

**CITY OF BOULDER  
TRANSPORTATION ADVISORY BOARD  
AGENDA ITEM**

**MEETING DATE: August 11, 2014**

**AGENDA TITLE:** \*Staff briefing and TAB input regarding proposed transportation-related ordinance changes to allow bike lanes protected by parked vehicles.

**PRESENTER/S:**

Bill Cowern, Transportation Operations Engineer  
Commander Carey Weinheimer, Boulder Police Department  
Kurt Matthews, Manager Parking Services  
Janet Michels, City Attorney's Office

**EXECUTIVE SUMMARY:**

The purpose of this memorandum is to brief the Transportation Advisory Board (TAB) on several proposed transportation-related changes to the Boulder Revised Code (BRC) specifically associated with allowing bike lanes protected by parked vehicles, and to receive input on these proposed changes.

City staff is recommending several amendments to the BRC, which are transportation-related. Staff briefed the TAB on the majority of these proposed changes at the July 14, 2014 TAB meeting. Feedback from the Community Cycles group suggested that the proposed ordinance changes should include changes which would allow parking to protect bike lanes (instead of experimenting with them and returning at a later date for required ordinance changes). At that meeting, TAB requested that staff return in August with proposed changes which would allow this to occur. Staff is seeking input from the TAB on the proposed amendments and whether these proposed amendments should be included in the group being reviewed by City Council or whether staff should experiment with the concept first and consider advancing these proposed amendments after experimentation. City Council's consideration of the proposed amendments remains scheduled for September 2014.

The three draft BRC amendments which would allow parking to be placed so that it protects a bike lane are provided in **Attachment A**.

**Other Board and Commission Feedback:** None

**Public feedback:** Community Cycles recommended at their July 7, 2014 meeting that staff include these proposed amendments in the group being advanced to City Council in September.

**Analysis:**

There are three proposed amendments to the BRC which would allow parking to be placed so that it protected a bike lane.

- Changes to Section 7-5-19 (Pedestrian to Use Sidewalks on Main Streets) which allow signing (traffic control device) which would authorize persons in a wheelchair to use the bike lane between the parking and the curb to access the ADA curb ramps at both ends of the street.
- Changes to Section 7-6-9 (Parked Too Far From Curb) which allow vehicles to parallel park away from the curb when the bike lane is placed between the parking and the curb, when signing and striping (traffic control devices) require parking in this manner.
- Changes to Section 7-6-10 (Obedience to Angle Parking Rules) which allow vehicles to park in an angled manner (back out or back in parking) when the bike lane is placed between the parking and the curb, when signing and striping (traffic control devices) require parking in this manner.

A group of city staff from the Police Department, Public Works, Planning and Development Services, Parking Services and the City Attorney's Office were gathered to review and assist in the final wording of these proposed amendments. The amendments being proposed in this document are the result of that workgroup's efforts.

**Requested TAB Feedback:**

Staff is seeking TAB input on the proposed BRC amendments.

**Next Steps:**

The next step in this process is for the City Council to review these proposed changes. City Council First Reading is scheduled for Tuesday, September 16, 2014 and Second Reading on Tuesday, October 14, 2014.

**Attachments:**

A – Proposed BRC transportation-related amendments

## PROTECTED BIKE LANE

### Potential Ordinances to Recommend Amending

#### 7-5-19. Pedestrian to Use Sidewalks on Main Streets.

(a) Where a sidewalk is provided on or adjacent to any street that is a state highway, a street with four or more lanes for moving motor vehicular traffic, or a street in a district zoned BT, BC, or BR and its use is practicable for walking, no person shall walk along and upon an adjacent roadway.

(b) Where no such sidewalk is provided on such a street, pedestrians shall walk along a road shoulder, if present, as far as practicable from the edge of the roadway, unless a traffic control device indicates otherwise.

#### 7-6-9. Parked Too Far From Curb.

Except where a traffic control device indicates otherwise or where angle parking is permitted, vehicles shall be parked only in the position specified below:

(a) On a two-way street, all vehicles with four or more wheels shall be parked with the right-hand wheels within twelve inches of the right-hand curb. On a one-way street, vehicles parked on the right shall be parked in compliance with the rule for two-way streets, and vehicles parked on the left shall be parked with the left-hand wheels parallel to and within twelve inches of the left-hand curb. On a cul-de-sac or other closed street with traffic control devices designating parking spaces, vehicles shall be parked with all wheels within the marked parking space.

(b) Vehicles with three or fewer wheels shall be parked with at least one wheel in compliance with subsection (a) of this section, and no part of the vehicle shall be more than six feet from the appropriate curb.

(c) In no case shall any vehicle be double parked.

#### 7-6-10. Obedience to Angle Parking Rules.

(a) Upon any portion of a street where front-in angle parking is indicated by a traffic control device, no vehicle shall be parked other than at the angle to the curb so indicated and with the front of the vehicle facing the curb and within twelve inches of it. ~~However, where signs so require,~~

(b) Upon any portion of a street where back-in angle parking is indicated, no vehicle shall be parked other than at the angle to the curb so indicated and with the rear of the vehicle facing the curb and within twelve inches of it.

(c) Upon any portion of a street where front-in angle parking is indicated by a traffic control device adjacent to a protected bike lane, no vehicle shall be parked other than at the angle to the left-hand edge of the protected bike lane so indicated and with the front of the vehicle facing the left-hand edge and within twelve inches of it.

(d) Upon any portion of a street where back-in angle parking is indicated by a traffic control device adjacent to a protected bike lane, no vehicle shall be parked other than at the angle to the left-hand edge of the protected bike lane so indicated and with the back of the vehicle facing the left-hand edge and within twelve inches of it.

(eb) No vehicle shall be parked in an angle parking zone if it exceeds twenty feet in length or eight feet in width, including cargo or load.

BRC 7-1-1, Definitions...

"Bike lane" or "bicycle lane" means that portion of a roadway designated for use by bicycles and distinguished from the portion of the roadway for other vehicular traffic by a paint stripe and other traffic control device. It extends from the stripe to the right-hand edge of the roadway, ~~unless~~ A "protected bike lane" means a bike lane with a second stripe delineating a parking lane or lane of vehicular travel adjacent to the right-hand edge of the roadway, in which event the protected bicycle lane extends from stripe to stripe.