



## South Boulder Road Study - Virtual Public Meeting #1 January 24, 2024, 5:30PM

The meeting began at 5:30pm.

### Introductions

Nora Kern kicked off the meeting and provided a quick introduction to the project and an overview of the meeting agenda.

The following members of the project team were in attendance:

- Nora Kern, DRCOG
- Brittney Compton, DRCOG
- Nick Vanderkwaak, Fehr & Peers
- Mikhail Kaminer, Fehr & Peers
- Nora Neureiter, NHN consulting
- Dean Winstanley, NHN Consulting
- Ruth DeJesus, ASL Interpreter
- Jessica Gamez, ASL Interpreter
- Liz Torres, Spanish Interpreter
- Heather Moss, NHN Consulting

There were 44 members of the public who participated.

### Project Overview

Nora Kern continued with the project overview:

- Purpose of the Study
- South Boulder Road Study Area

Three poll questions were asked for the audience through Menti.com. These were asked to gauge audience member interest in South Boulder Road. The questions of the poll are included below, ***and the results of these questions are included at the end of the document:***

Question #1 -- Which Community do you live in/nearest to?

Question #2 -- What 3 words describe your current perception of transportation on South Boulder Road?

Question #3 -- What lengths are your most regular trips on South Boulder Road?

Nick Vanderkwaak continued the overview with background about:

- Regional travel on South Boulder Road
- Trip length at locations on the corridor
- Population and employment forecasts near the corridor through 2050
- DRCOG Equity Index scores on the corridor
- Average daily traffic on South boulder road corridor segments
- Transit network and DASH ridership
- Transit speeds on segments along the corridor
- Bicycle and pedestrian facilities
- Safety analysis
- Estimated right of way along the corridor

Some additional polling questions were then asked (**results are at the end of the document**):

Question #4 – What 3 words describe your vision for South Boulder Road?

Question #5a – For the City of Boulder segment (Broadway to Cherryvale), what do you like and what could be improved?

Question #5b – For the Boulder County segment (Cherryvale to McCaslin), what do you like and what could be improved?

Questions 5c – For the City of Louisville segment (McCaslin to Cimarron), what do you like and what could be improved?

Question 5d – For the City of Lafayette segment (Cimarron to 120<sup>th</sup>), what do you like and what could be improved?

## Q&A

The final 15 minutes of the meeting were reserved for questions provided through the Zoom chat feature and then answered by the project team. The following questions were addressed during this part of the meeting:

- Regularity of travel depends on the week, time of year, etc. Can you explain how you collect data related to speed, volume, pedestrians, and transit? **ANSWER** – A variety of data sources provide us this information. One of these sources is cellphone data through a data vendor called “StreetLight”, which helps us understand people’s origins, destinations, and travel modes. The project also utilized recreational bicycle data from a platform called “Strava”, which is self-reported bicycle trips. Finally, we also used field-collected traffic counts, recently collected by the variety of agencies involved in this project, to validate how many vehicles are traveling through different parts of the corridor.

- Can you say what the averages are per bus trip per hour.... by time of day. DASH buses seem to have no more than 3-4 people on them and are often empty. What are the hourly averages for transit use? **ANSWER** – We have daily information. RTD tracks that using automated passenger counters on the buses. RTD uses other techniques to gauge use at the hourly level. Some buses may be used more than others, especially during different times of the day, and these data points help RTD modify schedule changes on a regular basis.
- Are we comfortable that our traffic counts aren't biased too low because they were taken during COVID? **ANSWER** – There are field collected counts pre and post COVID. We also have data from StreetLight to help estimate average daily traffic. The numbers in this presentation were actually post-COVID 2022 numbers taken from these sources.
- Are landowners adjacent to South Boulder Road being consulted to see whether the right of way (ROW) can be expanded for things like separated multi-use paths? **ANSWER** -- Too early in the process to know if such an approach will be recommended. The estimated ROW we presented are planning-level estimates based on parcel data. These estimates show that many areas currently have a very wide ROW to accommodate such uses. If recommendations are included to pursue widening the ROW we would talk to property owners right away.
- DRCOG has been talking about corridor planning as it relates to land use. Is that type of conceptual "corridor planning" part of this project? **ANSWER** – This study is mostly focused on the transportation system elements. No elements of the study right now are focused on housing and land use. DRCOG is currently developing a regional housing assessment and supports comprehensive planning at the regional level, however those efforts are separate from this study. This study will defer to local government partners regarding land use decisions.
- How are you considering the 3-prong flow from Hwy 7 to South Boulder Road at 120<sup>th</sup> Street? The design for north to Arapahoe Road seems a slower flow plan. We need flow of commuting to Boulder considered as part of this study. **ANSWER** –A lot of other corridor studies are underway to better understand these regional connections. The City of Boulder looks at these commuter corridors collectively including travel demand on each going into and out of the city. The demand is higher on Arapahoe than South Boulder Road. This data influences decisions by the City of Boulder around the type of design and level of service. Arapahoe is a bit more advanced in design and ability to fund. Boulder County is thinking regionally about the three large corridors east from Boulder – South Boulder Road, Arapahoe and Baseline Road -- and trying to develop them to be appropriate for multi-modal use.

- Are impacts and future use for the aging population being considered? **ANSWER** - Yes. The study is looking at travel needs for folks of various ages and how these needs change over time. It is looking at, as the aging population continues to grow, how will people who cannot drive be able to travel to where they need to go through corridor.
- Are there any plans to have areas to park so more people can use the bus? Also improving the bus stops? **ANSWER** – The project team would like to know specific locations where you want them on the corridor. Currently not looking at locations for more park-and-rides, but we could do that.
- If recommendations that come out of this study are cost prohibitive for the communities, how will that be addressed? Are multiple options going to be given in case funding is not available? **ANSWER** – DRCOG is working closely with the government partners to “right size” the study recommendations so they will work for the local government partners. The plan will also look at available funding sources and identify options to fund the recommendations.
- What is the viability of extending the study east of 120<sup>th</sup> Street? **ANSWER** – This has not come up a lot in our conversations so far, but it had been considered in some other long-range plans in the past. Some land use decisions have been made and developments pursued that would make extending South Boulder Road east of 120<sup>th</sup> very challenging, but we can talk with Lafayette to align our plan with what they are working on regarding extending east.
- Would love to see more flashing lights on all ped crossings. Would love to see crosswalk buttons at an area that someone on a bike can push, or the light will “read” a bike and turn without a button being pushed. What is the best way for these types of comments to be captured for the study? **ANSWER** – People are encouraged to list such comments on the interactive map on the DRCOG project page.

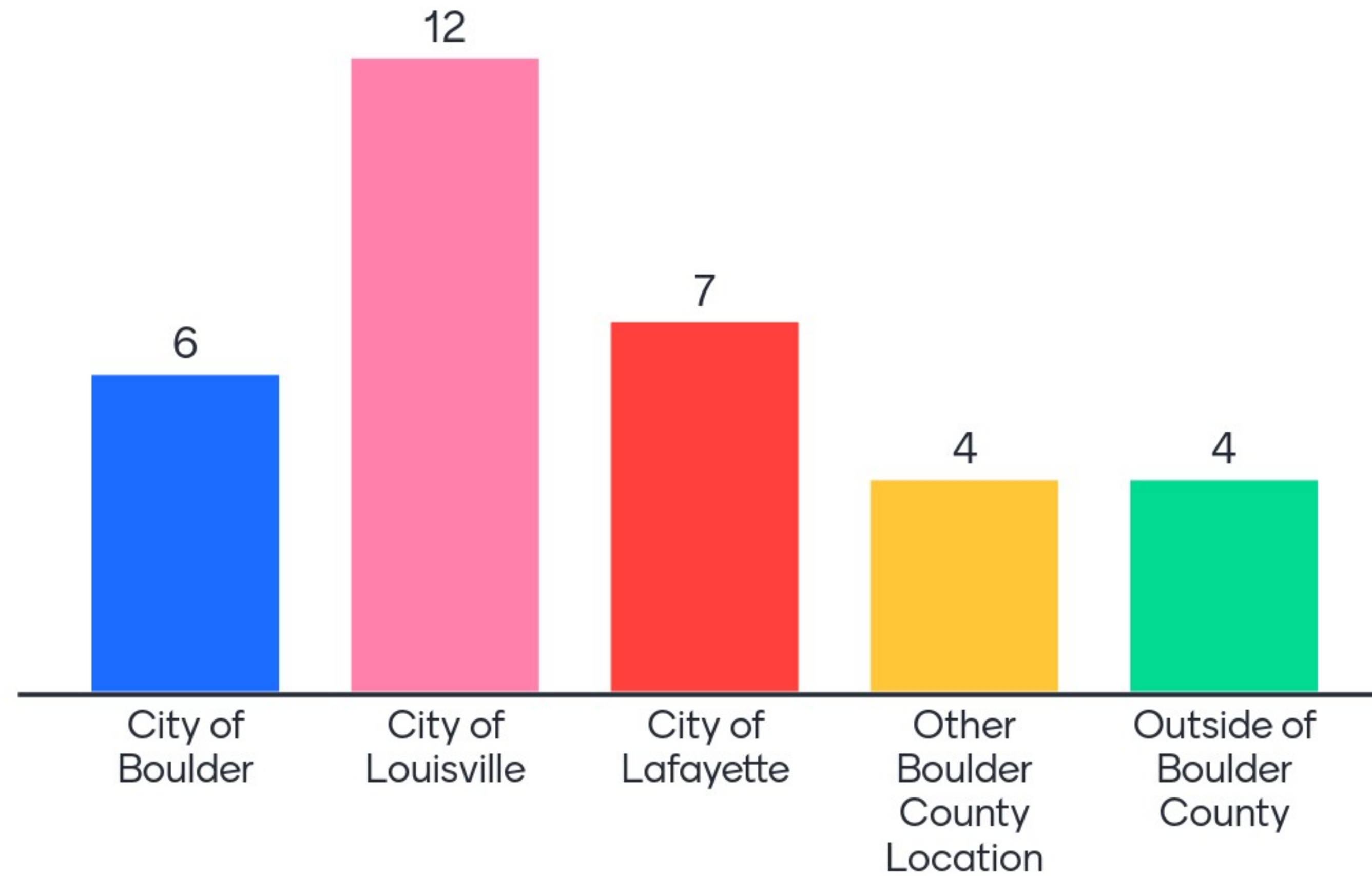
### Next Steps

Covered the upcoming project schedule, including the two community pop up events scheduled for Saturday, January 27<sup>th</sup>. Meeting participants were also encouraged to visit the project page on the DRCOG website at [www.engage.drcog.org/south-boulder-road-study](http://www.engage.drcog.org/south-boulder-road-study) to learn more about the project and take the online survey by February 12<sup>th</sup>.

The project team will send out a follow up email to all participants. Check the project website page as well.

The meeting ended at 6:35 pm.

# Which community do you live in/nearest to?



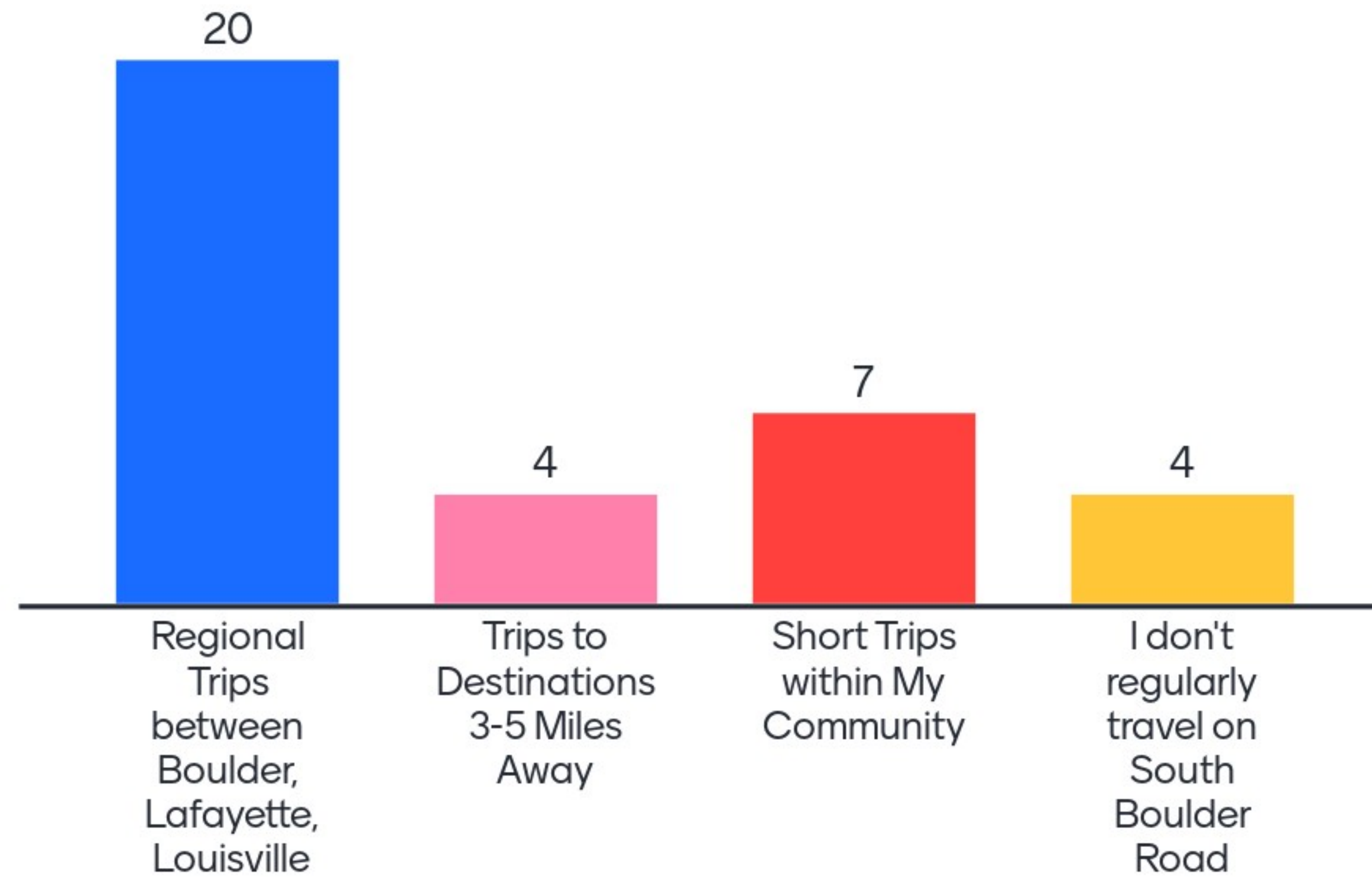


# What three words describe your current perception of transportation on South Boulder Road?

78 responses



# What length are your most regular trips on South Boulder Road?





## What three words describe your vision for South Boulder Road?

90 responses





# For the City of Boulder segment (Broadway to Cherryvale), what do you like and what could be improved?

Faster transit

Better crossings

Improve bus speeds

Faster traffic flow,  
synchronized signals

The intersections around 36  
could be improved to reduce  
risk of collisions with left  
turning vehicles

Drivers turning onto Table  
Mesa need good site lines and  
awareness of cyclists who may  
be on the MUP and coming  
either direction

Flyover at Table Mesa /36  
is kinda of a mess

I like the density along the  
road within Boulder. It is an  
important arterial that  
connects community assets.

# For the City of Boulder segment (Broadway to Cherryvale), what do you like and what could be improved?

I like the rural feel/views.

Needs to have the trail to be continue

Protected multi-use path.Improved car-pedestrian-bus-bike interfacing

No issues with that stretch

More sidewalks.  
Underpasses.

Protected bike lanes and two way left turn lane.

Safer for bikes

interchange with 36/foothills backs up for left turns nbound onto 36



# For the City of Boulder segment (Broadway to Cherryvale), what do you like and what could be improved?

I like the RTD overpass at the Park 'n' Ride. The bike lanes in that segment do not feel safe! Cars tend to drive in the bike lanes.

Speed limit is goodImproved crossings are goodDecent signal progression

Like: sidewalks and bike lanes  
Dislike: sidewalk disappears going east

I like that there is a bike lane, and bike paths. Crossing near 36 on a bike would feel safer if the vehicle exits had a better structure and separation

needs center turn lane  
Broadway to 36

Needs to be safer and more efficient for bikes and peds

intersection with Foothills is dangerous for bikes

separated bike lane or multiuse path, underpasses connecting multiuse paths, reconfigure Table mesa PNR



# For the City of Boulder segment (Broadway to Cherryvale), what do you like and what could be improved?

better signs to direct bicyclists from South Boulder Road into Boulder Center

Safer crossing options

Flow with access in and out of businesses

Good bus service

Longer turning lanes onto FoothillsSafer travel under under pass at RTD parking garage

I would like to see more safe and efficient access for multimodal travelers.

Route bikes to a non car corridor

We need to make sure that safe, multi-modal access is highlighted near the CU South site



# For the City of Boulder segment (Broadway to Cherryvale), what do you like and what could be improved?

Crosswalk/better times lights at ManhattanControl speed coming off 36

left turns in the table mesa neighborhoods back things up badly

protected bike lanes for safe and comfortable travel.  
moorhead and table mesa intersect improvements to get the rtd station

stoplight timing

The "long fast drive" stops abruptly and it is much more congested with more aggressive drivers. Smoother transition.

We should use this roadway to connect communities....Protected bike lanes and underpassesare a 2015 solution I'll be dead by 2050

Would be nice to have a bike/ped underpass

I stopped using that part of the corridor



# For the City of Boulder segment (Broadway to Cherryvale), what do you like and what could be improved?

Dividing this into segments won't do that

Transitions are compressed and confusing for new comers.

Delays waiting behind cars making left turns frustrate other drivers and create unexpected lane changes

Like the Dash bus. Improve environment for bicycling along side the road., especially on Table Mesa Drive

Not enough room for bikes on US 36 flyover

protected bike lanes and moorhead intersection improvements to get to the bus station

I too like the rural views

Exit from S. Boulder onto 36 -- awkward, insufficient room for merging traffic. Exit to Foothills Parkway -- awkward again, especially when heavy traffic on the Parkway. Stop light there is confusing.



# For the City of Boulder segment (Broadway to Cherryvale), what do you like and what could be improved?

Would like a bus that lands at CU main and east campus from East.

sometimes cows get out  
haha

More frequent street cleaning  
of should to prevent risks to  
bike riders

Bike friendly.

Wide shoulders are good,  
but they tend to collect  
debris

More frequent street  
cleaning of shoulders

Protected bike lanes.  
Automated speed  
enforcement.

Sand the hill going east up  
McCaslin as SOON as it  
snows!!!

# For the City of Boulder segment (Broadway to Cherryvale), what do you like and what could be improved?

More pedestrian crossings

The hill is a challenge for cyclists. Good thing for e-bikes. :)

seperated protected bike lane from Cherryvale to top of hill

Intersection at 55th - difficult during high traffic times.

add protected multi-use path

No comment-like that corridor.

More consistent mowing especially near side streets

E Centennial/train crossing area can be a mess



# For the City of Boulder segment (Broadway to Cherryvale), what do you like and what could be improved?

Would like to see more speed control, ticketing.

Crossings are easier than other sections as pedestrian and biker

Sometimes Via Appia intersection gets very backed up and it is hard to get in/out of neighborhood.

Need to widen as to make it easier to turn left into certain areas. Also, the intersection West of main is a nightmare to turn left from on S Boulder Rd. Gets too congested.

Direct flow through traffic to other roads.



# For the Boulder County segment (Cherryvale to McCaslin), what do you like and what could be improved?

Better light signal timing

Need safe pedestrian crossings

like few stop lights

Yay, cows!

safe travel for vulnerable use iver the 36 bridge

Drivers go too fast. Bikes need more protection

Add off-street multi-use path

Like current speed limit

# For the Boulder County segment (Cherryvale to McCaslin), what do you like and what could be improved?

Fast and convenient, like that stop lights are minimal

Multi use path that's protected

The rural feeling of it is wonderful.

Needs a separated bike or multiuse path.

Scary for bikes

Those hills are dangerous especially speeders go through red lights

More frequent street cleaning of shoulders

Sometimes the lights are hard to see especially going west!



# For the Boulder County segment (Cherryvale to McCaslin), what do you like and what could be improved?

Too fast and unsafe to bike

Wide shoulders are good, but tend to collect debris

You can get through this area quickly and effectively to get in either direction. The stoplight at cherryvale has challenging timing, I've seen cars run red lights at high speeds

Better weather treatment coming up the hills. Control speed coming down hills.

Highest incidence of speeding, more speed limit enforcement

Don't have dedicated bus line like Arapahoe Rd. - waste of space

Protected multimodal path

Install red light cameras



# For the Boulder County segment (Cherryvale to McCaslin), what do you like and what could be improved?

Need to be able to more readily ticket drivers who speed, go through red lights

The route should be for connecting communities. Diving it isn't what I'm here for.

I like that it is easy to drive between Boulder and Louisville, but it's a shame to have such a wide road without any multimodal options that are safe. It's also disconnected from community assets.

Protected bike lanes. Automated speed enforcement.

move bikes to separate path (like 36)

Great alternative to 36

Good traffic signalization  
Improve crossing at Macintosh Academy  
Safer crossing needed at McCaslin

Less light pollution: recent development (the monetary) has added too much light. Bad for bird migration



# For the Boulder County segment (Cherryvale to McCaslin), what do you like and what could be improved?

roundabout at cherryvale

Protected bike lanes

Love the open space and rural feel. Cars go fast- can they be slowed. Add protected bicycle lane.

I want to see a safe crossing (underpass) for students of Mackintosh Academy and parishoners of the Catholic Church to access those places by bus.

Need some way to slow speeders down

It's a major arterial thoroughfare and slowing traffic would be terrible

could offer a needed connection to communities east of Boulder

Protected bike lanes



# For the Boulder County segment (Cherryvale to McCaslin), what do you like and what could be improved?

Better timed left turn when westbound onto 76th

Macintosh Academy is near Cherryvale, not McCaslin.

Traffic tie-up at Mac Academy.

road is engineered for higher speeds than are appropriate

Make the speed limit consistent  
Like the Speed Kills sign  
New signal at Centennial is great

Red light runners are so scary for cyclists and pedestrians

All intersections should shift to no right on red to help protect cyclists and pedestrians

Improve safety for all modes

## For the City of Louisville segment (McCaslin to Cimarron), what do you like and what could be improved?

Keep as 4 lanes

Better timed lights

There are existing underpasses, but we desperately need more!

traffic signal synchronization  
Enforcement of traffic laws!

Wider shared pathway or protected bike lane - I don't feel safe riding in the bikelane

High incidence of running red lights, more enforcement

A lot of opportunity to get going too fast on that big downhill

stoplight timing is terrible



# For the City of Louisville segment (McCaslin to Cimarron), what do you like and what could be improved?

Improved signal timing

Commercial district

Get rid of no right turn on red at Via Appia

Safer for pedestrians

The road should be narrowed through communities like Louisville and Lafayette to make it easier to access assets on both sides and slow traffic.

A better trail connection from north of south Boulder in Louisville to the paths on the south side

Would like to see more underpasses, particularly at Main Street. Would like better thought put into signals — change in right turn signals is not helpful, has caused anger and confusion.

Underpasses for pedestrians; protected bike lane or multimodal path



# For the City of Louisville segment (McCaslin to Cimarron), what do you like and what could be improved?

The hills can be scary!

Love the options for pedestrians and cyclists off the road. Bike lane gets very narrow near high speed vehicles, and turning vehicles

We have to find a way to reduce the number of car journeys. You won't address safety on this segment by rearranging the deck chairs on the titanic

Longer turn lanes

More pedestrian crossings needed

I really like the digital speed limit sign that says "your speed can kill"

Love the quiet zone at the railroad crossing

Improved median landscaping



# For the City of Louisville segment (McCaslin to Cimarron), what do you like and what could be improved?

Upgrade/invest stop lights

Nobody likes strodes

Please don't do the narrowing that Louisville is doing nearby

The "your speed can kill" sign is an indicator of bad road design.

YOUR SPEED DOES KILL - Maybe you have not killed someone yet...

No narrowing please

The tree lined median is attractive. Please slow vehicles and improve the crossings.

We can't lose this as a major thoroughfare,

# For the City of Louisville segment (McCaslin to Cimarron), what do you like and what could be improved?

Pedestrian crossing at Cimarron can be confusing for pedestrians and drivers

Wider roads to make it easier to turn left. Also, the intersection west of main is awful to try and turn left from onto Main.

Intersection at Garfield is too "tight" - hard to turn left toward McCaslin if coming from Middle School area. Via Appia turn going east -- not everyone understands sign re: no turn on red.

Very commercial means it needs to accommodate pedestrians bikes etc. most congested area

wider sidewalks at Main St light - not enough room for bicyclist and pedesitrians at the crossing



# For the City of Lafayette segment (Cimarron to 120th), what do you like and what could be improved?

Separated bike/multi use path

Coordinate with the adding of bike lanes on 120th St

Better timed street lights

The construction is brutal, when will it be done?

Improved Signal Timing.

Traffic lights again, synchronized. I like the medians and the speed limit seems to work. Lafayette seems to be doing better with enforcement as well

Super crossings for schools, several schools in that area

Vehicle speeds are often too high for density and ignore speed limits



## For the City of Lafayette segment (Cimarron to 120th), what do you like and what could be improved?

Make 287 crossing safer

Better crossings

Bike lane is difficult to use in this area near commercial area. Very narrow, very high speed traffic

Ensure connectivity to the park and ride on S. Boulder Rd.

adjust lights so that speeders will always get stopped

Turning left onto S Boulder from 287 during peak hours is a nightmare the immediate light turning red causes a lot of traffic in the intersection.

The construction in front of the mobile home community on the east edge of Lafayette really is brutal - it prevents kids from walking/biking to school. I hate how these wide, fast roads divide people.

Transit for affordable housing at Willoughby corner



# For the City of Lafayette segment (Cimarron to 120th), what do you like and what could be improved?

Highly commercial so needs to accommodate pedestrians and bikes much better. Most congested area

Need better bike and ped crossings east of 287

Easy access to businesses

Badly paved in some areas

Improve safety for all modes

Significant investment in updating street. Is needed!

The far east end needs to be double lanes both ways as the rest of the road. With extended turn lanes. This area currently has a high amount of congestions during high peak travel times

Needs to change the cross light by king soopers and the apartment. It is very confusing for the drivers to stop and wait and the lights starts to blinking for the drivers to proceed.

# For the City of Lafayette segment (Cimarron to 120th), what do you like and what could be improved?

Love the new sidepaths east of South Public Road. Add wide paths on side of road west of South Public Road. Fix the difficult crossing of HW 287.

Would be nice to have efficient bus from DT Louisville to Lafayette, frequency especially weekends.

Horrible pot hole from manhole eastbound before 287