

Boulder, Colorado

Folsom Street – “Right Size” project compared to Kasold project:

The Folsom Street project in Boulder, Colorado was installed in July 2015. The project included “Right Sizing” Folsom Street from Arapahoe Avenue to Valmont Road which is approximately the same distance as Kasold from Bob Billings Parkway to 6th Street.

The project was to change the lane configuration and make improvements for cyclists/pedestrians. Typically Folsom was/is a 4-lane road much of which did not have a center turn lane. The changes made included making Folsom a single lane in each direction with a center turn lane and improving protected/buffered bike lanes.

In the fall of 2015 Folsom Street between Canyon and Spruce Street was restored to four vehicle lanes.

Kasold comparison:

Folsom Street between Canyon and Spruce is predominately commercial with signals and multiple turn lanes at Canyon and Spruce Street, similar to Kasold at Bob Billings Parkway or 6th Street.

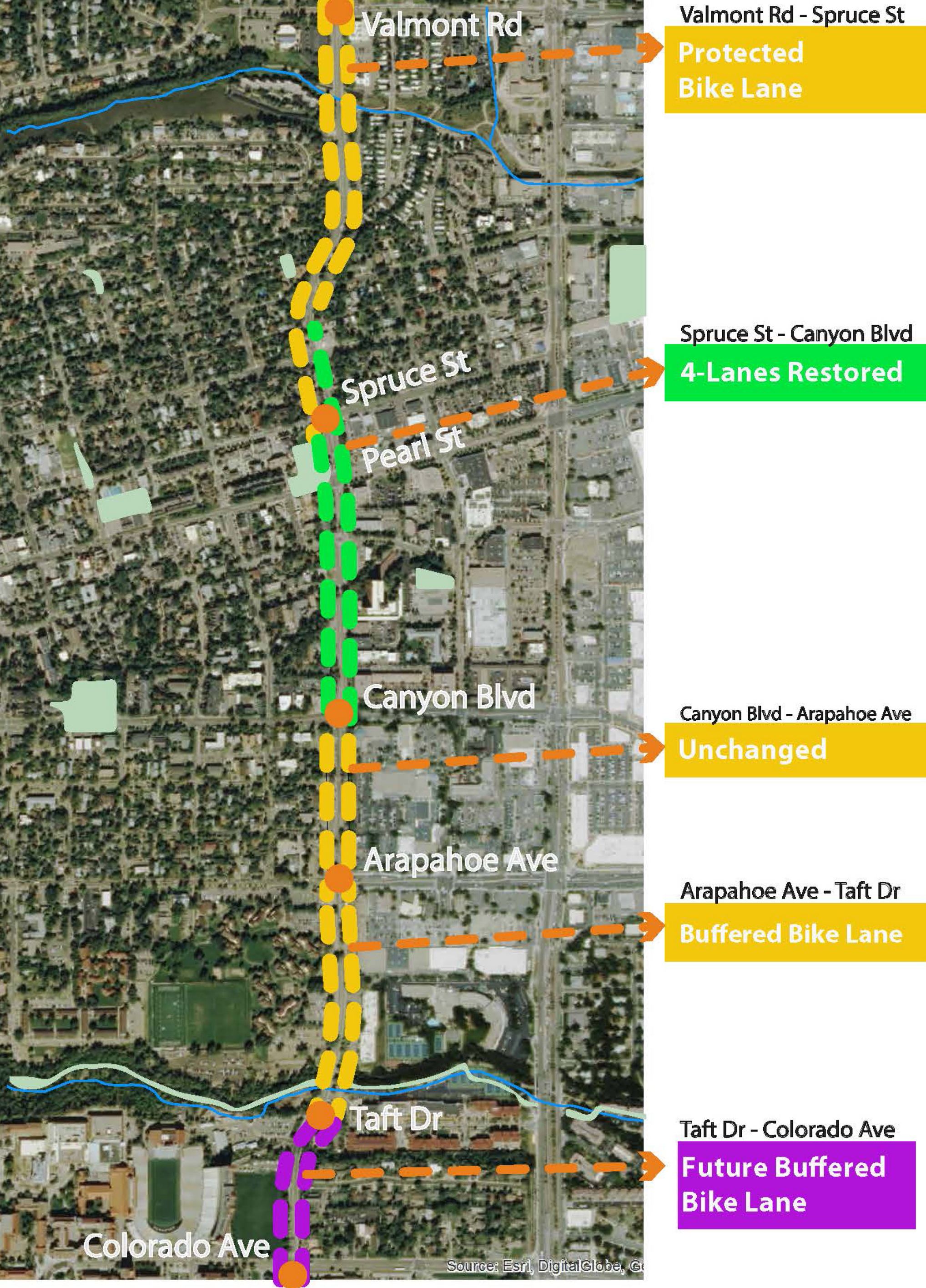
The difference is we are not proposing reducing the number of lanes in either of these areas. In fact with the signalization at 8th Street, the lane reduction will take place south of 8th Street at W. 9th Court.

The other areas on Folsom are less commercial and/or residential and those areas are remaining 3-lanes with bike lanes.

Folsom has an average daily traffic (ADT) volume of 18,970 vehicles per day. The projected 2040 ADT on Kasold is 16,576 vehicles per day.

The ADT on Canyon Drive, which intersects Folsom (similar to Harvard) is signalized and has approximately 24,000 vehicles per day whereas 2040 projections on Harvard are 3,414 vehicles per day and it is proposed to include a roundabout. The higher cross street traffic volumes and signals on Folsom could be causing the congestion, where Harvard has smaller traffic volumes and is designed with a free flowing roundabout.

Attached are Google Earth photos of Folsom Street before and after the project and a map of the corridor.



Folsom St

Boulder, Colorado

Street View - Jul 2015



Hide imagery



Folsom St

Folsom St

Canyon Blvd

Canyon Blvd

Canyon Blvd

JJWells

Folsom St

Folsom St

Folsom St

Folsom St

10/9/2015



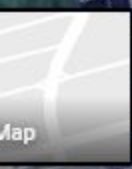
Whittier

Canyon Blvd

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Mapleton Ave



Ultimate Bat Bag Corporation 

Google

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ecoFiber Custom Rugs 



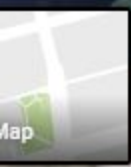
Didier Chaumillon
Farmers Insurance
Jason Faerman

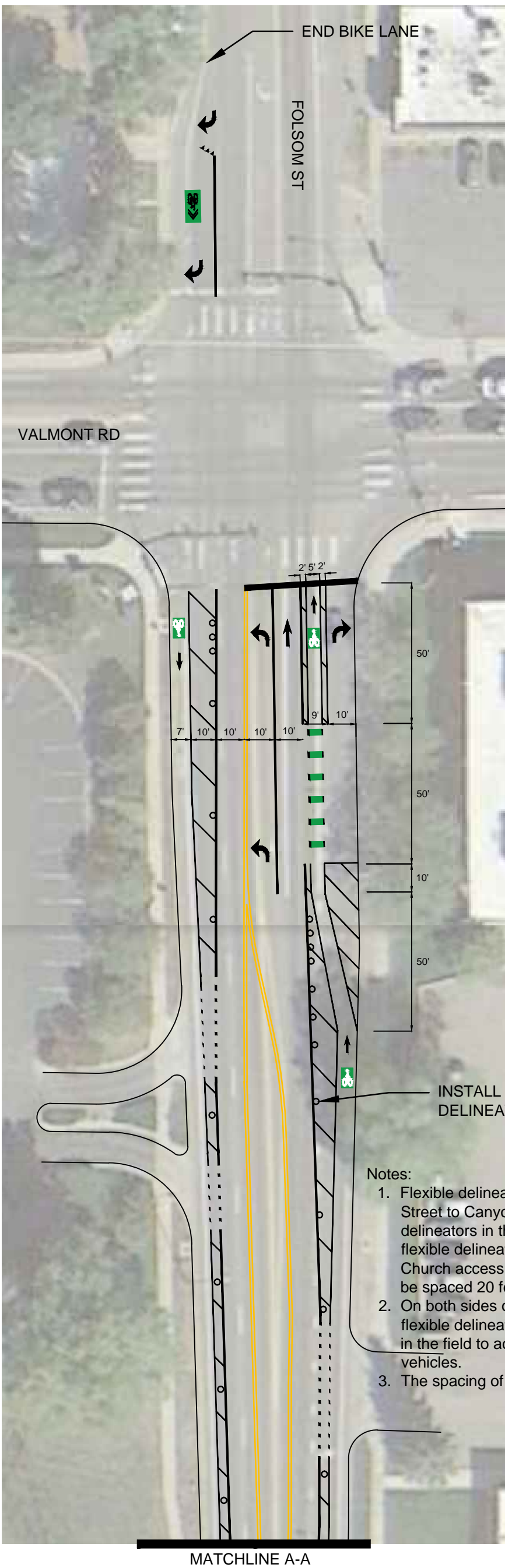


3D

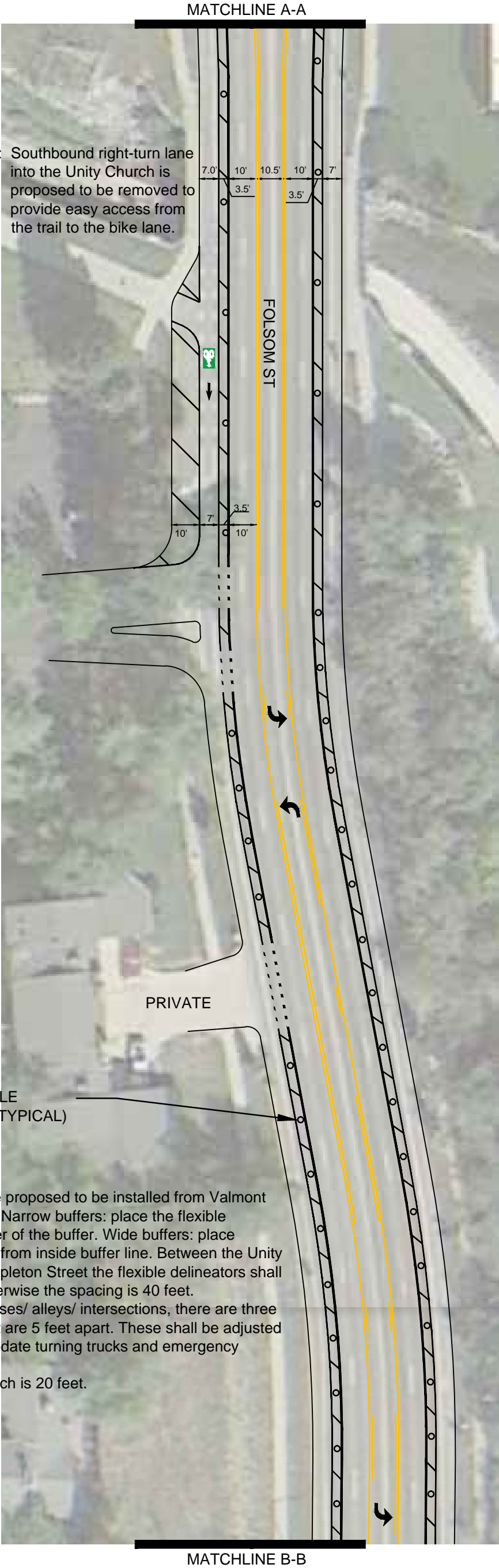


Hoshi Motors





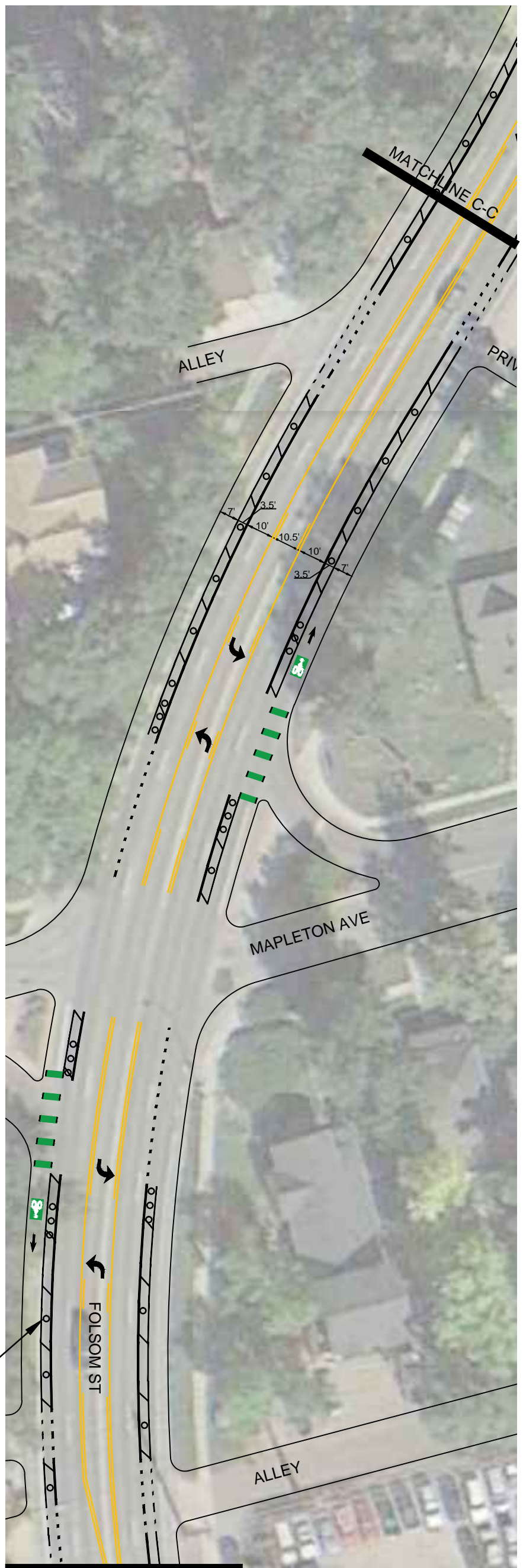
NOTE: Southbound right-turn lane into the Unity Church is proposed to be removed to provide easy access from the trail to the bike lane.



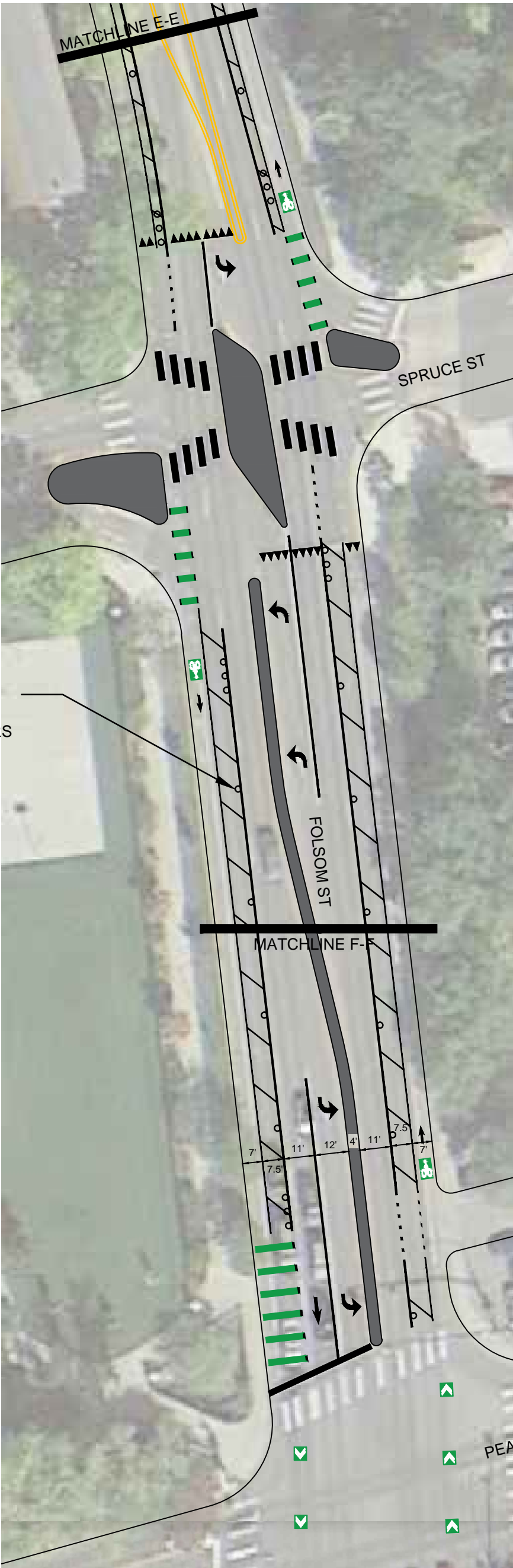
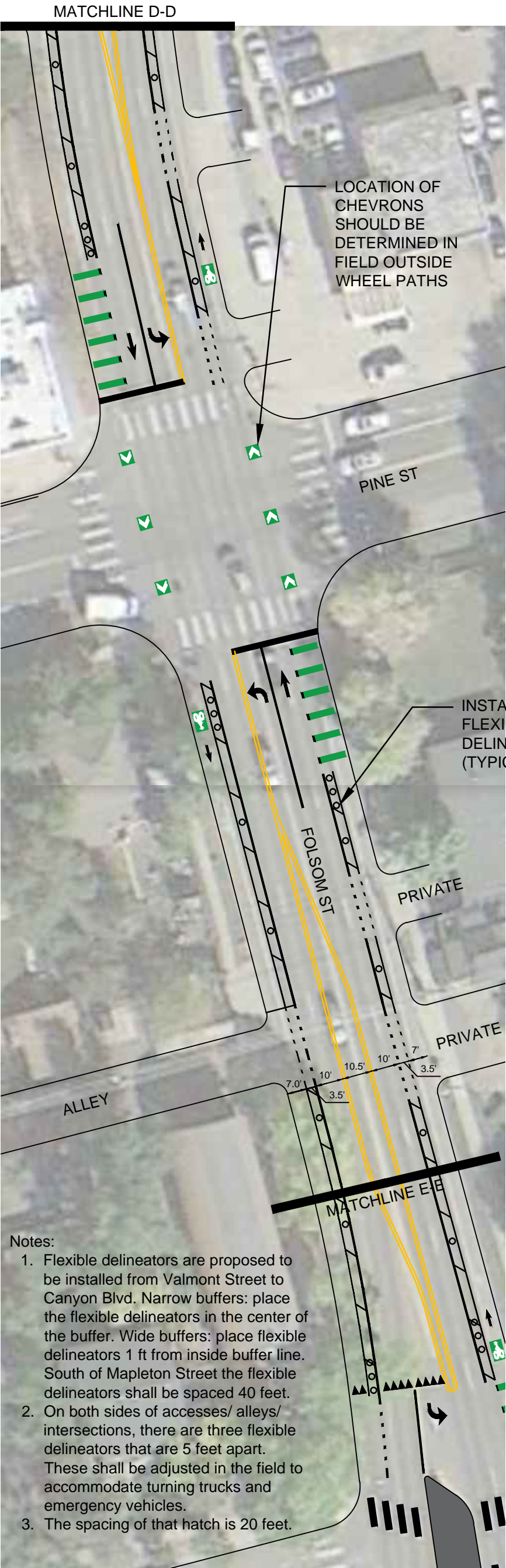
MATCHLINE B-B

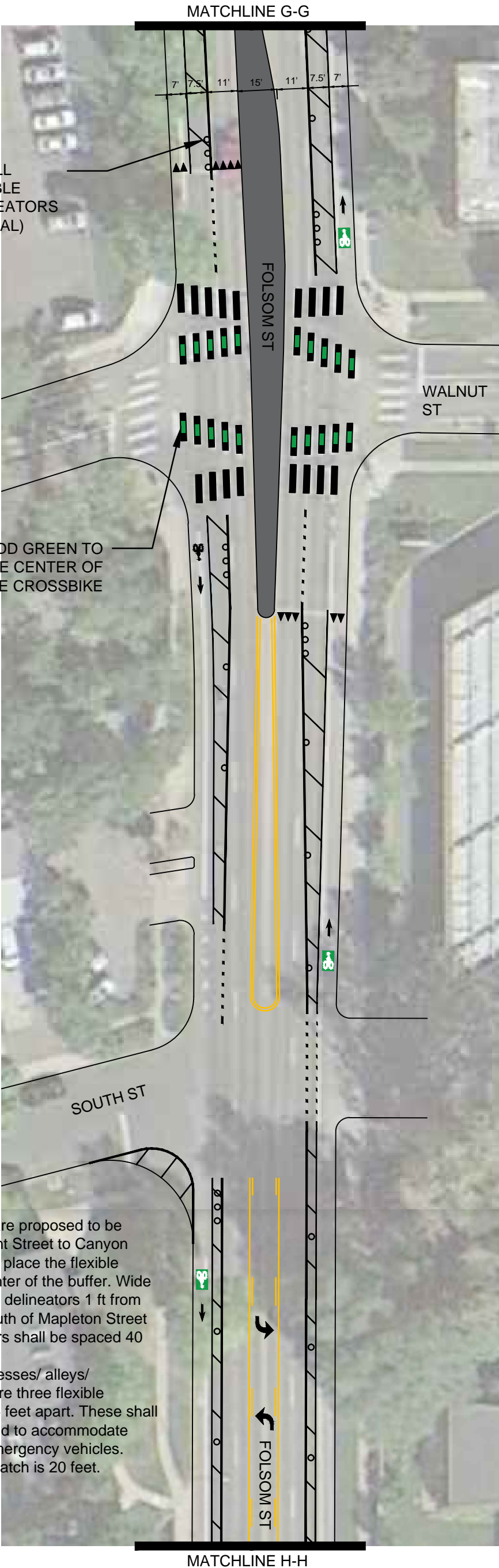
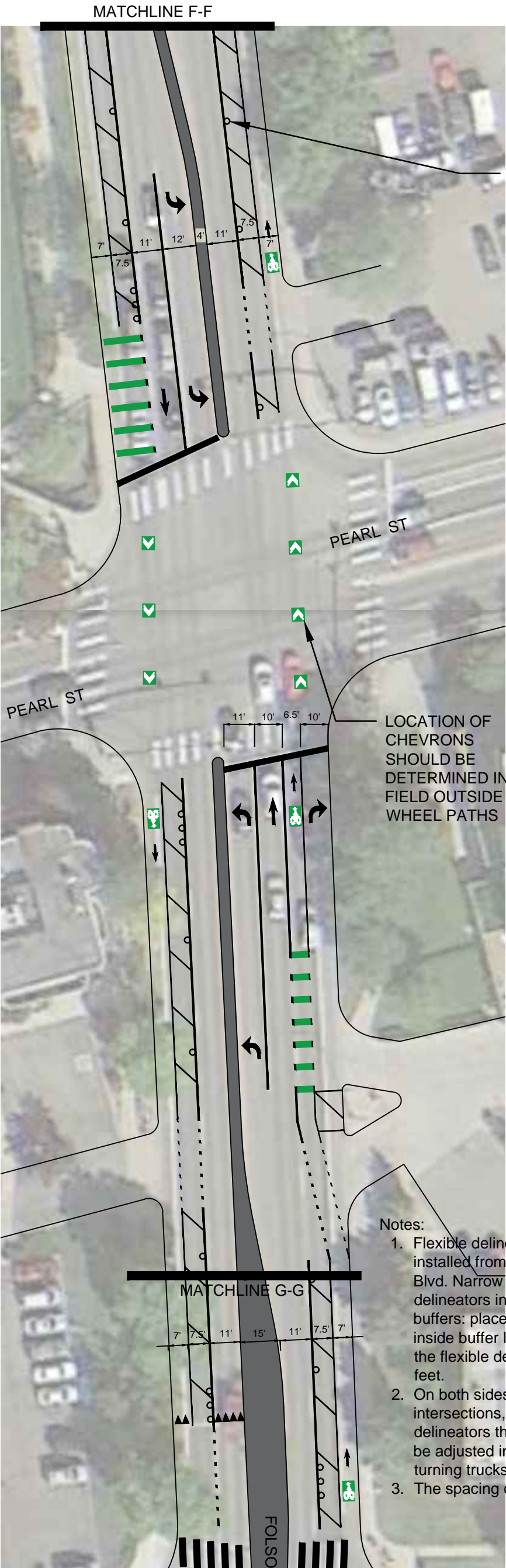
Notes:

1. Flexible delineators are proposed to be installed from Valmont Street to Canyon Blvd. Narrow buffers: place the flexible delineators in the center of the buffer. Wide buffers: place flexible delineators 1 ft from inside buffer line. Between the Unity Church access and Mapleton Street the flexible delineators shall be spaced 20 feet, otherwise the spacing is 40 feet.
2. On both sides of accesses/ alleys/ intersections, there are three flexible delineators that are 5 feet apart. These shall be adjusted in the field to accommodate turning trucks and emergency vehicles.
3. The spacing of that hatch is 20 feet.



MATCHLINE D-D





- Notes:
- 1. Flexible delineators are proposed to be installed from Valmont Street to Canyon Blvd. Narrow buffers: place the flexible delineators in the center of the buffer. Wide buffers: place flexible delineators 1 ft from inside buffer line. South of Mapleton Street the flexible delineators shall be spaced 40 feet.
 - 2. On both sides of accesses/ alleys/ intersections, there are three flexible delineators that are 5 feet apart. These shall be adjusted in the field to accommodate turning trucks and emergency vehicles.
 - 3. The spacing of that hatch is 20 feet.

