

Snapshot of Walking in Boulder

Draft

Average Trip is almost
1 Mile



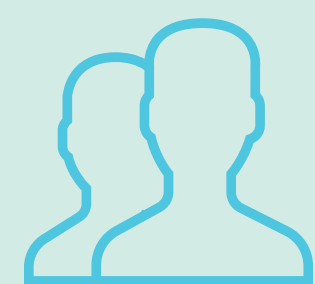
18%
of Trips by
Residents are
made by Foot

Average Trip

17
Minutes

Takes About

Top 3 Reasons People Walk



Social/Recreation
24%



School
8.8%



Food
7.5%



CU Students
Walk more
than Residents

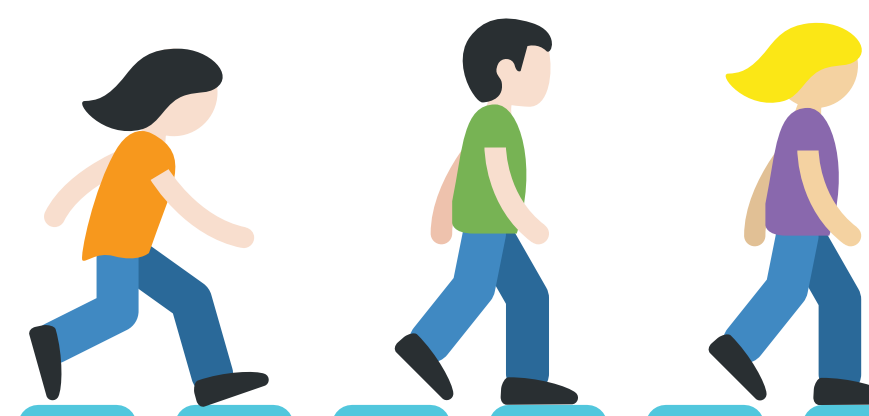


10%
of Residents
Walk to Work

Residents



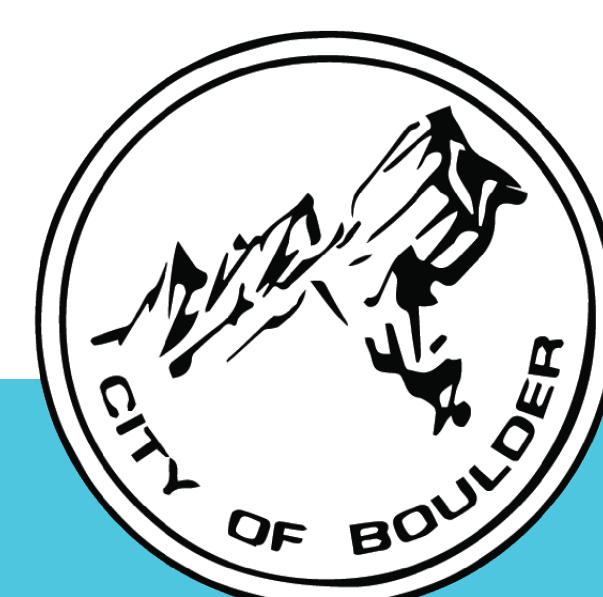
Walk about
3 mph



Boulder has over...

515 Miles
of Sidewalks

85 Miles of
Multi-use Paths



Boulder's Pedestrian Plan

A comprehensive look at all of the elements that work towards a better walking experience

Draft

The Missing Sidewalk Links Program identifies, prioritizes, and constructs missing sidewalk segments to provide a continuous pedestrian network and ensure a safe walking environment.

SafeRoutes
Safe Routes to School

The Safe Routes to School program enables and encourages students to walk and bike to school. The program aims to empower our community by addressing barriers that prevent students from walking and biking to school.

New sidewalks follow the City of Boulder Design and Construction Standards and ADA Requirements. Most sidewalks were put in when adjacent homes were built.

Construction detours for pedestrians are designed and implemented using the transportation industry standard Manual on Uniform Traffic Control Devices (MUTCD) for Streets and Highways.

Transit stops should be easily accessible by foot and located near popular destinations such as schools and libraries.

All sidewalks need to meet ADA (American Disabilities Act) standards, including curb cuts and ramps.

The Annual Sidewalk Repair Program identifies, prioritizes, and programmatically repairs sidewalks throughout the city to improve the infrastructure used by pedestrians.

BOULDER WALKS

Boulder Walks aims to celebrate and encourage walking as a travel choice for residents and employees by organizing community group walks.

HEADS UP BOULDER
MIND THE CROSSWALK

The Heads Up Crosswalk Safety Campaign is focused on enhancing crosswalk safety through education and enforcement for drivers, cyclists and pedestrians.

Some traffic signals prioritize pedestrians at crosswalks with a "leading pedestrian interval" (LPI) that gives pedestrians a 3-second head start. Some locations also prohibit right turn on red.

Maintenance such as snow and vegetation removal is typically the responsibility of the adjacent property owner.

Underpasses are an essential part of the off-street pedestrian network.

VISION ZERO
Safe Streets Boulder

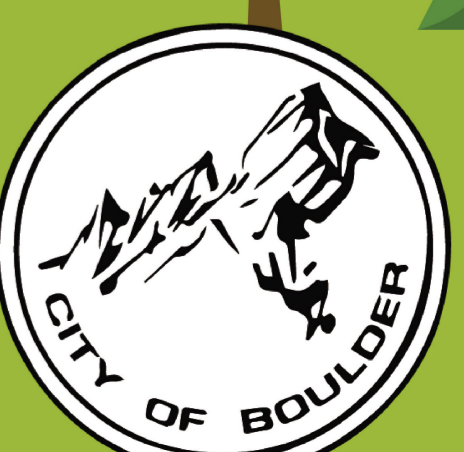
Vision Zero is the Boulder community's goal to reduce the number of traffic-related fatalities and serious injuries to zero. At its core, this goal is inspired by the belief that traffic collisions are preventable, and even one fatality is too many.

The city's Transportation Maintenance work group and Parks and Recreation Department provide routine inspection, sweeping, maintenance, and removal of snow/ice from the multi-use path system.

The 'Pedestrian Crossing Treatment Installation Guidelines' documents the city's approach to installing crosswalks consistently across the city. Crossings are typically based on the roadway type. Example elements include marked crosswalks, median refuge islands, flashing yellow lights (FRFLs), pedestrian traffic signals, and underpasses. The guidelines are being updated in 2018-19.

THE WAY OF THE PATH
Be the best. Accept your responsibility. Be part of The Boulder Way to GO.

The Way of The Path, a series of rules designed to encourage proper etiquette and safety for all path users.





2017 BICYCLIST AND PEDESTRIAN COUNT

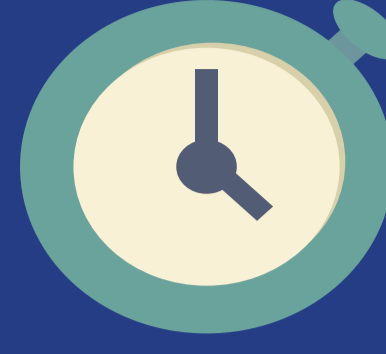
Boulder, Colorado

September

12, 14, 16
Tues, Thurs, Sat



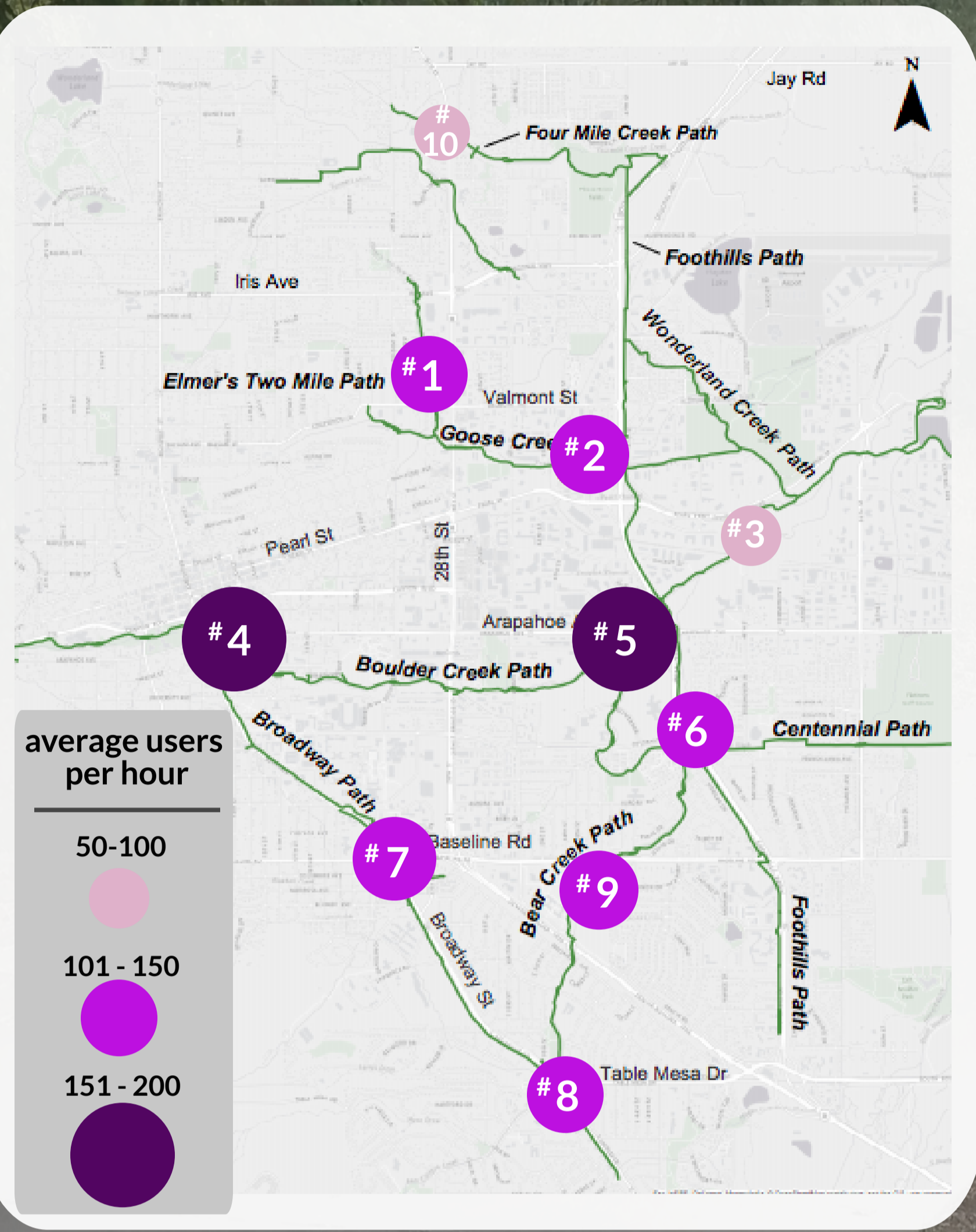
10 count locations



61 two-hour shifts



53 volunteers



10 COUNT LOCATIONS

1. Elmer's Two Mile Path south of Glenwood Drive
2. Goose Creek Path south of Community Cycles (north of Pearl Pkwy. and west of Foothills Pkwy.)
3. Boulder Creek Path east of Pearl East Circle
4. Boulder Creek Path west of Broadway Path
5. Skunk Creek Path south of Boulder Creek Path
6. Foothills Path north of Centennial Trail
7. Broadway Path north of Baseline Road (west side)
8. Broadway Path south of Table Mesa Drive
9. Bear Creek Path south of Baseline Road
10. Four Mile Creek Path west of the 28th St. underpass



BoulderColorado.gov/Transportation



HIGHEST COUNTS



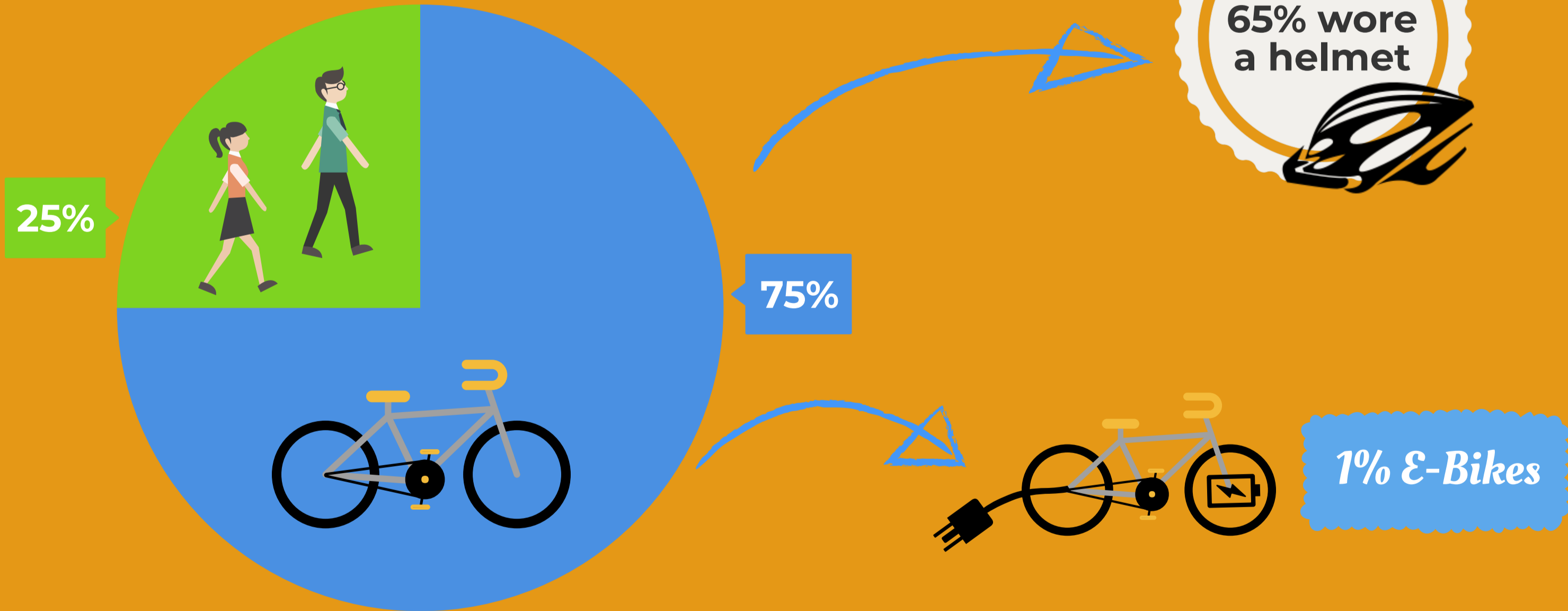
Bicyclists @ Skunk Creek
~ 3 per minute
339
Tuesday, 9/12, 5-7 pm

Pedestrians @ Boulder Creek (Broadway)
~ 1 per minute
156
Tuesday, 9/12, 5-7 pm

All users @ Boulder Creek (Broadway)
~ 4 per minute
444
Tuesday, 9/12, 5-7 pm

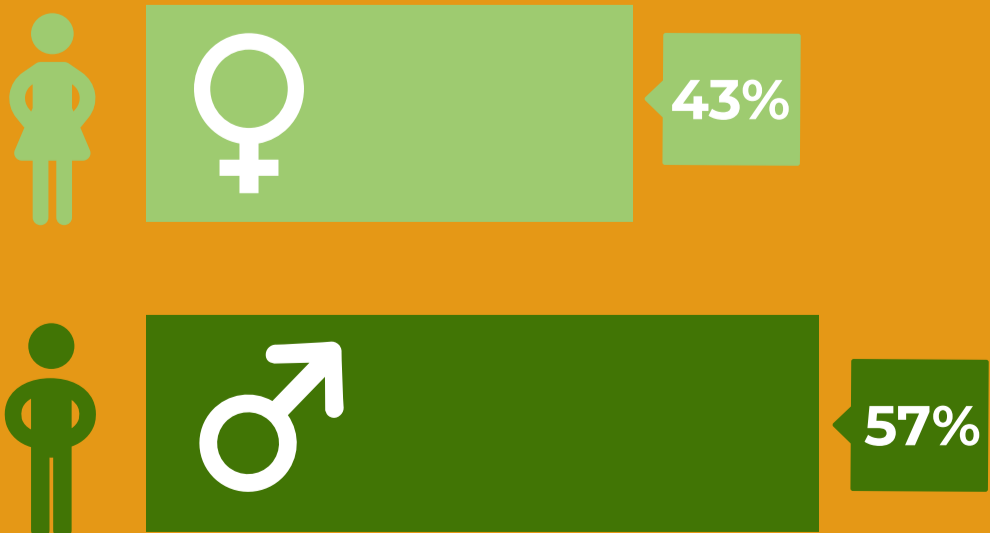
PED/BIKE SPLIT

TOTAL COUNTED: 13,546

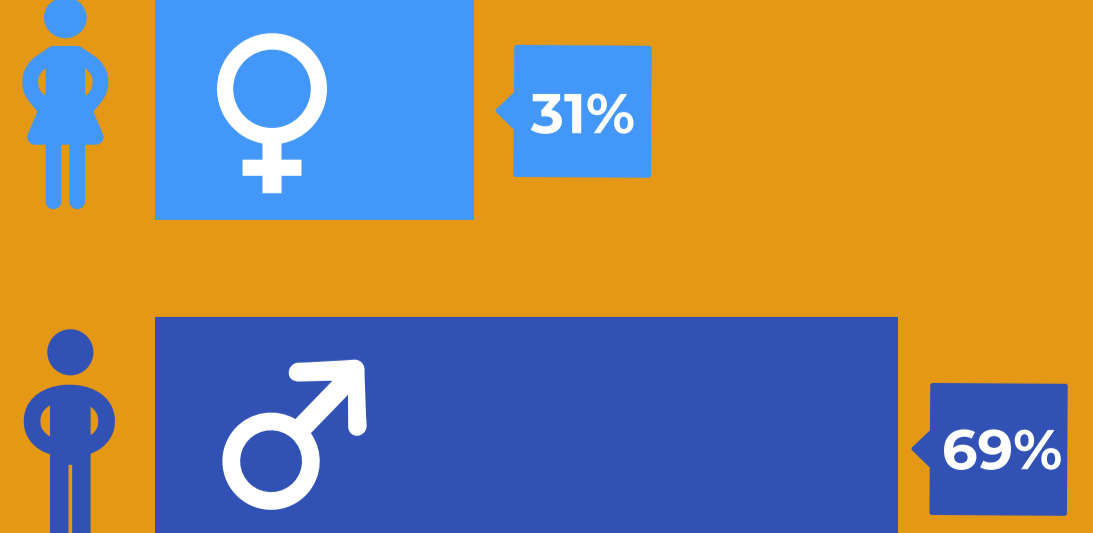


GENDER SPLIT

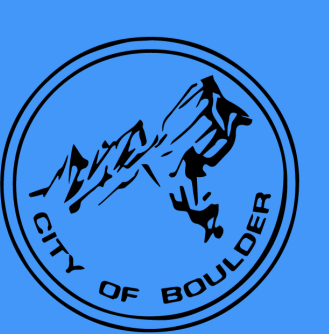
PEDESTRIANS



BICYCLISTS

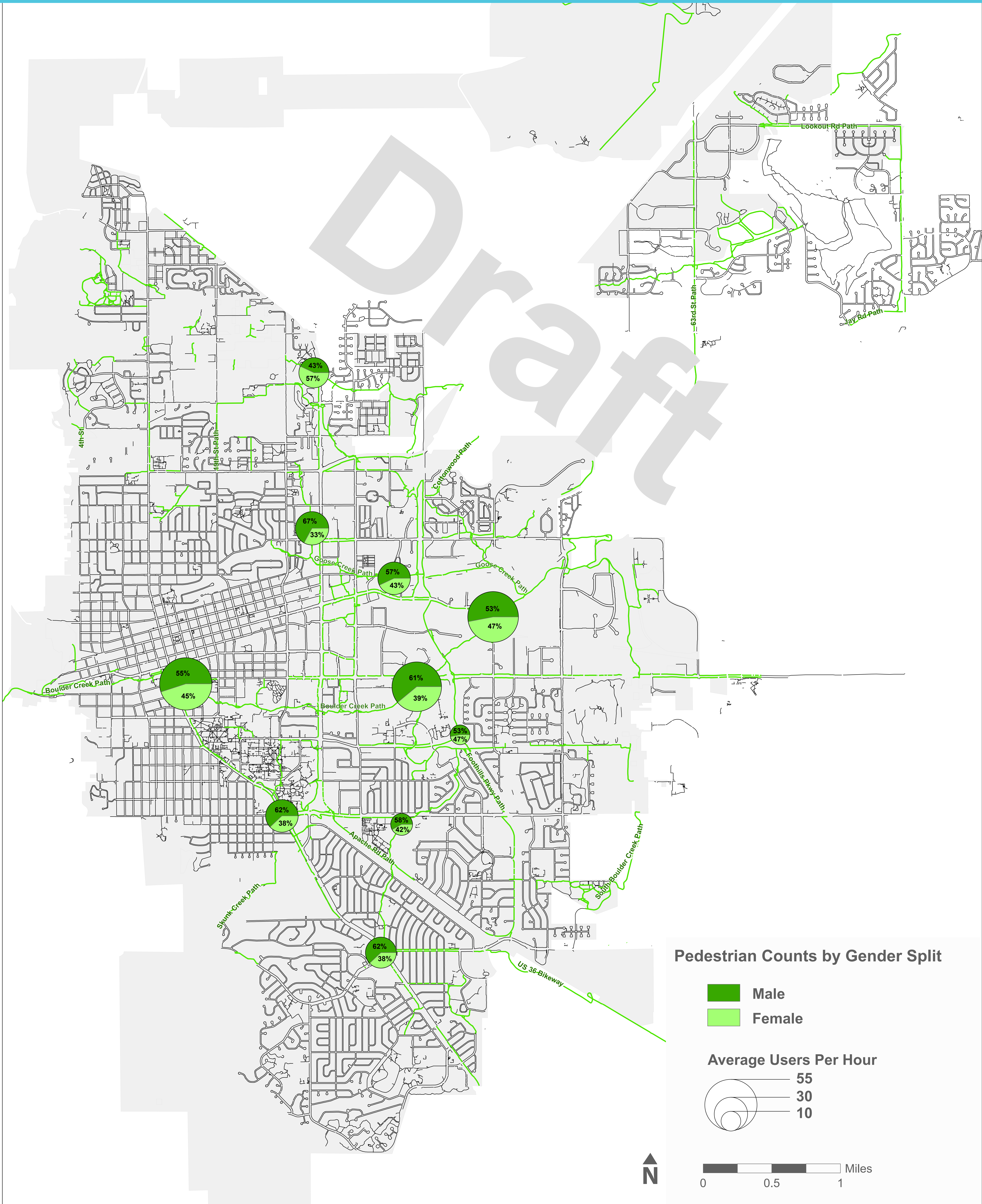


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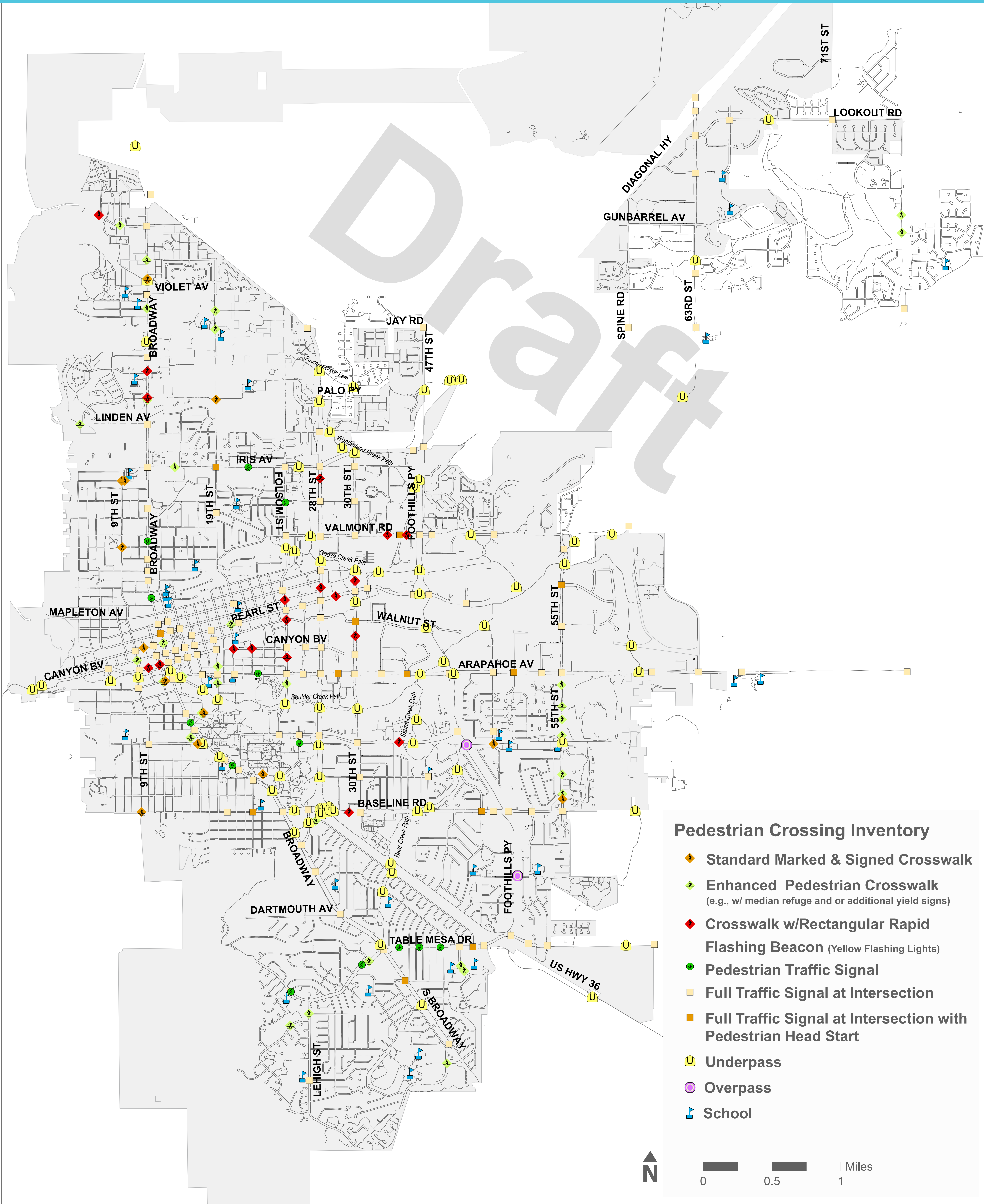
Pedestrian Counts by Gender on Multi-Use Paths

This map displays pedestrian volumes on multi-use paths according to circle size and the gender split according to color.



Pedestrian Crossing Inventory

This map displays the various pedestrian crossing treatments in Boulder.



Pedestrian Crossing Treatments



Standard Marked & Signed Crosswalk



Enhanced Pedestrian Crosswalk (e.g., w/median refuge and/or additional yield sign)



Crosswalk with Rectangular Rapid Flashing Beacon (RRFB) (Yellow Flashing Lights)



Pedestrian Traffic Signal



Full Traffic Signal at Intersection



Full Traffic Signal at Intersection with Pedestrian Head Start is 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.



Underpass

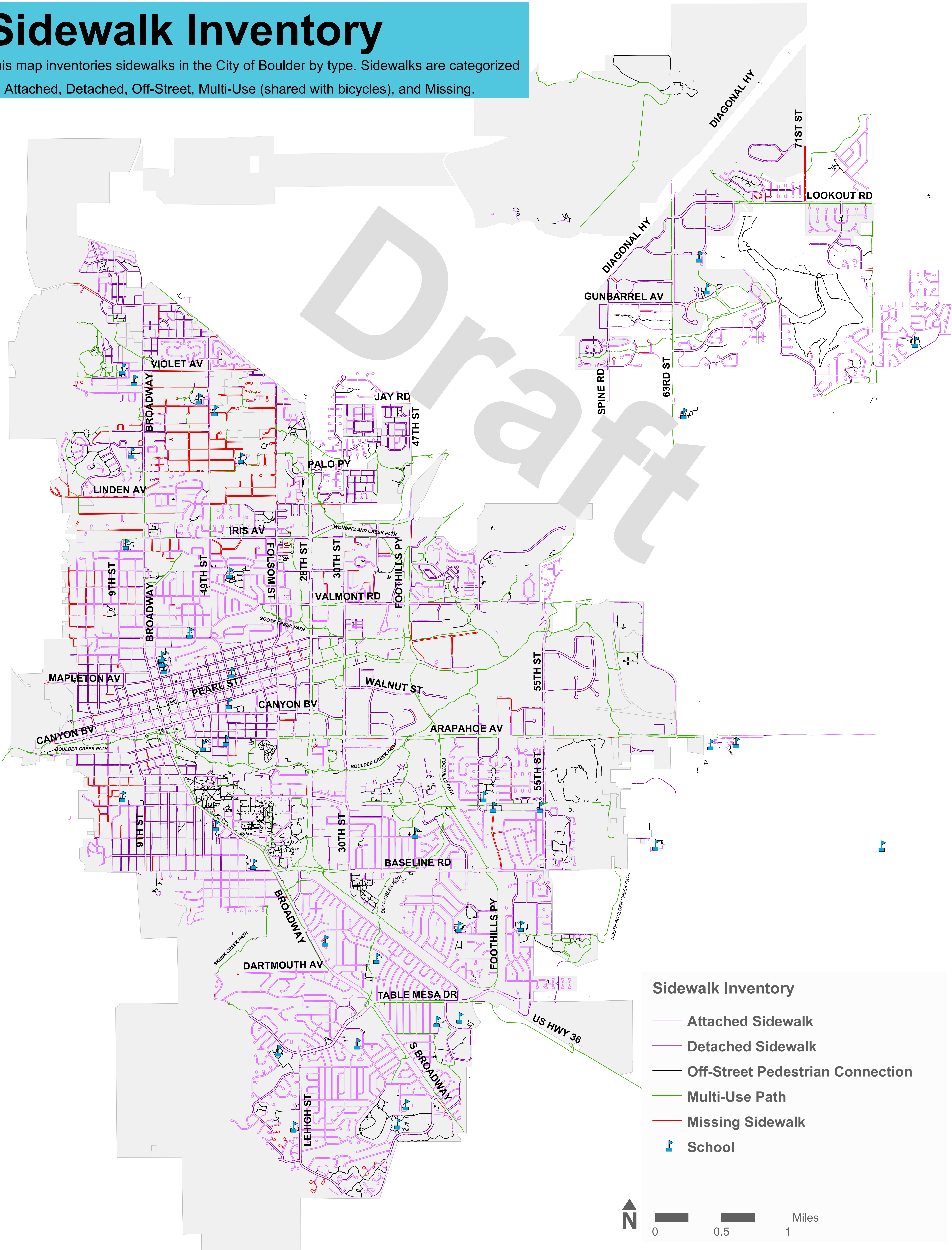


Overpass



Sidewalk Inventory

This map inventories sidewalks in the City of Boulder by type. Sidewalks are categorized as Attached, Detached, Off-Street, Multi-Use (shared with bicycles), and Missing.



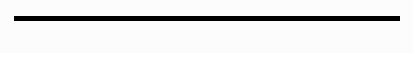
Sidewalk Inventory



Attached Sidewalk



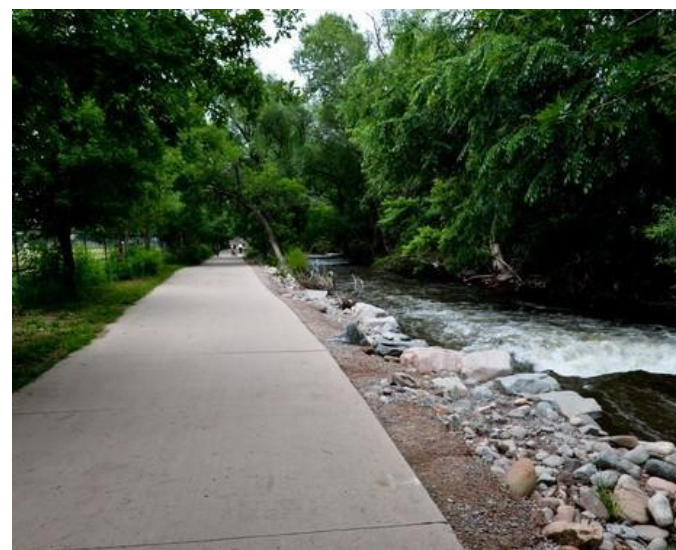
Detached Sidewalk



Off-Street Pedestrian Connection



Multi-Use Path

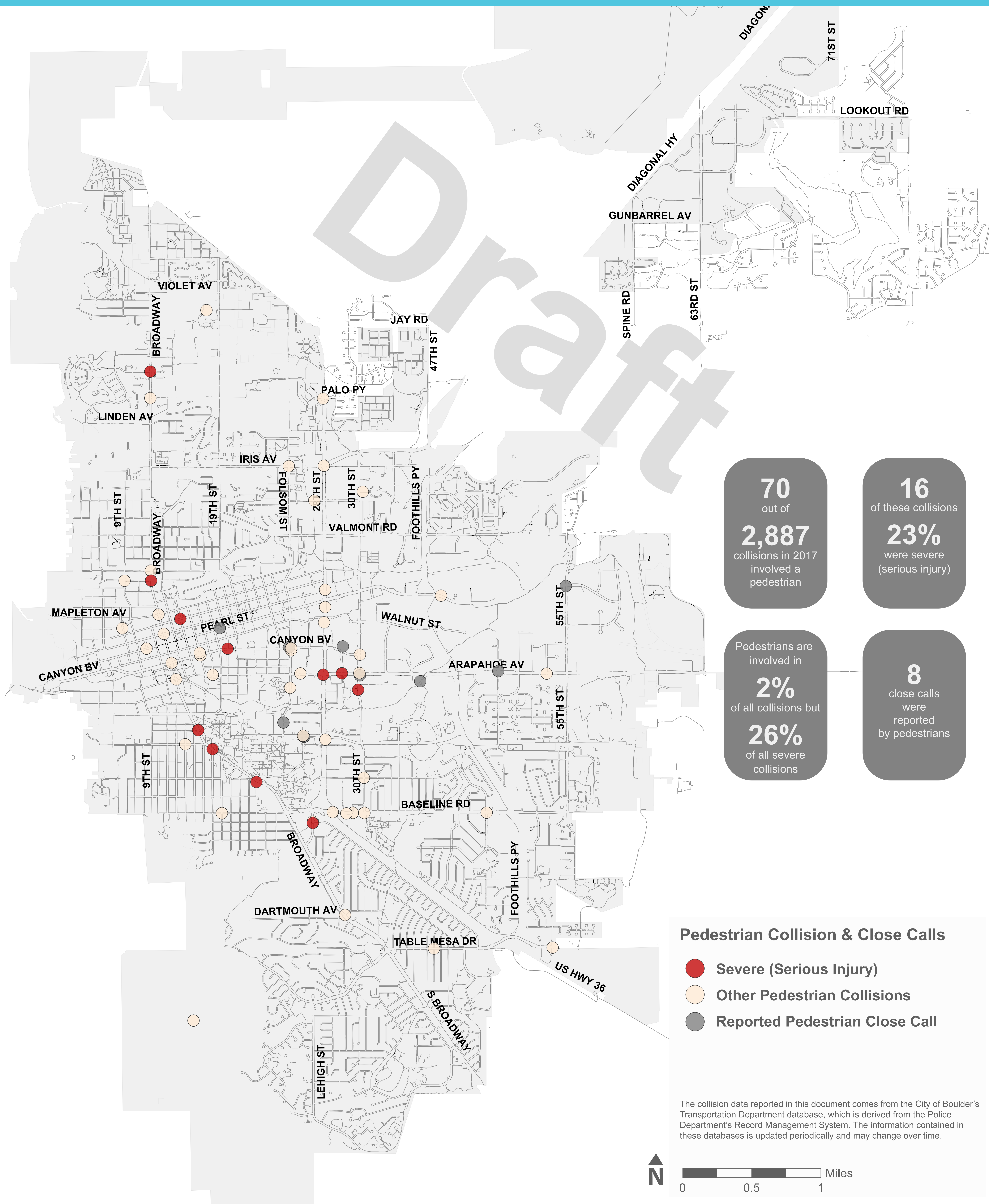


Missing Sidewalk



2017 Pedestrian Collisions & Close Calls

This map shows pedestrian collisions by severity and self-reported pedestrian close calls for 2017.



70
out of
2,887
collisions in 2017
involved a
pedestrian

16
of these collisions
23%
were severe
(serious injury)

Pedestrians are
involved in
2%
of all collisions but
26%
of all severe
collisions

8
close calls
were
reported
by pedestrians