

2024



Safe Routes to Parks Action Plan

Primos Park - Boulder, Colorado



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About this Plan

The following action plan provides a roadmap to increase park access and improve routes to and around Primos Park in Boulder, Colorado. The City of Boulder's Department of Parks and Recreation (BPR) in partnership with the non-profit organization PLAY Boulder, which serves as the philanthropic partner to BPR has led the development of this work through participating in the Safe Routes to Parks Activating Communities 2024 cohort. The City of Boulder and PLAY Boulder will continue to advance these community-identified goals, working closely with local government, key partners, and community members toward shared ownership and implementation of this action plan.

Background and Why Now

In 2024, Boulder was one of four Colorado communities selected by the national nonprofit Safe Routes Partnership to participate in the Safe Routes to Parks Activating Communities Program. Building upon Colorado's state-level initiative to advance park access, the interagency team from the Colorado Department of Public Health and Environment, Colorado Department of Parks and Wildlife, and Colorado Department of Transportation have been integral in providing state-level perspective to inform local strategies, connecting communities to resources and funding, and assisting communities in developing this action plan.

The Safe Routes to Parks project outlined in this plan has dovetailed with robust community engagement initiated by the City of Boulder for a new park planned for the area of north Boulder. In 1987, the manufactured home community of Boulder Meadows was built and, as part of the development, eight acres of the adjacent land was deeded to the City of Boulder to become a park. The city is making good on its promise with plans to break ground in late 2025 on what will also be the city's first fully accessible park. In July 2024, the City of Boulder [officially announced the name of Primos Park](#). This Spanglish name was shaped entirely by neighbors and embodies cultural values expressed by the community. This action plan will complement the plan in development for Primos Park and ensure that routes leading to the park will be safe and accessible.

How this Plan was Developed

The City of Boulder's Department of Parks and Recreation and PLAY Boulder have played a primary role in this planning process, initiating meetings with neighbors, community partners, local businesses, and decision-makers. In April 2024, these stakeholders convened during an in-person action plan workshop. During the workshop, partners helped to inform goals and action steps to improve routes to Primos Park. Since the workshop, the core Safe Routes to Parks planning team has worked with community members to take initial steps toward realizing their goals and sustaining this initiative.

This plan includes five sections:

- ▶ The **Engage** section includes a description of who was involved in the primary support team and the community engagement process to-date.
- ▶ The **Assess** section includes a description of current conditions related to park access with a focus on Violet Avenue and 19th Street. This section also includes existing policies, plans, programs, infrastructure, assets, and challenges identified by community members.
- ▶ The **Plan** section outlines community-identified Safe Routes to Parks' goals and why they are priorities.
- ▶ The **Implementation** section includes action-focused tables to specify how the community is actively reaching its goals. Included is a description of early improvement action(s) that have helped build momentum for future work.
- ▶ The **Sustain** section contains strategies for how the community plans to keep this work moving forward after the Safe Routes to Parks Activating Communities program's conclusion in September 2024.



Engage: Involving Community

Community Description

The future neighborhood park is intended to serve those living within a half mile, primarily residents of the city's largest manufactured home community (Boulder Meadows) and another west of Broadway (Ponderosa). Many residents of these communities are Latiné, with bilingual and monolingual Spanish speakers. Other residents include people from Nepal, as well as people with disabilities.

Currently, those living nearby - many of whom are disproportionately affected by racial inequities, disparities in income, healthcare, and access to nature, which determine physical and mental health outcomes - have very little access to this land. A fence separates the site from those living adjacent, and there are no trails or sidewalks to the site, nor along busy Violet Avenue. The paved, bikeable shoulder along Violet Avenue also halts along a narrow bridge, forcing bicyclists and pedestrians into the road right where the parkland dips into a creek. Navigating through this space and accessing the park with a mobility device like a wheelchair is extremely challenging.

A block to the south is Crest View Elementary School, which hundreds of Boulder Meadows residents attend. The same lack of infrastructure described above impacts students' ability to walk or roll to school and the future park. For many years, the Boulder Valley School District has fostered active involvement in its Safe Routes to School program at Crest View Elementary School. Currently, the school hosts Walk and Bike to School days and a Trip

"It honestly feels dehumanizing to be a pedestrian walking alongside a street without a sidewalk," a high school intern living in Ponderosa working on this project shared how the lack of pedestrian connections impacts his sense of self-worth.

Tracker program where students earn rewards for alternative commuting. PLAY Boulder, the city, and Boulder Valley School District want to build on this momentum and expand Safe Routes to nearby parks. Improvements such as sidewalks, traffic calming, and safe street crossings are greatly needed to support this programming. While Primos Park and Crest View Elementary School are the focus of the project, the city and Boulder Valley School District have identified other locations where connections between schools and parks are needed.

Community Demographics

Demographic data for this area is hard to isolate because multi-million-dollar homes are immediately adjacent to manufactured homes. Census data obscures the level of need by mixing two very different income brackets. For a 2021 citywide [Racial Equity Plan](#), city staff worked extensively with community connectors to map median income, poverty, race/ethnicity, and financial housing support in a more meaningful way. Boulder's Equity Index Map captures this information from a geographic perspective and has been used for several different city-wide planning efforts including transportation. For instance, Boulder's Equity Index Map is one of three criteria used to prioritize engineering safety projects to reduce the number of traffic-related fatalities and serious injuries to zero as part of [Boulder's Vision Zero Plan](#). Based on the plan, Boulder Meadows and Ponderosa near Primos Park qualify as priority areas for safety projects.

Additionally, in 2023, as part of the city's work to become a [UNICEF-USA Child-friendly City](#), the city overlaid this Equity Index Map with the number of youth living in certain areas to develop a Youth Equity Index. Boulder Meadows and Ponderosa were indicated as high-priority areas for future investment (see Figure 1 Boulder's Youth Equity Index.)



Community Demographics (continued)

Both neighborhoods also qualify as **Disproportionately Impacted Communities** according to Colorado's new definition published in 2023. Data reflected in the Youth Equity Index shows that roughly 42 percent of Boulder Meadows residents identify as Black, Indigenous, and/or of color (BIPOC), about twice the citywide average, and racial tensions in the neighborhood are palpable for BIPOC residents. In addition, roughly 28 percent of Boulder Meadows lives at or below the poverty line, and about 67 percent of households in Ponderosa have household incomes at or below 30 percent of the area median income. According to statewide estimates by the Root Policy Research Center, roughly 36 percent of these low-income community members are further disadvantaged

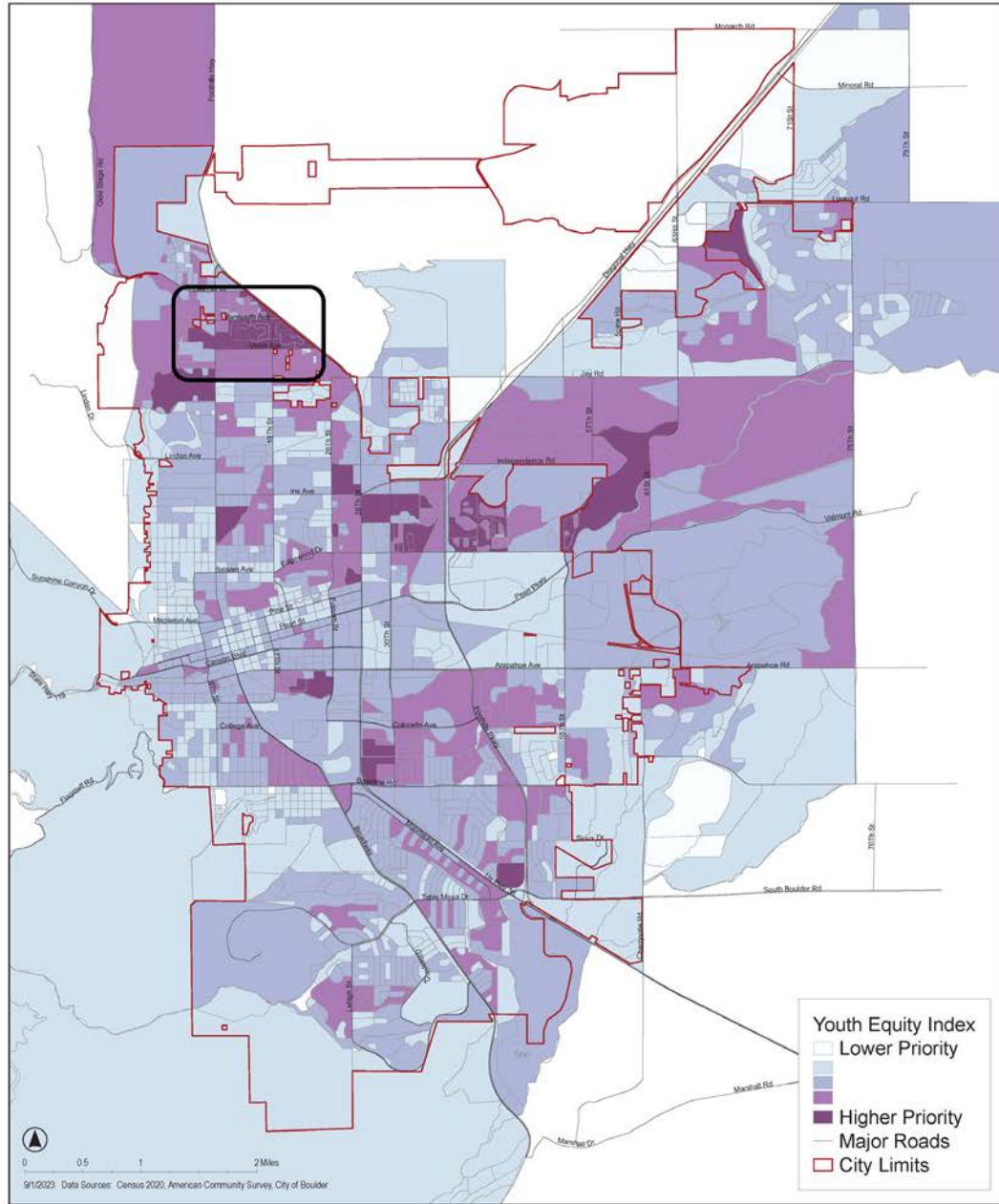
by the presence of physical, intellectual, and/or developmental disabilities.

It is also worth noting that across the city, child poverty is on the rise, up to 14.7 percent in 2022, more than double the rate from 2019. In Boulder Valley School District, over 800 students experienced homelessness in the 2022-2023 school year, again double the number from 2019-2020. As a proxy for understanding community demographics, Crest View Elementary's student population is 18.6 percent English language learners and 27.8 percent qualify for free or reduced lunch. 23.9 percent of the student population identifies as Hispanic, 4.9 percent identify as Asian, and 6.3 percent have multiple racial identities.





Youth Equity Index



 Area of Interest for Violet Park Connections Project

Figure 1 Boulder's Youth Equity Index shows the area around Primos Park as a high priority.



The Community Engagement Process

The Safe Routes to Parks initiative was nested in the second window of engagement for the development of Primos Park and strategically tied to spring Safe Routes to School programming at Crest View Elementary School. BPR and PLAY Boulder are project leads, convening collaborators in other city departments like Transportation & Mobility, as well as community connectors and external partners listed in Appendix A - Safe Routes to Parks Partners. This group will co-design and support community engagement for park access goals as well as the overall park design. The desire is for this coalition to lay the groundwork for future community-led efforts to co-manage the park.



Figure 2 These are community values expressed by residents of Boulder Meadows and Ponderosa through engagement of Primos Park design.



Figure 3 This infographic illustrates a diverse and robust engagement strategy during the first window of engagement for the design of Primos Park

The coalition of partners engaged in the Primos Park project has led the first window of community engagement, focusing on youth and low-income residents in Boulder Meadows and Ponderosa. PLAY Boulder helped facilitate a community-wide, on-site event in September 2023. Partner organizations also include Growing Up Boulder (GUB), whose mission is centering young people’s rights, voices, and agency to advance equitable and sustainable communities for all, and the Center for Nature Informed Therapy (CNIT), whose nature-based work fosters a new approach to mental health services. GUB’s role in this project is leading youth engagement efforts to understand and elevate young people’s ideas for the future park. CNIT is advising on how park design and future park-based programming can enhance and maximize the mental health benefits of time outside for both young people and adults. Figure 3 is a visual infographic that illuminates over 400 touchpoints in the first window of the engagement process for the design of Primos Park.



The Community Engagement Process (continued)

The Safe Routes to Parks initiative was nested in the second window of engagement for the development of Primos Park and strategically tied to spring Safe Routes to School programming at Crest View Elementary School. BPR and PLAY Boulder are project leads, convening collaborators in other city departments like Transportation & Mobility, as well as community connectors and external partners listed in Appendix A - Safe Routes to Parks Partners. This group will co-design and support community engagement for park access goals as well as the overall park design. The desire is for this coalition to lay the groundwork for future community-led efforts to co-manage the park.

Safe Routes to Parks Partners and Stakeholders

A list of individuals, organizations, and agencies who are important stakeholders because of their roles in the city and adjacent agencies can be found in Appendix A - Safe Routes to Parks Partners. These individuals participated in the in-person Safe Routes to Parks workshop on April 25, 2024.

A central engagement strategy for the development of Primos Park has been working with three paid community connectors or cultural brokers. These individuals are building relationships with their neighbors; sharing information about the project; relaying ideas and concerns back to city staff; and co-designing and co-facilitating engagements. One of the connectors lives in Boulder Meadows and is bilingual in Spanish and English. The other lives nearby and speaks both English and Nepalese. A third connector is from the disability community to help make this Boulder's first fully inclusive, accessible park.



Assess: The State of Park Access in Our Community

This section describes current conditions related to access to Primos Park on Violet Avenue. This includes existing policies, plans, programs, infrastructure, assets, and challenges identified via community engagement and available data. (Note: Plans and diagrams in this section may use the labels of Violet Park or the Park on Violet in reference to Primos Park.)

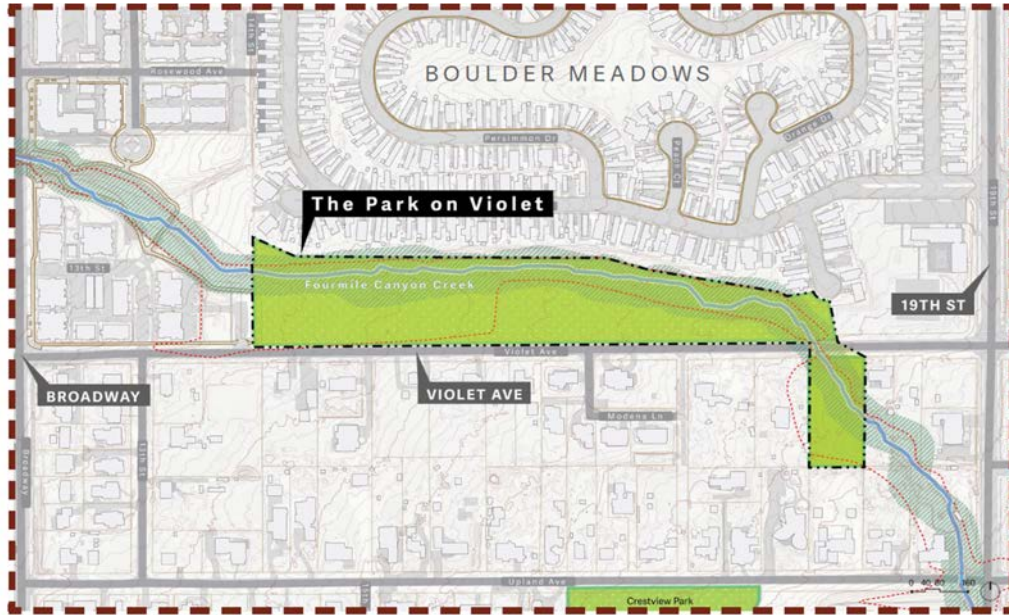


Figure 4 This Park on Violet Avenue Map is from *The Park on Violet Site Analysis*. It illustrates the location of Primos Park, highlighting the Fourmile Canyon Creek and the major streets and routes that connect to it.

Summary of Existing Infrastructure

This action plan focuses on connectivity to Primos Park via nearby connecting routes – Violet Avenue and 19th Street. Focusing on these main routes maximizes the opportunity to enhance connections to other important community destinations like the surrounding neighborhood of Boulder Meadows, the newly built North Boulder Library, Crest View Elementary School, and the Fourmile Canyon Creek trail. Figure 4 illustrates the park site on Violet Avenue.

The lack of safe, connected routes especially for Boulder Meadows and Ponderosa residents was highlighted in the preliminary site analysis for the future park on Violet Avenue. The following maps are from the document, *The Park on Violet Site Analysis* (Feb 2024) completed by the Sasaki design team and Boulder Parks and Recreation. The analysis highlights the lack of connectivity for

Boulder Meadow residents (see Figure 4 Circulation Walkshed Map) and highlights specific barriers for people walking, biking, and rolling to the future park (see Figure 5 Circulation Map.) The following excerpt from this site analysis explains the use of the isochrone analysis to measure actual walking travel time to Primos Park for Boulder Meadow residents based on connectivity, rather than merely as a crow-flies distance. The isochrone analysis indicates that:

“Despite Boulder Meadow’s immediate adjacency to the future Park on Violet, the community is not within a five-minute walking distance and only half of the neighborhood is within a ten-minute walking distance. Chain link fences along the park’s north edge restrict access for nearby residents. Due to the lack of neighborhood street connectivity, much of the community to the south is similarly outside of a five-minute walk, with only a slightly larger area within the ten-minute walk.”



Summary of Existing Infrastructure (continued)

In addition to connectivity limitations, the whole area, both in and around the park, lies in the 100-year floodplain and much of the land is also a high-hazard conveyance zone. This limits what infrastructure can and cannot be installed.



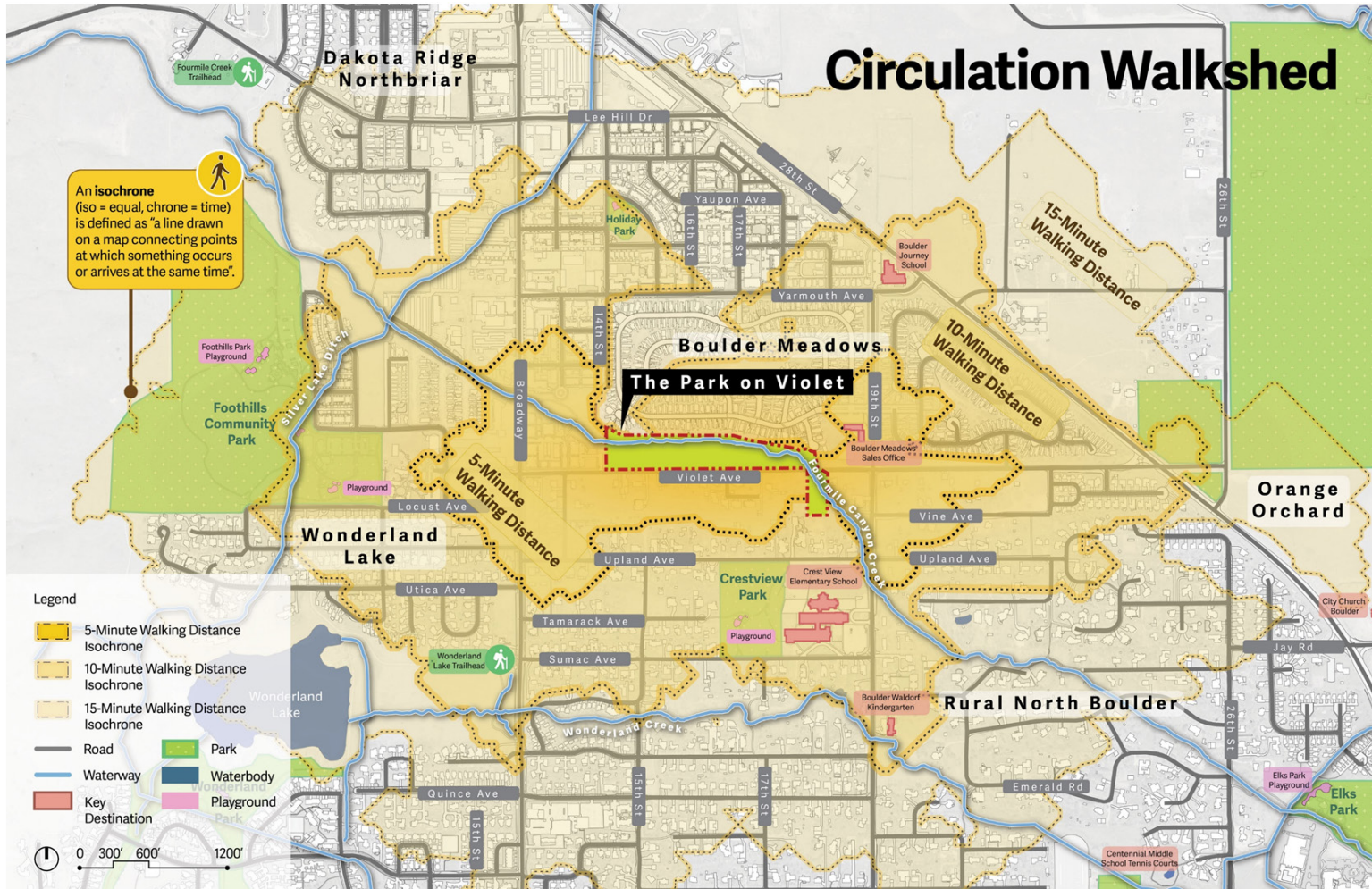


Figure 5 This circulation walkshed map from the Park on Violet Site Analysis uses an isochrone analysis to show walking distance to Primos Park.



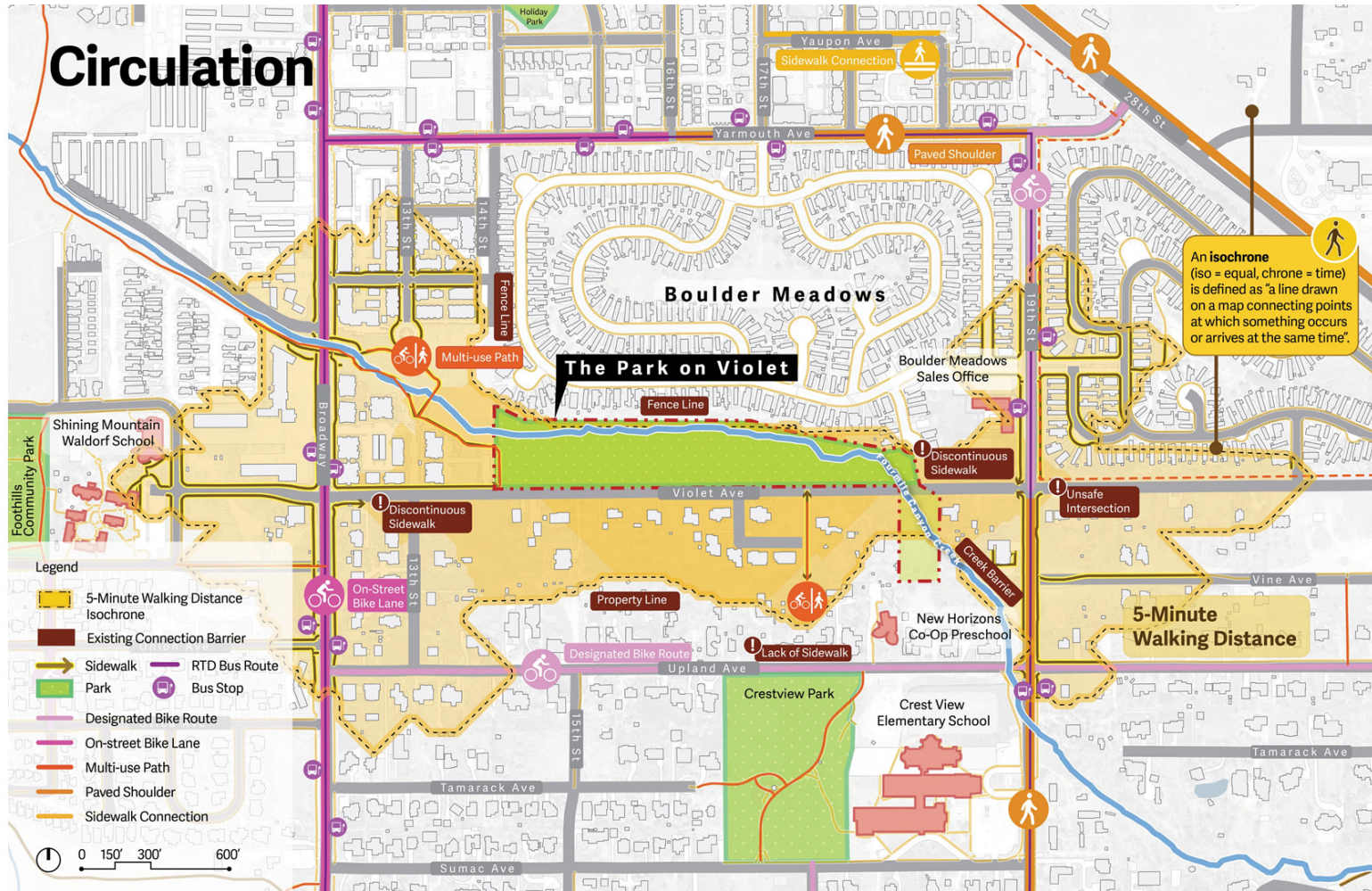


Figure 6 The Circulation Map from the Park on Violet Site Analysis shows several barriers to connecting to Primos Park.



Violet Avenue

Designated as a minor arterial, Violet Avenue from Broadway to 28th Street was a two-lane roadway with a posted speed limit of 35 miles per hour. As of July 2024, the speed limit has been reduced to 30 miles per hour. In a memo from Sasaki describing traffic and circulation on Primos Park it outlines:

“Violet Ave is the only street, north of Iris St. in Old North Boulder, that runs all the way between Broadway and 28th St. Historically a rural road, it has been protected from urbanization in part by the presence of the park in its undeveloped state. With the continuing development of the area and, particularly, the design of the park, Violet Ave. will evolve from a road to a street, with a greater need for pedestrian orientation and bicycle access.”

Violet Avenue lacks sidewalks and pedestrians use the paved shoulder that is a designated bike lane. This shoulder disappears at the bridge on Violet Avenue and the Fourmile Canyon Creek crossing, forcing people walking, biking or rolling to use the car travel lane. Figures 8-10 were photos taken during the Safe Routes to Parks Site Visit (April 2024) and show pedestrian activity in the morning along Violet Avenue. A family crossing midblock, a woman pushing a cart at the bridge forced into the car travel lane, and a family walking along the shoulder exemplify that people are walking along Violet Avenue despite its lack of adequate pedestrian facilities. Future plans do include a pedestrian underpass at Violet Avenue which would provide a mid-block, off-street crossing and complete the gap for a fully connected Fourmile Canyon Creek Trail. As part of this Safe Routes to Parks effort, in April 2024, the City of Boulder conducted a speed study along Violet Avenue between 13th St and Modena Ln to assess vehicle speeds and daily traffic volume. The analysis showed that average speeds ranged from two to six miles per hour above the posted speed limit (35mph at the time the study was conducted.) Based on standard engineering practices to set speed limits in the U.S., this data

would be interpreted that on average, drivers are traveling within the range of posted speed limits and that “(the act of) speeding is not an issue.” While this interpretation may be true, research shows a direct correlation between car speeds and the level of severity of injury or even death should a person walking be struck. Figure 7 illustrates that a pedestrian hit by a car at 20 miles per hour has an 80 percent chance of surviving; at 40 miles per hour, that person has only a 10 percent chance of surviving. So even if most vehicles are going the posted speed limit of 30 mph (the speed limit was reduced as of July 2024), the lack of pedestrian facilities along Violet Avenue, plus the risk of injury or fatality at this vehicle speed, validate community perceptions that “cars are going too fast”, even if they are travelling within the legally posted speed limit.



	SPEEDS (MPH)								ADT		
	NB/EB				SB/WB				BIDIRECTIONAL	NB/EB	SB/WB
	Average	50%	85th %	95%	Average	50%	85th %	95%			
Mon	-	-	-	-	-	-	-	-	0.00	0.00	0.00
Tue	32.2	32.2	36.8	40.0	33.3	33.6	37.7	41.1	4052	2291	1761
Wed	32.3	32.4	37.1	40.1	33.3	33.4	38.0	41.4	4216	2345	1871
Thur	32.4	32.3	37.1	40.4	33.3	33.5	37.9	41.1	4190	2299	1891
Fri	-	-	-	-	-	-	-	-	0	0	0
Sat	-	-	-	-	-	-	-	-	0	0	0
Sun	-	-	-	-	-	-	-	-	0	0	0
7 day AVG	-	0.0	-	-	-	0.0	-	-	0	0	0

Tue to Thur

	NB/EB	SB/WB	Bidirectional
ADT	2,312	1,841	4,153
50% Speed	33	34	33
85% Speed	37	38	37
95% Speed	41	42	41
AVG Speed	33	34	34

Table 1 A speed study on Violet Avenue conducted in April 2024 reveals average speeds and traffic volume on Violet Avenue.

Figure 7 A person walking hit by a car at 20 miles per hour has an 80% chance of surviving; at 40 miles per hour, that person has only a 10% chance of surviving. In addition, a driver traveling at 20 mph can stop in three car lengths; a driver traveling at 40 mph takes as much as nine car lengths to stop. <https://www.eugene-or.gov/ImageRepository/Document?documentId=55819>

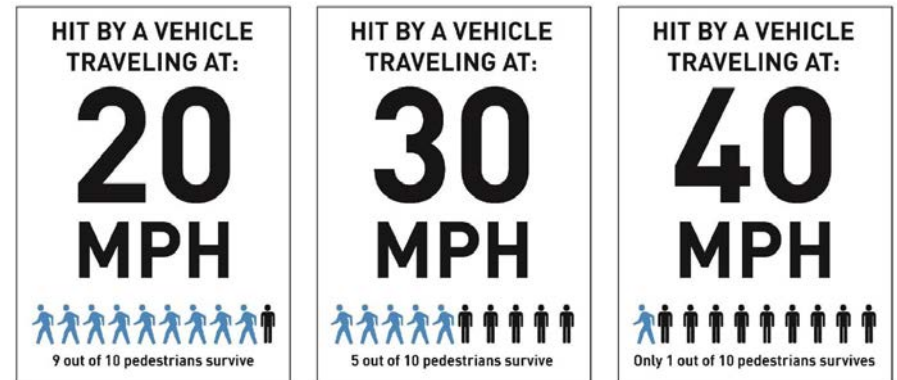




Figure 8 A person pushing a cart is forced into the roadway on Violet Avenue at the bridge underpass.



Figure 9 An adult and child crossing Violet Avenue near the underpass.



Figure 10 A family walking to school along the shoulder of Violet Avenue, approaching 19th St.



19th Street Intersections at Avocado and Violet

During this action plan process, construction along 19th Street was underway between Norwood and Sumac Avenues to improve multimodal travel connections. Concurrently, the Fourmile Canyon Creek Underpass project was underway at 19th Avenue, between Upland and Sumac Avenues. These projects are detailed under the City of Boulder’s [19th Street Improvements project page](#) and will improve connectivity to Crest View Elementary School and the Fourmile Canyon Creek trail. The 19th Street intersections at Violet Avenue and at Avocado Road are outside the scope of these improvements and were included as a focus in this plan to provide the most safe, direct connection to the park for nearby residents.

19th Street & Violet Avenue

The intersection of 19th Street and Violet Avenue is a four-way stop with marked crossings. This intersection is highlighted as an “unsafe intersection” in the site analysis previously mentioned and highlighted in Figure 5- The Circulation Map. This intersection is also part of the school zone, as east and westbound traffic on Violet Avenue are alerted to the speed limit reduction to 20 mph. Figures 11 and 12 show students crossing at this intersection during Crest View Elementary School’s arrival and dismissal times. No crossing guard is present here.

19th Street & Avocado Road

At 19th Street and Avocado Road, two marked pedestrian crossings connect the east and west sides of Boulder Meadows. This would be a natural connection for Boulder Meadows residents living on the east side of 19th Street to walk or bike to Primos Park. There are yield-to-pedestrian signs at the intersection to increase visibility (see Figure 14). This intersection was also the site of a past asphalt mural as part of [Boulders’ Paint the Pavement Program](#) that is now faded. There are public transit stops at this intersection as well. Figure 13 shows high school students deboarding a public bus and using the crossing. Neighbors also describe that part of the challenge to crossing here is caused by on-street parking along 19th Street, and parked vehicles that butt up against the crosswalk. This creates blind spots for pedestrians who are unable to see approaching vehicle traffic and drivers are unable to clearly see a person waiting to cross. Table 2 shows the results of a speed study at 19th Street and Avocado in 2023. This intersection has a posted speed limit of 25 miles per hour, though based on the speed study, more than half of drivers are exceeding that by five miles per hour.

Direction	Total Vehicles	% Exceeding Speed Limit	Maximum Speed	Mean Speed Over Limit	85 th Percentile Speed Over Limit
Northbound	616	58%	56 MPH	3.7 MPH	4.8 MPH
Southbound	625	52%	43 MPH	4.7 MPH	4.9 MPH

Vehicular Speeds on 19th St. at Avocado Rd.

Tuesday, July 11, 2023

Table 2 Speed study on 19th Street and Avocado Road show average speeds and vehicle traffic volume.





Figure 11 At school dismissal, Crest View Elementary students cross Violet Avenue at 19th Street towards Boulder Meadows.

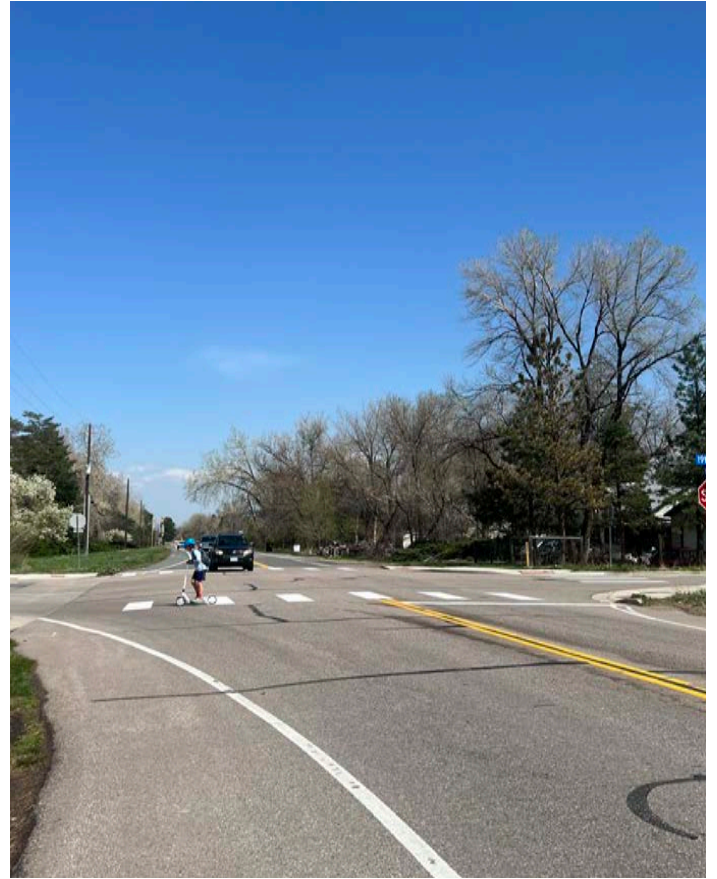


Figure 12 A student on a scooter crosses 19th Street at Violet Avenue.



Figure 13 The intersection of 19th Street and Avocado Road is marked by yield signs and a marked crosswalk on the north and southsides.



Figure 14 Highschool students disembark the public bus and cross the intersection of 19th Street and Avocado Road.



Focus Areas

1. Traffic speeds
2. Crosswalks & intersections
3. Sidewalks & paths
4. Universal access

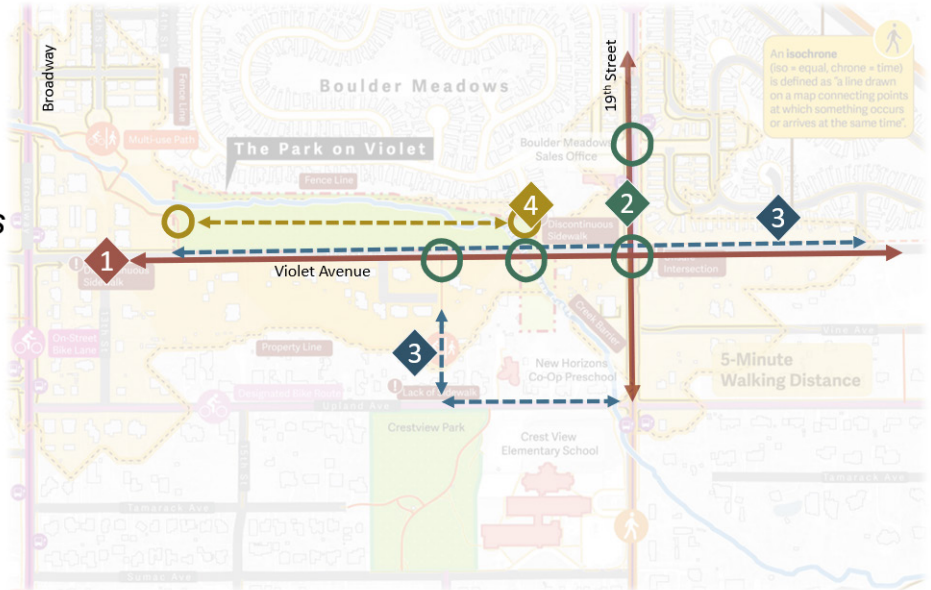


Figure 15 This diagram highlights priority issues to access based on community feedback.

Community-Identified Challenges and Assets

During the second engagement window in Spring 2024, Boulder Parks and Recreation incorporated specific activities to understand barriers to walking, biking, and rolling to Primos Park. During an open house on March 16, 2024, staff provided a bilingual feedback board to gather top concerns for accessing Primos Park pictured in Figure 16. The results of the feedback are summarized in Figure 17 and show that community members’ top concerns include high vehicular speeds, unsafe intersections and lack of crosswalks, and lack of sidewalks and paths.



Figure 16 A feedback board on park access presented during an open house, Spring 2024

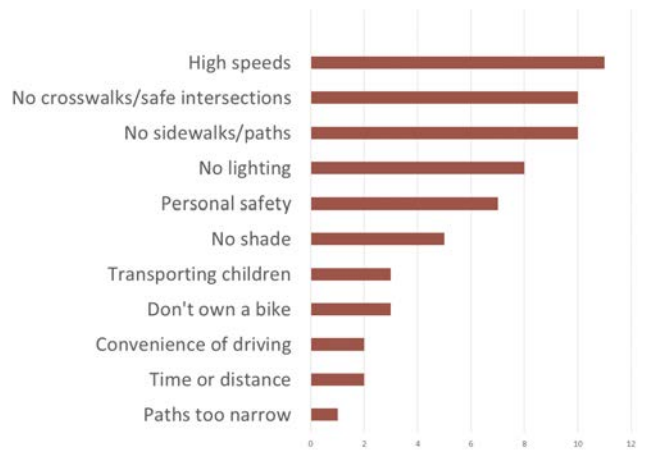


Figure 17 The x-axis of this chart are barriers to accessing Primos Park. The Y-axis reflects the number of community responses for each issue area. Based on frequency of responses, high car speeds, no crosswalks/safe intersections, and no lighting are the top three concerns.



Community-Identified Challenges and Assets (continued)

It is important to note that concerns for public safety have been influenced by encampments of unhoused persons at the nearby multimodal underpass at Broadway that is part of the Fourmile Canyon Creek Trail. Portable surveillance cameras are stationed at this underpass in response to safety concerns and reports of drug use and aggressive behavior. There are concerns that the development of the new park and the future underpass at Violet Avenue will become an extension of this makeshift shelter for unhoused persons.

A Roll ‘n Stroll audit with community members and partners underscored many of the challenges already enumerated in the Park on Violet Site Analysis and through ongoing engagement with community members. During Boulder’s Safe Routes to Parks workshop in April 2024, PLAY Boulder and the City of Boulder Parks and Recreation organized a Roll ‘N Stroll Audit to assess current route conditions and build awareness of the needs of people with disability. As part of the audit, partners with disabilities led an accessibility activity, inviting participants to borrow a wheelchair or low-vision goggles to get to Primos Park. While a temporary experience does not compare to or replace the feedback from someone living that experience, the activity deepened understanding and provoked thoughtful dialogue. Community members using borrowed wheelchairs and low-vision goggles underscored the challenge of crossing a busy street and traveling along narrow, uneven sidewalks. Though the condition was short-lived for some participants, the experience highlighted the significance of route improvements to ensure that access would not be a barrier to visiting Primos Park. Appendix B Walk Audit Tool and Notes includes a summary of the walk audit notes compiled from participants. Figures 18 and 19 are photos of participants during the Roll ‘N Stroll Audit.



Figure 18 Topher Downham from the City of Boulder Open Space & Mountain Park leads an accessibility activity with the group. Photo credit: City of Boulder, Jonathan Thornton



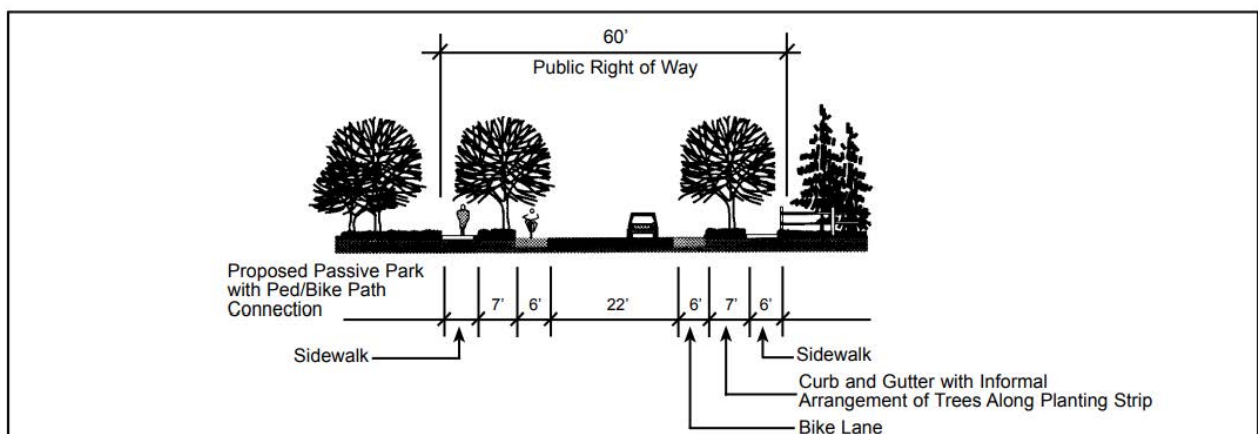


Figure 19 Community members participate in a “Roll and Stroll Audit.”

Summary of Existing Plans, Programs, Policies

A detailed policy scan can be found in Appendix C Policy Scan which highlights local plan goals and policies supportive of Safe Routes to Parks. Below is a list of key plans that are particularly relevant to this Safe Routes to Parks action plan for Primos Park.

- ▶ **North Boulder Subcommunity Plan Update (2014)**– In 2013, the City of Boulder launched a plan update for the area of North Boulder to advance area goals that had yet to be fully realized from the original plan adopted in 1995: The 1995 Plan’s vision for multi-modal connectivity and transit access is on the right track but has not been fully realized. This includes improved connectivity for all modes, particularly east-west intersections across Broadway and north-south bicycle connectivity along or near Broadway. P. 4
 - **North Boulder Subcommunity Plan (1995)**: Figure 20 is a diagram in this plan (p. 23.) It details the multi-modal streetscape for Violet Avenue.



◆ Violet Avenue

Figure 20 The North Boulder Subcommunity Plan (1995) details a multi-modal streetscape for Violet Avenue.



Summary of Existing Plans, Programs, Policies (continued)

- ▶ **2019 City of Boulder Transportation Master Plan** – This guiding document identifies policies and investment priorities to provide “safe, shared, sustainable, attractive and comfortable travel choices for everyone.” A plan update is forthcoming.
 - **TMP Proposed Projects Map** includes proposed underpasses at Violet Avenue, Uplands, and 19th Street (currently underway). Figure 21 is a concept for the underpass that would integrate into the design of Primos Park.
 - **2019 Low Stress Walk & Bike Network Plan** is a component of the master plan that outlines facilities near Violet Avenue including a vertically separated multi-use path and a multi-use path through the new park on Violet Avenue.
- ▶ **Speed Limit Setting and Signing Project** – The City of Boulder is updating its methodology to set speed limits. A methodology was published in June 2024 and informed changes to reducing the speed limit on Violet Avenue, as well as other streets across the city. The new methodology incorporates factors such as land use and trip generators like parks.
- ▶ **City of Boulder Citywide Strategic Plan (2024-2026)** – The City of Boulder’s strategic plan outlines 15 strategies and priority actions for each strategy. The strategies most relevant to this action plan include:
 - Strategy 6. Define and establish Boulder’s 15-minute neighborhood model.
 - Strategy 7. Invest in and maintain a transportation system with an array of multi-modal choices to reduce vehicle miles traveled and greenhouse gas emissions.
 - Strategy 8. Improve accessibility to city meetings, information, and programs through equitable engagement.
- ▶ **North Boulder Library Branch** – The new library in North Boulder is set to open in summer 2024. They have been key partners in the Safe Routes to Parks process.
 - **Community Design Response (2019)** The design plans have outlined the connections to the library, outdoor amenities, and Primos Park. Work on the library site will be coordinated with the BPR to create synergies between the sites and encourage the use of the entire open space.
- ▶ **Safe Routes to Schools Program** – Crest View Elementary School actively participates in the city and countywide Safe Routes to School program. The school is located only a half-mile from Primos Park, which opens up opportunities to collaborate to fund infrastructure improvements and establish programming that would be mutually beneficial to walking and biking routes to and from the park and school



Bridge at Violet Ave
Conceptual Studies
3.28.2024

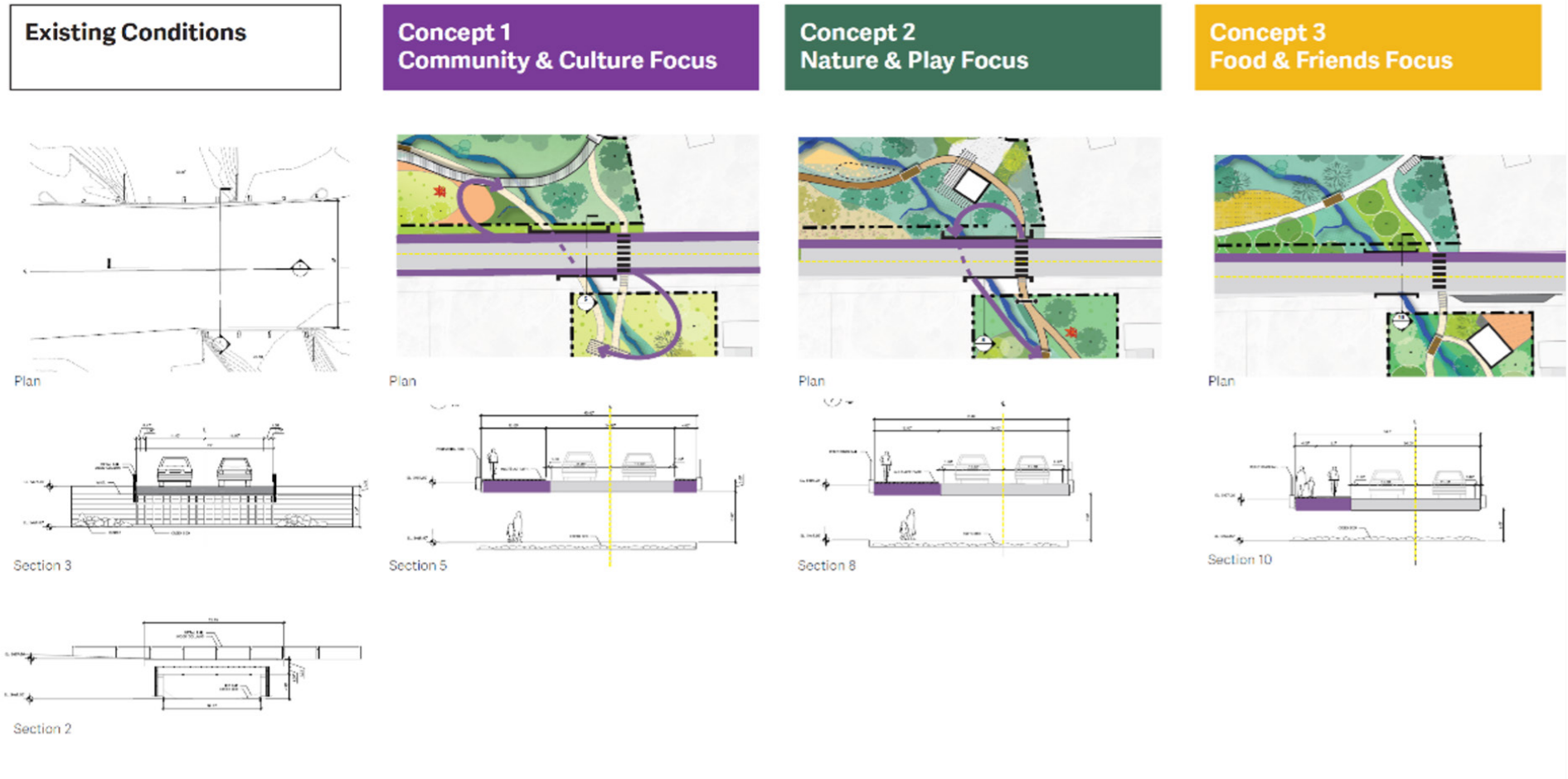


Figure 21 A conceptual plan of the underpass at Violet Avenue



Plan: Goals for Improving Safe Routes to Parks

Safe Routes to Parks Workshop

As part of the Safe Routes to Parks Activating Communities program, Safe Routes Partnership facilitated an in-person action plan workshop with PLAY Boulder, Boulder Parks and Recreation, and community partners (see Appendix A - Safe Routes to Parks Partners Table.) The workshop was held on April 25, 2024 at Boulder's Municipal Service Center (see Appendix D – Workshop Notes for a transcription of notes.) The workshop focused on engaging the Safe Routes to Parks partners and stakeholders on the following issue goal areas.

Goal 1

Improve Violet Avenue for people walking and biking

Along Violet Avenue, challenges of high car speeds and lack of separation/buffer for people walking and biking have been identified in the site analysis for Primos Park and reinforced by input from community members. Long-term improvements would help reduce vehicle speeds, create designated paths or sidewalks, improve mid-block crossings, and increase visibility with due consideration of the area as a floodplain.

Goal 2

Address intersection safety on 19th Avenue

Two intersections on 19th Avenue – Violet Avenue and Avocado Road are key crossings for families from Boulder Meadows including younger students walking to Crest View Elementary School and high school students using the nearby public bus stops.

While these are two distinct intersections, community members have voiced experiencing

similar challenges of perceived lack of yielding by motorists and lack of yielding by motorists, high vehicle speeds, and blind spots created by on-street parking too close to the intersection. In a previous community effort to draw attention to the Avocado intersection, the City of Boulder sponsored a project of painted asphalt art and colorful crosswalks. This artwork is now mostly faded.

Goal 3

Enhance universal safety, access, and comfort

This goal area encompasses several action items to ensure that all residents regardless of ability can safely and comfortably get to and use the park. It also acknowledges ongoing work to address the needs of unhoused populations in the north Boulder area.

During the Safe Routes to Parks workshop in April, participants provided upcoming dates of community efforts in 2024 that might dovetail with the continued engagement of this plan. As of the date of this action plan, several of these engagement opportunities have already been completed. They are included in the implementation matrix in the following section.

- ▶ June 29 – NoBo Library Grand Opening
- ▶ July 27 – Naming celebration with Neighborhood Block Party @ Primos
- ▶ August 28, 2024 – Back to School Events at Crest View Elementary
- ▶ October 2024 - Walk and Roll to School Day



Implement: Creating Safe Routes to Parks

Safe Routes to Parks Implementation Table

During the Safe Routes to Parks workshop, participants identified both feasible action steps that can be completed in the interim, as well as longer-term goals to work towards. Table 3 below breaks down each community-identified goal into specific action steps with a clear timeframe, specific lead party responsible for implementation, the status of each action, costs (time, money, and resources), and ideas for measuring success.

Action Plan Key

Timeline:

- ▶ Short: 0-6 months
- ▶ Medium: 6 months -2 years
- ▶ Long: 2+ years

Status:

- ▶ Complete
- ▶ Scheduled
- ▶ In-Progress
- ▶ Not Yet Scheduled

Priority:

- ▶ Action items elevated by community members and residents as a priority are in **BOLD**.



Table 3 - Safe Routes to Parks Implementation Table

Goal 1: Improve Violet Avenue as a safe place to walk and bike by reducing vehicle speeds, creating designated paths and sidewalks, improve pedestrian crossings and lighting.						
Action	Time frame	Lead role	Supporting roles	Status	Costs (money, time, and resources)	How will we measure success?
Evaluate vehicular traffic speeds and volumes	Short	Transportation & Mobility	Parks and Recreation	Scheduled <ul style="list-style-type: none"> ▶ April 2024 Baseline speed study conducted ▶ Spring 2025 Collect follow-up speed study ▶ TBD 2026 Post-park completion 	City of Boulder is well-equipped to conduct safety evaluation via its Vision Zero program (see 2023-2027 Boulder Vision Zero Action Plan)	Robust quantitative data that determines the efficacy of safety interventions
Evaluate the pedestrian walking experience through pedestrian counts and intercept surveys	Short to Medium	Transportation & Mobility	Parks and Recreation	Not Yet Scheduled	Volunteer /staff time to conduct counts and surveys	<ul style="list-style-type: none"> ▶ Robust quantitative to understand pedestrian demand pre/post park development ▶ Qualitative data that captures the experience of residents walking to the park and informs the efficacy of safety interventions
Explore and pilot feasibility of at-grade crossing at 17th	Short to Medium	Parks and Recreation	Transportation & Mobility	Not Yet Scheduled	City of Boulder's Crosswalk Guidelines Update Project	Provide a safe, direct, and connected crossing for pedestrians crossing Violet Avenue

<p>Reduce designated speed on Violet Avenue (from Broadway to 36 St.) to 30mph and add periodic speed feedback signage</p>	Short	Transportation & Mobility	Parks and Recreation	Complete	<ul style="list-style-type: none"> ▶ Relatively low-cost improvement ▶ City of Boulder's Speed Limit Setting and Signing Project ▶ See examples of creative yard signs to slow speeds from Denver 	<ul style="list-style-type: none"> ▶ Reduced vehicle traffic speeds on Violet Avenue ▶ Increased education, public awareness, and community support for slow car speeds
<p>Automated enforcement to ensure compliance with the reduced speed limit on Violet Avenue</p>	Medium	Transportation & Mobility	Parks and Recreation	Scheduled	<ul style="list-style-type: none"> ▶ Relatively low-cost improvement ▶ City of Boulder's Speed Limit Setting and Signing Project 	<ul style="list-style-type: none"> ▶ Reduced vehicle traffic speeds on Violet Avenue ▶ Increased education, public awareness, and community support for slow car speeds
<p>Explore the feasibility of traffic calming features and further reduced speeds (speed cushions, bulb-outs)</p>	Medium to Long	Transportation & Mobility	Parks and Recreation	Not Yet Scheduled	<p>City of Boulder's Speed Limit Setting and Signing Project</p>	<p>Slower car traffic to improve the safety and experience of future park users</p>
<p>Install 12' multiuse path (north side of Violet)</p>	Long	Transportation & Mobility	Parks and Recreation	Complete	<p>City of Boulder's Capital Improvement Program</p>	<ul style="list-style-type: none"> ▶ Reduced vehicle traffic speeds on Violet Avenue ▶ Increased education, public awareness, and community support for slow car speeds

Install protected bike lanes on the north and south sides of Violet Avenue	Long	Transportation & Mobility	Parks and Recreation	Scheduled	City of Boulder's Capital Improvement Program	<ul style="list-style-type: none"> ▶ Reduced vehicle traffic speeds on Violet Avenue ▶ Increased education, public awareness, and community support for slow car speeds
Install 6' sidewalks (southside of Violet)	Long	Transportation & Mobility	Parks and Recreation	Not Yet Scheduled	City of Boulder's Capital Improvement Program	Slower car traffic to improve the safety and experience of future park users
Install minimum-width travel lanes	Long	Transportation & Mobility	Parks and Recreation	Not Yet Scheduled	City of Boulder's Capital Improvement Program	Reduced vehicle traffic speeds on Violet Avenue
Install multiuse path/sidewalks east of 19th	Long	Transportation & Mobility	Parks and Recreation	Not Yet Scheduled	City of Boulder's Capital Improvement Program	Connected sidewalk buffered from car traffic
Replace Violet Ave Bridge and include an underpass for multi-use path	Long	Transportation & Mobility	Parks and Recreation	Advancing in the city budget process, to be confirmed by Council in Fall 2024	<ul style="list-style-type: none"> ▶ 2019 Transportation Master Plan ▶ North Boulder Subcommunity Plan Update (2014) ▶ Already planned 	Safe, well-lit underpass that feels safe for people walking/biking and addresses public safety concerns

Goal 2: Improve intersection safety at 19th Street crossings – Violet Avenue and Avocado Road

Action	Time frame	Lead role	Supporting role	Status	Costs (money, time, and resources)	How will we measure success?
Collect baseline data of cars yielding to pedestrians at both 19th Street intersections (Violet and Avocado)	Short to Medium	Transportation & Mobility	Parks and Recreation	Not Yet Scheduled	City of Boulder is well-equipped to conduct safety evaluation via its Vision Zero program (see 2023-2027 Boulder Vision Zero Action Plan)	Additional quantitative data to support community feedback on safety concerns crossing 19th Street
Work with the school district to explore the use of crossing guards at 19th Street and Violet during school hours	Short	Boulder Valley School District	Parks and Recreation	In-Progress	BVSD's Safe Routes to School Program, Amy Thompson	Improved safety for students and families walking and biking to/from school
Pilot quick-build curb extensions at Avocado and 19th Street	Short to Medium	Transportation & Mobility	Parks and Recreation	Scheduled	The City of Boulder's quick-build program is well-documented in their Vision Zero Innovation Program Evaluation Report	<ul style="list-style-type: none"> ▶ Improved sightlines for pedestrians approaching the intersection to cross ▶ Improved rates of yielding to pedestrians
Install hardened centerlines at the intersection of 19th Street and Violet Avenue	Short to Medium	Transportation & Mobility	Parks and Recreation	Scheduled	The City of Boulder's quick-build program is well-documented in their Vision Zero Innovation Program Evaluation Report	<ul style="list-style-type: none"> ▶ Improved rates of yielding to pedestrians

Refresh asphalt art at 19th Street and Avocado Road	Medium	Parks and Recreation	Transportation & Mobility	Not Yet Scheduled	<ul style="list-style-type: none"> ▶ Paint & Pavement Program ▶ Depending on paint and wear, refresh every 2-3 years. 	Community-engaged early action that beautifies and improves safety at this crossing
Explore vehicle traffic calming options on 19th Street approaching the intersection of Avocado Street as part of 19th Street improvements	Medium	Transportation & Mobility	Parks and Recreation	Not Yet Scheduled	<ul style="list-style-type: none"> ▶ Chip seal project scheduled on 19th Street between Yarmouth and Violet. Follow-up with project manager ▶ Precedence of traffic calming improvements currently being installed on S. 19th Avenue (see 19th Multimodal improvements) 	Safer crossing experience especially for youth and people with disability

Goal 3: Ensure safety, universal access, and comfort for residents accessing the Primos Park

Action	Time frame	Lead role	Supporting role	Status	Costs (money, time, and resources)	How will we measure success?
Improving east-side access via Apple Tree Court to create a welcoming entry point for neighbors	Medium (with temporary installs in short term)	Parks and Recreation	Transportation & Mobility	Complete	Park gateway signs and curb ramps	Neighborhood entrance to the park is accessible and feels welcoming to residents of Boulder Meadows
Address accessible grade	Medium (with temporary installs in short term)	Parks and Recreation		Complete	Accessible mats, materials and staff support to install	People with disabilities feel welcome and comfortable accessing and navigating the park
Work on a parking plan and communicate that with the public	Long	Parks and Recreation	NoBo Public Library	Not Yet Scheduled		Public parking does not impede access to the park because there are designated spots that are communicated to the public
Work with partners to assess the feasibility of bus shelters + ADA accessible transit stop	Long	Transportation and Mobility	Parks and Recreation	Not Yet Scheduled	Accessible Boulder ADA Self Evaluation & Transition Plan	People with disabilities feel welcome and comfortable accessing and navigating the park
Install night sky-compliant lighting along park paths	Medium	Parks and Recreation		Scheduled	In-park lighting will be integrated into the final park design	Park space that is well-lit and feels safe for park users
Install wayfinding signage to connect the park with other destinations (library, school, other parks, etc.)	Medium	Parks and Recreation	Transportation and Mobility	To be incorporated into Primos Park Plan	Wayfinding plan Video of Living Cully Walks community-designed wayfinding project	Well-marked routes that increase public awareness of the connectivity of local destinations to the park

Explore options for micro-mobility stations (e.g. designated scooter parking, bike racks and fix-it station)	Medium	Transportation and Mobility	Parks and Recreation	To be incorporated into park design and construction		Park users are encouraged to use alternative modes – walking, biking, scooting – to travel to/from the park
Continue work to address the needs of unhoused populations in the North Boulder area	Ongoing	Housing and Human Services	Regional Homeless Solutions Boulder County (HSBC) partners	In Progress		Respectful and dignified solutions to address unhoused persons while also maintaining safe park spaces for everyone to use

Implementing Early Actions Table

Below are early actions that will be implemented in the short-term and used to build momentum for the rest of this plan.

Safe Routes to Primos Park Early Actions	
<p>Describe the action. What do you plan to do?</p>	<ul style="list-style-type: none"> ▶ Transportation & Mobility will lead the following early actions: <ul style="list-style-type: none"> ▶ 19th & Avocado <ul style="list-style-type: none"> • Install quick-build curb extensions ▶ 19th & Violet <ul style="list-style-type: none"> • Install hardened center lines • Reflective sleeves below the stop signs ▶ Along Violet between 13th and 19th <ul style="list-style-type: none"> • Lower speed limit to 30MPH • Add two new speed limit signs with radar speed that support periodic use of radar feedback signs ▶ Parks and Recreation will participate in the neighborhood block party to draw awareness to these improvements before they get done and do pop-ups at Appletree, which includes: <ul style="list-style-type: none"> ▶ Closing Appletree for the event ▶ Temporary chalking leading to the event and in the cul-de-sac ▶ Installing a temporary, rubber curb ramp ▶ Installing temporary accessibility mats ▶ Hiring a local, Mexican Mestiza artist to work with neighborhood youth to paint, build and install two temporary park entrance signs with the new name – and to run a related art activity at the event ▶ See figure 22 that communicates and outlines these early actions.
<p>What group or agency is responsible or has the most influence over the outcome?</p>	<p>City of Boulder’s Transportation and Mobility Department and Parks and Recreation Department</p>



<p>What groups or agencies should be aware or a part of the outcome?</p>	<ul style="list-style-type: none"> ▶ Community partners who participated in the workshop (see Appendix A – Safe Routes to Parks Partners Table) ▶ Crest View Elementary School
<p>How will you engage residents during planning, implementation, and after the change has been made?</p>	<ul style="list-style-type: none"> ▶ Continued coordination and engagement with Community Connectors ▶ Communication plan including flyers, mailers, direct outreach, to bring awareness to changes, get feedback and report out on their impact ▶ Coordination with Crest View Elementary School and rolling out improvements as part of Safe Routes to School in Fall 2024
<p>What is the timeline?</p>	<ul style="list-style-type: none"> ▶ July 27, 2024: Boulder Meadows Neighborhood Block Party ▶ Early -mid September 2024: Safe Routes improvements
<p>How will you measure the impact of this change on people of color, low-income communities, and other marginalized populations?</p>	<ul style="list-style-type: none"> ▶ Pre/post speed study ▶ Intercept surveys and feedback boards
<p>How will this generate momentum to further implement this plan/Safe Routes to Parks efforts? What steps should you take to ensure that it does?</p>	<ul style="list-style-type: none"> ▶ Continued to build trust and relationships between city departments and Boulder Meadows community



Breaking down barriers: Improving park access

Eliminando obstáculos: Mejorar el acceso al parque



Safe, accessible routes to and from the park are important to all of us.
Las rutas seguras y accesibles hacia y desde el parque son importantes para todos nosotros.

Based on community feedback, we will start to address some barriers to accessing the park in the next few months. These quick “Early Actions” are funded in part by a grant from the Safe Routes Partnership. We plan to address the following issues:

De acuerdo a las opiniones de la comunidad, en los próximos meses vamos a crear soluciones para mejorar el acceso al parque. Los “Primeros pasos” son patrocinados parcialmente por un subsidio otorgado por Safe Routes Partnership. Planeamos crear soluciones a los siguientes problemas:

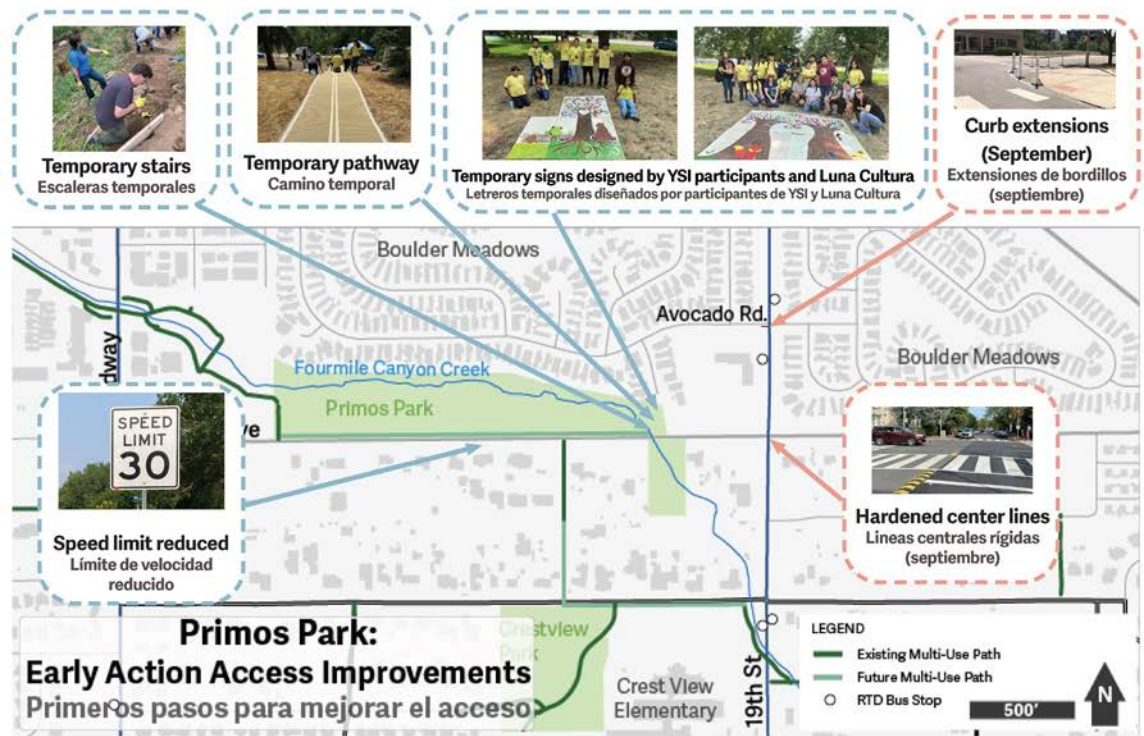


Figure 22 This image is an outreach board that communicates early actions. It was used during the neighborhood block party on July 27, 2024.



Early Action Photos

On July 27, 2024, Boulder Parks and Recreation, PLAY Boulder hosted a naming celebration with Boulder Meadow residents as part of their summer Neighborhood Block Party. The ceremony unveiled the new name of the park, Primos Park. The City Manager, six city council members, and city staff from the Transportation and Mobility also participated in the event



Figure 23 City Council members pose with the temporary park signage was created by youth of Boulder Meadows



Figure 24 This sign communicates Safe Routes to Parks early actions that address speed and safe crossings.



Early Action Photos (continued)



Figure 25 Mobi mats were installed in the park to improve ADA access.



Figure 27 A resident tests out the Mobi mat that was installed in the park.



Figure 26 PLAY Boulder were among several partners who came out to support the celebration.



Sustain: Keep the Work Going

This plan is a useful tool, but it's only the beginning of this Safe Routes to Parks efforts. This section contains ideas for ensuring that work continues. The Sustaining Safe Routes to Parks Table identifies actions that can advance Safe Routes to Parks work.

Key sustainability actions include:

- ▶ **Future Transportation and Mobility Department Strategic Planning** – In future updates to the departmental strategic plan (formerly Transportation Master Plan), include long-term actions such as the continuation of a sidewalk or multiuse path along Violet Avenue to extend east of 19th Avenue, along with traffic calming, and lighting and other livability improvements that benefit the eastern half of Boulder Meadows.
- ▶ **Continued partnerships and coordination with North Boulder Library and Crest View Elementary School to engage residents and program the park.** The engagement process for Primos Park has brought together important local partners. During the workshop these partnerships identified future opportunities to continue to work together including implementing a Story Walk that would extend from the library to Primos Park, engagement with families during walk-to-school days, hosting kids' bike safety and rodeo in the library parking lot, and bringing Crest View Students to "Meet Ranger at the Park" events.
- ▶ **Use Storytelling and Media Engagement to elevate the continued importance of investing in these improvements.** Work with residents and nonprofit partner PLAY Boulder to write op-eds about their experience navigating this area as a person with disabilities, or a kid on their way to school. Write blog posts and share out successes to keep the story salient.
- ▶ **Coordinate public-private investments to develop Primos Park and the surrounding area.** Across partners, there are multiple funding opportunities that can be braided together to advance elements of this action plan. PLAY Boulder as a nonprofit partner is committed to continue to fundraise to support the development of and equitable access to Primos Park. The city also has a commitment to prioritize local investment in this geographic area as part of their Equity Plan. Proactive coordination to leverage public-private investment can accelerate improvements.
- ▶ **Explore transportation funding opportunities for biking and walking projects.** Below are transportation funding programs that communities have used to support their Safe Routes to Parks projects. The state of Colorado has additional funding opportunities worth exploring.
 - **Transportation Alternatives Program** - This is the largest source of federal funding dedicated to biking and walking. In Colorado, the funding is offered every three years and is anticipated to open in 2025 or 2026. Refer to the program page for specific project eligibility and application timelines.
 - **Federal Active Transportation Infrastructure Investment Program (ATTIP)**– This is a new competitive grant program intended to construct projects that provide safe connected biking and walking facilities within active transportation networks. The opportunity to apply will be dependent on future funding.



Sustaining Safe Routes to Parks Table

Sustaining Activities				
How will you sustain your efforts and expand to additional parks?	What actions will you take to keep this moving forward?	Who has influence over or is key in moving the sustaining activity forward?	What partners can support you in moving this sustaining activity forward?	What help do you need to move this sustaining activity forward (e.g., resources, technical assistance)?
Policy change (creating new or updating existing policies)	Continue exploring policy changes (e.g., Park Zone Policy) and/or shared initiatives like 15-minute Neighborhoods as part of T&M plan update	Transportation & Mobility	Play Boulder, Advocacy groups, Community Connectors, Center for People with Disabilities (CPWD)	Continued partnerships across departments
Funding needs (apply for grants, appropriate or reallocate budget funds)	Advocate for inclusion in citywide capital investment planning	Transportation & Mobility, BPR	Play Boulder, BVSD, CPWD, Community connectors, advocacy groups	Continued partnerships across departments
Partnerships (Formal or informal agreements with partner groups to identify roles and responsibilities to move work forward; participate in, or assist with activities and initiatives of your partner coalition; partner training/skill development)	Maintain communications and collaboration	All parties	Play Boulder, CDOT, CDPHE, CPW	

Community Champions	Continued support of and collaboration with the Community Connectors program to continue to engage residents in project implementation and park programs	Transportation & Mobility, BPR	City of Boulder Community Engagement	
Evaluation (continue to measure the impact before a change to the environment is implemented and after)	Post-data collection: vehicle speeds on Violet Avenue; 19th Street; pedestrian intercept surveys	Transportation & Mobility	BPR	
Other ideas?	<ul style="list-style-type: none"> ▶ Wayfinding that connects Primos to other parks ▶ Story Walks with NoBo Library ▶ Safe Routes to School Programs with CVE 			

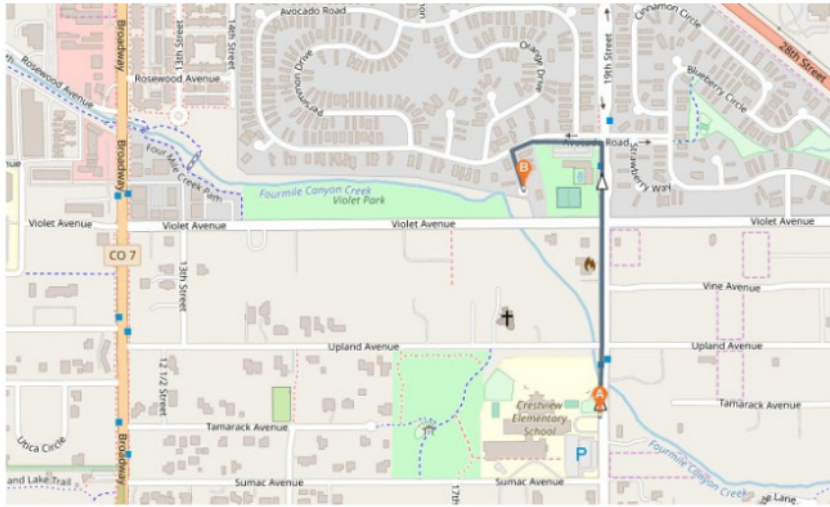
Appendices

Appendix A - Safe Routes to Parks Partners Table

Partners	Main Contact Information	Role	Connection to neighborhood/ community/issue area
PLAY Boulder	Angie Jeffords angie@playboulder.org	Executive Director	Safe Routes to Parks core planning team and grant recipient
City of Boulder Parks and Recreation	Deryn Wagner wagnerd@bouldercolorado.gov	Sr. Landscape Architect	Safe Routes to Parks project lead; Project Manager for Primos Park
City of Boulder Parks and Recreation	Charlotte O'Donnell odonnellc@bouldercolorado.gov	Parks Planner	Safe Routes to Parks core planning team; Deputy Project Manager for Primos Park
Colorado Department of Public Health and Environment	Bradyn Nicholson braydn.nicholson@state.co.us	Climate Resilient Manager	State Safe Routes to Parks team
Colorado Department of Transportation	Annelies Van Vonno annelies.vanvonno@state.co.us	Bicycle and Pedestrian Coordinator	State Safe Routes to Parks team
Colorado Department of Parks and Wildlife	Isabelle Petersen Isabelle.pertersen@state.co.us	Planning Manager	State Safe Routes to Parks team
City of Boulder Police Department	Mitch Trujillo trujillom@bouldercolorado.gov	Community SVCS Officer	
City of Boulder Transportation and Mobility	John McFarlane mcfarlane@bouldercolorado.gov	Sr. Transportation Planner	City of Boulder
Boulder Public Library	Celine Cooper cooperc@boulderlibrary.org	Library Manager	North Boulder Library
City of Boulder	Miriam De Santiago Desantiago26miriam@gmail.com	Community Connector	Boulder Meadows resident
City of Boulder	Bernardo Padilla bpadillatap@gmail.com	Community Connector	Boulder Meadows resident

City of Boulder	Sarah Malin slmalin@gmail.com	Community Connector	Disability advocate
Boulder Valley School District	Ghita Carroll Ghita.carroll@bvsd.org	Sustainability and Energy	Crest View Elementary School
Boulder Valley School District	Amy Thompson Amy.thompson@bvsd.org	Safe Routes to School Coordinator	Crest View Elementary School
City of Boulder Open Space and Mountain Parks	Topher Downham downhamt@bouldercolorado.gov	Education and Outreach Program Manager- Accessibility	Led accessibility and mobility activity during walk audit
Sasaki	Ashley Pelletier apelletier@sasaki.com	Landscape Architect	Consultant for new park project
City of Boulder Transportation and Mobility	Gerrit Slater slatterg@bouldercolorado.gov	Capital Projects Manager	Lead for transportation capital improvements in association with Primos Park
City of Boulder Transportation and Mobility	Devin Joslin joslind@bouldercolorado.gov	Principal Traffic Engineer	Lead for quick build transportation improvements as part of Safe Routes to Parks
City of Boulder	Brenda Ritenour ritenourb@bouldercolorado.gov	Community Engagement	Work with Community Connectors program

NEW PARK ON VIOLET AVENUE: ROLL 'N STROLL ACCESS AUDIT



Instructions:
As we go, please write a number on the map and describe below what is working or not working in that spot.

Things to look for:



Gaps or issues with sidewalks & bike lanes



Concerns with intersections or crossings



Traffic speeds or unsafe behaviors



Lighting, shade or places to rest



Universal access for people with disabilities



Signs and entrances to the park

- | | |
|----------|-----------|
| 1. _____ | 6. _____ |
| 2. _____ | 7. _____ |
| 3. _____ | 8. _____ |
| 4. _____ | 9. _____ |
| 5. _____ | 10. _____ |

Other notes:

Walk Audit Summary

▶ Upland at 19th Street

- No sidewalks along Upland from Crest View to 19th
- Faded crosswalk + need for ADA upgrades at 19th and Upland
- Blind spots for turning traffic
- No curb cuts coming west along Upland toward 19th
- No tactile markers for visually impaired
- Speeding cars on Upland

▶ 19th Street (from Crest View Elem to Avocado)

- Hazardous trees and overgrown bushes on the sidewalk
- Lack of protected bike lanes
- Observed bikes using the sidewalk

▶ Intersection of 19th and Violet

- Cars not coming to complete stops
- Cars not stopping behind the crosswalk
- High speed of cars east and west bound Violet Avenue
- 4 way stop feels tense
- Wheels get stuck in cracks easy where curb cuts meet the street it is uneven
- Designated school zone during school hours (Asset)

▶ Intersection of 19th and Avocado

- Hard to see around street parking north of the intersection
- Benches and good shade (Asset)
- Speed of cars, observed youth crossing the street and car not yielding, zooming through
- Lack of bus shelter on the east side

▶ Violet Avenue (Broadway to 19th)

- Lack of sidewalks
- Lack of lighting
- Speeding cars and lack of bike/walking protection

▶ Avocado Road (19th to Apple Tree Court)

- Narrow sidewalks
- No curb cuts
- Speeding and noisy cars

▶ Other comments:

- Auditory pedestrian signals
- Desire for native plants and restoration
- Art in underpass
- Lots of pedestrians using street rather than sidewalk on Upland
- wish there was an underpass at 19th and Violet
- desire for path along 4-mile north of upland to Violet
- Access to park from the west – Broadway and Rosewood underpass is unpassable due to encampments – city is unable to keep it clear



Name of Policy/Plan	Adopting Agency	Language, Page, Link	Relevance to Safe Routes to Parks
Boulder Valley Comprehensive Plan 2020	City of Boulder	<p>CHAPTER VII - POLICIES - URBAN SERVICE CRITERIA & STANDARDS:</p> <p>“Provide neighborhood parks of a minimum of five acres in size within one-half mile of the population to be served.” pg 150</p> <p>The BVCP is rooted in the City’s guiding framework: the Sustainability, Equity, & Resilience Framework.</p>	<p>Increase Park Access:</p> <p>Just because a park is nearby, does not mean it is accessible. Plan updates should consider route access and connectivity to ensure that nearby parks are truly connected and accessible for neighborhood residents. The Park on Violet Site Analysis includes a more granular look at “walkshed”, travel times, and barriers for adjacent neighbors and found that despite its proximity, Boulder Meadows residents are outside of the 10-minute walk radius (P. 13, 15, 36)</p>

Name of Policy/Plan	Adopting Agency	Language, Page, Link	Relevance to Safe Routes to Parks
2019 Transportation Master Plan	City of Boulder	<p>2019 TMP Action Plan WALKING, BIKING & MICROMOBILITY pg 10: “Support Safe Routes to School (SRTS) Program In collaboration with BVSD: Continue to apply for CDOT Safe Routes to School infrastructure and non-infrastructure funding to support new projects and programs to improve walking and bicycling to school.</p> <p>“Public Engagement in Walking & Biking Events and Programs Coordinate with Growing Up Boulder and Youth Advisory Committee to gather input on initiatives that resonate with a younger population.”</p> <p>TMP Proposed Projects Map</p> <ul style="list-style-type: none"> ▶ Map highlights proposed pathway connections near Violet Park/Violet Ave to Crest View Elementary/19th St. ▶ Underpasses are proposed at Violet Ave, Uplands, and 19th (19th St improvements are underway) ▶ More detail on major investments at Transportation and Mobility Capital Improvements Program webpage 	<p>Partnerships & Sustainability: Safe Routes to School and partnership were emphasized throughout this plan. Parks can be a great partner to bolster Safe Routes programs and projects by building new connections that increase access to schools and parks; hosting safe routes programming like walk and roll-to-school days that begin in parks; and partnering on community engagement.</p> <p>The Safe Routes to School program at Crest View Elementary could help sustain the successes of the Violet Park/Safe Routes to Parks initiative by continuing to bridge partnerships, supporting community engagement with families in Boulder Meadows, and supporting longer-term goals to fund improvements on 19th and Violet Avenue as identified in this plan.</p>

Name of Policy/Plan	Adopting Agency	Language, Page, Link	Relevance to Safe Routes to Parks
<p>2019 PEDESTRIAN PLAN (Component of the 2019 TMP)</p>	<p>City of Boulder</p>	<p>Goals include creating a pedestrian network that is: Connected and barrier-free - Access to destinations and other modes (“walk extenders”) is direct, efficient, barrier-free and integrates new technologies and innovations.</p> <p>Action 1E pg 22: “Safe Routes to School (SRTS) Continue to partner with BVSD to support walking to/ from school.”</p>	<p>Community Engagement: Utilize local knowledge from adjacent residents, Community Connectors to host walk audits, accessibility audits to activate and assess safe routes to parks.</p>
<p>2019 Low Stress Walk & Bike Network Plan (Component of the 2019 TMP)</p>	<p>City of Boulder</p>	<p>Identifies “Neighborhood Green Streets” as the low-stress corridors between “Pedestrian Improvement Areas.” The process used to identify these areas for improvement is in Figure 9 on pg 11.</p>	<p>Plan/Implement: Facilities proposed near Violet Ave include a vertically separated multi-use path and a multi-use path through the new Violet Park connecting Broadway to Crest View Park and Elementary.</p> <p>Pg 23, Fig 14 shows Violet Ave as a “very uncomfortable” segment for pedestrians</p> <p>Pg 26, Fig 23 shows Violet Ave as relatively high ADT (3001-6000 ADT)</p> <p>Page 53, Fig 8 shows Violet Ave as a corridor for building a vertically separated bike lane and classifies it as low priority</p>

Name of Policy/Plan	Adopting Agency	Language, Page, Link	Relevance to Safe Routes to Parks
2023-2027 Boulder Vision Zero Action Plan	City of Boulder	Vision Zero Action Plan Ch. 4 - Engineering Solutions Prioritization. Boulder’s Racial Equity Index was one of three criteria used to prioritize Vision Zero projects. “Figure 13 shows Boulder’s Racial Equity Index. The team prioritized projects in or adjacent to Equity Index Numbers 4 or 5.”	<p>Equity Considerations: The neighborhood around Violet Avenue is ranked as a priority area (number 5) on the Equity Index Map on pg 61.</p> <p>Figure 6 on page 23 shows fatal or serious bike injury/crash locations around Boulder Meadows neighborhood (Broadway/Violet), and 19th/Violet.</p> <p>Figure 7 on page 30 shows no or low density for number of comments on Be Heard Boulder for this neighborhood.</p> <p>Additional targeted engagement is needed with this neighborhood to shape safety countermeasures and infrastructure design.</p>
Speed Limit Setting and Signing Project	City of Boulder	“In partnership with a community stakeholder working group, Boulder staff reviewed and prioritized factors to be included in the methodology. A draft methodology is expected to be published in March 2024.”	<p>Sustain/Implement: This could be an opportunity to align a potential speed reduction effort on Violet with park improvements.</p>
Crosswalk Guidelines Update Project	City of Boulder	Project is underway and moving into the community engagement phase in Spring/Summer 2024.	Once new guidelines are created, project prioritization and funding will determine how the guidelines affect new and existing crosswalks. Consider how equity factors into prioritization process and target improvements to areas around parks and schools.

Name of Policy/Plan	Adopting Agency	Language, Page, Link	Relevance to Safe Routes to Parks
2021 BPR Needs Assessment Report	City of Boulder	<p>Report outlines equity and access considerations to guide development of Master Plan Update. (P. 56)</p> <p>Community survey results: P. 48 “Hispanic respondents were more likely to mention cost, poor health, lack of parking, and barriers to walking or biking to a park or facilities compared to White respondents.”</p> <p>P. 56 Mapping Equity Gaps to Parks: “The purpose of this gap analysis is to discover any physical gaps in access or quantities of neighborhood parks and playgrounds – key recreation amenities. Gap areas can be further evaluated to understand if prioritized effort is 1) feasible to close the barrier to access neighborhood parks and playgrounds and/or 2) if further study is warranted. Distribution maps utilize geographic information system (GIS) mapping to measure how much of the population can easily access at least one park on foot or by bike by using sidewalk data and park access points. Additional questions to dovetail to this analysis include does transportation infrastructure (sidewalks, greenways, bike lanes) provide adequate and accessible connections to parks? Are these routes safe?”</p>	<p>Partnerships & Sustainability: Opportunity for cross-collaboration with parks and transportation department to work together to prioritize and fund gaps in park access and support assessment and community engagement of to determine route safety, comfort and accessibility. Consider how this Safe Routes to Parks project in Violet Park demonstrates a model for cross-agency collaboration and community engagement that might be scalable to address systemwide park equity and access.</p>

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		<p>Additional Community Findings Related to Evaluating Equity within the BPR System</p> <p>P. 66 “To ensure BPR properties are welcoming to all, other factors must be taken into consideration. Factors including what is available in parks, how staff interact with and relate to community members, transportation options and many more. BPR will need to continue to refine strategies to broaden the lens of equity.”</p> <p>P. 67 Reassessing how Level of Service (LOS) is measured and what metrics are used to determine LOS, are issues parks and recreation departments throughout the country face. Using a clear methodology that weaves equity and resilience into each standard is key and a more nuanced approach could serve the diverse needs of the community in a more meaningful way</p> <p>P. 73 broadly characterizes equity gaps in residents utilization of parks and recreation space and programs (free time, transportation, money to pay recreation fees).</p> <p>Boulder Racial Equity Measures</p>	
<p>Boulder Parks & Recreation Master Plan Update 2022</p>	<p>City of Boulder</p>	<p>Youth Engagement & Activity Goals - outlines an emphasis on partnerships with organizations that support youth and those led by youth to help shape BPR programs and facilities.</p> <p>Desired community programming includes “everyday activities within walking distance of where people live.”</p>	<p>Community Engagement: Youth engagement is an important nexus of Safe Routes to Schools and Safe Routes to Parks, engage Boulder Valley School District, Community Connectors, and nonprofit partners in improvements to parks and access to parks.</p>

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Violet Park Project	City of Boulder	<p>The Park on Violet Site Analysis Feb 2024</p> <p>“Despite Boulder Meadow’s immediate adjacency to the future Park on Violet, the community is not within a five-minute walking distance and only half of the neighborhood is within a ten minute walking distance. Chain link fences along the park’s north edge restrict access for nearby residents. Due to the lack of neighborhood street connectivity, much of the community to the south is similarly outside of a five-minute walk, with only a slightly larger area within the ten-minute walk.”</p> <p>Proposed preliminary solutions (P. 35, 37):</p> <ul style="list-style-type: none"> ▶ Utilize the existing trail along the creek as an accessible way ▶ Increase pedestrian safety by reducing speed limit on Violet ▶ Incorporate improved pedestrian connections to vehicular bridge redesign (19th over Fourmile Canyon Creek) ▶ Vertically separated bike infrastructure along Violet proposed in 2019 TMP ▶ Increase park access to Boulder Meadows community <p>2.27.23 PRAB Meeting Packet:</p> <p>Preliminary park purpose (pg 21): “Connect with surrounding neighborhoods, the library, and other community spaces through safe, multimodal connections”</p> <p>Growing Up Boulder engagement report</p> <p>Overall themes summary: “Commitment to and enjoyment of nature, open space, walking trails, and wildlife”</p> <p>Violet Park Project page</p> <p>Article re: SRP grant award</p>	Provides the impetus for the Violet Park / Safe Routes to Parks Initiative. Engage the community regarding proposed connections and improvements in regards to speed, pedestrian safety and access. Determine short-term actions and opportunities to advance long-term improvements.

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North Boulder Subcommunity Plan Update (2014)	City of Boulder	<p>“Advance the 1995 Plan’s Vision for North Broadway as Walkable, Bikeable, Transit Friendly Main Street. North Broadway should be a walkable, bikeable, human-scaled main street, as presented in the 1995 Plan. The 1995 Plan’s vision for multi-modal connectivity and transit access is on the right track but has not been fully realized. This includes improved connectivity for all modes, particularly east-west intersections across Broadway and north-south bicycle connectivity along or near Broadway.” P. 4</p> <p>2.1 Enhance N. Broadway Pedestrian Connections P. 19.</p> <p>2.1.1 Boulder Meadows: Continue to explore establishing a pedestrian connection from Boulder Meadows to the Uptown development and Fourmile Canyon Creek.</p> <p>2.1.2. Arts and Placemaking Enhancements, Signalized Intersections: Existing and planned signalized intersections in the study area include Violet and Broadway</p> <p>2.1.3. Arts and Placemaking Enhancements, Uncontrolled Intersections</p> <p>2.1.4 Establish Target Investment: Through citywide Community Cultural Plan, establish a target spending percentage at these intersections for public art and placemaking, with preference for local artists on the design team.</p> <p>2.1.5. Fourmile Canyon Creek Broadway Underpass: Implement safety measures under Broadway at the Fourmile Canyon Creek underpass (e.g., improved lighting).</p>	<p>Plan: Follow-up with the City on the status of this initiative at Broadway and Violet, and what actions, if any have been completed to-date including engagement and placemaking and improvements to the Broadway Underpass.</p> <p>Note: North Boulder Subcommunity Plan (1995): Details multi-modal streetscape for Violet Avenue. p. 23</p>

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North Boulder Library Branch	City of Boulder, Boulder Public Library, WORK Architecture	Community Design Response (2019) P. 14. CONNECTION TO PARK: Multiple connections to library, outdoor amenities, and Violet Park. Work on library site will be coordinated with the Parks Department to create synergies between the sites and encourage use of the entire open space.	Sustain: Integrate priorities, engagement, and design considerations across project teams and engagement efforts
Accessible Boulder ADA Self Evaluation & Transition Plan	City of Boulder	Winter mobility challenges with snow and ice removal on sidewalks, crossings, and transit stops were highlighted by residents throughout the engagement phase. See pages 32-33.	Community Engagement and Assess: How might use of and access to parks change seasonally for people with disabilities? This could be a relevant question to shape decisions around park access and features.
Boulder Youth Equity Council	Boulder Valley School District	<ul style="list-style-type: none"> ▶ Middle and High School students meet once a month as a large group, and then smaller groups will break out and meet separately to work on either district-wide or school-based initiatives. ▶ They will balance their work with the issues they identify as priorities and initiatives that the district would like feedback on ▶ Safe Zones for Kids Ballot Measure: “Ballot Question 302 amends city code to make tents and propane tanks near schools, sidewalks or multi-use paths “subject to prioritized removal.” ▶ https://boulderreportinglab.org/2023/11/08/city-of-boulder-votes-to-pass-safe-zones-4-kids-ballot-measure/. 	<p>Community Engagement: Is there a working group related to SRTS/public spaces/mobility etc.</p> <ul style="list-style-type: none"> ▶ Amy Pickens, BVSD Coordinator of Equity & Partnerships of the Southwest Network <p>Homelessness and Unhoused People: Reference SRP’s Working with Unhoused People in Parks for ideas on holistic ways to address unhoused people in parks, noting alternative approaches to sweeps and removals. Some general steps/ action items include:</p> <ul style="list-style-type: none"> ▶ Talk with your city’s parks and recreation agency or city manager’s office to determine what public camping laws are in place. Partner with local social service agencies and non-profits to ensure compliance with city policy.

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			<ul style="list-style-type: none"> ▶ Take a look at your city's spending on camp management or removal. Consider and discuss with decision-makers whether those expenses could be used instead to support a dedicated sleeping location or a mental health response team. ▶ Think about what park design and programming steps you can take to improve overall public safety. Organize a walk audit and partner with community advocates to invite both housed and unhoused park users to assess park safety through multiple perspectives. Is visibility an issue in your local parks? Consider installing improved lighting in and around parks or host a community park cleanup day to clear brush and remove visibility barriers. ▶ Explore the criminalization of homelessness with this American Civil Liberties Union podcast that takes a deeper dive into the federal appeals court decision related to public camping bans, as well as systemic obstacles to addressing the needs of unhoused individuals.

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Boulder Youth Opportunities Advisory Council	City of Boulder	<ul style="list-style-type: none"> ▶ 16 high school students ▶ Appointed by the City Manager ▶ Serve one-year renewable terms 	<p>Community Engagement: Consulted in the development of many of the city’s master planning documents</p>
Safe Routes to Schools Program	City of Boulder, Boulder Valley School District, CDOT	<p>City info on SRTS - emphasis on engaging with schools, CDOT to fund infrastructure improvements, programming to build participation in active transportation</p> <p>BVSD info on SRTS - Emphasis on education and programming to support safety and participation in active transportation</p>	<ul style="list-style-type: none"> ▶ Opportunity to submit for Safe Routes to School funding connections to/from school and Violet park. Work with the city to submit grant application and identify level of funding. ▶ Partner on programs that support and encourage youth mobility access to the park, library, and school (ex. Walking field trips to the future park/library, bike/walk to school days, youth-inspired wayfinding or a story walk, engagement efforts, and more!)

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Evaluation of 20 is Plenty Summary Report (March 2022)	City of Boulder	<p>Summary found that speeds did not measurably change as a result of the 20 is plenty speed limit reduction effort. P. 3.</p> <p>Recommendations: P. 14</p> <p>#2 - Evaluation - Launch data-driven speed management program focused solely on arterial streets, involving community engagement instead of accepting resident applications.</p> <p>#3 - Engineering - Prioritize segments of local streets that adjoin arterial streets.</p> <p>#10 - Engineering - Prioritize arterial speed limit reductions on high-stress arterial corridors that also adjoin local streets where 20 mph speed limits have been introduced.</p>	Violet Ave is a Minor Arterial but not considered a part of the Core Arterial Network .
Vision Zero Innovation Program Evaluation Report	City of Boulder	<p>Data Summaries on P. 15 (P. 18. of pdf) share before/after data for each installation.</p> <p>Pg 31, Figure 14 explains each project's effectiveness at meeting three key goals:</p> <ol style="list-style-type: none"> 1) Reducing vehicle speeds 2) Improving safety and comfort for street users 3) Ease of maintenance <p>Feedback Summary P. 37:</p> <p>Of the 318 Formstack comments presented, a few major themes emerged, including concerns regarding impacts to parking, the aesthetics of the VZIP projects and skepticism regarding whether they would be effective.</p>	Violet Park Project application: Capitalize on City of Boulder's adoption of quick-build projects. Quick build projects are effective traffic safety measures and serve a broader purpose of activating a new park, building community, addressing equity in areas that lack park access, and creating more comfortable experiences for people walking, biking, rolling.

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Vulnerable Road User Safety Assessment (Nov 2023)	Colorado Department of Transportation	<p>VRU Fatal and Serious Injury Priority Locations P. 132. Broadway St - Violet Ave to Yarmouth Ave. Crashes in the corridor were all bicyclist-related. There is a bicycle shop next to a coffee shop on the north end of this corridor that attracts large groups of bicyclists, in addition to numerous shops and eateries along the north half of the corridor. A recent project enhanced bike lanes along the roadway with green paint through intersections, green separation striping, and a small buffer between the vehicle travel lane and the bike lane.</p> <p>RECOMMENDED PROJECTS / STRATEGIES</p> <ul style="list-style-type: none"> • Monitor the impact of recent improvements. • Complete a before and after study. Use exposure data to support the study and facilitate continued monitoring. <p>CURRENT STATUS</p> <ul style="list-style-type: none"> • Recent projects included enhanced bike facilities, an added multiuse path, a signal at the Yarmouth Avenue intersection, and better VRU connectivity. • The bike shop and coffee shop in this area appear to hold large biking events. 	<p>This state-wide assessment identifies Broadway Street from Violet to Yarmouth as one of the priority locations to address bicycle and pedestrian safety in the state of Colorado.</p> <p>Follow-up with CDOT and Boulder transportation staff on the status and timeline for improvements and evaluation especially near and around the intersection of Broadway Street and Violet Avenue.</p>

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Citywide Strategic Plan (2024-2026)	City of Boulder	<p>Strategy 6. Define and establish Boulder's 15-minute neighborhood model. P. 4</p> <p>a. PRIORITY ACTION: Define set of essential economic realities and ideal conditions, as well as zoning changes needed for success of 15-minute communities in Boulder.</p> <p>b. PRIORITY ACTION: Activate spaces, including city rights-of-way, for community, neighborhood, recreation and central gathering use through short-term programming and long-term land use changes.</p> <p>c. PRIORITY ACTION: Identify and prioritize key connections and relationships of commercial areas, cultural amenities,</p> <p>Strategy 7. Invest in and maintain a transportation system with an array of multi-modal choices to reduce vehicle miles traveled and greenhouse gas emissions. P. 4</p> <p>PRIORITY ACTION: Implement programs and services that enhance equitable mobility.</p> <p>b. PRIORITY ACTION: Strengthen regional transportation collaboration with strategic partners (e.g. RTD, CDOT, Boulder County) to accelerate the reduction of single occupancy vehicle trips and connect people to opportunity.</p> <p>c. PRIORITY ACTION: Identify and implement key trail connections and access improvements to open space areas throughout the city that encourage multi-modal options for access.</p> <p>Strategy 8. Improve accessibility to city meetings, information, and programs through equitable engagement. P. 4</p> <p>PRIORITY ACTION: Fully integrate the use of the Racial Equity Instrument (REI) in city project management and policy decision making.</p>	<p>The 15-minute neighborhood model and investment in multimodal access are strategic goals that dovetail with this Safe Routes to Parks action plan. It is also clear the important role that Community Connectors have played to shape an inclusive engagement process and continued investment in this program is critical to continued planning in this project area.</p>

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		<p>b. PRIORITY ACTION: Provide individuals with limited or no English proficiency with meaningful access to information, services, programs, activities, and decision-making processes.</p> <p>c. PRIORITY ACTION: Ensure full compliance with state requirements on digital accessibility including revising critical internal and external digital content to meet WCAG 2.2 accessibility guidelines and development of continuous training for staff.</p> <p>d. PRIORITY ACTION: Expand and provide appropriate resources for the Community Connectors program.</p> <p>e. PRIORITY ACTION: Implement recommendations related to city boards and commissions management practices including recruitment of board members, accessibility of meetings, and engagement practices.</p>	

Opportunities

1) PROGRAMS

- a. Colorado Parks and Wildlife Outdoor Equity Grant
 - i. Letter of Intent by June 4
- b. City of Boulder Transportation and Mobility
 - i. Pedestrian Crossing Treatment Program
 - ii. Automated Enforcement
- c. NOBO Library Makerspace – Programs/Activities/Crafts
- d. Way of the Path – Education and Encouragement
 - i. Campaign focused on micro-mobility use
 - ii. Rollout of assets: Summer/Fall 2024

2) PLANS

- a. Story Walk between the park and library
- b. Citywide Speed Limit Evaluation (Current)
- c. Potential Safe Routes to School Funding Application for Crest View Elementary
 - i. Timeline:
 1. Applications open Aug 2024
 2. Funded Fall 2026 if awarded
- d. Boulder Museum of Contemporary Art Relocation Project
- e. Northern Boulder Community Plan
- f. Boulder Forestry Streetscape Design Standards
- g. BVSD Safe Routes to School program applying for Safe Streets and Roads for ALL

3) ACTIVITY

- a. Nature literacy opportunities in the park
- b. Kids bike safety and rodeo @ NoBO Library Parking Lot
 - i. Partners: COB, Planning (John), BVSD, PLAY Boulder
- c. Bring Crest View Students to Meet Ranger at the Park

4) EVENTS

- a. June 29 – NoBo Library Grand Opening
- b. July 20 – ERC Block Party @ Primos
- c. August 6 – National Night Out – Foothills Community Park
- d. August 2024 – Back to School Events at Crest View Elementary
- e. Pizza in the Park
- f. October 2024 - Walk and Roll to School DAY

Priority Area 1: Violet Avenue Improvements

- ▶ Tall curbs
- ▶ Paint and post crosswalks
- ▶ Safer sidewalks



- ▶ 17th Street Path Crossing
- ▶ De-acceleration Bump outs
- ▶ Re-stripping lanes @ bridge and painted crosswalk
- ▶ Narrowing Lanes
- ▶ Northside of Violet:
 - 12' Sidewalk and Protected bike lane

Priority Area 2: Intersections

- ▶ 19th and Violet
 - Quick-Build Curb extensions (Med-term – 1 year)
 - Traffic circles (Long-term)
- ▶ 19th and Avocado
 - Bus Stops
 - ▷ ADA Accessible
 - ▷ Shelters
 - ▷ Partner: Regional Transit District
 - Speed tables, rumble stripes placed before the crosswalks (current 25mph speed posted)

Priority Area 3: Safety, Universal Access and Comfort

- ▶ Addressing e-scooter parking
- ▶ People experiencing homelessness sleeping in the park
 - Stakeholders proactive, degree of control over it
- ▶ Bus station, benches, shelters
- ▶ Lots of noises and changes – communicate these
 - Impacts of mental health and stress
 - Constructions impacting those with disability
- ▶ Balance – make places interest and natural surveillance – some grading / elevation mounds
- ▶ Places to rest
- ▶ Enclosure or barrier between park and street
- ▶ Empowering dealing with unsafe situations – education is city wide
- ▶ Positive activation
- ▶ Housing, human services, shelter partner
- ▶ Does not go places alone because don't feel safe
- ▶ Spaces themselves on the design of the park itself to help mitigate
- ▶ Anticipated concerns on parking – ensure that overflow doesn't impede on neighborhoods
- ▶ Lighting
 - Challenge: Dark sky ordinance
- ▶ Audible, push button pedestrian crossings
- ▶ Accessible grade – resting platforms
- ▶ Protected bike lanes on Violet Avenue
- ▶ Service access – soft gate only first responders
- ▶ Emergency response sight lines from either end of the park
- ▶ Improving eastside access of the park: Temporary fine path from Apple Tree court to the play library and step path to cross the creek
- ▶ Sidewalk on Upland (short term version?)

Priority Area 4: Long-Term Changes

- ▶ Safe Park Zones – Reduced speed limits in the vicinity of neighborhood parks



- Roadway Design – 36th – Violet Avenue
- Radar Sign re: speed data limits
- Perception versus actual speeding
- ▶ Sidewalks on northside of Violet is detached
- ▶ Protected bike paths w/o obstructing road – don't want to make it more dangerous (eg. Louisville Elementary)
- ▶ Communication Strategy
- ▶ Micromobility options/stations
- ▶ Working with micromobility providers, example Hill
- ▶ Plan for Parking – External from Community
- ▶ Library parking and park usage and signage
- ▶ Connect paths to other parks and path
- ▶ And have wayfinding signage

