



**Boulder County Commissioners Work Session**

**February 22, 2012**

## Presentation Agenda

1. Project Goals
2. Summary of Public Process
3. Transportation Project Recommendations
4. Parking Policy Recommendations



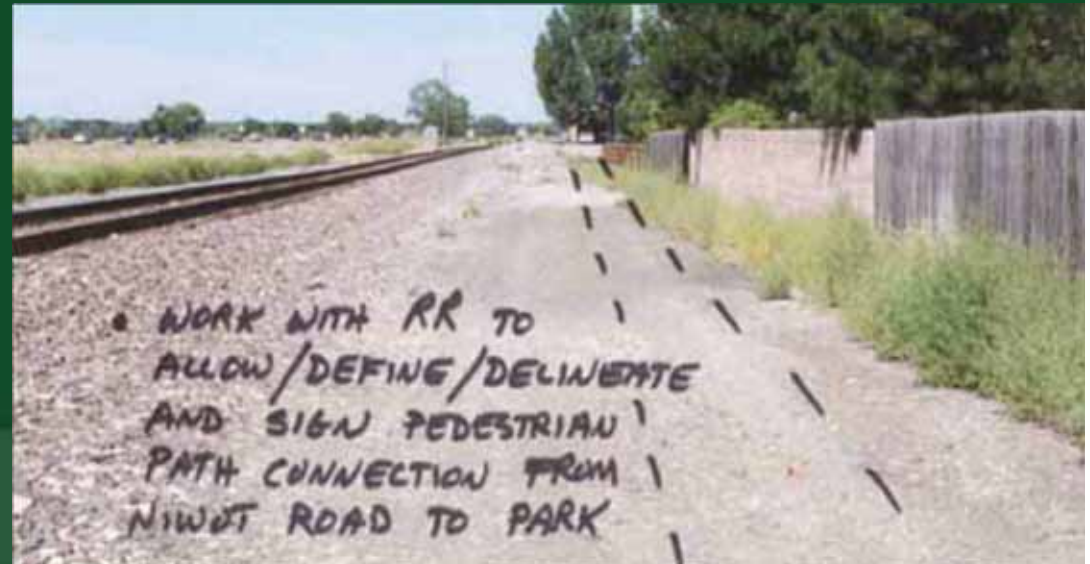
# *Project Goals*



*Retain special character of the Niwot community*

## Project Goals




**Improve local mobility and access and prepare parking management strategies**



# Project Goals

# Recommendations and preliminary design plans

NIWOT TRANSPORTATION & CONNECTIVITY PLAN  
FINAL 15 February 2012



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# Project Timeline

- **Element 1: Baseline Analysis** (*June - July*)
- **Element 2: Improve Bike-Ped Connections** (*July*)
- **Element 3: Parking Supply & Demand Management** (*August*)
- **Element 4: Work Groups & Public Involvement** (*July – Jan 2012*)
- **Element 5: Transportation Improvement Program** (*Nov – Jan 2012*)



*Summary of Public Process*



**Stakeholder #1 – July 2011**

# NIWOT'S Transportation & Connectivity Plan

Home Overview Get Involved Contact Us



July 21st Stakeholder Kick-Off Meeting

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**niwot\_colorado** Check out the latest in Niwot! [icont.ac/teJG](#)  
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**niwot\_colorado** Patty Limerick: The Legacy of Conquest: Niwot Left Hand Grange: Wed 9/28 7pm  
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**niwot\_colorado** Colterra says come on down to the Niwot Fine Art Fair! 79th & Niwot Rd #niwot #art  
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## Thanks for your input on the draft plan!

The Niwot Local Improvement District Working Group and Boulder County have been working on a Transportation and Connectivity Plan to address short, near, and long term transportation improvements in Niwot. The draft plan was presented at a public workshop on October 26th, 2011. The Niwot Local Improvement District Working Group and [...]



## October 26, 2011 Draft Plan Workshop

This meeting provided a summary of the input from the October 13th community workshop and focused on a "short list" of action items for mobility improvements in Niwot. All Niwot residents, neighbors, and business owners are encouraged to review the draft plan found on this website and provide comments by November 14, 2011. This meeting occurred: [...]





Thank you for providing your insights regarding Niwot transportation and connectivity at the Kickoff Meeting. After the keypad polling and break-out sessions, many issues related to trail corridors are being identified. The survey intends to identify important issues we are missing and guide the next steps of analysis. Please be as specific as possible in your feedback with regards to location. Thanks!

1. We have identified the following locations to investigate possible trail connection improvements. Are there any other specific locations we should be considering?

- Between Cottonwood Square & residential areas
- South side of Niwot road from Longview to Niwot High School
- More direct connection from center bridge to Old Town
- Connection to Park & Ride
- Between Greenwood Place and Centerbridge Dr

2. The following locations have been identified as areas to investigate for pedestrian crossing improvements. Are there any other areas of concern?

- 79th Street & Niwot Road
- 2nd Ave & Niwot Road
- 83rd Street & Niwot Road
- Longview & Niwot Road
- Crosswalk west of Franklin
- In front of gas station on Niwot Road
- Crossings to Niwot Elementary School
- Niwot High School
- Franklin Street & 3rd Ave

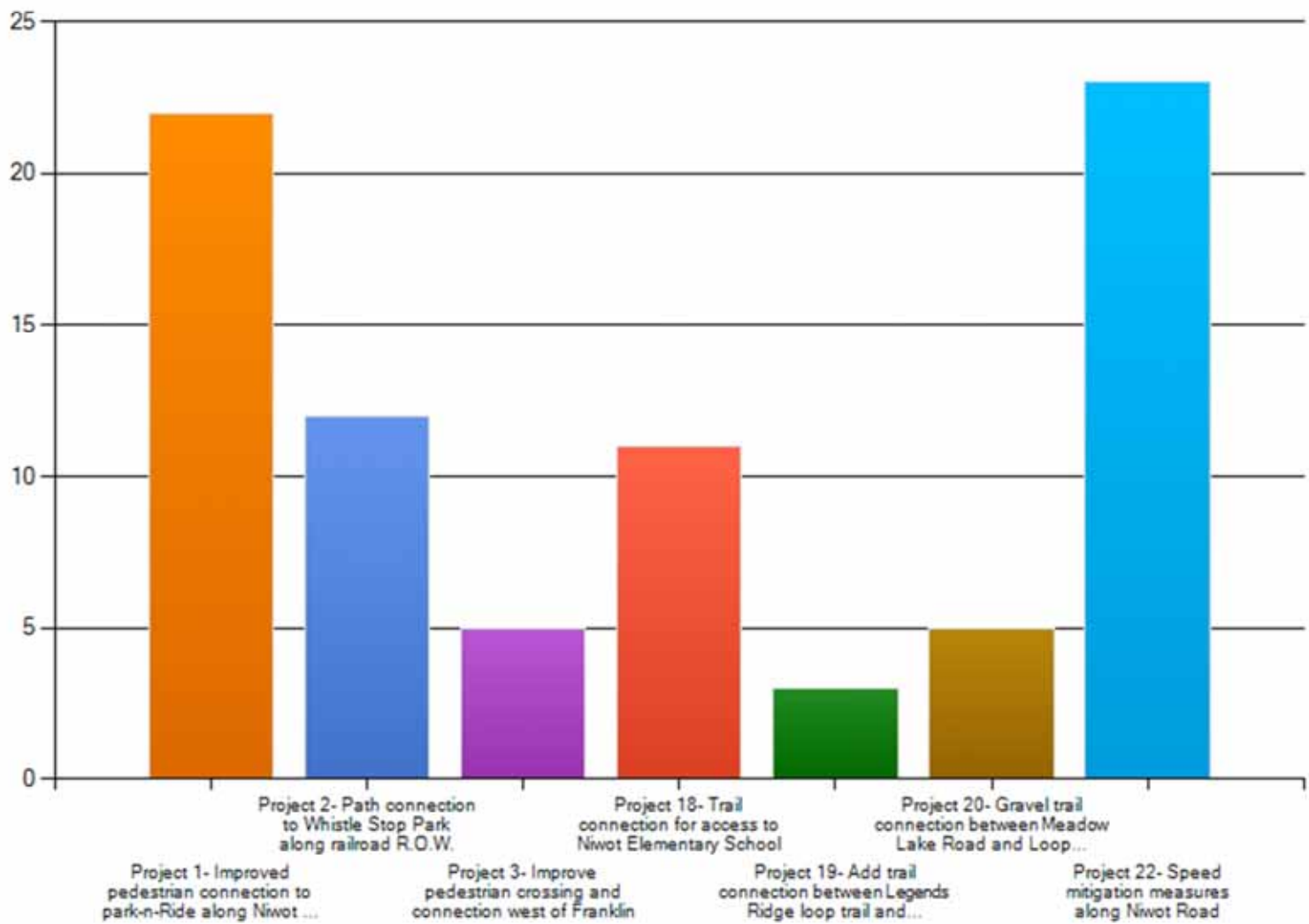
3. Besides the following issues, what other specific transportation & connectivity concerns do you have about Niwot Road?

- Crossing at 2nd Ave
- Connection between Old Town to Cottonwood & Niwot Market

***On-line Survey - August 2011***

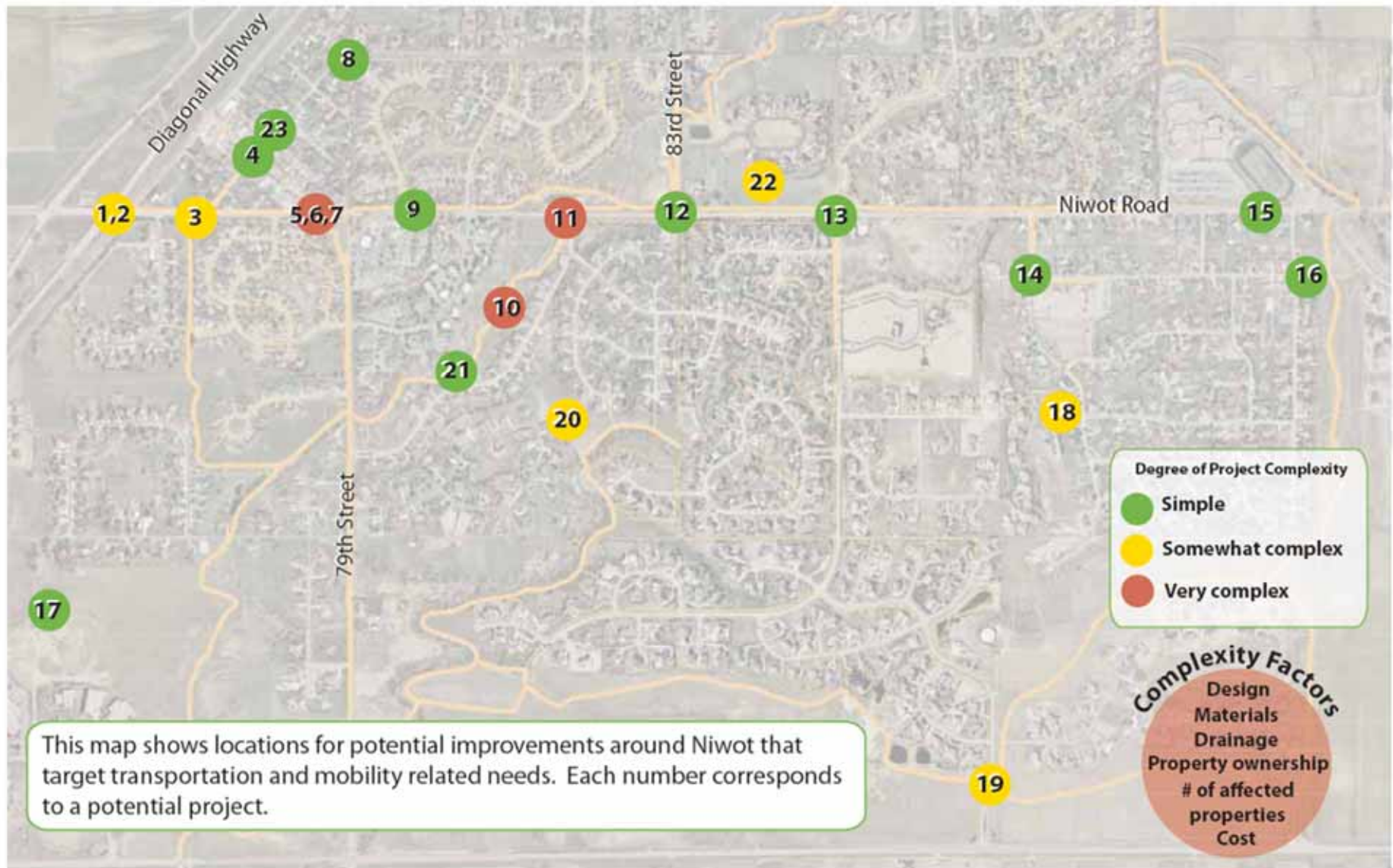
# On-line Survey - August 2011

Select your preference for a somewhat complex project in Niwot.



# Draft Project Map - September 2011

Project Location Map



*Public Meeting #1 – October 2011*



*Public Meeting #1 – October 2011*

**Project 1** Improved pedestrian connection to park in Ride along Nevada Road

# 1. AIRBORNE / WEST SIDE / LAUREL / HIGHLAND STS



LANDSCAPE / BENCHES / PER. SIGNAGE / BIKE RACKS / SIDEWALK DELIVERY AT 90 DEGREE ETC.



***Stakeholder #2– September 2011***



# October Draft Plan

## 1. EXECUTIVE SUMMARY

The Niwot Local Improvement District and business community worked with Boulder County to prepare this plan. This plan combines multi-modal transportation and parking concepts into a single document with short, near, and long term solutions.

### Vision, Principles, & Policies

The vision reflects the community that stakeholders desire to become in the future. Extensive effort was made during this process to work with the community to prepare this plan.

### Strategic Implementation Plan

The Strategic Implementation Plan includes a summary of key projects, programs, regulations, partnerships, actions and strategies. They are intended to guide decisions after adoption of this Plan to strategically implement projects.

### Action

This plan will direct funding from the Niwot Local Improvement District and Boulder County to projects that achieve the transportation vision.



***Combined Stakeholder & Public Meeting – October 2011***





**Stakeholder #3  
Project Ranking  
Workshop  
November 2012**

	#4				
②	#5	33	8	14	55
③	#22	23	4		27
④	#1	22	2		24
	#3			24	24
①	#9	54	2	26	82
	#13	6	2		8
	#23	6	3		9
⑤	#14	1	6		7



## Transportation Project Recommendations

1. “Quick”, “easy” and/or “inexpensive” projects, or project components, regardless of project ranking.



## Transportation Project Recommendations

1. “Quick”, “easy” and/or “inexpensive” projects, or project components, regardless of project ranking.



## 2. Priority Projects



### Project 3A, 3B & 22

#### 3A

- Install "back to back" pedestrian signals at crosswalks
- Trim overhanging vegetation
- Install stop bar and crosswalk on Franklin at Niwot Road

#### 3B

- Realign Franklin and Niwot Road intersection
- Construct sidewalk on south side of Niwot Road between crosswalks
- Install path connection from Niwot Road to Whistle Stop Park (coordinate with property owners)

#### 22

- Speed mitigation along Niwot Road

## 2. Priority Projects

### Project 3 – Improve Pedestrian Crossing and connection west of Franklin Street



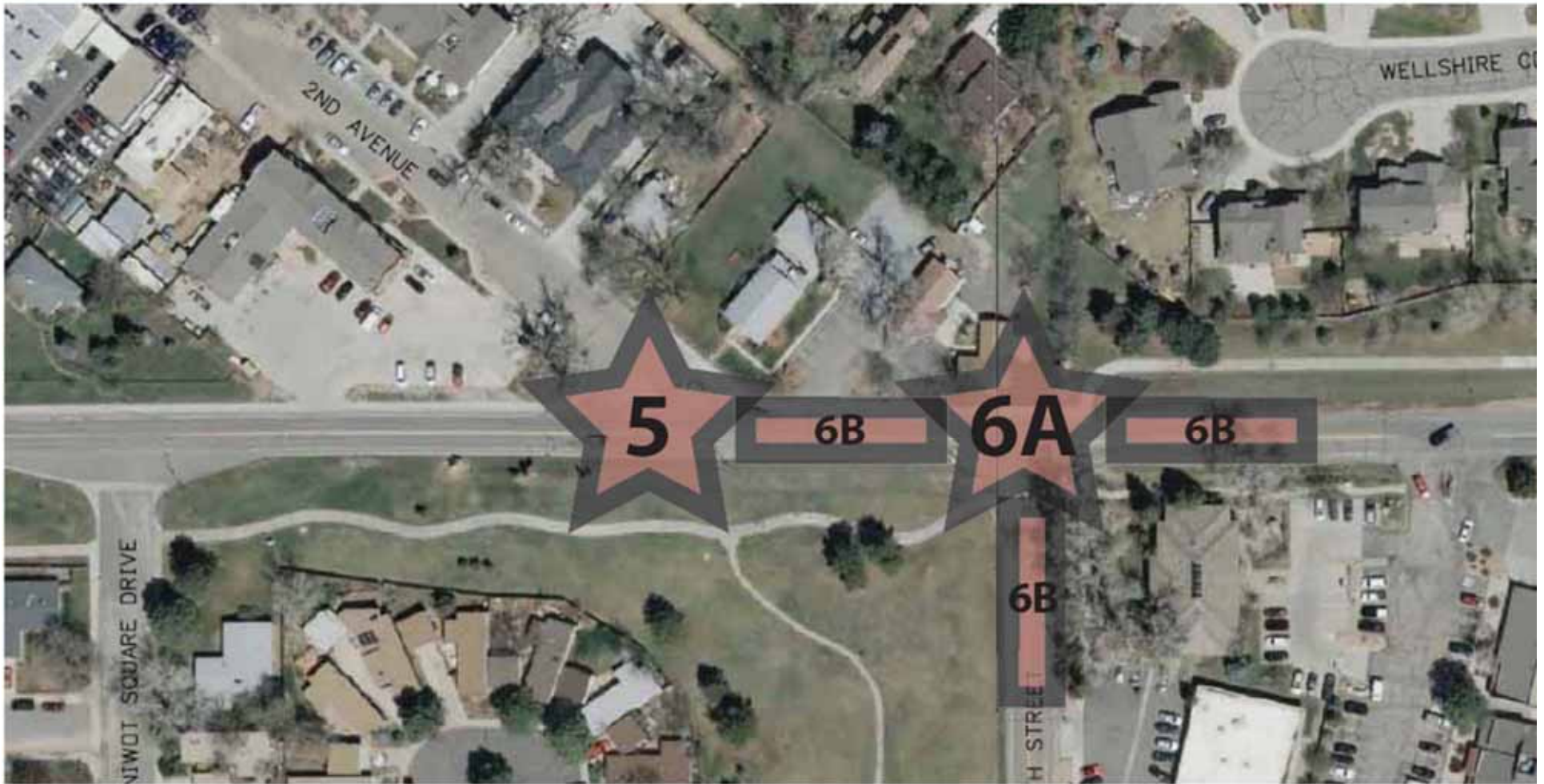
3A- During the community workshop, ideas were discussed to improve pedestrian crossings to the east and west of Franklin Street, and calm traffic between the crossings. The existing crosswalks could be enhanced with the installation of “gate post” crossings that include back-to-back pedestrian crossing signs. Trimming overhanging vegetation would prevent the signs from being blocked. Directional and Historic signing will be included in the design as appropriate, consistent with the Niwot Historic character, and subject to Land Use regulations.

3B- Other options that came out of the workshop included sidewalks along the east side of Franklin Street and enhancing the stop for motorists on the west side of Franklin Street at Niwot Road.



Path connection concept

## 2. Priority Projects



**Project 5, 6A, 6B & 22**

### 5

- Realign 2nd Ave and Niwot Road intersection
- Install two new marked and signed pedestrian crossings on Niwot Road
- Install two new sidewalk connections in park on south side of Niwot Road

### 6A

- Consider all-way stop at Niwot Road and 2nd intersection
- Add new crosswalk and sidewalk connection at Niwot Road and 79th Street intersection

### 6B

- Reconstruct roadway with specialty pavement in the future if funding is available

### 22

- Speed mitigation along Niwot Road

# 2. Priority Projects

## Project 5- Niwot Road/ 2nd Avenue intersection realignment and pedestrian crossing



The current alignment of the Niwot Road and 2nd Avenue intersection is uncomfortable for pedestrians and limits access to the trail and tree sculpture park just across the street. Realigning the intersection would be an opportunity slow traffic turning right onto 2nd Avenue and enhance the pedestrian crossing.

The realignment would include removing the existing island and adding two new pedestrian crosswalks across Niwot Road, to and from the sculpture park. All corners of the intersection would be improved, including the rebuilding or adding of curb ramps. Overall, the project would include 200 feet of new sidewalks, 150 feet of new curb and gutter, and 1,000 sq. ft. of landscaped or streetscaped area in the northeast quadrant. Directional and Historic signing will be included in the design as appropriate, consistent with the Niwot Historic character, and subject to Land Use regulations.





## 2. Priority Projects

### Project 6- Stop control at the realigned Niwot Road/2nd Avenue Intersection and “shared street” improvements



6A- This project takes Project 5 a step further by including all-way stop control at the potentially realigned Niwot Road/2nd Avenue intersection and an additional pedestrian crosswalk at Niwot Road and 79th Street.

Stop control is appropriate at this intersection if additional traffic calming measures are desired, as it is likely not warranted by the current traffic volumes or intersection congestion. All-way stop control may be considered, however, if speeds on Niwot Road are too high at the pedestrian crossing.

The potential new crosswalk would be located on Niwot Road on the west leg of the Niwot Road/79th Street intersection, and may be implemented independently of the all-way stop control.

6B- Another option to calm traffic and enhance this area is by creating a plaza or “shared street” on Niwot Road between 2nd Ave. and Cottonwood Plaza. Specialty pavement, streetscaping, and landscaping are ways to enhance this area and link the two business centers. This treatment may also be coordinated with ongoing plans for enhancing the park.



6A- Consider all-way stop based on vehicular speeds



6B- Reconstruct roadway with specialty pavement in the future

## 2. Priority Projects



**Project 9A, 9B, & 22**

### 9A

- Install two new sidewalk connections on north side of Niwot Road
- Install second marked and signed crosswalk
- Install "back to back" pedestrian crossing signs

### 9B

- Work with property owner on south side to extend sidewalks to existing businesses

### 22

- Speed mitigation along Niwot Road

## 2. Priority Projects

### Project 9- Improve Pedestrian crossing of Niwot Road at Niwot Market



9A- The current crosswalk to Niwot Market does not align with concrete sidewalks to the north or south of Niwot Road. This project concept involves the addition of two new sidewalk connections where the existing dirt path connections are located on the north side of Niwot Road. This project also includes a new signed and marked crosswalk on Niwot Road at the east edge of the Niwot Market driveway. "Back to back" pedestrian crossing signs are also included to warn motorists of the crossing.

9B- This project involves sidewalk connections south of Niwot Road to the existing businesses. This project would involve working with land owners to identify joint opportunities to enhance connectivity between project 9A and businesses on their property.



*Improved crossing to Niwot Market*



# 3. Another Priority Project – Speed Mitigation on Niwot Road

## Project 22- Speed mitigation measures along Niwot Road



Existing speed data documents the current speeding issue along Niwot Road. The posted speed limit is 35 miles per hour (MPH), while the average speed is 39.2 MPH. With 80 percent of traffic exceeding the speed limit, speed mitigation measures are an option to increase safety along this corridor. The traffic calming package may include two enhanced pedestrian crossings at 83rd Street and Longview Drive, and two "other" new treatments (such as radar speed signs or speed humps) west of Centerbridge Drive and west of Elm Street.



- EXISTING TRAFFIC SIGNAL
- ENHANCED PEDESTRIAN CROSSING
- ENHANCED PED. CROSSING (PROJECT 9)
- OTHER TRAFFIC CALMING TREATMENT  
SUCH AS RADAR SPEED SIGNS OR SPEED HUMP

**SPEED DATA**  
SPEED LIMIT: 35 MPH  
AVG. SPEED: 39.2 MPH  
85<sup>th</sup> % SPEED: 44.3 MPH  
% EXCEEDING LIMIT: 80.4 %



## Parking Policy Recommendations

- Step 1: Parking inventory
- Step 2: Study parking supply (peak and off-peak)
- Step 3: Strategic parking recommendations

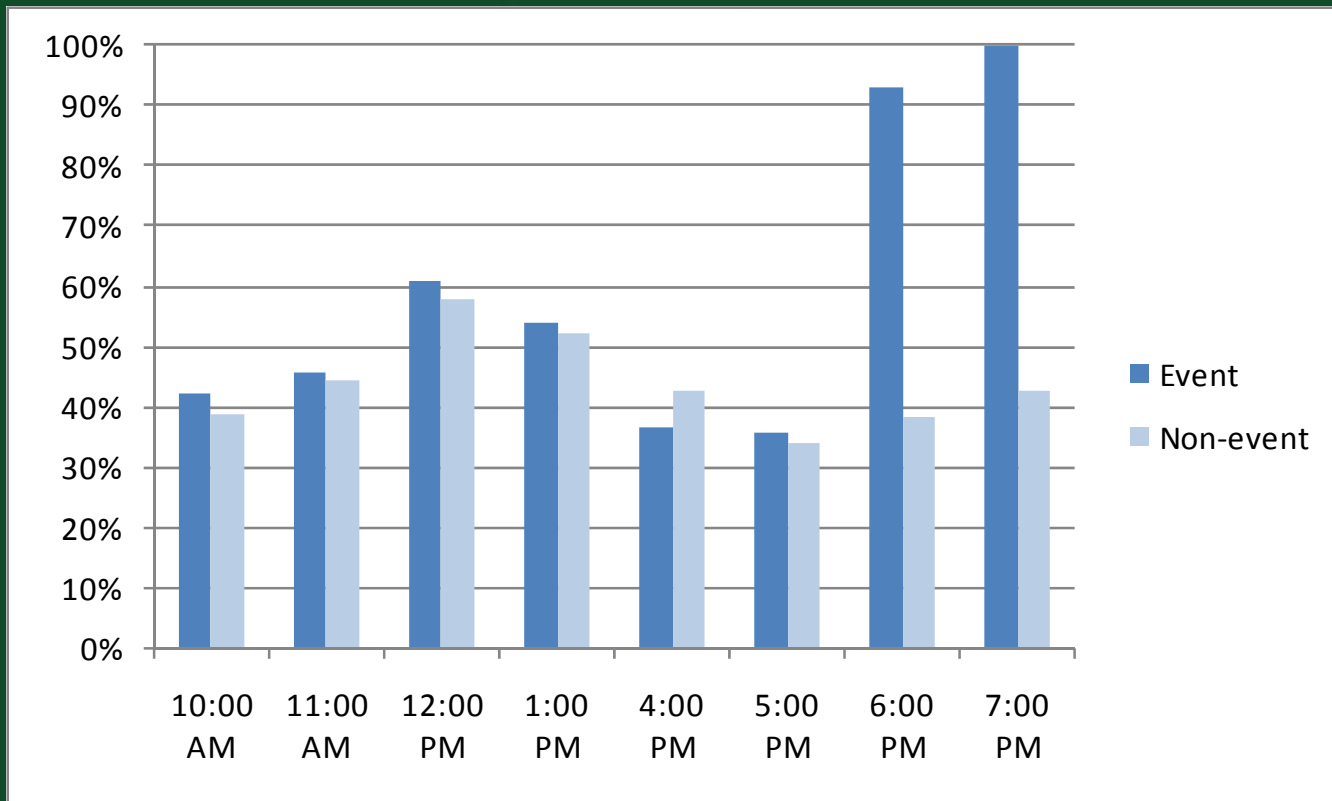
## Parking Totals- August 2011

Total Parking for the Niwot L.I.D is approximately **642** spaces

- This includes **362** spaces for the Niwot N.R.C.D
- This includes **280** spaces for Cottonwood Square

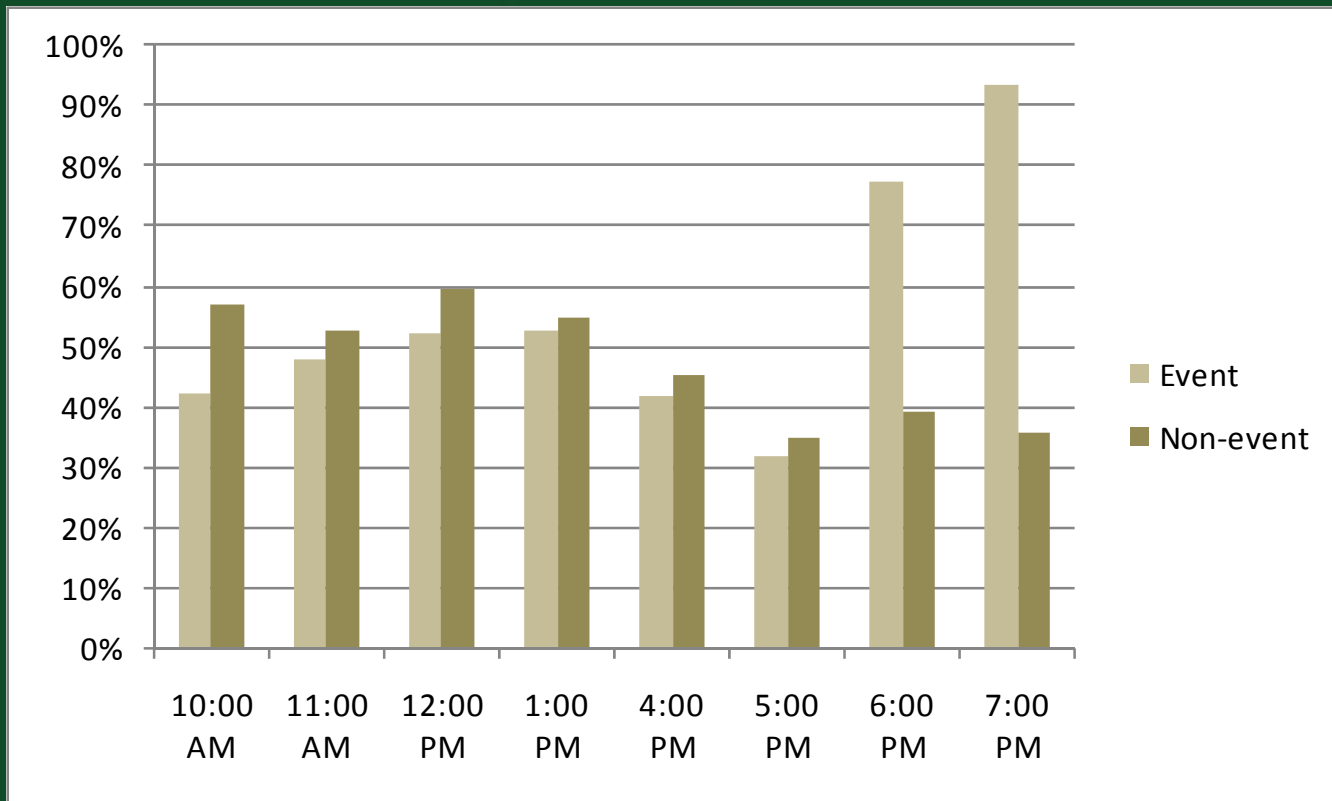


# Summer 2012 Parking Study Results – On Street Spaces

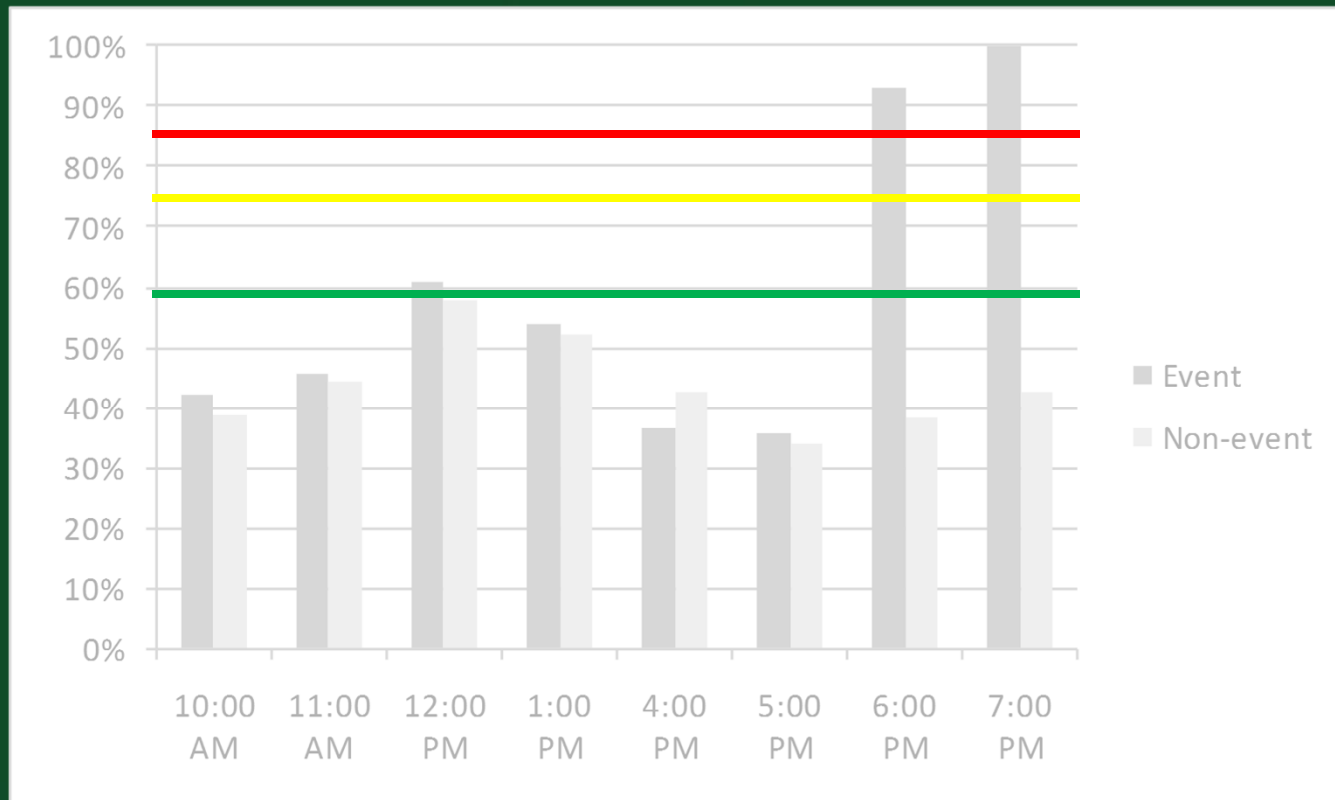




# Summer 2012 Parking Study Results – Off Street Spaces



# “Trigger” Based Parking Management Program



## Short-term actions while parking utilization in N.R.C.D. is below 74%

- *Policy Changes*
  - Balance parking needs with multimodal access to Old Town
  - Begin a process with Boulder County Commissioners and the public in early 2012 to amend the parking requirements in the N.R.C.D.
    - Existing properties in the N.R.C.D. would be allowed to change use without providing additional parking
    - All reconstruction and new construction in the N.R.C.D., that adds additional square footage to an existing structure, would require providing parking at maximum rate of 1 space per 500 square feet (regardless of use)

## Short-term actions while parking utilization in N.R.C.D. is below 74%

- *Policy Changes*
  - The distance to provide parking beyond the front door of a business would be increased beyond the current 250' maximum
  - Allow for shared parking agreements via a Boulder County-approved shared parking agreement
  - Amend the bicycle parking requirements as part of N.R.C.D. code to require bicycle parking when reconstruction and new construction in the N.R.C.D occurs

## Short-term actions while parking utilization in N.R.C.D. is below 74%

- *Potential physical changes as needed*
  - Install new regulatory signage on 2nd Street
  - Signs limit parking to 4 hour parking for all parking where more turnover is desired
  - Parking enforced by business owners with “courtesy cards”
  - Courtesy cards explain new parking procedures and provide store discounts
  - Construct new bike parking in locations as shown in Appendix B
  - Construct short-term multi-modal projects as outlined in previous section

## Parking Utilization between 75-85% or one major new use is projected to increase demand to 75-85% - Actions to consider in the N.R.C.D.

- *Policy Changes*
  - Existing properties in the N.R.C.D. would be allowed to change use without providing additional parking
  - All reconstruction and new construction in the N.R.C.D., that adds additional square footage to an existing structure, would require providing parking at maximum rate of 1 space per 500 square feet (regardless of use)
  - The distance to provide parking beyond the front door of a business would be increased beyond the current 250' maximum
  - Allow for shared parking agreements via a Boulder County- approved shared parking agreement

## Parking Utilization between 75-85% or one major new use is projected to increase demand to 75-85% - Actions to consider in the N.R.C.D.

- *Policy Changes*

- Amend the bicycle parking requirements as part of N.R.C.D. code to require bicycle parking when reconstruction and new construction in the N.R.C.D occurs
- Request employees of the N.R.C.D to park at edges of district
- Conduct parking utilization study on non-event day in August at a minimum of every 3 years or as needed

## Parking Utilization between 75-85% or one major new use is projected to increase demand to 75-85% - Actions to consider in the N.R.C.D.

- *Potential physical changes as needed*
  - Stripe on-street parking spaces on 2nd Street
  - Consider 45 angle parking on both sides of 2nd Street
  - Update directional signage from entry areas
  - Explore land ownership and location options for possible future parking facility
  - Construct additional multimodal projects in previous section



## Parking Utilization greater than 85%- Actions to consider in the N.R.C.D.

- *Policy Changes to consider:*
  - *Work with the Boulder County Commissioners and the public to evaluate the parking requirements in the Niwot Rural Community District.*
    - *This process may mean more strategic changes to the parking requirements.*
- *Potential physical improvements as needed*
  - *Acquire or construct additional parking supplies previously identified (see 75% to 85% actions).*
  - *Implement a comprehensive parking signage plan*
  - *Construct additional multi-modal projects as outlined in previous section*

## Future Actions in the Parking “Toolbox”

- *Toolbox action to consider for Event Parking*
  - Implement a parking, shuttle, bike, and walking Action Plan using the following tools:
    - Bike valet
    - Shuttle and parking director to Niwot High School
    - Crossing guards at Niwot Road
    - Niwot L.I.D. leases spaces for events from Cottonwood
    - Square during events
    - Adjacent neighborhood residents receive premium seating at events
    - Parking enforcement on Niwot Road bicycle lanes
    - Construct short-term multi-modal projects