



# **EAST ARAPAHOE TRANSPORTATION PLAN Full List of Public Input**

**November 2015 to March 2016**

(3.15.2016)

## Appendix: Full List of Public Input (November 2015 - March 2016)

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## Online Questionnaire Results (Nov 2015 - Feb 2016)

The online questionnaire asked a range of questions to assess the primary concerns of those who use Arapahoe Avenue, to gauge reaction to a variety of potential transportation improvement alternatives and to understand what is most important to travelers. There were 126 responses, most of which were complete.

The next several pages begin with a printout of the questionnaire itself, followed by the full list of results.



# East Arapahoe Transportation Plan

## Comments and Feedback

Help us continue the conversation about the long-range transportation vision for the East Arapahoe corridor and what it can look like for people using all modes of travel - including walking, biking, accessing transit and driving. Currently, the project team is developing possible transportation alternatives to the corridor and would like to gather ideas, opinions and feedback that will help guide the long-term plan.

For additional background and information about the project, please visit [www.EastArapahoeTransportationPlan.net](http://www.EastArapahoeTransportationPlan.net). We look forward to your suggestions and feedback.

1. As we plan for the future, what would make it easier for you to travel within the East Arapahoe corridor? \*

The following table identifies a range of alternatives that incorporate potential Bus Rapid Transit/complete street elements

Select another language

illustrate a range of potential complete street design options for Arapahoe Avenue.

Other variations on these alternatives are possible. It is anticipated that the alternatives will continue to evolve through the conceptual design phase of the project, based on the evaluation results and public input. Elements of each concept may be "mixed and matched" depending on factors such as right-of-way availability, traffic conditions, and the character of various segments of East Arapahoe.

**SUMMARY OF DESIGN ALTERNATIVES**



	No Build	Alternative A	Alternative B	Alternative C	Alternative D
<b>TRANSIT OPERATIONS</b>	Side-running Bus (Mixed-Traffic)	Enhanced Bus Facilities and Service (Mixed-Traffic)	Side-Running Bus rapid Transit (Semi-Exclusive Business Access and Transit-only Lane)	Center-Running BRT (Exclusive Lane)	Center-Running BRT (Exclusive Lane)
<b>GENERAL PURPOSE LANES / LANE REPURPOSING</b>	3 (per direction) / None	3 (per direction) / None	2 (per direction) / Partial	2 (per direction) / Yes	3 (per direction) / None
<b>PEDESTRIAN AND BICYCLE FACILITIES</b>	Existing Multi-Use Path with Gaps	Gaps Filled in Multi-Use Path	On-Street Bikeway and Multi-Use Path	On-Street Bikeway and Multi-Use Path	On-Street Bikeway and Multi-Use Path
<b>ROADWAY WIDENING / RIGHT-OF-WAY EXPANSION</b>	None	None / Limited	Yes	Yes	Yes (Most Expansion)

2. What are the strengths of the preliminary corridor alternatives?

3. What are the weaknesses of the preliminary corridor alternatives?

Select another language

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range of transportation improvement options? If not, what other alternatives should be studied? \*

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5. In your opinion, which criteria are most important to evaluate the range of alternatives? (Please rank 1 - 7, with 1 being most important) \*

Transit travel time & reliability

Pedestrian & bike access

Safety

Auto travel time

Aesthetic quality of the corridor

Capital costs

Number of people using alternative modes of travel

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6. What enhancements would allow you to consider other modes of travel than driving alone? \*

- On-street bike lanes
- Better pedestrian connections
- Higher frequency transit
- More comfortable transit options
- Secure bike parking
- More car-share options

Select another language

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More bike-share options

Other - Write In (Required)

\*

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Next

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Question 1. As we plan for the future, what would make it easier for you to travel within the East Arapahoe corridor?

**Response**

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1) Get rid of the bike lane2, combine them with the way too big sidewalk that no one uses. 2) Make the bus only lane available to cars

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2 lanes all the way to 75th St. and a multi-use bike / ped path that ran contiguously from Foothills to 75th St.

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6 lanes from hwy 287 to 63rd

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A consistent system of colored or patterned concrete where sidewalks and multi-use paths cross the entrances to shopping centers.

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A more bike- and pedestrian-friendly corridor. More frequent transit.

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A narrower street that's easier and safer to cross. A safe east-bound bike facility on the south side of the street. Slower motor vehicle traffic, again to make crossing easier and safer. A B-Cycle station further east, at 55th and Arapahoe or at Flatiron Industrial Park

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A park and ride at 95th/Arapahoe to catch the JUMP, with bike racks, a shelter, and possibly bike lockers. Preferably, this PNR would be on the south side of Arapahoe near the YMCA. Also, could you convince RTD to get rid of that annoying loop that the JUMP makes into the technical high school. This wastes a lot of time, Instead build a good pullout stop on Arapahoe.

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A safe and pleasant bicycle option- especially east of 55th; and faster , more frequent bus service.

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Add a second auto lane each way.

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Additional lanes for all vehicle use, not just bus lanes. These lanes would need to be continuous, not just before and after stoplights.

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Additional lanes for cars. I have school-aged children who I need to get to after-school activities so my car is a must. I won't be giving it up easily no matter how disincentivized I am.

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Allowing cars to use the bus lanes. There are traffic jams all the time and I hardly ever see a bus in those lanes. Get rid of them.

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An earlier RTD 204 eastbound bus to get me to Boulder Community Health by 0620-0630.

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An off street bike path on the south side of Arapahoe just like on the north side. No designated RTD lanes. Freeze the number of people and businesses east of Eisenhower Drive, along Arapahoe Ave. Stop trying to fill in every single inch of land in Boulder County!!!

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Arapahoe is fine from Foothills to 55th, and maybe Cherryvale, but then the new construction made things worse, not better. The placement of the bus only lane causes backups and road rage as latecomers try to merge, and long lines east of 75th.

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At present it does not feel safe for me to bike in the corridor. Riding the uneven, narrow sidewalk often puts me in conflict with pedestrians. The corridor absolutely needs protected or off-street cycling infrastructure.

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Better access to the hospital - the single road into it is very congested. More frequent public transit up and down Arapaho. Good walking sidewalk along Arapaho from 28th to 55th.

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Better bike ped facilities. Better, more frequent transit. More pedestrian friendly land use patterns. Fewer acres of parking lots. Infill development to provide pedestrian amenities and destinations instead of current pedestrian wasteland.

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Better north-south bike connections to Arapahoe, particularly from the direction of Gunbarrel. Also, better timing or GPS apps for the Arapahoe bus (I think its the Jump). When I get off the J on Arapahoe, I never know if the wait will be 1 or 15 minutes for the next bus.

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Better timed traffic signals on Arapahoe when entering from 48th st. It is very slow to turn left on Arapahoe from 48th with the traffic both vehicles and pedestrians crossing Arapahoe.

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## Response

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Better traffic light synchronization, covered and more wind-resistant bus shelters, and a bus pickup that doesn't require me to walk the entire way across the hospital parking lot.

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Bike Path; Some more bus routes that run along east arapahoe (i.e. ending up in different parts of Boulder)

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Bike sharing stations at Conestoga, 55th, 63rd, and other major intersections, flashing/more prominent signage preventing cars from hitting pedestrians on the multi use path on the north side of Arapahoe.

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Build trails to keep bikes off the road without taking away car lanes. Also, expand the road to multi-lane further to the west. Finally, increase bus route options, especially off of Arapahoe onto 55th and other main streets.

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Bus service from Nederland that gets me to BCH by 6:45. This wasn't an issue in the Broadway location but is less convenient at the Foothills location. The hop isn't always timely and if I miss it, I am late for work or stuck down here for a couple of hours after work.

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Coming from North Broomfield, there are no good bus routes. So instead of doubling (or more) my commute time, I drive--hopping on to Arapahoe at County Line Road. The traffic SUCKS once I hit 75th. I expected that last construction project to relieve some congestion, but it seems to have made it worse--typically backed up at 75th all the way in to Boulder. So: expand both directions to two lanes, ideally from 95th but at a minimum from 75th, all the way to 63rd or wherever it currently expands from one lane.

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Completion of missing detached multi use paths links on both sides of Arapahoe

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Connected bike lanes and bike paths (the north side is unconnected near 63rd)

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Consistent, reliable bus service. Predictable, consistent bicycle infrastructure along Arapahoe (with bicycle racks at bus stops). Better enforcement of travel speeds and at intersections for pedestrian safety.

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Continue with 2-3 lanes in each direction. Redo the messed up one lane in each direction under the bridge out near 75th. Make it two lanes. Keep it 3 lanes from about 63rd to Foothills - so much increase in traffic now that hospital is on Arap. Also, city spent lots of money to build triple left turn lane from Arap to Foothills. DO NOT put bike lanes on the street. Keep bike lanes separated like the multi use pass that now exists on the north side of Arap. Lengthen that multi use pass and widen it with lines marking sides for pedestrians and sides for bikes.

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Crossing Arapahoe at 48th Street.

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Detached multimodal path on south side of Arapahoe from Foothills Parkway to Cherryvale

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Discontinue bus lane.

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Don't make car commuting on Arapahoe more difficult from outlying towns. That means don't reduce the available lanes.

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Don't see a problem - except for the continual construction in this area.

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Enlarging the "under-the -railroad" tunnel west of 75th Street so there are 2 traffic lanes in each direction both east and west of this bottleneck.

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Expand road between 63rd St. and Erie. Change the bus only lane to mixed-traffic lane. Wasted space right now.

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Extend the multi-purpose path on the southside of Arapahoe from Cherryvale to Old Tale.

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Faster flow to traffic.

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Fewer traffic accidents at 55th & Arapahoe and better street drainage (even short rain or melting events makes dangerous splash back and better snow clearing of sidewalks and pullouts for bus stops. Also, the sewage lines need to be fixed so we don't flood excessive in the next big rain event. Paving of the previously torn up areas would be nice too. Longer green and turn lights for folks on 55th seeking to get onto Arapahoe. Buses running closer together between 6 and 7:30 p.m. and buses running later.

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Four lanes and minimal bike and walking paths

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## Response

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Four lanes from 63rd St east to at least 75th. Four lanes all the way to 95th would help tremendously. AM and PM on Arapahoe is so heavy anymore that it needs to be four lanes.

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Four lanes of traffic (two each way)

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Full 4 lane all the way to 75th. Right size bike lanes to actual bike traffic.

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Get rid of that stupid bus lane on Arapaho and 55th, and make Arapaho 4 lanes for cars from 55th to 75th, to get rid of that annoying bottle-neck.

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Getting to it - I live off of Baseline in west Lafayette. I would love to ride the bus to work at the Ed Center but the transit options for getting the JUMP aren't feasible. For instance there is a 3 minute window to go east on the 225 to connect with the JUMP at 111th. Too close for me when the 225 could be running late. Does the conversation need to include more North-South routes to connect folks to Arapahoe - say at 95th, 75th, Cherryvale or at least 55th?

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Given the number of people that come in on this corridor, I think the traffic is not too bad at this time. I would not recommend expanding car lanes, as this will encourage more folks to drive as growth out east continues. Bus routes should be developed based on demand. Bus service with free wifi, frequent stops, park/bike and ride, etc. will entice folks to use bus more

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I am perfectly fine with my travels along Arapahoe.

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I don't live in Boulder and will not be using this transit system

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I like how there are multiple car lanes along Arapahoe for relatively quick travel, so please do not remove any lanes. Keep the traffic lights well timed so that east-west travel times are minimized - it can be a nightmare to traverse across town when the traffic lights are poorly timed. Thanks for providing complete sidewalks and bike lanes for pedestrians and cyclists. Frequent buses along Arapahoe during the weekends would be helpful - the weekend JUMP schedule is too limited at 30-minute intervals. Enforce the smoking bans at all bus stops, big and small. I'm tired of people ignoring the smoking restrictions.

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I travel by bike. Please make East Arapahoe more bike friendly. I really really really wish the right sized lane would have happened.

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I travel primarily by bike and bus. Arapahoe is too wide and too fast. I'd like protected bike lanes (NOT driveway-crossing wide sidewalks! I'd like shorter pedestrian crossing distances across fewer lanes of traffic. I'd like fast, frequent, efficient bus service. Better landscaping would make it all look nice.

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I would be more likely to use transit if there were frequent light rail or tram service with cars that allowed for people to bring bikes and strollers on at curb level. I think these should be operated by the City of Boulder, not RTD, as RTD is just awful. I also find buses really inconvenient and unpleasant - given the option, I will drive rather than bus. Not so with light rail or trams. Restore the Arapahoe tram!

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I would like to see more frequent buses to downtown, and better access for pedestrian and bicycle.

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If there was a pedestrian cross walk across 33rd at Arnold Drive. That way people from the Peloton could get across 33rd to shop at King Supers and 29th Street Mall without taking their lives in their hands.

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Improved safety and accessibility for bike and pedestrian travel ALL along Arapahoe, from downtown Boulder to 75th at least. More frequent and later service for bus travel would be welcome, but are a lower priority for me personally. For bus improvements, I would really appreciate expanded service on Baseline Rd (currently served minimally by the 225, which doesn't run east of 55th on weekends), and an added stop on the Jump route at Westview Dr. I live at approx. Westview Dr and Stearns Ave.

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Increased bus frequency, more bike facilities, and

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It is currently too auto dominated. I would like much better and safer bike corridors, and a better, more interesting pedestrian environment. Having huge parking lots, and cars turning into them makes an unfriendly atmosphere for all other modes of travel besides cars.

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It is fine now, no change required

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It was awful while there was construction. The extra lane has helped a lot.

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## Response

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It would relieve congestion if a bus is available from the Table Mesa Park n Ride and goes down the East Arapahoe corridor. I have to drive to work because if I took the bus, what would normally be a 15 min car ride takes 2 transfers and over an hour there.

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Keeping pedestrians in mind. We are walkers, not bicyclists! It doesn't feel very safe right now to walk in this area of Arapahoe, especially if we have to share it with bikes.

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Keeping the number of through traffic lanes open to general traffic EXCEPT when there are high enough number of busses to warrant temporarily taking a lane for BRT. This should be by time of day.

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Less In-Commuters into Boulder. Major problem with our past, present and future planning in the City of Boulder has caused us to have 65K daily in-commuters. Slow/Stop new commercial development UNTIL we can figure out commuting problem.

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Less cars and more bikes

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Less people. All of you transplants should go back to where you came from. I find it very telling that not one person working on this project is from Boulder.

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Make Arapahoe 4 lanes like it was supposed to be after the CDOT project a few years ago from 63rd all the way to 75th!!!! Also extend the 4 lanes then from 75th (once fixed from 63rd) to 287.

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Make it easier? Stop all the construction work on Arapahoe. It creates traffic problems. Aside from construction-related snarls, travel along East Arapahoe is OK as is. Travel along some Arapahoe cross roads (28th and 30th, in particular), however, can get really gnarly especially during rush hours.

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Make it prettier! Too much hard scape. Add shade trees. Please do not add the congestion of more big busses. Consider walkers, the young and the older are more inclined to be walkers. It is very unpleasant to walk along east Baseline and east Arapahoe with the traffic so close, noisy and hot in the summer. I live off of 55th and Arapahoe. It is too far to walk to do any shopping. Getting a bottle of milk and some vegetables is a drive! Plus, how to transport goods home? I prefer to save time by consolidating errands and making multiple stops. Also biking is great for recreation but not for pickups, commuting, and hauling grandkids. My husband was riding this summer and a passing biker clipped his pedals and my husband crashed to the ground, very deep cuts and burns across his side. We are less inclined to bike. And now, with the ice all over especially at crosswalks or where drives interscet, dangerous to bike. Think of all the users. All of us will need to use cars, so ensure it is safe and efficient.

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Making it easier to cross all the driveways on foot and bike along Arapahoe.

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More B-Cycle stations and bike lanes.

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More car lanes. Fewer lanes that require you to change lanes all the time.

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More consistent sidewalks and bike lanes/multi-use paths. Also, many parts of Arapahoe are ugly and it would be nice if they were prettier, which would also support walkability.

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More direct buses coming from Denver that don't go into 28th St first.

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More frequent bus service - seems this area is always congested with traffic, but especially at rush hours. Tons of traffic heading into and out of the City of Boulder via Arapahoe to the eastern suburbs. And what about places for people to park cars or bikes along East Arapahoe so they can take the bus into town?

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More frequent transit and/or BRT

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More lanes and synchronized lights.

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More lanes between 75th Street and 63rd. Seems silly to me that you did all the work and put in a bike lane with a super wide sidewalk right next to it.

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More lanes for car traffic.

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More lanes for carpooling + bike lanes/trails for riding in during commute.

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## Response

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More lanes in both directions and additional bike/pedestrian path/lane

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More vehicle lanes. This is a primarily auto corridor that I use to patronize businesses that require the use of an auto. For example, I often drive a physically disabled member of my family to Boulder Dinner Theatre. Or I travel to the car dealerships and auto service places, I have bought furniture and I have upholstery redone in the East Arapahoe neighborhood. I have even bought a new front door out that way. I would not patronize these businesses if auto lanes were removed and traffic becomes significantly worse.

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No more construction! 2 lanes each way. Get rid of the bus lane. It's purpose is constantly abused by motorists and the extra lane in each direction could help alleviate the traffic backups that are the constant on Arapahoe.

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Not having all lanes east of 55th merge into fewer lanes, causing huge traffic back-ups from 55th east Also bus stops are in isolated areas, not the best for women alone at night. A continuous sidewalk from 55th to 63rd would also be nice, so one wouldn't have to walk in the bike lane or on the grass.

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Not to look at East Arapahoe as a through way. Begin the process in which yhe area is a destination and community. Key ingredients include community space, residential space, commercial space, appropriate transportation options, sense of place. Perhaps higher density

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PLEASE--Make all 4 thru lanes open to ALL vehicles not just buses! There are NO other places in the city of Boulder where buses have dedicated lanes on city streets. Buses from Boulder Valley School District only come and go for a few minutes each day and many BVSD buses do not even utilize the bus lanes! Drivers who endured 2 years of construction delays and congestion and were looking for some relief, have found that the additional lanes on E. Arapahoe do not alleviate traffic congestion into or out of Boulder. Thank you for your consideration on this matter!

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Re stripe the section from 75th west to allow 4 traffic lanes, not 2. The wide pedestrian walk is useless as nobody ever uses it. Combine that wide walkway with a bike lane, get rid of the bus only lane as it's used every 30-60 minutes by one bus.

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Remove the narrowing to one lane and a dedicated bus lane between 63rd St. and the railroad overpass. It creates ridiculous vehicle back-ups AND reduces credibility of the bus system when a bus is seldom in evidence next to the ;backed-up vehicles..

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Right lanes as "right turn/bus only".

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Safer bicycle facilities are the largest feature missing right now. The extremely long signal timing is annoying on foot, on a bike, or in a car accessing Arapahoe from side streets.

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Second lane from 75th to Hwy 287

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Sidewalks on both sides of Arapahoe, better connections to the Centennial Trail, bridge/tunnel to get over/under Arapahoe going North-South.

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Sidewalks on both sides of the street with bike lanes throughout (no breaks). RTD service down 75th that coordinates with bus on Arapahoe without having to go downtown to change buses, 4 lanes (two each side) that run from Foothills east to 287.

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Since we live on 75th Street between Arapahoe and Valmont and typically drive into Boulder proper once per day, an additional lane of traffic for cars would be very helpful.

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Take out the bus lane and make Arapahoe 4 lanes from 63rd to 75th.

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The "East Arapahoe Corridor" doesn't seem very "east" to me, as I live in Lafayette. As our county grows, maybe "EAC" should expand further east. Also since the city of Boulder is so expensive to live in, many people live outside the city but work in it. Nonetheless, I would like wide sidewalks & a few more street/sidewalk lights along South Public Rd. & 111th to Arapahoe. I don't know where the closest Park n' Ride is to 287 & Arapahoe, but one in that area would be nice.

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The \$12M spent to widen Arapahoe should have actually increased capacity rather than adding sidewalks, bikelanes, etc - stuff people don't fully use.

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## Response

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The most obvious answer is also the most expensive: an additional lane each direction would certainly help with congestion. A more green solution would be to interconnect the existing multiuse paths between Boulder and the surrounding communities so that more people could safely bike to and from work without having to risk being struck by a car. Given the volume of traffic on Arapahoe a bike lane is not a very safe option. In fact, I recently saw a motorcyclist decide to drive 40-50 MPH up the bike lane coming into Boulder because he was tired of waiting in line with the other vehicles; bicyclists were currently riding in the bike lane.

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The primary reason I travel on East Arapahoe is to go to the Avalon Dance Hall, and I usually go by bicycle from south Boulder. Making it easier to cross Arapahoe at Cherryvale, especially when the bike underpass is closed, would be helpful for me. Right now, you can't cross from the NW corner of Cherryvale and Arapahoe to the SW corner where the bike lane starts. Please make this easier/possible. Thanks.

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The speed limit on the section between foothills and 55th is now 45 mph. The actual speed is usually much higher. That section of arapahoe has become much busier with cars and pedestrians with the presence of the hospital and growth of other businesses. I think accidents have become more common. The speed limit must be lowered before someone is killed.

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There is a need for 2 car lanes each direction and a bike lane each direction to help alleviate congestion especially during rush hour. The congestion is gone west of 63rd, as 2, then 3 lanes take care of this.

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This question invites silly answers. Assuming I'm driving, then little or no other traffic would be the answer. For other people, ease and speed is the only consideration, regardless of the side effects. My preference would be for more leisurely travel, with a beautiful street-scape, safety for bicyclists and pedestrians, and a minimum of congestion, noise and pollution. Some of those will slow traffic. In my view the challenge is how to obtain them without congestion and pollution, and frankly that includes ugly, exhaust belching, traffic slowing buses.

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Timed stop lights that allow one to turn on to Arapahoe easier.

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Two lanes in each direction the whole way!!!

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When RTD published the latest schedule for the FF6 route, it failed to accommodate persons with earlier start/end times. Rather than keeping the more popular earlier evening time schedule, they eliminated it. This is after addressing these concerns with RTD through personal outreach and public meetings. RTD really does need to accommodate earlier start/end times for people using the East Arapahoe corridor.

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Widen to 2 lanes each direction from Cherryvale to 287.

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Wider lanes

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an east west pedestrian crossing across 33rd at Arnold Ave.

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better bike lanes

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better bikelanes protected from cars and separated from pedestrians

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bike lane or multi path on south side east of foothills on Arapahoe. 2 lanes instead of one east bound after 63rd.

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bike lanes. South side between foothills and 63rd. or at least to 55th. more lanes for cars from 63-75th. BRT on outside lane.

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complete multi-use paths on both sides of Arapahoe

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continuous and protected bike lane, left turn signal at Cherryvale and Arapahoe.

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continuous multi-use paths on both sides of Arapahoe to at least 63rd st

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dedicated bike travel lane more frequent bus service, with centerline alignment

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easing the traffic at peak times; as I am intinerant, so will continue to need a car

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easy transit access/transfer from a Louisville parking area.

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## Response

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elimination of the bus-only lanes east of 63 st. and turning arapahoe into 2 full lanes all the way to 75th st.

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expansion lanes to Erie w/ bike lanes

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faster, easier to use bus service, safer pedestrian/bike routes

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more frequent & later in the evening bus service, safer bike lanes, and continuous sidewalks

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more frequent jump service protected bike lanes, especially as cars are going very fast in this area or bikeable sidewalks better walking would help me: sidewalks in good shape, more trees, and more public art (more beauty) Trees also help create a barrier from the loud and dangerous 4 lanes of fast-moving cars, so that walking could be a more enjoyable experience.

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more lanes of traffic designated bike lane or bike path

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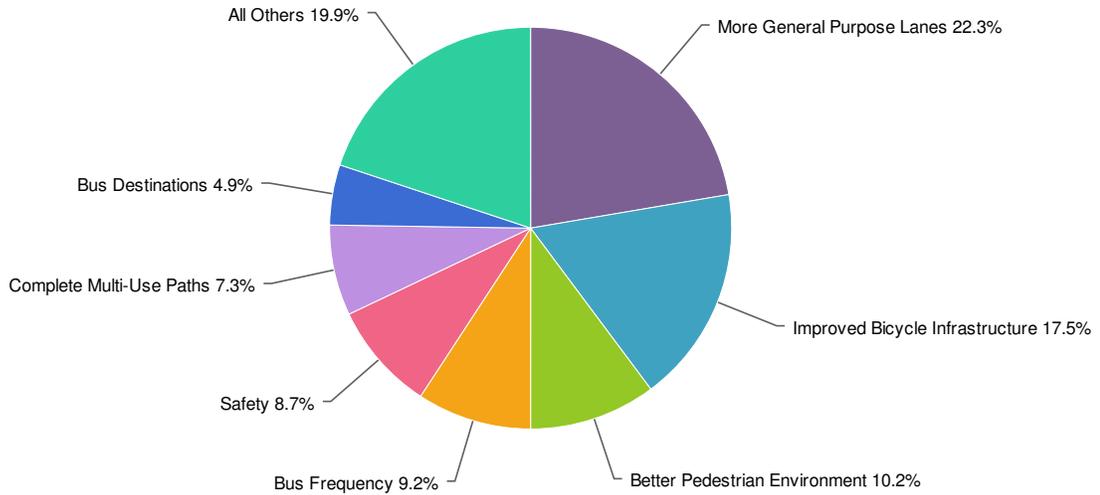
protected bike and walking paths that connect the corridor

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protected bike lanes

# Main Points Summary

## Summary of Question 1 Responses Categorized by Issue



Value	Percent	Count
More General Purpose Lanes	36.5%	46
Improved Bicycle Infrastructure	28.6%	36
Better Pedestrian Environment	16.7%	21
Bus Frequency	15.1%	19
Safety	14.3%	18
Complete Multi-Use Paths	11.9%	15
Bus Destinations	7.9%	10
Traffic Signals	6.4%	8
No Change	4.8%	6
Aesthetics	4.0%	5
Land Use	3.2%	4
Bus System Amenities	3.2%	4
Park-N-Rides	3.2%	4
Side-Running BRT	1.6%	2
Streetcar/LR Transit	1.6%	2
Auto Congestion	1.6%	2
<b>Total</b>		<b>126</b>

Value	Percent	Count
Street Drainage	0.8%	1
Center-Running BRT	0.8%	1
Roadway Connections	0.8%	1
Wider lanes	0.8%	1
Total		126

## Question 2. What are the strengths of the preliminary corridor alternatives?

### Response

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"A" does the job without impinging on homes and businesses. The others are yet again a heavy-handed attempt by city staff to punish drivers.

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3 lanes each direction are needed for cars. Any reduction in that will cause massive traffic back-ups, especially during rush hours. More connections to Centennial Trail and Boulder Creek path would help with walking and biking.

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A & D keep number of vehicle lanes.

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A - low cost, easy to implement immediately B - Improved bike conditions C - Improved bike conditions D - This is a throw away alternative and everybody knows it

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A 3 per direction but all the way to 75th!

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A shows increased bus service -- hard to tell with the others. I like that A also keeps the 3 traffic lanes, as many people will still need to drive. Do not remove traffic lanes please!

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A. Low cost and most effective.

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A: improved bicycle commuting; maintained auto access; low capital cost D: ideal, but complex solution

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A= more car lanes B= rapid transit

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Adding four lanes from 75th to the railroad bridge helped , however, because it stops at the bridge, traffic bottlenecks there every AM & PM

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Adding traffic lanes.

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All alternatives close bike gaps, which is great. Removing traffic lanes is a plus for me, a daily cyclist and occasional transit user. I appreciate having a safer bicycle lane in both directions. I like alternative b best

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All alternatives will fix the gaps in the bikeway/sidewalk, which is a priority for me. I like alternative A and D because it keeps 3 lanes/direction and when I'm in a car, Arapahoe is currently one of my favorite roads because of how quickly it moves. I appreciate expanding the bus service for those who use it, but think keeping Arapahoe moving as quickly as possible is a wonderful thing.

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All of the options including a continuous multi use path (bikeway also a plus) are strong options.

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Alt A looks good

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Alternative A appears to be the best option; filling the gaps in the existing multi-use path with improved bus stops. The other alternatives will offer no significant improvement in traffic flow and/or commit too much width to the roadway.

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Alternative A is great for enhanced bus service. I come in at 0630 and sometimes don't leave until 1730. I would ride my bike to work in good weather if there was an easier ride besides coming down the big South Boulder hill from Louisville.

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Alternative A is the most attractive because it is not going to put residents through more years of construction.

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Alternative A matches what needs to be done, along with the improvements I have mention above. It seems like you have skipped over the practical improvements needed to make Boulder a more pleasant place to go for the "right sizing" of Arapahoe.

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Alternative A only one makes sense from a cost perspective and use other than autos. It doesn't do any good to do part unless Arapahoe is dealt with all the way to I 25.

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Alternative A seems to be the most cost effective option and opens up the possibility of safely biking from communities outside of Boulder.

---

Alternative A seems to be the most realistic option.

---

## Response

---

Alternative A would do nicely. Less cost. Provides sufficient lanes for autos and bus. Don't need consultant support.

---

Alternative B and C - I think an exclusive BRT lane would be useful. Also, a clear bikeway would be great.

---

Alternative B provides the best transit bike and ped alternatives. Center-running BRT would not provide good rider boarding and waiting location.

---

Alternative B. We need BRT but there are too many problems with center lane BrT at this point

---

Alternative C is not too bad, just get rid of the on street bike path and use the Multi use path

---

Alternative C looks best to me - seems like it would be more affordable than D while doing the most to improve bus service and walk/bikability.

---

Alternative C would get us to my preferred enhancements, especially coupled with less surface parking, more housing, and mixed use, and a strong TDM program for all new infill development.

---

Alternative C, as it has greatest opportunity for travel options with least encroachment on existing developments.

---

Alternatives A and B seem less expensive and especially alt A specifies filling in gaps in multi-use paths, maybe that's true for all alternatives. I like Alternative B: If we make protected bike lanes available, more people will bike.

---

Alternatives explore efficiency and beautification options. I worry about the road being wider - it's already very wide.

---

Alternatives would hopefully relieve congestion.

---

BRT and ped/bike facilities should be prioritized. It is unclear to me whether the on-street bikeway would be physically separated/protected from car and BRT traffic. It is important for bicyclists to have a physically separated space so maybe a multi-use path is the best way to meet the needs of more risk-averse bicycle riders, while expedient folks can take the on-street bikeway?

---

BRT offers more consistent and possibly more frequent runs along arapahoe.

---

Bus focused

---

Center-running BRT seems more efficient for the buses. Side-running BRT makes pedestrian access to the stops easier.

---

Consideration of roadway widening

---

Do a good job of emphasizing alternative means of transportation than driving -- big fan of the increased bikeways (and filling in the gaps on the path) and the exclusive bus lane.

---

Does fill in the sidewalk. Hopefully there will be no more road work on Arapaho. It's always under construction.

---

Don't see advantages.

---

Eases congestion and significantly improves safety on this busy and dangerous 2-way road with no shoulder currently (east of 75th)

---

Enhanced transit access and speeds and, with options C and D, the chance for quicker transit travel times into Boulder.

---

Filling in the gaps between multi-use paths is necessary. I'd love to see what the Center-Running BRT would look like, possibly using the current median as "station" build-outs.

---

Filling the gaps in the sidewalk between 55th St and Cherryvale is imperative. For bike safety, filling in the gaps and extending (east) the multi-use path is preferable to merely enhancing the on-street bike lanes because car traffic on Arapahoe is very fast, so only the most intrepid riders risk it. The fact that there is no bike lane or path at all east of 75th leads to backed-up traffic and safety risks when bikes ride in the road anyway.

---

Focus on BRT; filling in the gaps for the multi-use path (especially from 55th to 65th); additional general purpose lane

---

## Response

---

Forget BRT

---

Great public transportation

---

Having a hard time identifying strengths when none of the options suggest adding another lane for cars which is what will really alleviate traffic.

---

I am a cyclist and bus rider, but I do not support any alternatives that reduce the number of car lanes. We need an east-west corridor like Araphaoe to be as open and free-flowing as possible for cars. We can support cars and make their travel fast and convenient while still supporting buses and bikes. Do not do anything that increases gridlock along Araphaoe.

---

I don't know what lane repurposing is, but I'd vote for the options with 2 or fewer lanes each way to make it easier for peds and bikes to cross the street. Crossing 4-5 lanes is difficult and scary enough. Crossing 6 lanes is really no fun when you're walking or riding a bike. I also like having bikeways. I hope they would be separated or buffered. With 2 lanes each way, cars would go really fast, and with fast cars (above 30mph), it's scary to ride your bike right next to that.

---

I don't like any of them as they all rely on buses and are insufficient.

---

I like A - with more enhancements to the multi use path. It keeps the 3 lanes for traffic. It is the most reasonably priced and could even be done NOW. No need to "buy" land that some of the other options would require. The transportation's own slide show shows the only town of around 100,000 looks like what this plan would do.

---

I like B for the side running bus that would have easy access to starts/stops as long as this is different from the on street bikeway

---

I think B and C provide the best options within the current corridor space. They provide clear paths for bus, and limiting traffic to two lanes provides incentive to use other transportation. The no-build has no strengths. Alternate A is really no-build with minimal fixes (if funding were a real issue, then this could be a stepping stone to later implementation of B or C).

---

I think enhanced bus facilities and service is important

---

I think my two preferences for the alternatives are B and C. The strengths are exclusive lanes for BRT, fewer general purpose lanes and both the on-street bikeway and multi-use path.

---

I would be MUCH more likely to bike with a dedicated bikeway / multi-use path. Center-Running BRT would make BRT feel like a first-class travel option. I'm not sure that it would improve service but the optics might encourage more people to think of it as a go-to option. It would certainly make it easier to expand bus service as needed without adding to traffic. Reducing general purpose lanes (alternative B, C) feels like a move in the right direction. It will force future development to think more in terms of public transit, walking, biking, ride sharing, etc.

---

It is not clear what the "Summary of Design Alternatives" are really saying. I'm not comfortable supporting alternatives that are unclear.

---

It would be nice to have a dedicated bus lane so that the bus is more dependable. Connecting the multi-use path (e.g. where it stops just short of Cherryvale) would be very helpful.

---

Making the bus service attractive requires it to run frequently, on schedule, and little to no hindrance by traffic. Not sure of the definitions of each of the alternatives, but I believe Alternative B and C best approach this, with semi exclusive or exclusive BRT lanes..

---

Maybe alternative D only because it supports more bike infrastructure.

---

Mixed mode opportunities.

---

More bus service is needed as more businesses move out this way. Adding more multi use paths.

---

More driving lanes is good. Exclusive running BRT may leave those lanes open much of the time. Consider HOV and BRT shared lane in each direction.

---

More traffic lanes for cars

---

Most include on-street protected bikeway, and there is not a forced choice between 3 lanes per direction OR a bikeway.

---

## Response

---

My favorite is No Build.

---

N/A

---

No Build and Alt A require the least amount of money and traffic disruption. Alt A improves the bike-ways and multi-use paths = making travel for cyclists, pedestrians, and vehicles safer. Alts B, C, and D are completely unacceptable.

---

No build and Alt A have the best use of the road

---

No on street bike lane. This cuts into existing auto lanes and would slow down traffic which is already very heavy at commuter times. There is already an existing multi use path but this should be extended on Pennsylvania Ave. Which is a wide street but without much traffic

---

No-build: cost Alternative A: cost Alternative B: better bike facilities Alternative C: better bike facilities, shorter crossing distances, maximum bus efficiency Alternative C: better bike facilities, maximum bus efficiency

---

None

---

None that I can see.

---

Not crazy about any of them. I will not walk the mile from mile house to ride the bus. I do not car to walk or ride my bike close to busses and trucks.

---

Option A is the only acceptable alternative in my opinion. No Build is perfectly acceptable. I suspect you will only make it worse.

---

Option A strength is less cost to taxpayers and less growth along this corridor. Option B strength is improved bus times in and out of Boulder - but that only makes sense if people use it Option C and D are not desirable

---

Options A and D both maintain the most lanes. A has the best, safest option for bikers.

---

Options are good. I personally vote for No Build or Alternative A if it doesn't mean several years of construction on Arapahoe. What would the Enhanced Bus Facilities and Services look like?

---

Pedestrian and Bike , Roadway Widening

---

Planning for alternates to the car, B, C and D offer ways to move people quickly via mass transit and safe bike ways.

---

Safety considerations Multi use considered

---

Strongly prefer Alt A, which is least disruptive and least costly.

---

The Baseline and Alt A are fine. Alt B-D and completely unacceptable.

---

The replacement of traffic lanes with Bus rapid transit/alternatives seems to me to be the only practical long term solution. Commuters must be converted to non auto use before the traffic Volume reaches gridlock and it becomes too late. I don't think it is practical or economically feasible or politically feasible to expand the number of traffic lanes by widening the road to accommodate the new lanes for in commuters. . There is also the problem the railway bridge near 75th. Alternative B also can be implemented relatively quickly and inexpensively.

---

The strength of number A is low cost and speed of execution. B is similar, but you continue to take a lane away 24 hours a day for no good reason. There is no traffic problem outbound in the morning. C & D- no real strength. Very expensive and not enough transit service to justify

---

There is no reason to take a lane for the whole day in Alternative B when there is not enough transit service that needs it. This is particularly true because of the unbalanced demand during the peaks.

---

There's lots of paved space that is not being used to its potential.

---

They are looking at means to incorporate mass transit and bike traffic into the equation.

---

## Response

---

They give us some ideas of what the alternatives are.

---

This is hard for a lay-person to understand. A textual description would be more comprehensible for most people. And what the heck does "enhanced facilities and service" mean to the average commuter? WHAT enhancement? This makes me think you are just doing this survey to punch to ticket of 'community engagement' and get on with whatever it is you want to do.

---

Tough to judge, need better descriptions

---

Unsure, Still driving Hwy.36

---

Upgraded transit facilities with B, C, D.

---

What are the preliminary corridor alternatives? You just used a term that is not defined. Do you mean Design Alternatives? If so, I don't understand the table. None of what is needed is discussed. If you expect to increase RTD use, people need to have park and rides adjacent to the bus stops. This is no where mentioned. The City of Boulder is not operating in a vacuum. People using Arapahoe going to work in Boulder are outside the City limits. IT IS IMPERATIVE TO CONSIDER THE COUNTY IN THE PLANS - need to find out from employees living in north, northeast and east Boulder County where they want Park and Rides. You are missing the point entirely. Park and Rides are not addressed in the TMP.

---

You are filling in the gaps on the multi-use path

---

bike and walk of roadway

---

bike lane and exclusive bus lanes for C and D

---

bike path runs alongside

---

bus and bike facilities

---

considering bus and bike alternatives. includes multi-use path for families AND on street biking options for commuters

---

cut down on bottlenecks, ease up rush hour traffic, room on shoulders for stalls, accidents

---

definitely include better transit/bus options which is great

---

none that I can see

---

offer range of options

---

on street bikeway and /or multi use path. 2 lanes.

### Question 3. What are the weaknesses of the preliminary corridor alternatives?

#### Response

---

\$12M was spent and untold traffic closures that effected everyone living in the area - cost effectiveness is a huge weakness at this point. I don't see planning or consideration for the next flood. Greater density will create a greater water flow out this way and exacerbate the next flood losses to tax payers.

---

. 3 per direction per Alternative D seems too wide.

---

A - None B - Taking a lane all day and night for a non existent problem except for peak hours maybe. There are no busses to speak of C - same as B except it is worse with added confusion for left turning vehicles D - Incredibly expensive and disruptive to property

---

A and B don't do enough to improve transportation; D seems too expensive.

---

A: some bicycle/pedestrian conflicts possible, esp near businesses D: complexity and high capital cost All ignore the bottleneck caused by the poor design of dedicated bus lane and railroad bridge.

---

Adding more cars and RTD service that really serves no one

---

After receiving input you keep offering the exact same options. You don't listen. Alternative C & D are totally unfundable throw aways.

---

Already spend \$\$\$ from Cheryvale to 75th and due to City/County its is NOT the 4 lanes it was supposed to be.

---

Alt B would restrict the number of cars that can use Arapahoe because of the loss of a driving lane. Alt C has the same problems as B, but even more so. NO WAY!!! Alt D Hell NO!!! Arapahoe should not be widened. This plan is dangerous to bus riders, cyclists, pedestrians, and is a huge waste of time and money. We are a small to moderately sized town. We are NOT a big city and we do not want any plan that attempts to make Boulder into one. Since not one of you people working on this is from Boulder, I say to you - Stop trying to turn Boulder into the town you left or into a big city. Keep Boulder the town that drew you here.

---

Alternative A doesn't seem to offer much improvement over the present situation.

---

Alternative B and C will likely make the current congestion problems worse. Based on current ridership, it looks unlikely that increased bus service would have enough people using it to offset the loss of two lanes. Also, I personally will not use on street Bikeways as it is too dangerous; I have been hit on my bike in a Bikeway before and it was unpleasant.

---

Alternative B, C, and D gain little and cost much more.

---

Alternative D just makes the highway a massive wide swath to allow for 2 brt lanes, 6 traffic lanes, bikeway and path. No-build and alternative A really continue "business as usual" and doesn't get to promoting the alternative transportation modes.

---

Alternatives B,C,&D require too much width with little, if any, transportation flow improvement and no visual improvement to the corridor.

---

Any plan which reduces the number of lanes in each direction is a huge mistake. Anyone who has been on Arapahoe in rush hour or after a big event at CU or when there is an accident or when there is a snow event directly affecting rush hour traffic or when there is an emergency vehicle headed to the hospital or elsewhere would not propose such a thing. Don't compound the foolish mistake made east of 63rd with further reduction of lanes. The multi-use path clearly needs to be more complete and even wider, but it there's plenty of room for it to stay where it is and NOT in the street.

---

As East County develops it will be important to work with county to keep Arapahoe accessible. The traffic really starts to congest heading east at 95th and 287.

---

As a bicyclist, I would prefer a bike PATH to both the multi-use path and the on-street bike lanes because it's safer (little to no interaction with cars) and, unlike the multi-use path, it doesn't require bikes to constantly cross driveways and crosswalks (which add safety risks and travel delays). Regarding on-street bike lanes, I would like more detail on what the alternatives would do beyond expanding and filling in gaps--will the lanes be widened, will a buffer zone be added, will bollards be put up? Some or all of these changes would be necessary for me to consider riding on the street on Arapahoe on a regular basis.

---

As with any project, traffic delays would be encountered during construction/re-design

---

## Response

---

B & C & D - Would widen the width. BAD. Arapahoe is a max width now. B & C - gives up car lane. With runaway growth in Boulder, we will have more cars commuting in. Projecting 10K more in commuters in next 15 years alone. Most will be driving.

---

B - No need to take a lane 24 hours a day in both directions when there is not enough transit service to justify B, C, D - Look at Golden's recently implemented cycle track on Heritage road. Impossible to keep clear in winter. Lot's of money for very little benefit. Just need improved multiuse path

---

B and C cut down the number of lanes available and will cause congestion.

---

B, C and D dramatically and negatively affect adjacent homeowners and businesses, and B and C make commuting into Boulder ridiculously difficult.

---

B, C, D= less car lanes

---

BRT ONLY IF it does not reduce vehicles lanes -- as an ADDITION to vehicle lanes.

---

Bike options are limited and exclude right sized lanes.

---

Bikes on the roads. These roads are already too busy. If you repurpose lanes you are only going to make that worse.

---

Bus in the center seems difficult access-wise. (C and d) Alternative d is unnecessary... Alternative a does not decrease traffic or make it safer to bike in the street

---

C and D. Giving buses a whole lane is pointless. The added bus lane has not made taking the bus any more attractive an option.

---

Center lane has business access limited

---

Construction again on Arapahoe which disrupts traffic and is a waste \$ as there has been continued construction on E Arapahoe for years

---

Construction on Arapahoe will cause lots of traffic while it's happening. Alternative A only fills the gaps in the multi-use path, without adding the on-street bikeway. As a cyclist, i find that cars do not see me as well coming from the multi-use path as I'm crossing intersections, as if I were on a bike lane, so I must slow down much more. Also- I am not sure if 2 lanes per direction will allow Arapahoe to be such a fast moving street in a car.

---

Cost for B, C, and D. Use of other than autos will be sparse. Not cost effective..

---

Doesn't address that we are going to be adding thousands more cars each day on Arapahoe with all the new commercial development in the City of Boulder

---

Everything

---

Existing multi-use path has very poor visibility to vehicles entering and exiting Arapahoe. Adding to it still would produce an unsafe MUP unless further work was done. I don't know if this would be improved in alternatives B/C/D.

---

Expansion. I have worked on Arapahoe for 2 years and about 3/4 of that time, there is construction on Arapahoe. It is ridiculous.

---

Focus on bus...no! Riders are so limited from east boulder due to the nature of how spread out homes are. Carpool lanes would be a better use of the road space.

---

Haven't you folks learned anything from the Right Sizing fiasco? Leave Arapahoe alone. Each alternative would create more of a problem than we already have.

---

I don't know that there are enough bus riders to warrant a Center Running BRT

---

I don't know what the point of the right of way expansion is if it doesn't increase lanes and sidewalks.

---

I don't see anything to help move more cars.

---

## Response

---

I don't think bikes should be on the street when there are good pathways. I am against a center-running lane for buses because it would be impossible to enter Arapahoe from one of the connecting north/south streets. I don't think we need to widen Arapahoe because traffic is manageable and flows well.

---

I drive Arapahoe twice a day and I cannot really picture what you're talking about, so asking me to comment on strengths and weaknesses... cannot go there.

---

I think center lanes for buses are too hard with existing businesses and turns for cars and bikes.

---

I think the weaknesses is not providing exclusive lane for BRT and not addressing the gaps in the bike/ped connections.

---

I would go with A

---

I'd like to see an off-the-street bikeway/pedestrian walkway for safety

---

I'm concerned about the amount of construction options C or D would take, and the push-back from single-occupancy vehicle drivers.

---

I'm not sure I understand the design alternatives, but putting 3 lanes per direction doesn't seem necessary & might make it more dangerous for the on-street bikeways because people would drive faster (like on the 3-lane sections of Arapahoe now). I also don't think the roads need to be widened (unless is for a bicycle lane with a barrier).

---

It would be sad to have 3 lanes each way. Very unpleasant for neighboring restaurants and people who walk and bike. 3 lanes each way is pretty ugly. And I think most research shows that adding car lanes does not reduce traffic.

---

Just make Arapaho 4 lanes from 55th to 75th, and quit trying to force people to travel the way you think they should!

---

Must have more frequent bus service and keep the traffic lanes -- this is a primary corridor and the way Arapahoe narrows east of 55th is concerning - to a one lane in each direction east of 75th. With the hospital and other density-increasing projects coming to east Arapahoe, we need a well-managed high traffic corridor plan for this area.

---

N/A

---

Need to include making it 2 lanes each direction under the bridge out near 75th St. The transportation departments own slide show shows mega cities such as DC, Copenhagen, Portland, etc as cities that use Alternatives B, C, and D - WE ARE NOT A HUGE city!!! Also B, C, and D are very expensive

---

No Build feels like a fine option. Alternative A feels weak / worthless. Alternative B feels better than nothing. Alternative C feels right. Alternative D feels like we're going in the wrong direction. It feels out of scale with Boulder. Got to cross three lanes of traffic and a bikeway to get to the center-running BRT? Why not just make Arapahoe a 8 lane highway? Hideous.

---

No build: current environment for people not driving is awful. A: existing MUP is terrible and unsafe, with many driveway crossings and conflict points. Roadway is too wide for safe crossing on foot. C: Widening the ROW is not desirable--it's already a huge street. Can we narrow the general-purpose lanes to 10.5 ft? D: Widening the ROW is not desirable. Maintaining 6 lanes of traffic is highly undesirable. Increased crossing distance is undesirable.

---

No tram or light rail, crappy buses, may rely on RTD and RTD is a bad partner.

---

None are car friendly. People living in the east County need a better way to get in and out of Boulder with their CARS. Better car lanes will reduce congestion and pollution! Face it, we are not going to give up using cars as the area here is too wide spread and destinations in Boulder will never be easily accessible by bus.

---

None of these plans the additional considerations that should be included in coming up with a plan for East Boulder (e.g. I don't see any evidence of this being integrated with planning on development of the corner of 55th and Arapahoe).

---

Not enough lanes. for cars. No bike lane between 75th and 95th. No shoulder even. Potholes all over the place.

---

Not much done to connect East Boulder to Eastern parts of Boulder County toward Lafayette.

---

## Response

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On street bikeway-Arapahoe is too busy. Those of us who are recreational bikers are deterred by bike lanes on busy roads. I would still use the sidewalk. Arapahoe needs more lanes.

---

Only one alternative would increase the capacity of traffic (Alternative D), the others would reduce the number of lanes available, which seems like a step in the wrong direction.

---

Option A may cause traffic to worsen in future unless lanes are expanded over the hill Option B may cause more traffic in 55th street area if people don't switch to bus use Options c and D are too intrusive and exclusive to bus use

---

Options B and C increase traffic congestion by having just two lanes. Options C and D require crossing traffic to get to the center bus. People will J walk.

---

Options B and C will make it difficult for me to patronize the East Arapahoe businesses. Re Option D, there is already an off-street bike path in this area, and encouraging on-street biking would be foolhardy. I bicycle out to that neighborhood in the summer and would not use an on-street bike lane when there is already a good off-street path..

---

Potential costs related to expansion of ROW. Exclusive use of lanes for buses seems to not be an efficient use of the space. I travel this route frequently and see a lane open (for buses only) when traffic is considerably backed up. Very frustrating!

---

Prefer the road to not feel/look like a freeway with vehicles traveling at higher speeds.

---

RTD owes the people of Boulder County \$144 million, so any changes affecting RTD buses has to be paid for by RTD. Since this will never happen, Alts B, C, and D are unacceptable. Plus alts B, C, and D would cause so much disruption without marked improvements to travel or safety along the corridor that they are ridiculous.

---

Reducing car lanes is a bad idea. It only increase traffic and further frustrate and anger drivers who are seeing more and more obstacles to traveling around and across the city quickly.

---

See above

---

See above.

---

Should have been considered before the recent construction was completed.

---

Still crowded despite adding new lanes.

---

Still too car-heavy. If Boulder wants people to fully embrace alternative means of transportation, it needs to both a) increase the efficiency and accessibility of alternative transportation and b) make driving an inconvenience.

---

The No-Build and Alternative A choices would continue the current auto-dominated design and resulting auto-dependence.

---

The bus lane leaves only 1 car lane and traffic backs up for blocks.

---

The continued inclusion of two or three lanes in each direction for private automobile use.

---

The other alternatives do NOTHING to enhance transportation east of the city limits, yet will be very costly.1

---

The problem is not with the alternatives themselves. From what I saw at the last meeting, the problem seems to be that people's preferences and opinions as to what is the most important run all the way to the extremes, and in some cases seem to consider only what is best for them.

---

There are no visuals accompanying the travel corridors, and no suggestion of how surrounding land use could evolve and be integrated with the various scenarios.

---

There are other combinations of features that any make more sense. Like improving the existing multi-use path along with Rapid Bus options (center lane). This would provide path improvements now.

---

They all still leave a very wide and probably high-speed street that will not be pedestrian-friendly.

---

## Response

---

Too many general purpose lanes in in A and D makes the corridor unfriendly to pedestrians. D is too wide ROW. Either on-street bikeway or multi-use path - not both.

---

Too much money wasted on bike lanes.

---

Traffic on Arapahoe is already congested. This bus pattern seems geared to commuters, not residents running errand, picking up kids, taking dogs to vet, going to doctor appointments.

---

Unsure

---

Wasting money on bike lanes.

---

Weakest feature is not accounting for necessity of most commuters to drive since we have several months of cold temps here in Boulder, families with young kids and older people for whom it is not practical to commute by bike. we dont need bike lanes we need solutions to increased traffic.

---

Widening the road will just bring more traffic. Making the number of lanes more consistent would help prevent bottlenecks. I think the on-street bikeway is very hazardous due to the heavy truck traffic, high speeds, and multiple, narrow lanes, mixed in with the many streets and parking lot turn ins. Drivers can't see bikes on the shoulder ahead. I would give it a lower priority compared to improving the multi-use path. There are better cycling corridors (e.g. Baseline) for longer distance bike commuting. Arapahoe bike facilities can be more geared around short bike trips.

---

Widening the st will impact property and could make it less safe for pedestrians and bikers crossing the street.

---

You are making this way too complicated. The design as it currently exists stinks. Use the sidewalk for bikes & walkers, use the street for combined bus & car traffic & make it 4 lane.

---

You should focus on current problems not unfunded brt 20 years from now.

---

adding a new lane will be costly/take a long time, need to make sure there is a place for peds and bikes in any plan

---

doesn't explain how gaps will be filled in by Multi-use paths. I don't think 3 lanes plus a bus is necessary.

---

finances for lane expansion repurposing may be confusing

---

in alt c and d, where will passengers board the bus?

---

n/a

---

no bike way

---

no pedestrians - only a multi use path which means bikes ride it?

---

not very visually clear or compelling - what would these look like? need more landscaping and trees

---

requires widening but don't see an alternative.

---

still primarily an auto zone

---

too much building for alt D. No build is not acceptable given the gaps in the bikeways. these are not safe and force cyclists into poor behavior

---

we are growing, not shrinking--we need more width to the roads

---

what about impacts (negative or positive) on the neighborhoods that already exist in this corridor? No build and alternative A are lame--not going to make a difference

Question 4. Do the preliminary alternatives presented represent a good range of transportation improvement options? If not, what other alternatives should be studied?

**Response**

---

"D" is best

---

A - Fix what we have now.

---

AS previously mentioned, they should be integrated with strong TDM measures. How many businesses and residences near the corridor will have eco-passes, for ex. Will there be car share/ flex cars available? What about bus and bike promotions? What will the surrounding land use and infill development look like? If it remains car-centric, with all kinds of access to big parking lots, it will be an uphill battle to promote cycling, even with better on street lanes.

---

Al;t E - extent 2 lanes in each direction along Arapahoe all the way to 75th - like you should have done when the supposed "improvements" were made to Arapahoe in 2011-2013.

---

Are there options to slow down the traffic and make east Arapahoe a more pleasant neighborhood with potential for more restaurants and brew pubs, for example, with patio seating?

---

BRT by time of day as demand justifies

---

Calm traffic flow by replacing the traffic lights at 55th and 75th with traffic circles. Evaluate other intersections for the same treatment.

---

Carpool lanes for commuting.

---

Consider HOV and BRT shared lane in each direction. Sidewalks on both sides of the street with bike lanes throughout (no breaks). RTD service down 75th that coordinates with bus on Arapahoe without having to go downtown to change buses Make sure that the driving lanes run from Foothills Parkway east all the way to 287. Otherwise, it bottlenecks and it doesn't help with the congestion.

---

Consider reversible lanes east of the city and elimination of bus-only lane until ridership increases

---

Earlier 204 bus service.

---

For East Arapahoe, nothing obviously better comes to mind.

---

Getting RTD to pay for any changes that affect them because RTD owes the people of Boulder County \$144 MILLION. I will not approve or allow any plan that takes our tax dollars to do anything for RTD!!!!!!!!!!!!!!!!!!!!!!

---

Going east, 3 lanes narrow to 1 lane between 55th and just past Cherryvale, however, the majority of the traffic continues to 75th, 96th, and 287 and beyond. Widen Arapahoe to 2 lanes each direction from Cherryvale to 287.

---

Good connectivity to Boulder is a good start, more North-South connections on trails would help and more lanes of traffic to Lafayette is still needed.

---

Had you thought about putting in a bike lane like the one on baseline? I think this is the safest way to ride.

---

How about an option without additional construction or lane repurposing?

---

How about leave Arapahoe alone?

---

I cannot tell.

---

I don't have a problem with the way it is now.

---

I don't see there is a problem - and I'm there every day.

---

I don't understand at this point how BRT would work. Would RTD actually agree to run BRT on this corridor if Boulder wants that service in this corridor? I think it could be a good idea, but would be assured that the plan is still viable if e.g. RTD won't increase JUMP service.

---

I like the alternatives being well spelled out.

---

## Response

---

I think BRT is critical - which I believe refers to buses running often enough that no schedule is needed.

---

I think it is a good mix to start. Need to revisit it annually to see what is working and what is not and make changes quickly.

---

I think so

---

I think so.

---

I think the preliminary alternatives present a good range of options. One other option is to have a center lane that can be "moved" to the rush hour direction = this would need some kind of movable center barrier, or central HOV type lane.

---

I think the range is great, though I think more pedestrian infrastructure needs to be addressed (especially by the Hospital, Aparahoe & Conestoga intersection. 30th/28th and Arapahoe intersections are great examples.

---

I will still be driving myself and no one else.

---

I'm not sure

---

Improving transportation options along this corridor for people who live outside the city limits (such as west Lafayette). Please think beyond Boulder city limits. Lower wage people (including many, many University employees) are going to be living in Lafayette and Erie in the future as they will not be able to afford Boulder.

---

It appears that a bike PATH is not being considered (only on-street lanes and multi-use paths). I think a bike path is the best bike improvement option.

---

It seems to me that there needs to be more incorporation of supportive land uses into the plan.

---

Just finish a second lane from 75th to Hwy 287.

---

Light rail!

---

Like rail to get commuters off the local roads. But wait, we already paid for this, right?

---

Make it SIMPLE.

---

More buses from South Boulder/Table Mesa Park N Ride.

---

My only suggestion is to bring back the option for a right sized lane. I understand this is a polarizing option...I sincerely appreciate any improvements to making Boulder more bike friendly.

---

My suggestions are at the top. The transportation folks must get real. We are going to use our cars. Reducing lanes causes more cars to sit idling at intersections. How is that an improvement?

---

N/A

---

NO - this road needs to be widen to accommodate the increased flow of traffic that is already using this road. None of your alternatives even address the biggest problem with this road. Please listen to the people who use Arapaho this time. NO MORE BUS LANES, let the people who use the roads (and pay for the roads) have a say in the road!

---

No buses

---

No mention of bike sharing stations

---

No, other than A too costly.

---

No, see comments above.

---

## Response

---

No, they play into the "everybody must ride a bike or the bus" mantra that I'm sick of. We like our cars, and we expect that the city will not further mess up the traffic any more than it already has. The cycling community is already pandered to excessively, and if we looked at the cost per commuting bike mile I'm sure the results would show how incredibly expensive it is. We already have a major bike path running along Arapahoe, and cyclists can certainly use it.

---

No, we need frequent trams that accommodate wheelchairs, bikes, strollers at grade. No weird lift things and delays.

---

No. Bikes Bikes Bikes

---

No. Return bus lane to car lane. Cars pass on the right side in the bus lane trying to get ahead of traffic.

---

No. You should consider time of day options for BRT like Denver uses on Lincoln and Broadway. I'm concerned with how you interpret the answer to "Number of people using alternative modes of travel" below. The number of users should be considered before investing huge sums of money to aid a very small number of users. Demonstrate that there is truly a demand for the alternate modes first.

---

No/none. Boulder made a big mistake when it rebuilt Arapahoe East as it did. I cannot imagine redoing the effort so soon after the construction of a few years ago caused major problems for so many.

---

Not really. The road is a mess. The buses are close to empty and I rarely see anyone using the bike lane. I also notice a lot of angry and aggressive drivers.

---

One other thought: Create a multi use bike/pedestrian path on both sides of Arapahoe. You might have to buy some land for this or decrease the size of the land between the street and the multi use path. Use money not used for B,C,D to build an underpass somewhere like maybe 55th. Wait to see what the comp plan decisions are for E. Arap before spending much more time on this issue.

---

Options B and C should be dropped.

---

Pedestrian

---

Please see my previous comments.

---

Reducing the existing Bus-only lanes and converting them into general purpose lanes. Expanding to multiple lanes further east.

---

Resolve the current mess on Arapahoe.

---

See #2 - be clear about what you are offering. Many people have jobs and don't have time to "study" alternatives.

---

See above

---

See comment #1.

---

See the response to 2 above. I cannot understand how Boulder can even consider a TMP that incorporates the goal of having people use RTD to commute to Boulder without giving top priority to Park and Rides. You have a perfect example in the service of Table Mesa PNR that commuters to and from Boulder and Denver have used for decades. As far as getting employers involved, simply talk to NCAR. They have had shuttles from TM Park and Ride for decades. Get a template and get other employers to use it for their employees commuting to Boulder. You are making this ridiculously complicated.

---

Slow down growth in Boulder UNTIL this project is finished. Arapahoe is maxed out.

---

Smaller shuttles should be part of a plan.

---

Streetcar in the median.

---

The Planning people who work for the city are not really interested in other alternatives. They already have an agenda to out a bike lane on Arapahoe.

---

The alternatives are mostly viable, but I would prioritize maximizing efficiency of existing transportation over structural changes to existing traffic lanes. Keeping traffic moving quickly is good for business, morale, mental health, etc.

---

## Response

---

The alternatives present a decent range of options for Arapahoe Avenue itself but don't mention the potential for future land use changes that will (hopefully) bring much denser mixed use to the corridor. While outside the realm of significant public support, I'd personally like to see a plan that considers reducing the width of Arapahoe to one BRT lane and one travel lane in each direction with one shared turn lane, which would provide space to widen sidewalks, paths, and public space.

---

The bus lane restriction by time of day seems like a good idea. Add an improved multimodal path. This should be considered without an on street bikeway. This is an incremental build that doesn't require any expensive construction of the roadway and minimal right of way acquisition.

---

The preliminary alternatives do present a good range of transportation alternatives. However, the auto-dependent urban sprawl land use patterns on East Arapahoe need to be fixed. Mandating a maximum 0.3 Floor Area Ratio on a transit corridor inside Boulder city limits is ridiculous. Allowing only a one-story building covering less than 30% of lot area mandates urban sprawl. Mandating auto-dependent land use patterns effectively mandates auto-dependency, as the current traffic jams show.

---

There is now direct bus from SW Boulder to E Arapahoe so it is very inconvenient

---

These look like good options. Perhaps Alternative D would be less expensive if the gaps were filled in the Multiuse path.

---

They do! Light rail along Arapahoe that connects to Denver would be awesome, too, but that's probably not going to happen anytime soon.

---

Those look good to me.

---

Too heavily reliant on bus lanes. My job does not allow use of mass transit.

---

Under/over passes at foothills and Arapaho? I'd like to see better pedestrian options at that intersection. Or perhaps Frequent light rail service like San Fran's BART system. Beautification options should be a part of each plan - conditions are varied right now.

---

Unless expanded road goes all the way to I25 the range is immaterial. Stop spending so much money for nothing.

---

Unsure

---

We can hope that at some point the huge blocks will get broken up. Alternatives should be evaluated based on whether they will help or hinder that, and perhaps an alternative that is more conducive to breaking up the blocks should be considered.

---

What about truly looking at the bus system in Boulder? What would make it easy and convenient for residents like me who have errands to run and a family to take care of convenient to use a public transportation option?

---

Yes

---

Yes, a good range is presented. \*Note: I work in the East Arapahoe corridor and commute there daily. There was nowhere to indicate this in the survey.

---

Yes, but I would clarify if option A includes expanding traffic lanes and bike lanes over the hill by Legion park.

---

Yes, but car lanes are a must. Most of us that commute in from the east have families that make taking the bus almost impossible. Or, it take so long we don't have that kind of time to spend on the bus.

---

Yes, this looks good to me.

---

Yes.

---

Yes. FYI-I would consider the bus more if there was a route that traveled from South Broadway to East Arapahoe.

---

a train or light rail

---

add one or two with more landscaping and trees

---

can't think of anything different

---

## Response

---

good range offered

---

make the road slower by adding more human centered land use

---

more multi-use connectors to existing paths maybe.

---

n/a

---

na

---

not sure

---

not sure if my idea is lame as alternative B

---

see above regarding off-the-street bikeway

---

see notes made in #1 question

---

seem ok--i think main problem is that there really is only one lane each direction right now, with the turn lane and the bus lane, NOT three lanes

---

these are decent alternatives but I'm surprised we are not discussing the adjacent built environment and land use

---

traffic lanes need to be continuous. Bike lanes also need to be continuous.

---

yes

---

yes code changes to push future buildings up to road, and parking in the back parking management district for businesses so parking demand is equitable across corridor

---

yes except no build and A

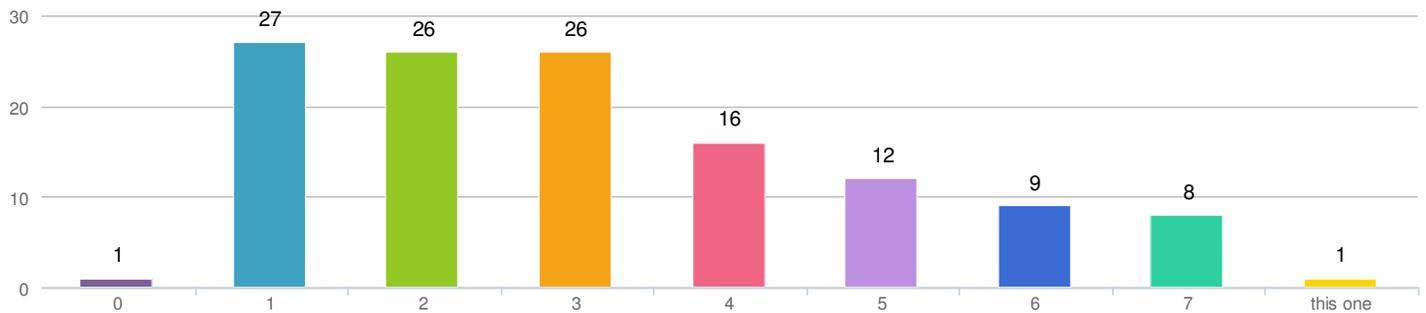
## Response

yes

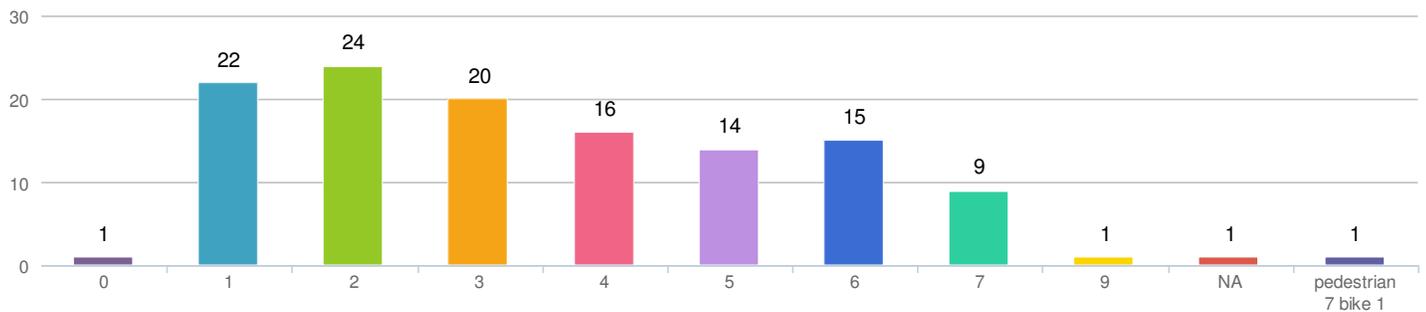
yes code changes to push future buildings up to road, and parking in the back parking management district for businesses so parking demand is equitable across corridor

yes except no build and A

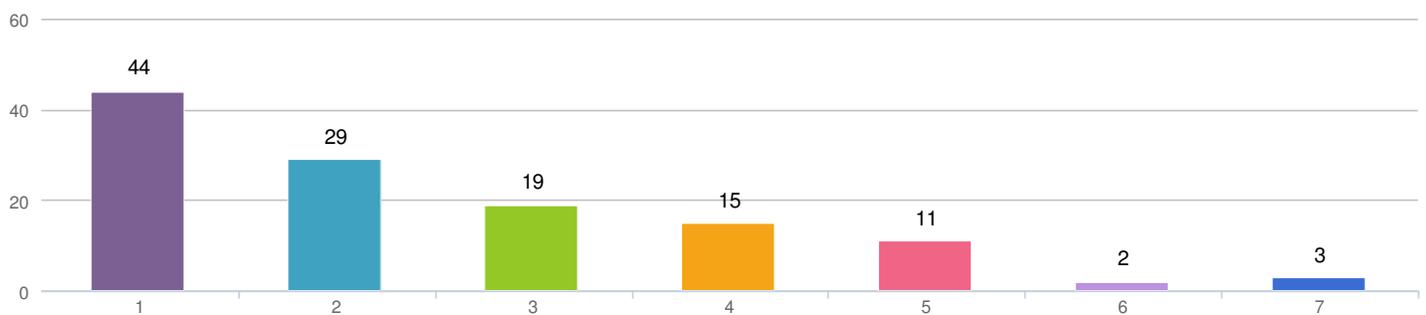
Question 5. - A In your opinion, which criteria are most important to evaluate the range of alternatives? (Please rank 1 - 7, with 1 being most important): Transit travel time & reliability



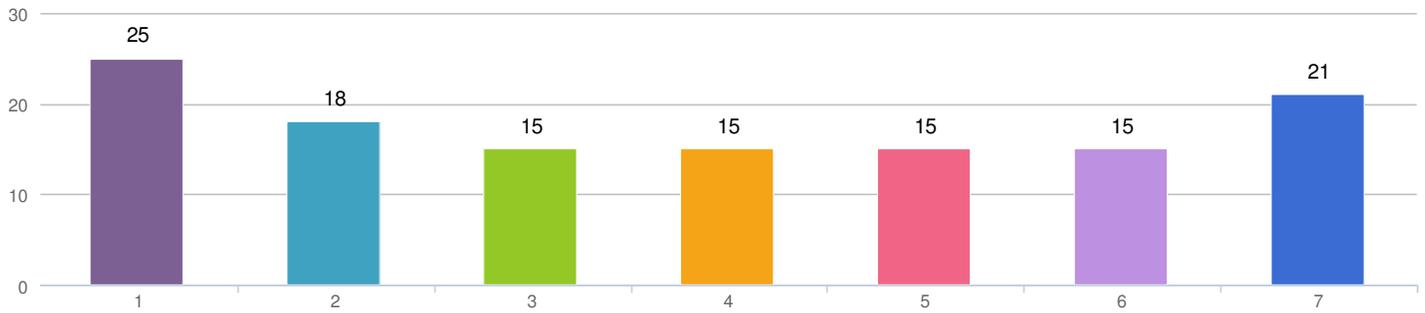
Question 5. - B In your opinion, which criteria are most important to evaluate the range of alternatives? (Please rank 1 - 7, with 1 being most important): Pedestrian & bike access



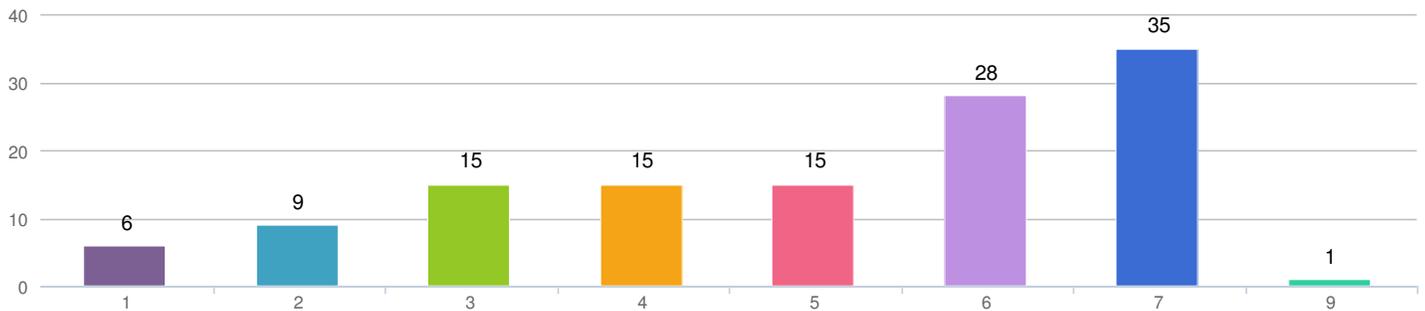
Question 5. - C In your opinion, which criteria are most important to evaluate the range of alternatives? (Please rank 1 - 7, with 1 being most important): Safety



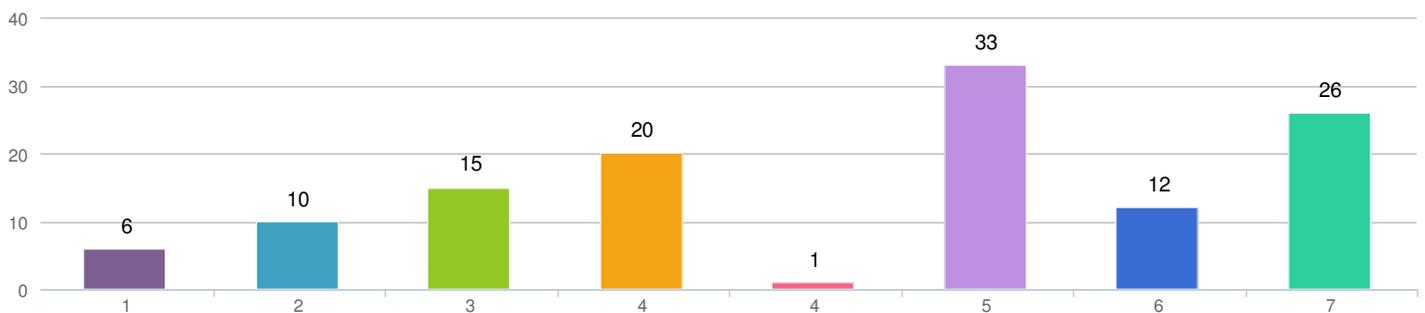
Question 5. - D In your opinion, which criteria are most important to evaluate the range of alternatives? (Please rank 1 - 7, with 1 being most important): Auto travel time



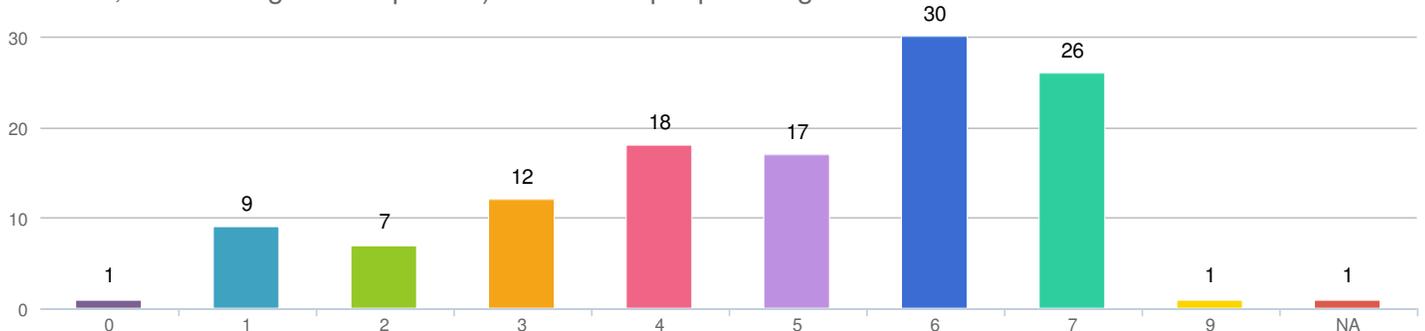
Question 5. - E In your opinion, which criteria are most important to evaluate the range of alternatives? (Please rank 1 - 7, with 1 being most important): Aesthetic quality of the corridor



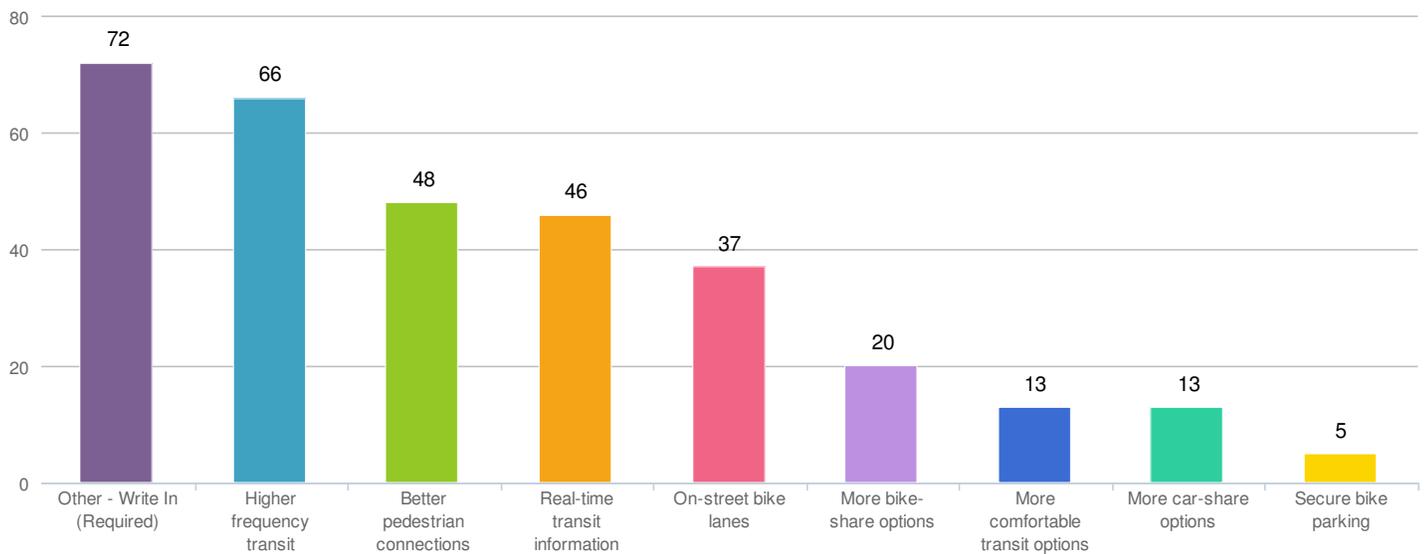
Question 5. - F In your opinion, which criteria are most important to evaluate the range of alternatives? (Please rank 1 - 7, with 1 being most important): Capital costs



Question 5. - G In your opinion, which criteria are most important to evaluate the range of alternatives? (Please rank 1 - 7, with 1 being most important): Number of people using alternative modes of travel



Question 6. What enhancements would allow you to consider other modes of travel than driving alone?



**Responses "Other - Write In (Required)"**

Left Blank

Better bike/ multi-use paths

Direct, with little to no stops on the bus

Earlier 204 bus service.

Fix last mile.

Fix your survey, clicking some options enables them all with no ability to remove the others

Good Off Street Bike Path.

High frequency small buses of the shuttle flavor!!!!!!!

I need to drive

More destination readily accessible by transit

More enforcement against unsafe driving practices

More pedestrian friendly infill development

None

Not really an option given my profession

Nothing

Off Street Bike Path.

Off stree bike paths.

Off street bikelanes

Off-street bike / ped lanes

Off-street bike path like on the north side of Arapahoe.

## Responses "Other - Write In (Required)"

Off-street bike paths -- Arapahoe is busy and scary for cyclists.

Off-the-street Bike path

Park and Rides!!!

Safe bike connection to east communities (Erie & Lafayette)

Safe bike path that's not on the street. However, I don't bike in the winter due to weather.

Safer bike and pedestrian environment - lower speed limit

Safer bike options

Secure bike parking

See previous comments. Also, the form won't let me select secure bike parking.

The last mile is the major impediment.

We need to encourage bicyclists on bike paths to be more careful of pedestrians and cars.

Would not consider other modes of transportation.

additional stops in Erie

better N/S connectors

better bike paths

better land use

better transit connections to this line

bus connections east county/north Broomfield

bus route to South Boulder

bus stops in the hospital complex, not 1/4 mile from the door.

completed multi-use paths

either on-street bike lanes with barriers or off-street bikingg

more bus routes from Table Mesa PNR

more time -- not the City's problem

multi use path connections

multi use paths

none

none - I HAVE to drive

none of the above.

none. i need to drive to work.

places to sit, wayfinding signage, centerline transit

## Responses "Other - Write In (Required)"

protected bike lane

protected bike lanes

safer bike lanes/paths

secure bike parking

secure bike parking - button selects all

short term lockers (think San Francisco) and bike cages

trams or light rail, feeling safe

use the sidewalk for bikes

Because I usually do errands rather than commute to work, I need a car. In perfect weather, I would take the bus to get to evening events at CU if the timing were better and the long walks to get to Arapahoe were safe (without ice)

None. It would take 30 minutes for me to walk to Arapahoe Ave. from my home. Biking doesn't work because I drive primarily to run errands, and I need to convey such things as groceries back to my home.

I live in Thornton, commuting to Boulder. There is no good bus route directly to Boulder from there. A lot of people who work at BVSD do not live in Boulder and must commute. More car lanes are needed if transit is not an option.

Bus then bike should be promoted for this corridor and that's where bike share comes in. More marketing this option is needed

I drive alone because this is a free country and I do want to take a bus or walk or ride my bike.

I plan my travel to keep driving to a minimum, I don't need you to tell me I need to change (and pay for what you want)

your form is broken: selecting "secure bike parking" selects all boxes. I can't indicate my preferences.

direct route from SW Boulder so that my commute time is not increased from the 10-15 min I have now

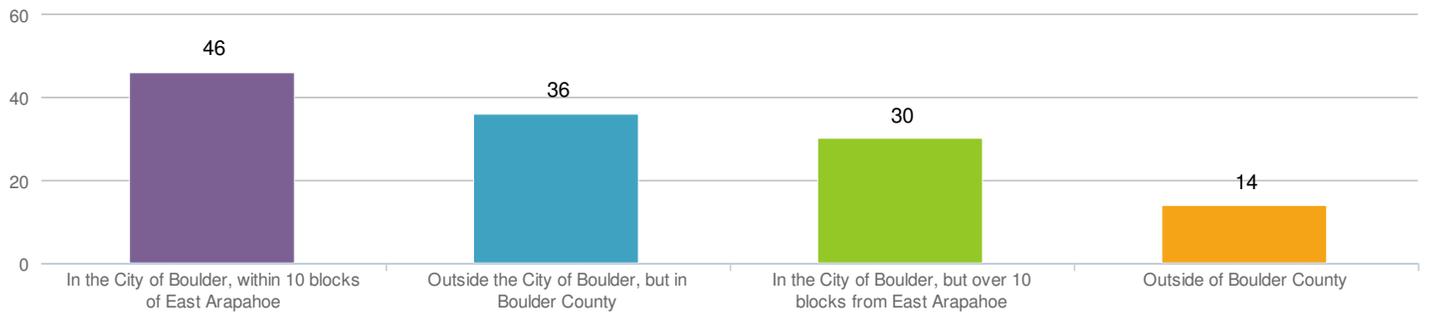
None of these ideas cover the reason I drive on Arapahoe which is commute to work and run errands.

You'd have to eliminate the businesses that are auto centric, like my auto mechanic you already chased out of west pearl.

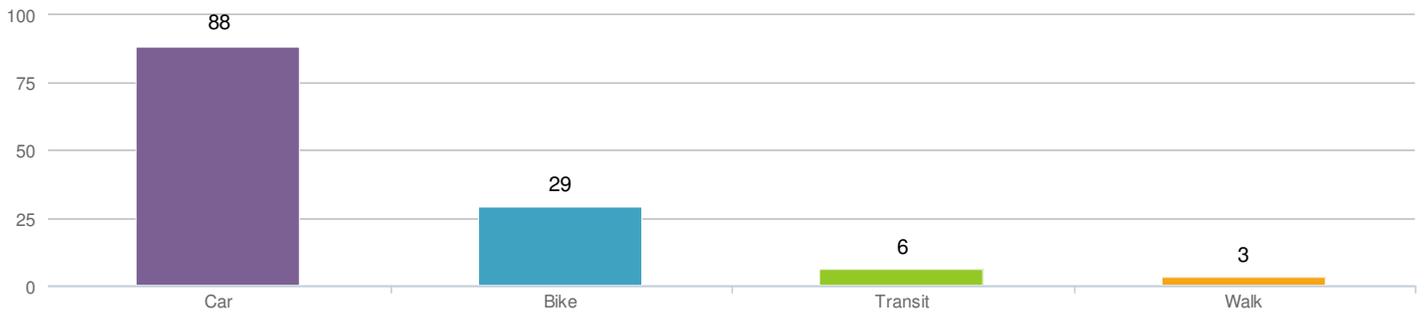
RTD service down 75th that coordinates with bus on Arapahoe without having to go downtown to change buses,

I live in Louisville and have over a mile walk to get to the bus that goes down Arapahoe. I also work variable hours and am coming to work on call so is hard to take bus or bike. The car traffic on East Arapahoe during rush hour is terrible.

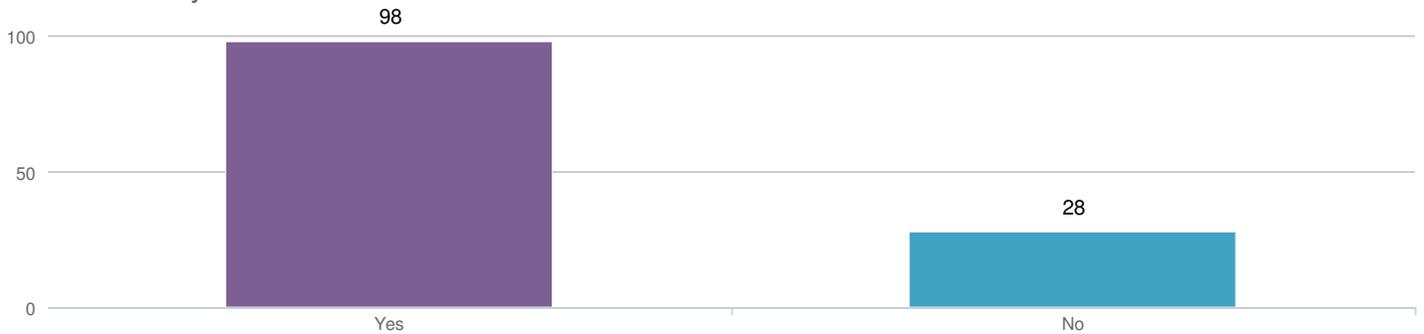
## Question 7. Where do you live?



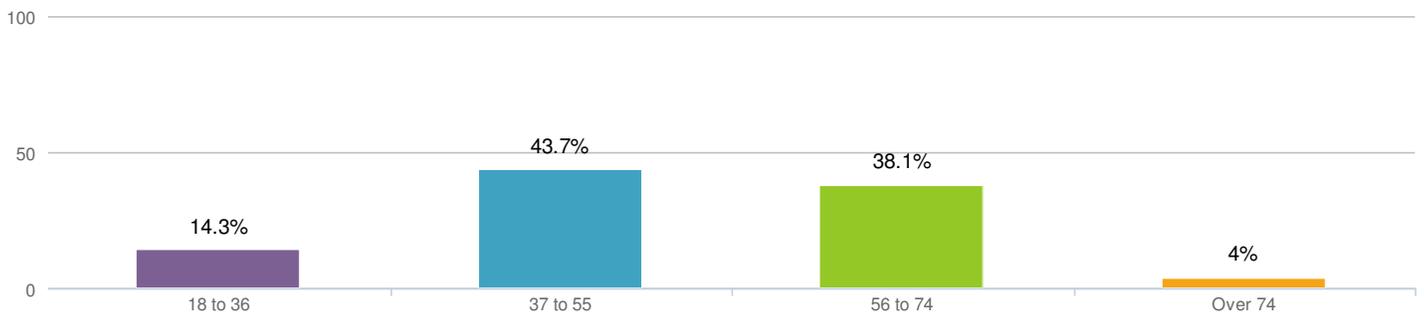
Question 8. What is your primary mode of travel?



Question 9. Do you work in Boulder?



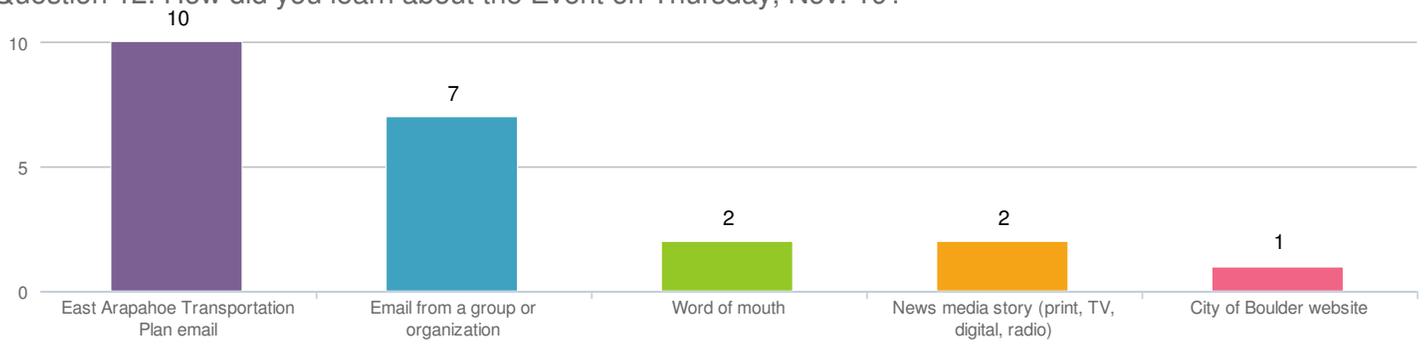
Question 10. What is your age?



Question 11. Did you attend the East Arapahoe Transportation Plan Public Workshop on Thursday, Nov. 19?



Question 12. How did you learn about the Event on Thursday, Nov. 19?

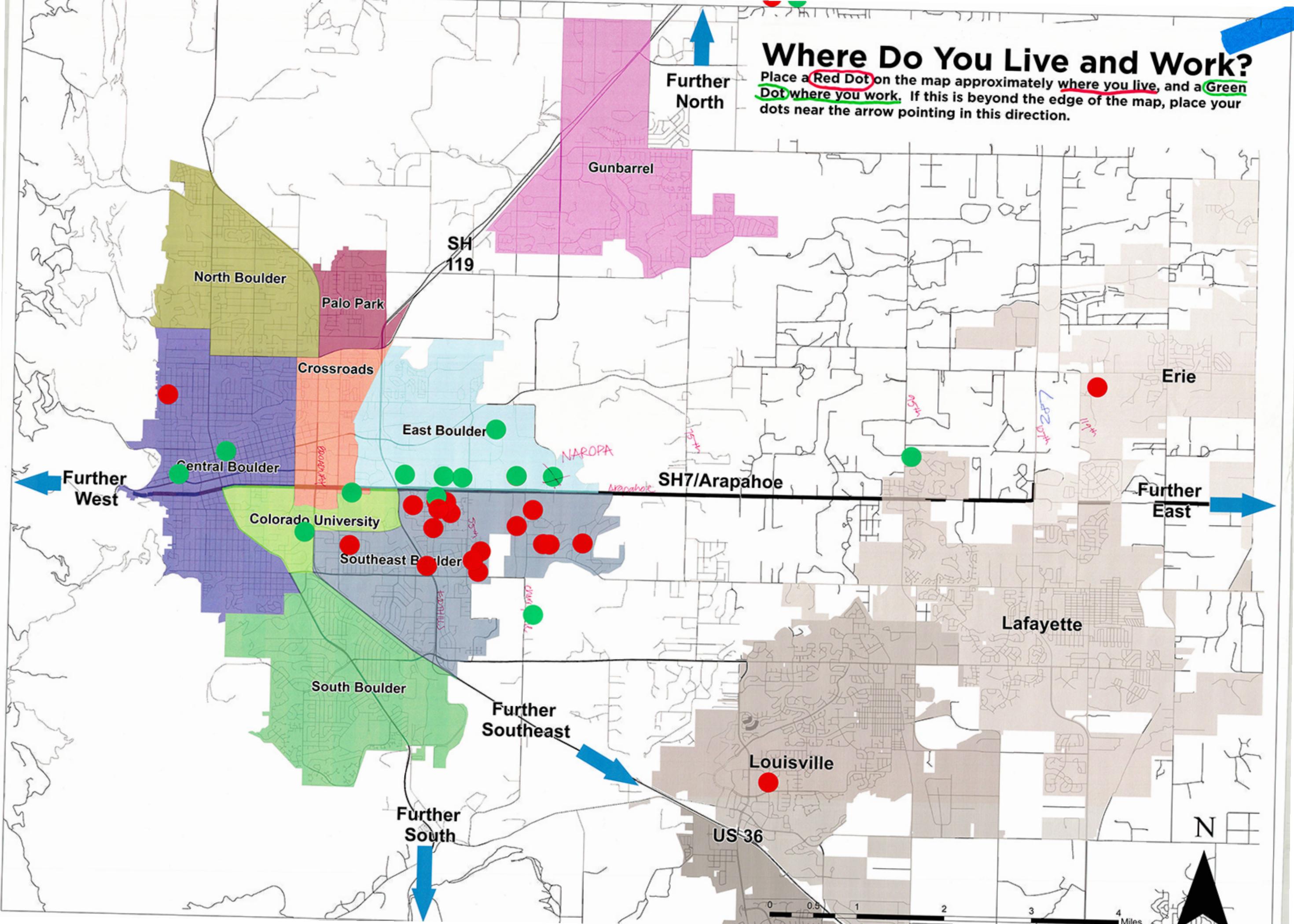


## Compiled Feedback from Public Meeting on Nov. 19th, 2015

The project team held a public workshop at Naropa's Nalanda Campus on November 19, 2015. Approximately 30 people were in attendance. The following is the compiled notes and feedback from this meeting.

# Where Do You Live and Work?

Place a Red Dot on the map approximately where you live, and a Green Dot where you work. If this is beyond the edge of the map, place your dots near the arrow pointing in this direction.



# Conceptual Design Alternatives

## Baseline (No-Build) Side-running bus with three general purpose lanes in each direction and existing pedestrian and bicycle facilities and landscaping.

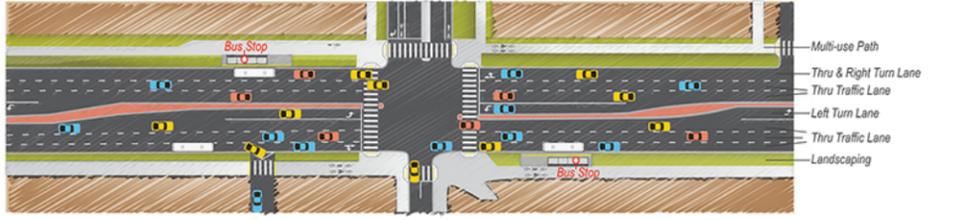


Description	Level of New Investment	Lane Repurposing	Roadway Widening (Right-of-Way Expansion)	Bike/Ped Facility Design Treatment	Exclusive BRT Lane	Other BRT Elements	Streetscape Elements
3 general traffic lanes + multi-use path	None	No	No	Off-street: existing multi-use path (with gaps)	No	Existing buses, stops, and shelters	Existing landscaping

## Strengths Weaknesses

<p>Table 2:</p> <ul style="list-style-type: none"> <li>• Good views</li> <li>• Efficiency (LOS)</li> <li>• Save Money</li> </ul>	<p>Table 2:</p> <ul style="list-style-type: none"> <li>• Safety</li> <li>• Ugly</li> <li>• Limited bike (ped)</li> <li>• Bottleneck at 63rd</li> <li>• Crossing as ped is difficult</li> <li>• Too many driveways</li> </ul> <p>Table 3:</p> <ul style="list-style-type: none"> <li>• No improvement to bike facility</li> </ul>
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## Alternative A Enhanced bus in mixed-traffic with three general-purpose lanes and a completed multi-use path for pedestrians and bicycles

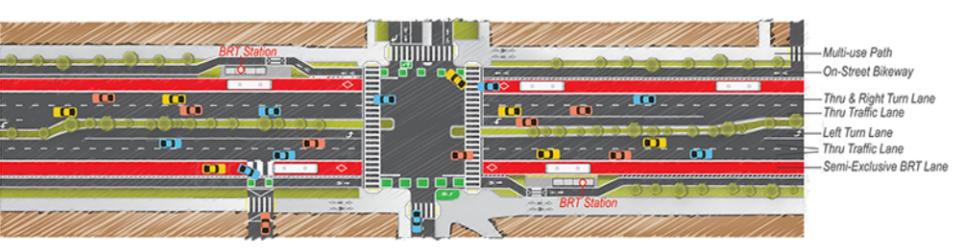


Description	Level of New Investment	Lane Repurposing	Roadway Widening (Right-of-Way Expansion)	Bike/Ped Facility Design Treatment	Exclusive BRT Lane	Other BRT Elements	Streetscape Elements
3 general traffic lanes + side running Enhanced Bus in mixed traffic + multiuse path	Low	No	No	Off-street: complete gaps in multi-use path	No	Off-board fare payment, high-quality shelters, stylized vehicles with multiple door boarding, branded vehicles and stations	Existing landscaping

## Strengths Weaknesses

<p>Table 1:</p> <ul style="list-style-type: none"> <li>• Maintains Capacity and Additional Capacities</li> <li>• All modes - completes multi-use path</li> <li>• Inexpensive</li> </ul> <p>Table 2:</p> <ul style="list-style-type: none"> <li>• Complete bike-ped gaps</li> <li>• Enhance bus stops</li> </ul> <p>Table 3:</p> <ul style="list-style-type: none"> <li>• Finish multi-use path</li> <li>• Keeps autos moving</li> </ul>	<p>Table 1:</p> <ul style="list-style-type: none"> <li>• Need buses to come by more often than the current schedule</li> <li>• Doesn't allow for modal shift</li> <li>• Can't deal with increased trip making</li> <li>• Doesn't support transit, bike use - or expansion of that (too car-centric in future)</li> </ul> <p>Table 2:</p> <ul style="list-style-type: none"> <li>• Short-sighted</li> <li>• Does not address growth</li> <li>• No dedicated lane for transit</li> <li>• Doesn't improve capacity</li> <li>• No separation of bike-ped</li> </ul> <p>Table 3:</p> <ul style="list-style-type: none"> <li>• Requires ROW which will impact businesses - Loss of FAR</li> </ul>
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## Alternative B Side-running BRT in a semi-exclusive business-and-transit (BAT) lane (allows right turns) with two general-purpose lanes, an on-street bikeway, and a completed multi-use path

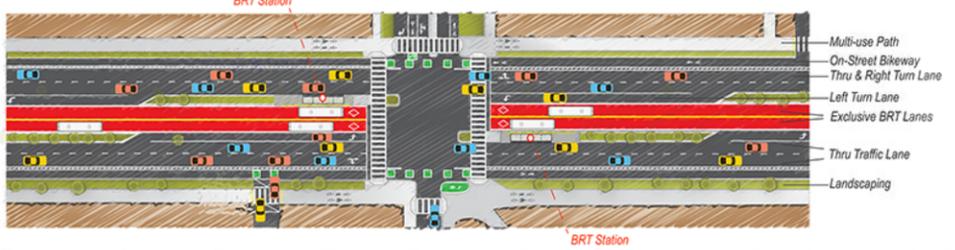


Description	Level of New Investment	Lane Repurposing	Roadway Widening (Right-of-Way Expansion)	Bike/Ped Facility Design Treatment	Exclusive BRT Lane	Other BRT Elements	Streetscape Elements
2 general traffic lanes + side running BAT lane + on-street bike facility + multi-use path	Medium	Partial (outside lane becomes BRT + right turn only lane)	Yes	On-street + off-street	Semi-exclusive	Same as Alternative A	Enhanced landscaping in median and along both sidewalks

## Strengths Weaknesses

<p>Table 1:</p> <ul style="list-style-type: none"> <li>• Congestion leads to mode shift</li> </ul> <p>Table 2:</p> <ul style="list-style-type: none"> <li>• Trees</li> <li>• Dedicated bus lane</li> <li>• Ped refuge in center</li> <li>• Promote transit use</li> </ul> <p>Table 3:</p> <ul style="list-style-type: none"> <li>• Bus lanes can be shared with cars some times of day</li> </ul> <p>Table 4 (individual responses, no facilitator):</p> <ul style="list-style-type: none"> <li>• Prefer on street bike lane to multi-use paths - would be so FAST to get downtown with on street bike lane</li> <li>• 1 less vehicle lane incentives bike and bus use</li> </ul>	<p>Table 1:</p> <ul style="list-style-type: none"> <li>• Congestion is politically challenging</li> <li>• Two lanes not enough for cars (specifically hospital traffic)</li> </ul> <p>Table 2:</p> <ul style="list-style-type: none"> <li>• Loss of view</li> <li>• Loss of car through lanes</li> <li>• More congestion</li> <li>• Concern about snow removal</li> <li>• Redundancy of cycling facilities</li> </ul> <p>Table 3:</p> <ul style="list-style-type: none"> <li>• Requires ROW which will impact businesses - Loss of FAR</li> <li>• Requires investment by other communities (Park-N-Ride, last mile solutions to the east)</li> <li>• Not psyched about right-of-way expansion - street is already huge</li> </ul>
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## Alternative C Center-running BRT in an exclusive transit lane with two general-purpose lanes, an on-street bikeway, and a completed multi-use path

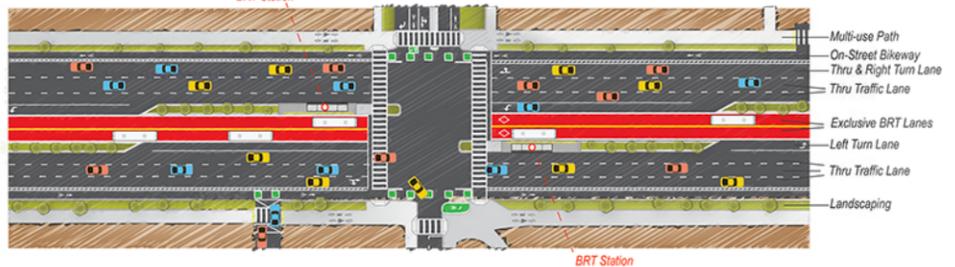


Description	Level of New Investment	Lane Repurposing	Roadway Widening (Right-of-Way Expansion)	Bike/Ped Facility Design Treatment	Exclusive BRT Lane	Other BRT Elements	Streetscape Elements
2 general traffic lanes + center running BRT lane + on-street bike facility + multi-use path	High	Yes	Yes	On-street + off-street	Yes	Same as Alternative A	Enhanced landscaping in median (and along both sidewalks)

## Strengths Weaknesses

<p>Table 1:</p> <ul style="list-style-type: none"> <li>• Good transit</li> </ul> <p>Table 2:</p> <ul style="list-style-type: none"> <li>• "Light-Rail feel" - Pleasing to the eye</li> <li>• Multi-modal function</li> <li>• No conflict with transit for right turning vehicles</li> <li>• Reduce conflict</li> </ul> <p>Table 3:</p> <ul style="list-style-type: none"> <li>• Best aesthetics</li> </ul>	<p>Table 1:</p> <ul style="list-style-type: none"> <li>• Bus in middle needs a huge mind shift</li> <li>• Challenges at unsignalized intersections</li> <li>• 2 vehicle lanes not enough</li> <li>• Buses in center lane requires strange turns</li> </ul> <p>Table 2:</p> <ul style="list-style-type: none"> <li>• Access of peds to BRT</li> <li>• More congestion</li> <li>• No landscaping in center</li> </ul> <p>Table 3:</p> <ul style="list-style-type: none"> <li>• Requires ROW which will impact businesses - Loss of FAR</li> <li>• Cost</li> <li>• Business Access - Left turns</li> </ul>
--	---

## Alternative D Center-running BRT in an exclusive transit lane with three general-purpose lanes, an on-street bikeway, and a completed multi-use path



Description	Level of New Investment	Lane Repurposing	Roadway Widening (Right-of-Way Expansion)	Bike/Ped Facility Design Treatment	Exclusive BRT Lane	Other BRT Elements	Streetscape Elements
3 general traffic lanes + center running BRT lane + on-street bike facility + multi-use path	Highest	No	Yes	On-street + off-street	Yes	Same as Alternative A	Enhanced landscaping in median (and along both sidewalks)

## Strengths Weaknesses

<p>Table 1:</p> <ul style="list-style-type: none"> <li>• Good balance</li> </ul> <p>Table 2:</p> <ul style="list-style-type: none"> <li>• Highest capacity</li> <li>• Multi-modal function</li> <li>• Green pavement marking</li> </ul> <p>Table 3:</p> <ul style="list-style-type: none"> <li>• Best aesthetics</li> </ul> <p>Table 4 (individual responses, no facilitator):</p> <ul style="list-style-type: none"> <li>• Excellent traffic flow</li> <li>• "Bikeability"</li> <li>• reduced car traffic from commuters thanks to bus option and bike option</li> </ul>	<p>Table 1:</p> <ul style="list-style-type: none"> <li>• Feasible?</li> <li>• Expensive!</li> <li>• Significant impact to property owners</li> <li>• Not good for neighbors - noise</li> </ul> <p>Table 2:</p> <ul style="list-style-type: none"> <li>• Cost</li> <li>• Wide ROW</li> <li>• Big city feel</li> <li>• Disruption of businesses during construction</li> <li>• Crossing distance increased</li> <li>• Left turning vehicle is difficult</li> <li>• Signal timing investment</li> </ul> <p>Table 3:</p> <ul style="list-style-type: none"> <li>• Requires ROW which will impact businesses - Loss of FAR</li> <li>• Cost</li> <li>• Business Access - Left turns</li> </ul> <p>Table 4 (individual responses, no facilitator):</p> <ul style="list-style-type: none"> <li>• Cost, presumably</li> <li>• Challenges with ROW expansion (private landowners)</li> </ul>
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CRITERIA	Which 5 Criteria Are Most Important to You?			
PEDESTRIAN & BIKE COMFORT AND ACCESS	Place Your Dots Below			
Perceived Ease of Access or Comfort for Walking Along or Across the Corridor	1			<b>TOTAL</b> 1
Perceived Ease or Comfort for Bicycling Along/Across the Corridor	6		3	9
<b>SAFETY</b>				
Safety Evaluation		2	1	3
Access Management	3			3
<b>TRAVEL MODE SHARES</b>				
Estimated Pedestrian, Bicycle, Transit, Auto Mode Share	3		1	3
<b>TRANSIT OPERATIONS</b>				
Transit Travel Time and Service Reliability	7	1	4	12
Transit Ridership	2		3	5
Transit Mode Share in Corridor		1	1	2
Transit Operating Costs				
<b>VEHICLE OPERATIONS</b>				
Auto Travel Time and Level of Service (LOS)	2	3	1	6
Auto VMT	1			1
Auto Mode Share in Corridor	2			2
Freight Impacts		2		2
<b>CAPITAL COSTS / IMPLEMENTATION</b>				
Capital Costs and Right of Way	2	3		5
Cost-Effectiveness	3		2	5
Ability to Phase Improvements / Complexity	3			3
<b>COMMUNITY SUSTAINABILITY</b>				
Streetscape Quality	2		1	3
GhG Emissions from Transportation	3		3	6

What, if anything, did we miss?

**Economic Vitality**

4

4

**Participants were asked to place 5 dots on the 5 criteria that were most important to them. There were three different tables, with the total results shown to the right.**

## Additional Comments

- Short Term
- Need to focus on things now
- Don't know if RTD will commit
- "We have bus route now – Bus is slow transit!"
- Why is this plan so bus centric? There are not a lot of bus riders today
- Why is landscaping needed when this increases the roadway size?
  - Can't bus lanes be added without expanding the ROW?
- It is hard to say which is the best option without hard and fast dollar figures
- Bus lanes don't need to be exclusive all day
- ROW expansion hurts landowners – reduces things like FAR potential when a lot shrinks.
- Would love 1 less car lane to incentivize bus/bike use and slow existing traffic
- Would love an on-street bike lane – could be downtown in less than 10 minutes from 55<sup>th</sup> with a direct east/west bike lane
- Hesitate to be in favor of ROW expansion as the street is already huge

**This comment sheet was brought to the meeting by a participant and left in several places around the room for the consideration of others.**

## East Arapahoe Transportation

- Q. What is the problem we are trying to address with BRT on Arapahoe?
- A. Busses stuck in traffic during the peak commuting hours. We want to make commuting by bus safe, fast and pleasant. BRT dedicates a traffic lane to busses (and sometimes right turning vehicles) forcing increased congestion for general traffic in the remaining lanes. Amenities are usually added as improved bus stops shelters, next bus electronic displays, etc.
- Q. Is there a way to accomplish this without taking a whole traffic lane 24 hours a day?
- A. Yes, it's been done in Denver on Lincoln and Broadway for over 30 years. The right lane is restricted to busses and right turns only during the peak hours when there is enough traffic and enough busses to warrant dedicating a lane to transit. The same amenities can be added without punishing general purpose traffic. You solve the problem only when the problem exists. As the demand for transit builds over the years and more busses are added then the length of time the lane is restricted can be easily increased.



Submitted by



### **Email Correspondence (Nov 2015 - March 2016)**

Several emails have been sent directly to the East Arapahoe Transportation Plan project team to date. They generally reflect some of the other feedback the team has been receiving via in-person meetings.

**Email 1:** I am not able to attend the community meeting. I do not support “road diets” in any form on Arapahoe. It is the key thoroughfare for commuters driving into Boulder from East County, and slowing the commute will only increase congestion. I hope the city will not be so foolish to try this again after the debacle on Folsom. It would be very helpful if there was a weather-protected bus shelter and a bike rack adjacent to the hospital complex and across the street to serve both east and westbound bus users. Having the RTD Jump bus loop through the hospital’s parking lot to drop/pick up riders closer to the building would make it even more functional. It is a long walk from the current bus stop to the hospital entrance, especially in hot or icy weather. The lack of snow clearance around the bus stops also makes access to those stops very difficult. There is a perfectly adequate major bike path nearby, and bike riders should use it. If they’re not willing to use the extensive path system we’ve already spent millions and millions to build, they’re welcome to ride in lane with traffic.

**Email 2:** As an Erie resident I make use of the Arapahoe corridor every business day. My personal observations are:

- Increasing bus service hours may help encourage more people to ride the bus. When I ride the bus the Jump often has to wait at stops because we are running ahead of schedule. One of the biggest reasons I do not ride the bus more often is that I then need to pick up the Stampede to get up to campus and that means my commute takes twice as long as if I drive.
- Despite it being a 15 mile commute or so, I would ride my bike if there was a safe way to do it. With the level of traffic on Arapahoe a person would have to be a little crazy to ride a bike along that road no matter what the law says about sharing the road. It is just too dangerous. If there was a reasonable route hooking the Erie bike trail system in to the Boulder bike trail system then I would find biking to work much more compelling. My wife and I have calculated that I could bike the distance in about the same time it would take me to ride the bus. There just is no safe way to ride a bicycle from Erie to Boulder.
- With the growing traffic along Arapahoe it is probably inevitable that the road will need to be expanded by at least one lane each direction. However, I would suggest that any expansion project should include a bike path, not a bike lane, as part of the project. A bike path would not need to parallel Arapahoe Road, but a dedicated path is what is needed to make biking viable. A bike lane is not particularly safe in inclement weather when drivers have less control and are less likely to see bicyclists.

**Email 3:** I used to be a very dedicated bus rider until the bus service from Lafayette degraded a few years ago. I would love to be riding the bus again and not contributing to traffic congestion. For what it’s worth, I work in a group of 18 people here at the University and 15 of us live in Lafayette (because we can afford it there). That trend is likely to continue as we don’t make a pile of money and we aren’t going to be moving to Boulder to live in \$1,800 per month, 500-square foot cubicle apartments. Here are some thoughts about improving commuting along Arapahoe. 1) More frequent bus service to/from Lafayette during peak commute hours. This could to some extent alleviate the buses always running late or broken down or full, and spending 30-40 minutes in the cold and wind waiting for the next one. 2) And/or, work with RTD to help the JUMP route run on time in East County (like not a half hour late), especially in the mornings, and have enough capacity to pick up people and not leave them standing on the side of the road for another half hour. 3) B Cycle station on East Campus near Marine/30th to make

it easier to leave the car at home and run an errand or run up to campus during the work day. 4) Stop the construction projects on east Arapahoe. This has been going on for years and years. 5) Work with RTD to get a Park and Ride near the Lafayette YMCA with bike racks or lockers. (Otherwise I have to park illegally at the shopping center and then try to dash across a busy highway in rush hour traffic to get to the bus stop.) 6) Finish the multi-use path where it dead ends on the north side of Arapahoe just short of Cherryvale. Extend it up to where it connects with the underpass at Old Tale. 7) Turn the sidewalk on the south side of Arapahoe between Foothills and 55th into a wider multi-use path. Extend it to Old Tale if possible. Thanks for listening.

**Email 4:** I live in Erie and it would be great if there was a bus that came down Arapahoe and dropped off somewhere on campus instead of on Arapahoe—maybe at Regent. I could catch the bus that runs along 30th to campus, but in bad weather, that scenario is not so good!

**Email 5:** Additional general traffic lanes along Arapahoe would be extremely helpful. Thank you.

**Email 6:** Covered shelters at the bus stops would be GREAT! Standing in the cold, rain or blazing sun isn't too pleasant. Thank you!

**Email 7:** The commutes are exacerbated by the unprecedented growth in families moving east to Erie, Firestone, and Frederick with no major thoroughfares going west to east except Baseline and Arapahoe. Public transportation is essential to mitigate this congestion. Thank you.

**Email 8:** I work for CU Boulder and we were invited to send feedback about commuting on Arapahoe Ave. -If there's going to be construction on Arapahoe, it would be very helpful if the correct 'upcoming merge' signage could be in place. What I have noticed for the past months on the construction happening east of Cherryvale, is that the upcoming merge signs are almost never correct (ie, the actual merge is happening into the far right lane but the signs are telling us to go left). I think because the construction location changes day by day, and the merge direction signs don't get adjusted. It screws everyone up and causes the merge to be more painful than it needs to be. -The major changes that were made to Arapahoe over the last few years I think intentionally improved the bus lanes but created new bottlenecks for the cars. That may also have been intentional, trying to discourage individual cars. For whatever the reason, the evening commute is worse than it ever was. Everyone is trying to get as far west as they can go before they have to merge, making 63rd street the new headache. I imagine it is hard to get the word out about these things, but it would be helpful to know what the city plans for on the arteries from Lafayette to Boulder. Would you suggest that Lafayette commuters use S. Boulder Road over Baseline, Arapahoe and Valmont?

**Email 9:** I didn't make the east Arapahoe transportation open house tonight. Thanks for hosting it though! Here is one suggestion. With the updates to Cherryvale, it is now harder as a bike commuter to get from west bound Arapahoe to south bound Cherryvale. Please consider adding back the ped signal button on the NW corner, and add back the two crosswalks.

**Email 10:** Here are my ideas that would improve the Arapahoe Ave commute. · Better bicycle and pedestrian facilities · Dedicated bus lanes to speed up the bus · Additional park-n-Ride locations (where?) Shannon Estates area. Hwy 287. · Additional general traffic lanes Thanks for asking and good luck.

**Email 11:** Another reason for doing this is maintenance. Too often when planning people just assume the cross section shown is always available. Arapahoe has had lots of utility work as is clearly visible by the asphalt patches. There is also pothole repair, etc. Having flexibility in the lanes during off peak is a benefit. If there is not enough usage during the peak hours for just busses, then the lanes could be easily modified to allow electrics and hybrids like on US 36 or even charge tolls.

## East Arapahoe Transportation Plan: One-on-One Stakeholder Meetings Notes

The project team has held several one-on-one stakeholder meetings and more organized small group presentations and discussions between November 2015 and March 2016. See Figure 1 below for a list of these meetings.

**Figure 1**

<b>Date</b>	<b>Organization</b>
11/2/2015	Boulder Chamber
11/3/2015	Naropa (East Campus)
11/5/2015	University of Colorado
11/5/2015	BVSD
11/9/2015	Boulder Community Health
11/9/2015	Transportation Advisory Board
11/12/2015	Western Disposal
11/19/2016	Public Workshop
12/8/2016	City Council Study Session
12/10/2016	Transit Open House
12/14/2016	Premiere Credit Union
12/16/2015	Schacht Spindle
1/18/2016	ReSource
1/25/2016	BVSD
1/26/2016	Peloton
1/27/2016	Ball Aerospace
2/9/2016	BVSD Bus Drivers
2/11/2016	Fisher Auto
2/17/2016	Boulder Community Health
2/18/2016	Boulder Transportation Connections
2/16/2016	EcoCycle

### Meeting Notes

- Businesses should be at table for planning East Arapahoe. They should own the problems and the solutions.
- The planning process should include face-to-face meetings and working with businesses to define a vision for the corridor.
- We should tell stories of other cities and why multimodal transportation projects make sense
- If we add lanes, traffic congestion will increase. We need better mobility and smart transportation planning!
- Perhaps a steering committee should be formed.

- Naropa wants to be a partner in planning for East Arapahoe and likes being a transportation hub/eastern gateway to the city.
- A Naropa sponsored bike shelter would provide a service to city.
- East Arapahoe is like the “CU Highway”.
- Transit connections between CU main campus and East Arapahoe are important for students and staff.
- A well defined “place” should be established to make easy bus transfers.
- The CU East Campus Master Plan calls for a stop location along Arapahoe.
- The best way to communicate with CU Employees is through the Buff Bulletin or direct email.
- Approximately 40% of CU travel is done via single occupant vehicle. CU sold out parking permits on campus in 3 hours.
- The BVSD Arapahoe campus has 500 staff and 300 students.
- BVSD plans to rebuild administration buildings, add a regional kitchen and build a transportation maintenance facility.
- Bicycle and pedestrian access from Arapahoe to places of employment is important.
- The business EcoPass program is important for employers.
- East Arapahoe is a racetrack of a street.
- Better bike access should be provided, but not at the expense of vehicle access.
- A lot of tenants ride bikes to work in the Flatiron Business Park.
- Many cyclists use the trail network rather than ride on-street.
- There is concern about vehicle queuing at the railroad tracks.
- Western Disposal has 45 truck routes, 150 employees, and has had 1,807 cars with yard waste come during a one week span.
- Important to keep moving trucks along Arapahoe and sharing the road is important for Western Disposal.
- Separate bikes from trucks: they should be kept as far away as possible for safety.
- In order to attract and retain employees, a commute should be easy and not a burden.
- Frequent and easy bus routes are important.
- Employees along East Arapahoe want to access what Boulder offers, but have to park once they get to other destinations, like downtown and the 29<sup>th</sup> Street Mall.
- It will take time for restaurants and shops to come to East Arapahoe.
- Less than 5% of Premier Credit Union employees live in Boulder.
- The multi-use path works for kids, but we need mutual respect and education for it to be safe.
- On street bike lanes are good for commuters, but not families.
- Since most employees drive in to work, ample parking is important.
- Congestion at 55<sup>th</sup> and Arapahoe is bad.
- Schacht Spindle has 50 employees and the number has doubled in the past ten years. Most employees live outside Boulder. Two employees take the bus to work.
- People don’t feel safe on multi-use path: eye contact, ring bell, lacking signage, people don’t look on multi-use path.

- Divided bikeways like Copenhagen should be assessed.
- Education for drivers and bicyclists is needed.
- Better transit connections are needed.
- We need a left turn signal at Cherryvale
- Zoning and the impact of future development is important to the East Arapahoe planning process.
- Ball Aerospace sees a lot of cut-through traffic, with drivers cutting through private lots. This is a result of spillover from backups turning onto Arapahoe.
- New connections and the creation of new side streets would help with congestion.
- Institutional master plans should be coordinated with East Arapahoe transportation planning.
- Left turns out of BVSD and Resource is difficult in the afternoon.
- Pedestrian crossings are difficult between 63<sup>rd</sup> Street and BVSD. Speeds are high. Safety islands should be considered.
- The bus and transit lane is not well signed and drivers are being ticketed.
- East Arapahoe is a recycling gateway and an east gateway into Boulder. A visual gateway should be developed.
- It's difficult to bicycle on-street because of road debris. Maintenance of the street is a significant problem.
- Safe truck access on the east end of the corridor is important.
- A boulevard would be nice between Foothills and 55<sup>th</sup> St, but the zoning is not in place to support that type of street.
- There are better uses for the golf course, it is an underused gem.
- Traffic should move faster from Cherryvale east.
- We should not add more auto lanes, but bus lanes are problematic.
- Fisher Auto has 115 employees and most live outside Boulder. A lot of employees come from Thornton and Broomfield.
- People don't use the bike lane at the east end of the corridor.
- Trucks are a problem – heavy trucks are dangerous.
- More lanes should be added for in-commute/out-commute traffic. Consider reversible general traffic lanes.
- Cherryvale intersection needs a turn arrow for northwest turning traffic.
- Make SH 7 a safer road. Arapahoe east of 75<sup>th</sup> is dangerous
- Turning left out of Ecocycle is difficult and hazardous. This is an immediate safety concern.
- Ecocycle would have more customer traffic via bikes if the bike facility was easy and attractive.
- Most Ecocycle employees ride the bus

## **Connect Boulder Luncheon: Comments – 2/18/16**

- East Arapahoe feels like a highway; it looks like “Anywhere USA”; and is not distinctive or interesting
- We need slower speeds and buildings fronting East Arapahoe
- Consider a shared bus/bike lane
- Long Jump is too infrequent
- Bike lane feels like mini-highway next to highway
- Key to success: manage parking. Consider the creation of new TDM/parking districts
- Political will is important to improve East Arapahoe.

## **Peloton Open House: Sticky Note Comments – 1/26/16**

- Drivers do not anticipate bikes traveling in opposite direction on the multiuse path.
- Please consolidate driveways and make bikes/walkers more visible because right now it is scary because drivers don’t see these road users.
- We need a crosswalk on north side at King Soopers shopping center
- Need good bike parking at every stop! Racks and locks, please.
- Expand Jump service hours.
- Should be able to connect with other bus routes.
- Alternative B: Please take a lane to make an exclusive lane for transit – this will make BRT successful.
- Alternative C: I like “C” please don’t expand ROW to accommodate Alt. D.
- Alternative D: I’m a big fan of complete set of multi-use path on both sides of Arapahoe.

## **Boulder Community Health Focus Group – 2/17/16**

The East Arapahoe Transportation Plan team held round-table discussions with employees from Boulder Community Health. These employees represented a good cross section, both of jobs and responsibilities within the BCH network, as well as of the many varied home communities of BCH employees.

### **Table 1**

Home cities include: Estes Park, Longmont, Erie, Gunbarrel, Boulder.

Obstacles to getting around

- Destinations are far away
- Food trucks would be nice. There is almost no food service nearby

- Poor pedestrian experience – bike vs. pedestrian
- Separated bike paths
- Extended transit hours
  - Start earlier and end later
  - Call-n-ride service
- Increased bus frequency
  - Center running lane
  - Improved ped safety ADA access
  - Faster bus
- Taking one bus is desirable – ease of transfers
- Wayfinding should be added
- Signal Timing!
- Bus pullouts
- Carshare
- Ecopass
- Pros and Cons of transit options
  - How much to take bus/bike/walk, savings
- Greater access to bike system

**Table 2**

- Hospital has a pool car
- Creek path is convenient
- Empty bus lanes
- Bikes on sidewalk; bike rules!
- Travel between Gunbarrel and BCH (good ride-in, not out)
- Widen 48<sup>th</sup> (2 turn lanes)
- Limited weekend bus service and mid day
- More bus connections – RTD – look at accommodating more in-commuters
- Snow and ice maintenance is important.
- Cyclist – wouldn't feel safe on Arapahoe, but feel safe on a striped multi-use path
- Consider reversible traffic lanes
- Plow side streets that connect bike routes and paths