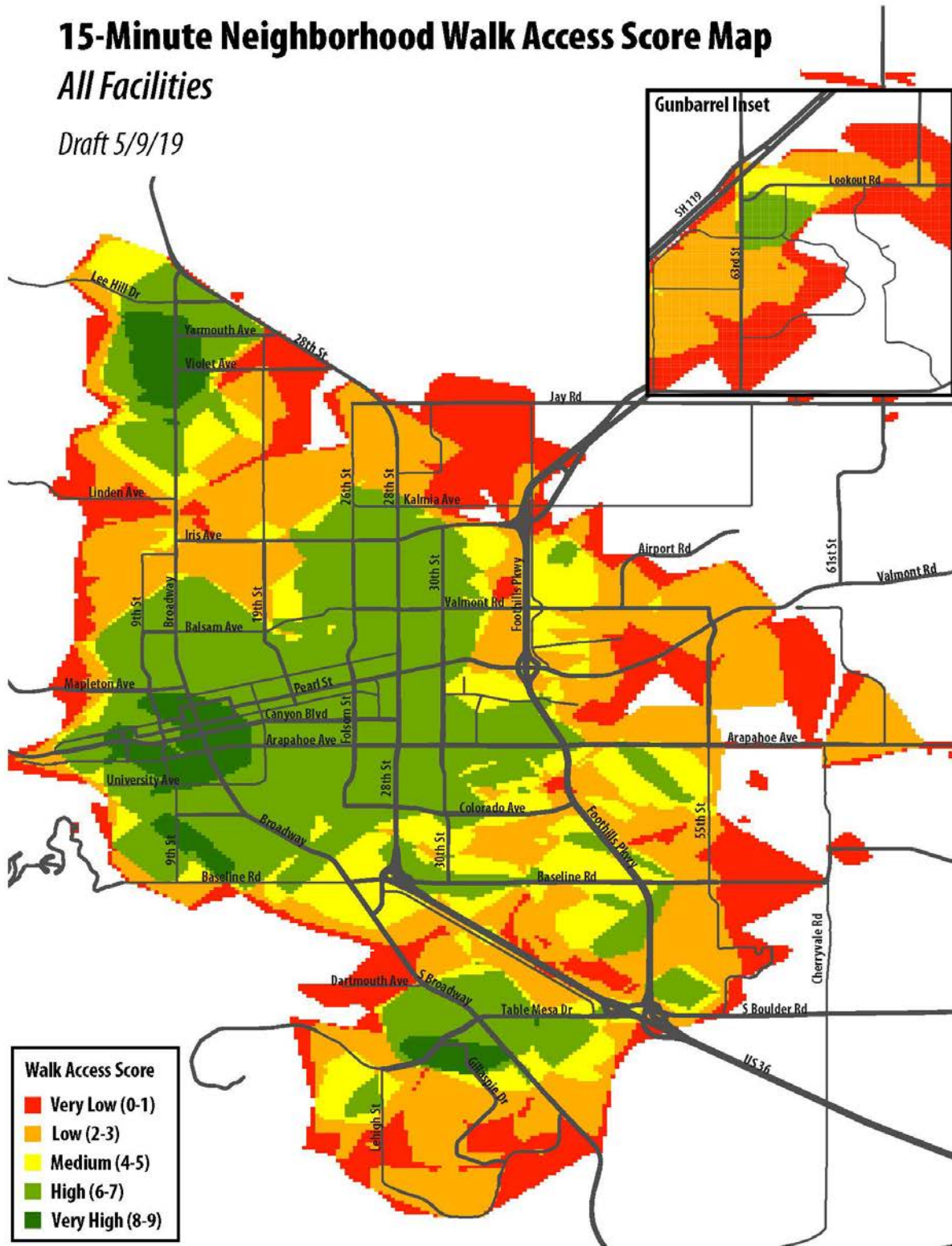


15-Minute Neighborhood Walk Access Score—All Facilities

15-Minute Neighborhood Walk Access Score Map

All Facilities

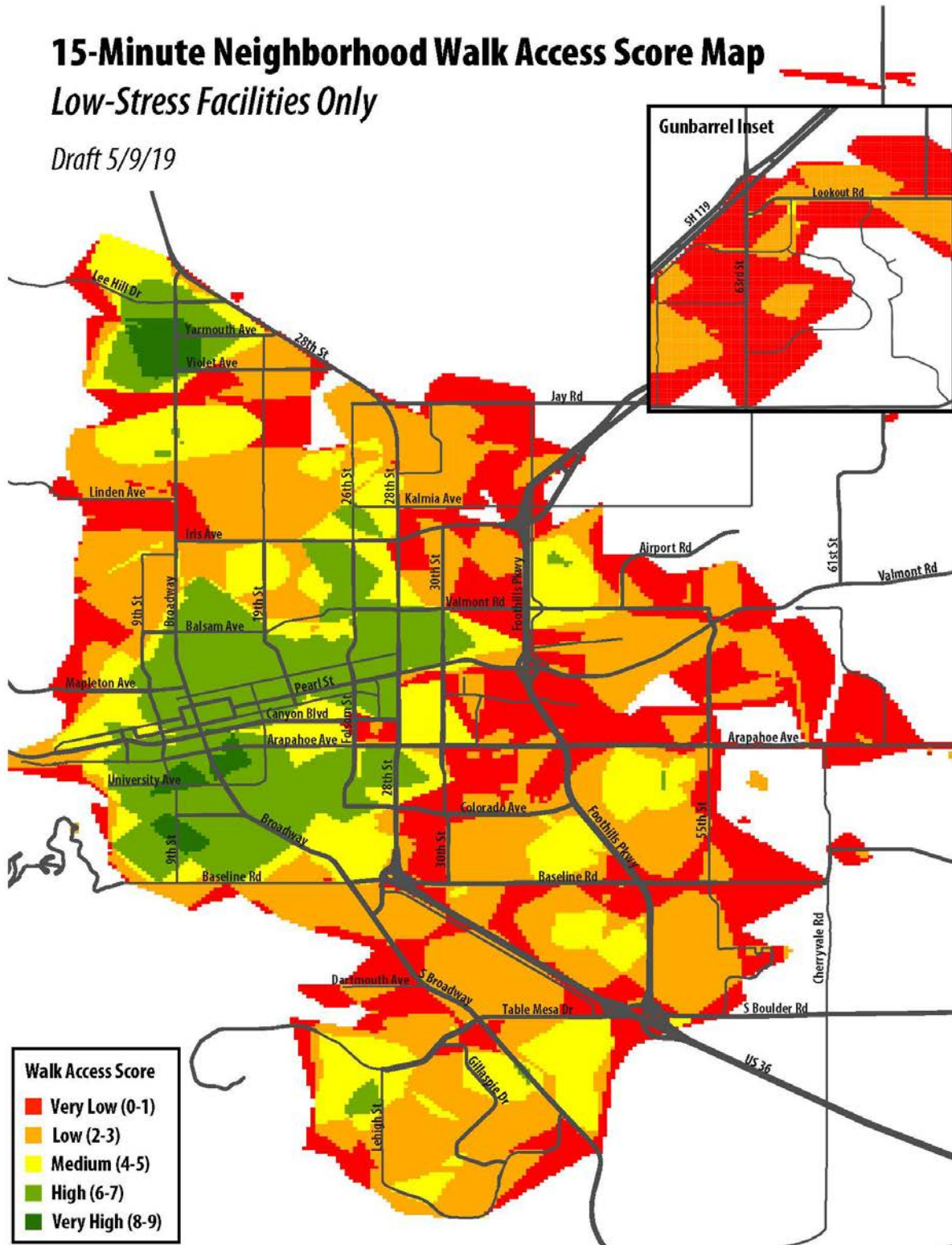
Draft 5/9/19



15-Minute Neighborhood Walk Access Score—Low-Stress Facilities Only

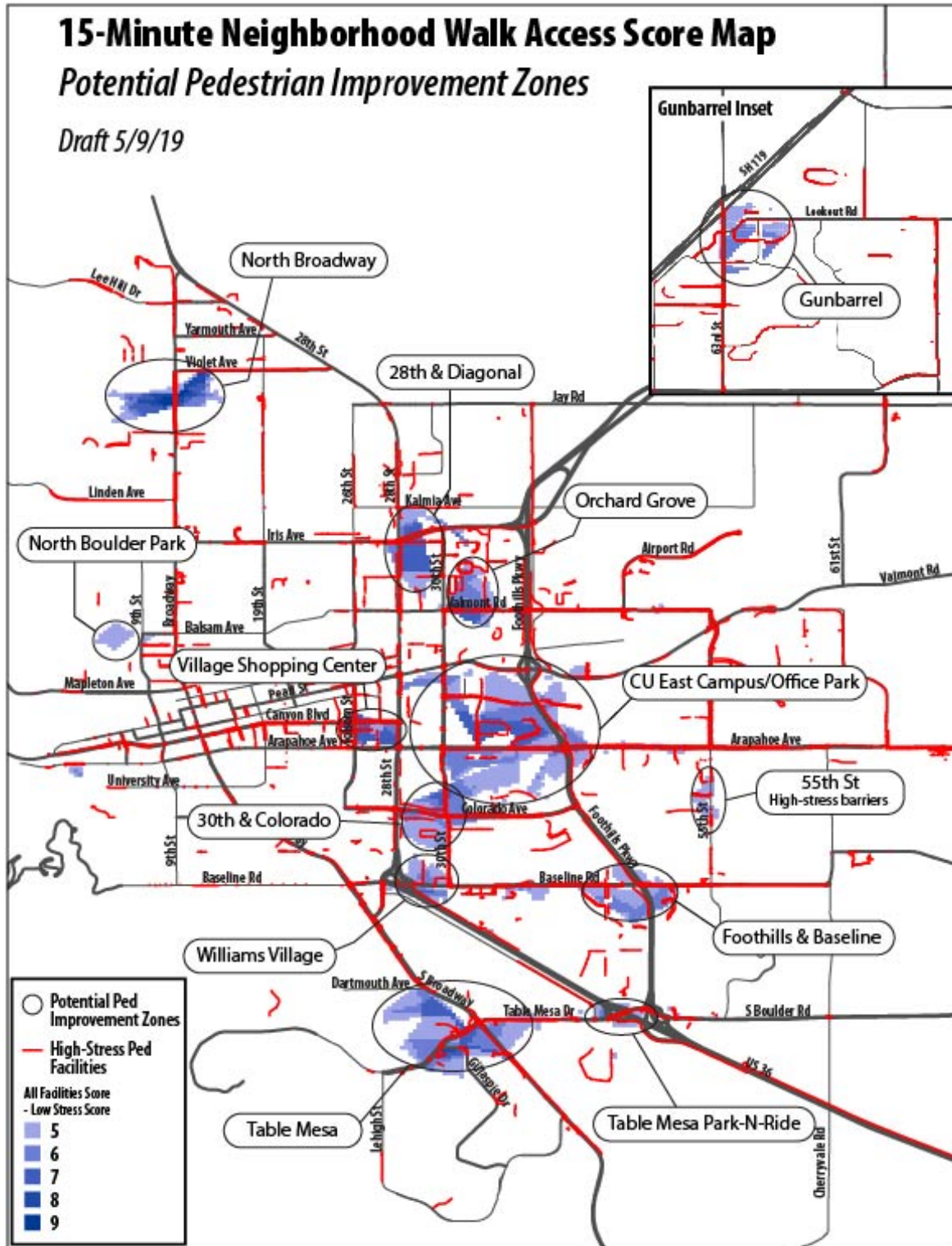
15-Minute Neighborhood Walk Access Score Map Low-Stress Facilities Only

Draft 5/9/19



PRELIMINARY RESULTS

Potential Pedestrian Improvement Zones



Potential Criteria

To determine which Pedestrian Improvement Zones to study and implement first, the following criteria are being considered:

- Near schools
- Near bus stops
- Near senior facilities
- Disabled population
- Low-income
- No vehicles
- English as a foreign language
- Population density
- Employment density

Question for the PAC

- What are your ideas for how we should determine which Pedestrian Improvement Zones to do first?

6. DRAFT PEDESTRIAN PLAN OUTLINE

The Pedestrian Plan document is anticipated to be very graphical and easy to read. It will include a compelling story and specific actions for implementation.

An initial draft outline for the Pedestrian Plan is presented below:

- 1. Overlay page with vision/mission**
- 2. What is the Boulder Ped Plan?**
 - a. Purpose
 - b. Relationship to the TMP and other plans
 - c. Then and now
 - d. Pearl Street historical sidewalk example
 - e. Notable highlights
- 3. Timeline**
- 4. Importance of Walking**
 - a. Walking is fundamental: health, happiness, social, community
 - b. What makes a great walk: environment, design, land use, street frontage
 - c. Tie to TMP: fundamental to our mode share goals
 - d. Walk extender concept: role of walking in the system – freedom of mobility and choices along the way
 - e. Walking stories from Be Heard Boulder – use quotes and photos in this section and throughout document
- 5. How Boulder Walks**
 - a. Snapshot of walking in Boulder (Appendix: Existing Conditions Snapshot will have more details)
 - b. Our core services (what City Transportation department does) – infographic
- 6. Our Process/What We Heard** (Appendix: Community Engagement Summary will have more details)
 - a. Process
 - b. What we heard—key themes
- 7. Our Challenges** (framework: tale of two cities—east/west of 28th)
 - a. Missing sidewalks
 - b. Lack of destinations—15-minute neighborhood map

- c. Lack of direct, comfortable routes to destinations
 - i. Along: Missing and substandard sidewalks/links (ADA reference)
 - ii. Across: Crossing stress—intersection treatments
- d. Need for improved maintenance of sidewalks/facilities

8. Vision and Goals

9. Strategies and Actions

- a. List strategies and actions
- b. Incorporate hot topics/spotlights throughout section
 - i. Low-Stress/15-minute Neighborhood Highlights—Pedestrian Improvement Zones + Neighborhood Green Streets (1b.1)
 - ii. Alleys (1c.4)
 - iii. Snow removal (e.g., funding, enforcement, ambassador program, snow removal at transit stops) (2.2)
 - iv. Vision zero/safe streets analysis and what we’re doing (3.1)
 - v. Innovation (3.3)
 - vi. Encouragement program/normalize walking (6.1)
 - vii. Play streets/car free areas (7.1, 7.2)

10. How We Fund Pedestrian Improvements

- a. Private development requirements
- b. General fund
- c. Incorporated into larger capital projects

11. How We Measure Success

- a. Performance measures (what, why important, how measured, targets, if applicable)
- b. Tie to Report on Progress and Dashboard

12. Next Steps

Appendices:

- Existing Conditions Snapshot
- Comfortable (“Low-Stress”) Walk and Bike Network Plan
- Community Engagement Summary

Question for the PAC

- Is anything missing?

7. PROJECT UPDATE

Here are some highlights of what we've done since the March 20 meeting:

SATURDAY MORNING WALKABOUT (APRIL 20, 2019)—NEW: EVERY 3RD SATURDAY!

Our new monthly Boulder Walks Walkabout series got off to a good start on April 20, with 8 people joining a gentle 2-mile walk from the South Boulder Recreation Center, followed by coffee and conversation.



Walk with us on May 18 in Gunbarrel, beginning at the Twin Lakes trailhead at Eaton Park at the end of Nautilus Drive. The walkabouts are scheduled for every third Saturday of the month through December. City Council members will join the walks in June, August, September, and October.

Find more details at www.boulderwalks.org.



WALKABOUT #5: EAST BOULDER SUBCOMMUNITY PLAN (APRIL 24, 2019)

On April 24, we hosted an East Boulder Subcommunity Plan walk audit with 12 participants, including project planner Kathleen King, GO Boulder staff, employees of Ball Aerospace and the Center for People with Disabilities,

PAC members Amy McCormick and Ann Moss, and a community member. The group walked a 1.7-mile loop through parking lots and along streets and sidewalks north of Arapahoe Avenue between 48th and 55th Streets. Along the way, they worked in pairs and made notes about pedestrian comfort and connectivity on walk audit forms.



Participants noted the need for safer and clearer pedestrian connections among the dispersed Ball Aerospace buildings in the area, where employees regularly walk to reach different labs and offices. A lack of crosswalks, stop signs, and lighting in the area came up as key concerns. We encountered several people out walking on their lunch hours and asked for their ideas, as well. Two women reported feeling unsafe on the north end of the industrial area, near a BNSF railroad line, and said they wouldn't walk alone. Ball has developed a recreational area for employees along the railroad tracks adjacent to the Boulder Creek Path, including a grassy picnic area, a beach volleyball court, and community gardens, which was active and well-used during our lunchtime walk. We noted that the property owned by Boulder Community Health felt safer and more welcoming than the area used by Ball, as it includes a dedicated walking trail, gardens, wide sidewalks, and lighting.

We asked participants to share their ideas about opportunities the area presents. They said:

- Consolidate parking into garages to free up open lots for community spaces, such as plazas and pocket parks.
- Create a new multi-use path connection from the Boulder Creek Path at 48th to 55th along the railway line, if possible, creating a new greenway to make that area safer and more accessible.
- Connect places more clearly with better landscaping and pathways to improve connectivity and accessibility.
- Install crosswalks and speed bumps on Commerce and Range Streets.
- Install more lighting along walkways.

Watch for more opportunities to learn about how the city is working to improve pedestrian safety and access, and to share your own ideas and experiences!

Big thanks to PAC members Amy McCormick and Ann Moss for attending.

8. NEXT STEPS/UPCOMING EVENTS

Date	Event Type	
May 18	Walkabout	Recurring Saturday morning walkabout
May 30	Walkabout	Vision Zero
June	Walk and Bike Month	See walkandbikemonth.org for event details!
June 2, 9, 16, 23, 29	Walk 360	Walk 360 segments and Slow Marathon
June 11 (5:30-7:30p)	Accessibility Event	Accessible & SharedPaths Boulder Public Space & Symposium, Boulder Depot
June 15	Walkabout	Walk with Council—Aaron Brockett confirmed to-date
June 18	City Council Meeting	Transportation Master Plan and Pedestrian Plan
July 20	Walkabout	Recurring Saturday morning walkabout
Late July/Early August	Early Draft Plan	PAC reviews and comments on early draft
Late August	Draft Plan (Public Review)	Public comments on draft Pedestrian Plan and TMP
August/September <i>TBD</i>	Meeting #6	Draft Plan and Celebration—Final Meeting

9. HOMEWORK

1. **Comment Form**—if not turning it in tonight, please fill out and send to Amy Lewin (lewina@bouldercolorado.gov) by COB Monday, May 13.
2. **ADA Self-Evaluation and Transition Plan**—review the brochure and provide input on barriers when online tool is ready (anticipated by early June):
<https://bouldercolorado.gov/transportation/ada>
3. **Walk and Bike Month**—spread the word about activities and participate!
4. **Extra Credit:** Attend the City Council Meeting June 18 on the TMP and Pedestrian Plan.

10. MEETING WRAP-UP

Share your thoughts on how this meeting went.

11. PUBLIC COMMENT/NOTES

PEDESTRIAN ADVISORY COMMITTEE

MEETING #4 SUMMARY

WEDNESDAY, MARCH 20, 5:30 – 8P



PRESENT

Alicia Halberg
Amy McCormick
Ann Moss
Brent Halsey
Craig Towler
Lisa White
Mark Rosenstein
Nora Schlosser
Robyn Kube
Tila Duhaime (TAB)
James Krolick
Paul Wallick

ABSENT

Diane Denenberg
Hugh Bell
Jennifer Nicoll (TAB)
Randi Grassgreen
Spenser Havlick
Sarah Massey-Warren
Yoav Lurie

STAFF & CONSULTANTS IN ATTENDANCE

Barbara Lewis, Meeting Facilitator (Catalyst, Inc.)
Amy Lewin, Project Manager (City of Boulder)
Darcy Kitching, Boulder Walks Coordinator
(Walk2Connect)

MEETING HANDOUTS

- Meeting #4 packet
- Low-Stress Analysis Results Instructions and Worksheets (if needed to complete at meeting)
- Travel Diary Instructions

AGENDA

1. Dinner Activities/Introductions
2. Desired Meeting Outcomes
3. Input on Strategies & Actions
4. Performance Measures
5. Where Should Improvements Go?
6. Chat with Councilman Bob Yates
7. Project Update
8. Next Steps
9. Homework
10. Meeting Wrap-up

Committee members were provided a meeting packet with information that served as a tool to help guide participants through the information presented in the agenda above.

1. DINNER ACTIVITY/INTRODUCTIONS

DINNER ACTIVITY

During dinner, PAC members discussed their low-stress draft results with another PAC member or completed their analysis worksheets.

INTRODUCTIONS

Amy and Tila (TAB delegate) kicked off the meeting and launched into a round of quick introductions.

2. DESIRED MEETING OUTCOMES

Barbara highlighted the desired outcomes (see below) to the group and went over the agenda for the meeting.

Desired outcomes for meeting #4:

- Members contribute to the further development of draft strategies, actions, and performance measures
- Members provide input on what this plan will become known for
- Members contribute to the development of the walking encouragement campaign
- Members are informed about recent Pedestrian Plan activities and upcoming events

3. INPUT ON STRATEGIES & ACTIONS

Amy explained that the strategies and actions show how we plan to meet our vision and goals and reflect the strategy brainstorming from PAC meeting #3, as well as additional community input throughout the planning process.

STRATEGIES & ACTIONS

PAC members paired up to review the strategies and actions and propose refinements/additions. PAC suggestions and comments related to each strategy are shown in italics below, along with missing actions and other comments.

1 - Facilities

Make facilities more pedestrian friendly...

A. Along the street

- *On and along (think Pearl Street Mall)*
- *Identify major ones and focus on those*
- *Bike facilities (bike lanes) to avoid bikes on ped-only facilities*
- *Connectivity is essential on existing*
- *Stop signs on driveways before sidewalk (1a.3)*
- *Better sightlines near businesses (Lucky's South)*

B. Crossing the street

- *Add zebra striping crosswalks*
- *More than key destinations – strategic locations around walking routes (1b.1)*
- *Define “key” locations (1b.1)*
- *Eliminate flashing yellow turn signals citywide*
- *Expand zebra stripes and improve overall symmetry of intersections*
- *Don't forget road design/geometry at crossings too (raised crosswalks, neckdowns/bulbouts, etc.) (1b.3)*
- *We should be prioritizing ped movement, not just “facilitating” it.*
 - *Prioritize, not facilitate pedestrian movement*
- *Give peds more time to cross (1b.4)*

C. Off-Street

- *Clearly marked bicycle and pedestrian directions on paths*
- *More separated paths for bicycles and pedestrians*
- *Marking for bikes/peds need to be bolder colors*

2 – Maintenance

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

- *Locate where sidewalks end (2.1)*
- *More snow removal funding and mid-day removal (2.2)*

- *Enforcement and city help*
- *Snow plow mapping planned routes live and in real time (2.2)*
- *Hire a smart technology consultant for modern tech advice*
- *Ensure peds are not blocked by standing vehicles queuing for turns*
- *Expand Pearl Street transition from all peds slowly to cars*

3 – Planning

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

- *Less “auto-centric” planning would accomplish this*
- *Vision Zero is an overall goal, not a strategy within the list (3.1)*
- *Traffic calming AND blocking (think Goss Grove)*
- *Slow down arterials*
- *NSMP only addresses small “neighborhood” streets. We need a plan for addressing speed on large corridors and arterials (3.2)*
- *Bump outs (3.2)*
- *Solar sidewalks and illuminated pavement markings (3.3)*
- *First/Last Mile and e-scooters, e-bikes, and e-skates (3.3)*
- *Smart technology (3.3)*
- *Consider pedestrian connectivity and promoting more dense walkable communities in land use, comprehensive plan and zoning decisions (3.5)*
- *Determine key destinations and best routes to link all neighborhoods to those destinations (3.5)*
- *Make stronger what we really mean by 15-minute neighborhood*
- *Work closer with BVSD on education of safety and things to watch out for (3.6)*
- *Disincentivize driving for BVSD students (3.6)*
- *Wider sidewalks near schools (3.6)*

4 – Design

Design for quality and comfort for all pedestrians.

- *Think more about width – what width where and why that width? (4.1)*
- *Benches and drinking fountains are nice ideas but not really economical (4.2)*
- *Tie buffers and landscaping together (4.2)*
- *Wayfinding – more bilingual signage and maps (4.3)*

- *Call boxes for personal security are no longer relevant with the use of cell phones and the vandalism of the boxes (4.6)*
- *Diverse public art – crosswalks, sculptures, wayfinding and signage (4.7)*

5 – Safe Travel

Promote safe travel by all transportation users.

- *Vision Zero should be highlighted more as an overall goal, not just an action item.*
- *Add traffic enforcement roles in school zones (5.2)*

6 – Awareness

Raise awareness about the benefits of and opportunities for walking.

(No comments)

7 – Community

Strengthen community identity and belonging through pedestrian-focused places and programs.

- *Make it easy to close a street for neighborhood events*
- *Specific goals for car-free areas, e.g., expanding Pearl Street Mall (7.2)*
- *Prioritize under-protected communities (7.3)*

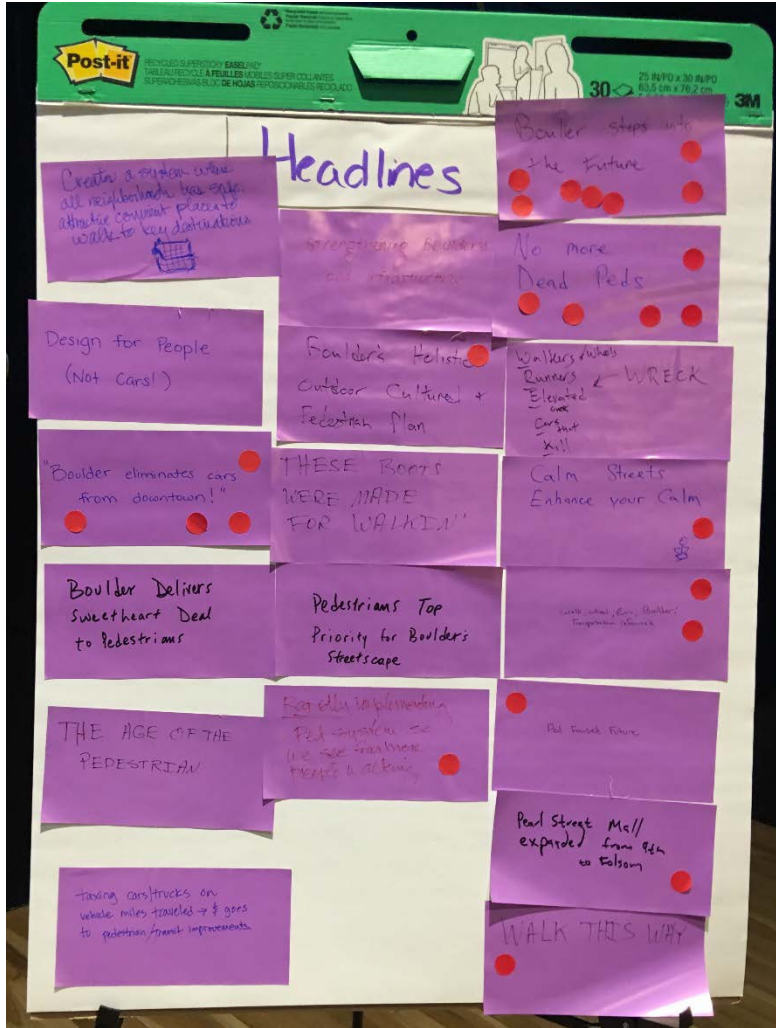
Missing Actions and Additional Comments

- *Need to express how we will prioritize among various areas within each action item*
 - *Items 1c.1, 1c.4, 2.1, 2.2, 4.5, and 7.1*
- *Parklets*
- *Remove street parking – replace with space for people*
- *Make pedestrian routes the most direct – currently peds do not have the most direct path and must go the long way around*
- *Emissions (especially on high traffic streets)*
- *Shift away from auto-centric design (wide roads and high-speed limits) to encourage less cars and prioritize pedestrians.*
- *There are lots of opportunities to integrate pedestrian and cycling planning and infrastructure – this draft only mentions cyclists and pedestrian conflicts 😞*

HEADLINES

The group developed headlines for what the plan should be known for and then voted for their top two favorites. The comments that were voted on as favorites are shown in bold below.

- *“Create a system where all neighborhoods have safe, attractive, convenient places to walk to key destinations”*
- *“Design for People (Not Cars!)”*
- ***“Boulder eliminates cars from downtown” (4 votes)***
- *“Boulder Delivers Sweetheart Deal to Pedestrians”*
- *“The Age of the Pedestrian”*
- *“Taxing cars/trucks on vehicle miles traveled—money goes to pedestrian/transit improvements”*
- *“Strengthening Boulder’s pedestrian infrastructure”*
- ***“Boulder’s Holistic, Outdoor, Cultural & Pedestrian Plan” (1 vote)***
- *“These Boots were Made for Walking”*
- *“Pedestrians Top Priority for Boulder Streetscape”*
- ***“Rapidly Implementing Ped System so we see more people walking” (1 vote)***
- ***“Boulder Steps into the Future” (7 votes)***
- ***“No More Dead Peds” (5 votes)***
- *“WRECK: Walkers & wheels Runners Elevated over Cars that Kill”*
- ***“Calm Streets Enhance Your Calm” (1 vote)***
- ***“Walk, Wheel, Run—Boulder: Transportation Refocused” (2 votes)***
- ***“Ped-Focused Future” (1 vote)***
- ***“Pearl Street Mall expanded from 9th to Folsom” (1 vote)***
- ***“Walk this Way” (1 vote)***



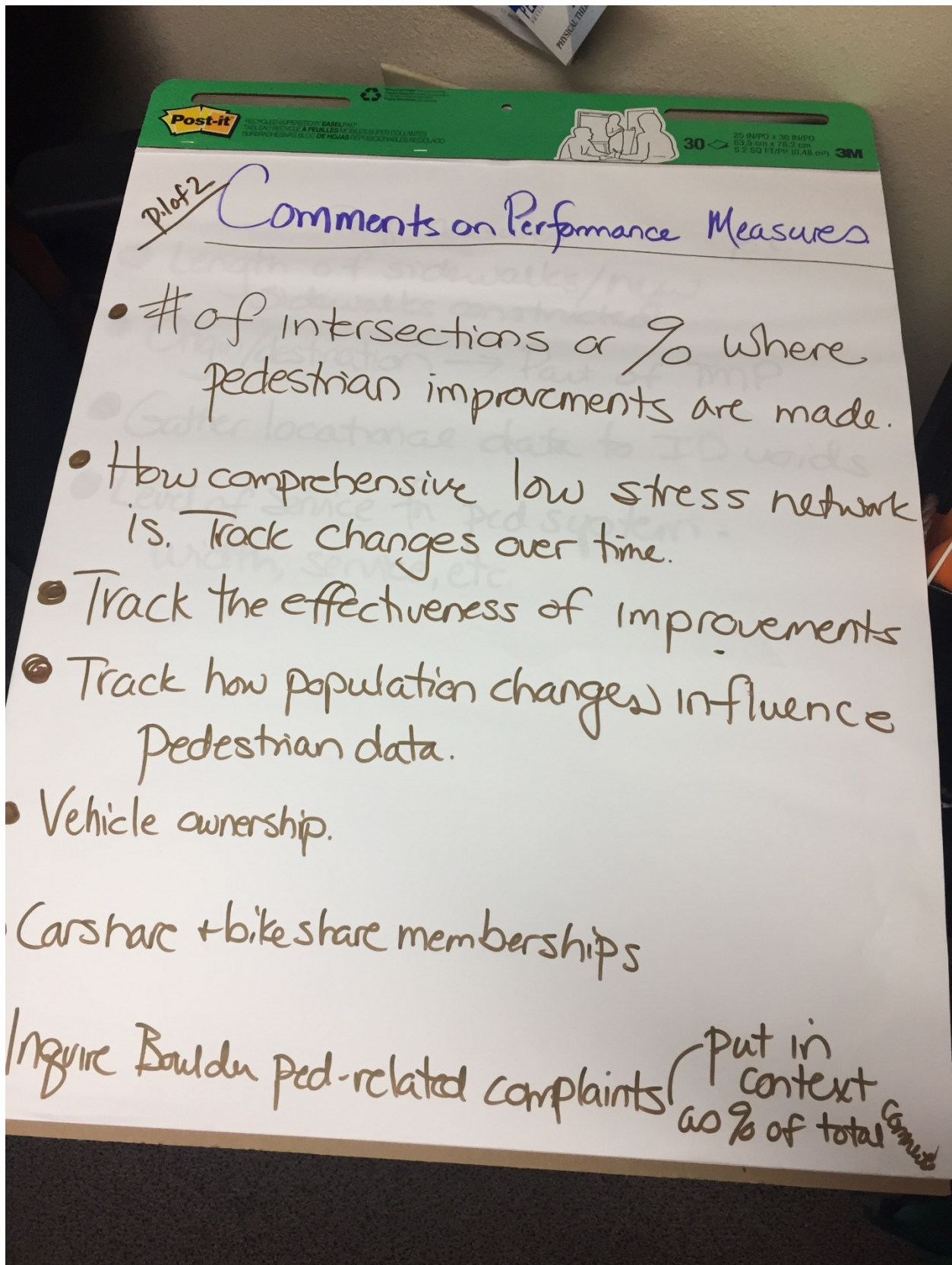
Amy ended the exercise by explaining that staff will review the suggested edits to the strategies and actions and headlines to find the best way to document and include them in the plan and other messaging.

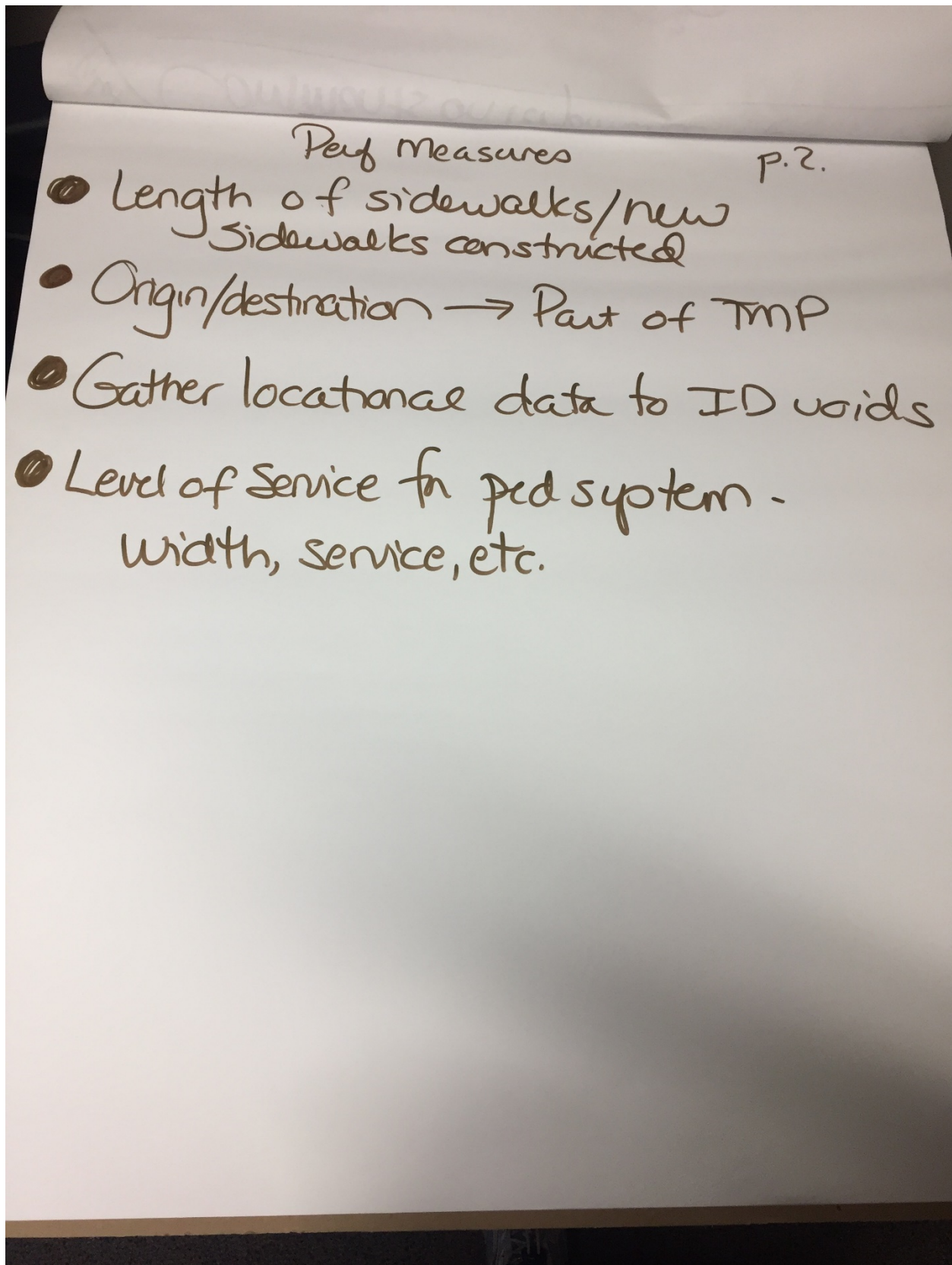
4. PERFORMANCE MEASURE REVIEW

PAC members reviewed the draft Transportation Master Plan (TMP) objectives, as well as preliminary ideas on pedestrian-related performance measures that were chosen based on best practices, the feasibility of collecting the data consistently and regularly, and a review of the plan goals:

- Number of pedestrian fatalities and serious injury collisions (from Safe Streets Vision Zero analysis)
- Ease of walking (from Citizen Survey)
- Mode share (percentage of trips made on foot as measured in the Boulder Household Travel Survey)
- Pedestrian activity (number of pedestrians in selected count locations as part of new count program)

PAC suggestions were recorded on flipcharts, as shown in the following two images.





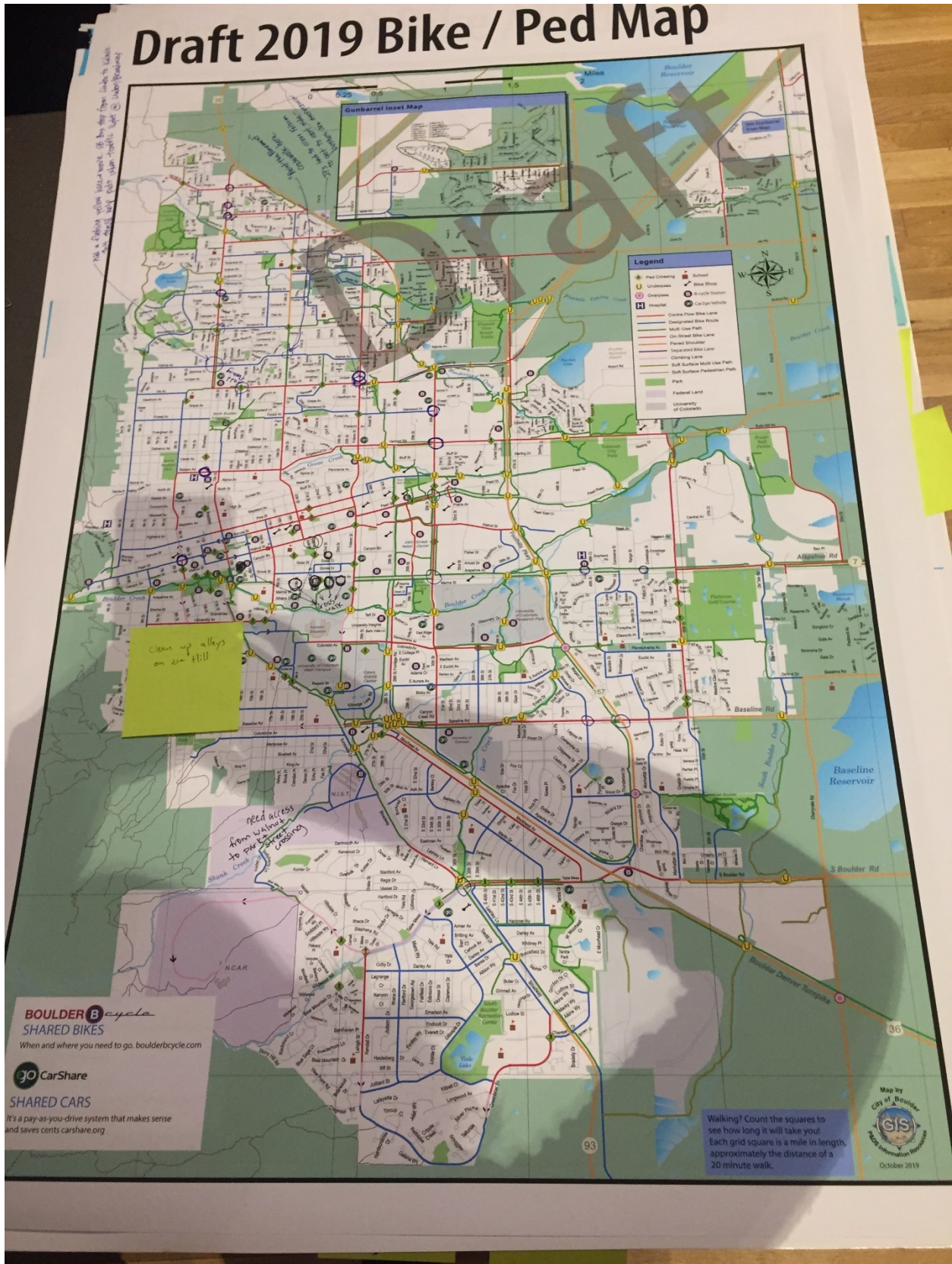
5. WHERE SHOULD IMPROVEMENTS GO?

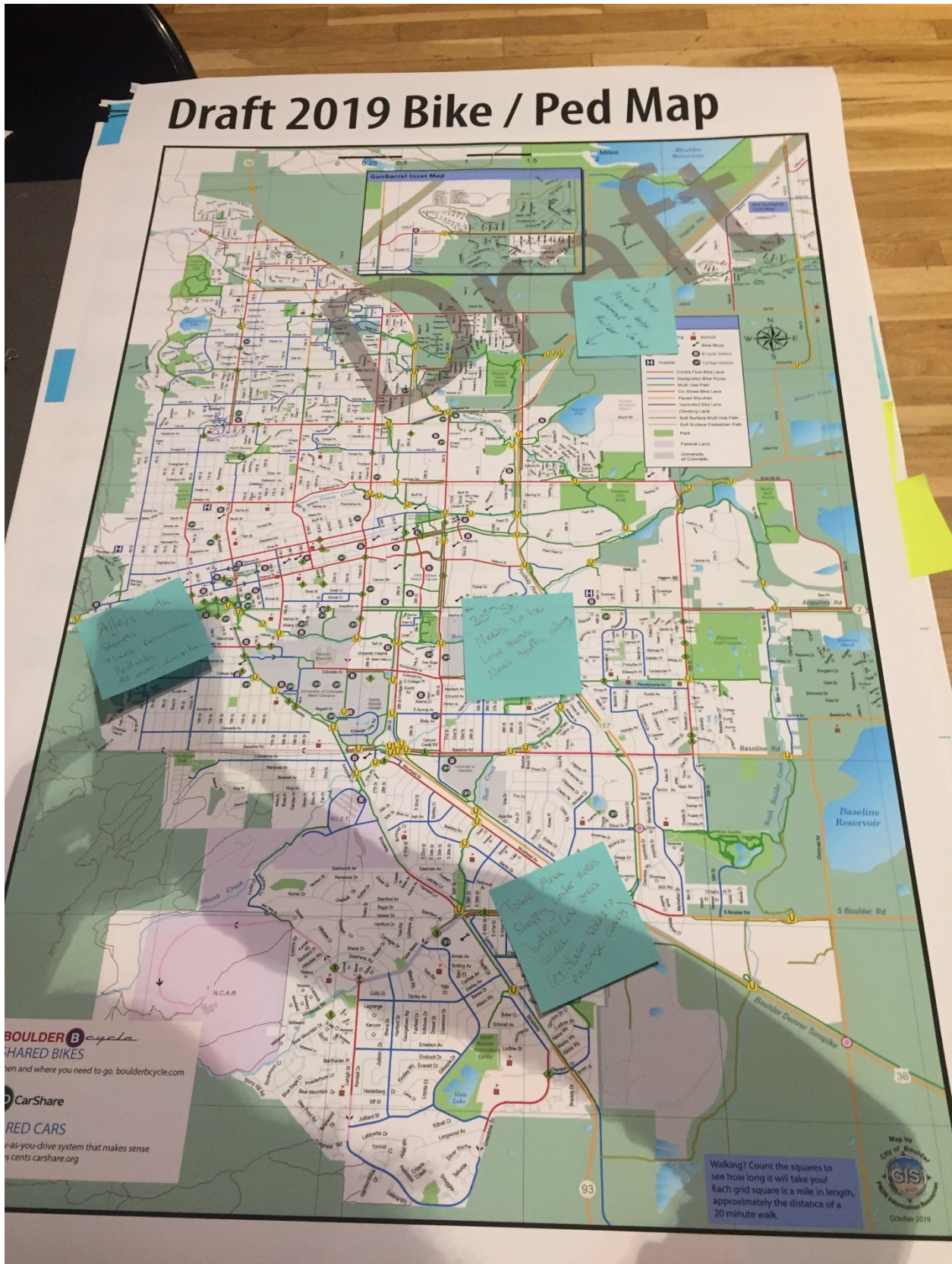
PAC members were asked where some of the key actions should be implemented, including:

- Low-Stress Access to Destinations (Action 1b.1)
- Alley improvements (Action 1c.4)
- Public art (Action 4.7)
- Play Streets (Action 7.1)



Suggestions are shown on the following images. (These maps are currently being transcribed and will be included in plan development.)





6. CHAT WITH COUNCILMAN YATES



Councilman Yates met with the PAC to hear their thoughts, to comment on the draft strategies and actions discussed at the meeting, and to provide overall guidance from the perspective of City Council.

Councilman Yates' Comments on Ped Plan/Walking:

- The Ped Plan is a big component of the TMP—make prominent and build support for vision and priorities
- Categories include: education, operations, infrastructure
- We are all pedestrians
- Tie in health and community impacts

Councilman Yates' Comments on Strategies and Actions:

- Alley improvements are already happening downtown; build on these programs (Action 1c.4)
- Snow removal is the most frequent complaint City Council hears related to transportation; supports enhancing volunteer program like IceBusters (2.2)
- Parking blockages of sidewalks can also occur due to deliver trucks (e.g., near Ideal Market at 13th/Alpine) (2.4)
- Vision Zero is a high priority (3.1)
- Neighborhood Speed Management Program—supports speed reductions (3.2)
- There is room for innovation (3.3)
- Add metrics to hold City Council accountable (Strategy 4)
- Supports more public art (e.g., Rainbows over Pearl) (4.7)
- Consider incorporating more storytelling in education efforts (6.1)
- For car-free zones consider pedestrianizing 13th Street between Arapahoe and Pearl (7.2)

7. PROJECT UPDATE

This section highlights project progress since the January 17 meeting. Amy asked PAC members to review this project update section on their own.

PAC members were also asked to review the meeting notes from meeting #3 (which includes responses re: Extra Credit “innovations” homework) and email any changes to Amy.

8. NEXT STEPS

Amy explained that there are several upcoming events that PAC members might be interested in, including the TMP Joint Open House with Boulder County and CU (March 20) and the What’s Up Boulder citywide Open House (April 4) at which PAC members are invited to act as ambassadors for the plan. Additional walkabouts are also planned for each month.

Date	Event Type	
March 21	Open House	Transportation Master Plan Open House
April 4	Open House	Citywide Open House (What's Up Boulder) Boulder JCC
April, May, June <i>dates TBD</i>	Walkabouts	Additional walkabouts (open to public)
May <i>date TBD</i>	Meeting #5	Low-Stress Walk Network/15-minute Neighborhood (tentative)
Summer <i>date TBD</i>	Meeting #6	Draft Plan and Celebration

9. HOMEWORK

Amy briefly explained the homework for the next time.

1. **Headlines**—send in any other ideas re: headlines by March 31.
2. **March 21 Open House, April 4 Open House**—1) sign up to participate; and/or 2) help spread the word; we will send you information when available
3. **Extra Credit:** Choose one day and do a trip diary (we will provide the form or download the app “Boulder Travel Survey” by DVMobile). Assess if you might be able to shift one vehicle trip to walking, biking, or transit. How long would it take? What would you need? If you don't have any vehicle trips, what would you like to share with the community about what it takes to walk, bike, and take transit regularly? Send in your form and answers to the questions to lewina@bouldercolorado.gov by April 7.

10. MEETING WRAP-UP

No public comments were given during this meeting.

Amy thanked everyone for attending.

TRAVEL DIARY HOMEWORK RESPONSES

Thanks to Lisa for your contribution!

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If you don't have any vehicle trips, what would you like to share with the community about what it takes to walk, bike, and take transit regularly?

- Plan ahead. If taking transit: look at transit schedules and plan around them. If biking: look at the map ahead of time so you have an idea of where you are going.
- Mount a phone holder to bicycle handle bars so you can follow tricky GPS directions (eg. Google often likes to give directions like "turn left, turn right, turn left" that aren't clear without looking at the top.)
- Invest in proper walking shoes and waterproof jacket and pants
- Download the Transit app to get realtime bus information
- Advocate for better transit and infrastructure where you live

-Lisa White

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