

Comments received at Public Engagement Events

(Includes open houses, pop-up events and walk/bike audits through June 1, 2015)

RIGHT SIZE PILOT PROJECT APPROACH

- Yes, we need to get more people out of their cars – don't forget about the regional commuters as well!
- Physical separation between cars and bikes is crucial.
- Very supportive of these separated and protected lanes. How about a concrete, landscaped section to show how nice it could look?
- Need more or better explanation of advantage to cars & drivers.
- Yes, physical buffer for bike lanes when possible please.
- Will need to train ops to change their snow plow techniques
- No suicide lanes!!
- When you can, cut out lanes. It's safer for cars & bikes. You only need one lane & turn lanes on 55th for example.
- Have plenty of signs on intersections of multi-use paths like Arapahoe west of Foothills. Intersections are dangerous.
- On multi-use paths like west of Foothills on Arapahoe, retract the crosswalk by 10 feet. Allow one car turning right that space & have peds & bikes cross in back of that car.
- Please wait until the new residential & community developments are completed @ 29th Street and Sutherlands before implementing this pilot program. We'll get a more realistic result when the population increases dramatically in just a few years from now.

Barrier Separation options

- Delineator posts are ugly, especially once battered and parking blocks are doubly ugly.
- Use parking blocks on high speed corridors – plows will not remove when working snow.
- Ideally would love the planters. Can we have an option that is #1 effective and attractive?
- Bollards (temporary) or curbs (permanent) for physical separation are essential to encourage hesitant new riders and families.
- Best bike car separation is the lane on University between 9th and almost Broadway where cars are the buffer. Please no bollards or posts.
- Yay planters and landscaping!
- Biodiverse & edible plants. Bicycle Safari!
- Please consider the visual quality of our neighborhoods when choosing a barrier.
- Mixing terrifies me as a cyclist. I'd prefer bike boxes.
- More people use the right lanes to go forward than you think. Show more data please.
- Concern with using two many techniques, could cause confusion.
- Parked cars as the barrier is the best. Planters is the next best.

Intersection options Right turn treatment options HIGH volume of vehicles turning right

- Buffered transition feels safest.
- Without bollards this treatment is scary (e.g., current N.B. Folsom @ Valmont). With bollards/curbs this is much better!
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- More people use the right lanes to go forward than you think. Show more data please.
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- Not the most comfortable from the handle bar view.
- Buffered transition feels safest.
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IRIS AVENUE

- Like safer bike lanes, but I already bike one block north of Iris instead. Even safer. Like that the 2-way turn center lane goes from B'way to Folsom – better than mix of 1 lane/2 lane sections. Like turn lane into 22nd from Iris will probably help with the (rare) rear-ending incident. Dislike: I doubt this will help our area – it is likely to make our in/out access worse. Problem is only when we are east bound, between turning in or out across traffic. One lane will reduce our opportunities (= gaps) by stringing traffic in single file. The center turn lane will be problematic due to the complex junction. How much will that turn lane help? Four possible turners, competing for one space. The turn lane conflict exists apart from the Iris through-traffic, which now is bottle-necked (maybe) due to the single lane. We only have a problem at busy times –now it will be worse.
- Turning left out of our neighborhood is currently a significant problem. redesign could be an opportunity to improve upon that problem by having sensors placed at intersections that will signal the lights to turn red + create a time for left turners to get out or timing the lights all along Iris so they provide frequent opportunities for left turners. Relocating the pedestrian crosswalk signal about 50' to the west from Hermosa + the bike path to 22nd & Iris where 37 homes could also activate the signal for crossing. Provide written handouts on how we can give feedback about how this experiment is working for us during the pilot phase, as well as a way to view what feedback has been given on a regular basis; also notification of when the project will be evaluated & the outcome of that evaluation. Educate us about the project in a presentation format with a chance to ask questions after. Today's "Open House" would be more appreciated if presented to us rather than having everyone read 15 or 16 large posters with too much information to digest – no order. Where to start? The posters could have been numbered start to finish to help understand.
- Please schedule a town meeting forum where neighbors can interact and voice their complaints about troublesome and dangerous intersections. Have a Q & A with the professionals present.
- Move bikes one block south to Hawthorne. Most difficult will be connection from west of Broadway to east of Broadway as now there is now lane for bikes on this block. Hawthorne connects east via bike path at Iris Gardens OR north/south via bike paths to (north) 15th/16th – south 13th. Keep 4 lanes of car traffic on Iris, move bikes off of Iris. Yes, I am a bike commuter.
- It will create a lot more stress, for everyone, and will not increase safety but will reduce it. Off of the road multi-use (bike/pedestrian) paths are the only safe options, and there is already a sidewalk on each side of Iris Avenue, that could be expanded to accommodate bike & ped traffic, without changing the street for motor vehicles. This design will be disastrous in the winter. The proposal benefits a small minority of residents and users of the road. This is a major thoroughfare and traffic will spill off onto smaller streets to avoid the traffic jam.
- I'm willing to give it a try, but my impression is this is an anti-car project. There are times when the traffic is so heavy in both directions that it would be almost impossible to turn out of our subdivision. The traffic would double if we cut out a lane on either side. Bus options on Iris are very limited and expensive. Lowering bus fares would help a lot. Our area does not have eco-passes.

- I'm concerned about the high number of commuters from Longmont, Gunbarrel, etc, who are already frustrated with the congestion. There needs to be a right turn lane on Iris @ 28th (to go south on 28th). People try to crowd around the right lane to make a right turn. Get rid of the high shrubs on the island on Folsom just south of Pearl. Can't see people (bikes & peds) when they are crossing and you think the bikes that crossed is the last one. Quit decreasing the visibility with the tall islands so the bikes are visible!!
- Quite interested to see how it goes. If it will improve or worsen the left turn from 22nd Street onto Iris which at certain times of the day are nearly impossible now. Perhaps consider a remote light trigger on 22nd that would turn pedestrian crossing light to the east of 22nd Street red to allow cars turning from 22nd left onto Iris the opportunity to do so. Timing the lights at 19th & 28th so a break in traffic could help. Glad this is a trial for now.
- Difficulty making left turns from 22nd onto Iris going east. Timing of lights should be set on Folsom & 19th Street to allow safer access from 22nd going east on Iris. When school light at crosswalk is red, traffic coming east on Iris stops & backs up at the light not allowing traffic from 22nd going east to enter Iris. My perception based on what I've seen from this discussion, single lanes in each direction will just cause traffic to be more continuous for a longer period of time, thus not mitigating the problem at all.
- Love it! Please continue in your efforts for this project – it will encourage alternative transportation and beautify our streets. We have a home on Iris and this is nice to see this major improvement. We live in Boulder due to its lifestyle and this will further the city and its primary role of healthy living.
- Bus traffic – when they are picking up passengers, where do the cars go? Trash trucks are also present on Iris all week long. 13th Street is impacted by Colorado Employees as well as 14th & 15th street. The side streets are not wide enough for all the traffic & parking.
- Concern for evaluating success: Delays in exiting 22nd onto Iris in the east bound direction. Does the 2 part turn (into turn lane, then onto east bound) work to get residents safely and quickly out on to eastbound Iris? Awesome design! Hope it works!
- It is hard to imagine one lane each direction on Iris. Traffic flow is already difficult. Those who need to turn left onto Iris will face insurmountable difficulties unless there is a light. I wager that if council members lived off of 22nd Street this would never be considered. The push of all vehicular traffic to one lane makes biking even more dangerous, and will not encourage more bikes onto this road. Please do not implement this plan!
- I live on 17th Street, north side of Iris. 17th Street is a dead end street, so you must get out on Iris. Now it can be very hard to make a left or right turn on to Iris as the traffic is already heavy. Making Iris a one lane heading west will make the situation worse, as traffic will block the exit of 17th Street & Iris Court. Iris #2 would be the best for me living on 17th Street.
- Concept is interesting. I would like some help getting attention to left turn from 22nd onto Iris (eastbound), very dangerous turn because of traffic in both directions merge into two lanes of traffic. Maybe center lane is a potential solution.
- Will the traffic westbound on Iris backup at Broadway. When people are delayed what alternate routes will they choose. Are we dumping Iris traffic into neighborhoods not suitable for community traffic? Worse with ice at Broadway. Left lane turns in and out of 22nd Street. How will this improve our safety here?
- The proposed changes to Iris are going to make a difficult situation of turning left/east from 22nd even more difficult than it already is. It is already a significant wait for each of the 2 west bound lanes, & combining all that west bound traffic into one lane will only make getting out of Heritage Meadows

(about 30 homes) going east, even more difficult. Let's not make a difficult situation even worse. Instead, move to pedestrian path right signal to 22nd. The pedestrians can walk 50' west to the relocated light. This will allow the Heritage Meadows people to make an east turn in a reasonable time.

- I love the ideas of night sizing streets and providing the accommodations at the same time.
- Overall, like the plan. Maintaining all turn lanes at Iris & Broadway. Add dedicated right turns at 19th WB and EB @ 19 & Folsom as planned for traffic flow.
- Right turning bikes get stuck behind right turning cars at Broadway. A wide path would mitigate this concern.
- The linear ideas for bikes are good, but because of the multi lane large intersections as an interested but concerned person I would not ride more.
- Does bus stop in bike lane? Unsafe.
- Change light timing.
- I once had to wait 3 cycles to turn east onto Iris from south bound 19th.
- Ped crossing at 15th and Iris gets little use, has wrong locations, & bad visibility. Should be at 16th, which is entrance to neighborhood.
- 16th has better visibility. Putting crosswalk at same intersection as cars would give cars on 16th more times to get onto Iris.
- How do WB bikes turn left at 15th to go downtown?
- Need pedestrian refuge island at 16th & Iris.
- Reducing Iris to a single lane would cause problems for people living on side streets. Strongly disagree, center turn lane makes left turn into and out of side streets easier.
- Too few arterials in town, this restricts capacity too much.
- I will bike here more with my kids and feel safe.
- Bus stop/bike lane?
- Perhaps extend right turn lane further east.
- Change light timing.
- Yes, this will be great.

IRIS 1 OPTION (two westbound left turn lanes)

- Please do this soon. I bike on Iris frequently and this would be a huge improvement.
- Double lefts are very scary for pedestrians if they are expected to cross while cars may turn left. Dedicated signals & phases fix this issue.
- Yes, more time for pedestrians at this double left. Double left is good.
- I think two left turn lanes will be necessary at Broadway. I think the bike lane is visibly safe as is.
- Like this option. Need left turn volume. Most dangerous for bike is right turn lane crossing bike lane. Both options have this.
- This makes sense. Helps minimize opposite from motorists. Long term can add protected lanes near Broadway by widening row.
- Option 1 is okay. Signal timing preference for Broadway keeps vehicular traffic on Iris at low speed (most vehicles stop for signal).

IRIS 2 OPTION (One westbound left turn lanes at Broadway)

- Travel time for whom? Only cars? And bikes/peds are safer?
- The buffered bikeway is necessary for this road to be safe for cyclists. This option is the winner.

- Please try this first. This is an important intersection because of Foothills elementary commuters.
- If wait times are too high cars will re-route through North Boulder neighborhoods north of Iris.
- Do bikes really feel safer if stopped cars are further away?

IRIS & FOLSOM

- Rightsizing is an idea whose time has come! Rather than present metrics like how much driving time will increase, focus on things like expected in cycling/walking volume, or expected reduction in speeding. We should not treat a reduction in motor vehicle speeds as a downside – it is a benefit to the perm ability & walk ability of the neighborhood. We must envision these physically protected lanes as beautiful additions to the street scape! Don't show pictures with lame flexible bollards – show me pedestrian refuge islands with beautiful plantings or public art – show me large planters spilling over with flowers (like on the 13th street counter flow lanes) – show lots of pedestrians and kids on bikes – these images should be pretty, idealistic, the future we want!
- More signs to let people turning right from side road to main road that there are bikes going in both directions. Put aesthetically pleasing dividers between bike lane & cars. Make cars pay their full costs to use as a price signal to motivate people to switch to bikes for more of their travel. Have fuel efficient busses to compliment bikes.
- Suicide lane of great concern. I thought this was not longer used! Too dangerous. Striping and markings can be confusing for older drivers (even those who are still reasonable good drivers). This will certainly cut down on older drivers. Perhaps that was one of the goals.
- Problems I see: Speeding bikers who refuse to obey traffic signage & lights; confusing stripes on road that would baffle seniors & tourists; the best bike lane is curled (Berlin) but the most costly; the concrete channeling that might be used would block snow plows; snow would cover all striping on road; the people who hate the blinking walk lights will go bonkers when they see this plan.

FOLSOM

- Folsom desperately needs safe bike/ped facilities all the way south to Arapahoe. If we truly want to shift mode share away from motor vehicles, roadway space needs to be reallocated to create a safe environment for non-motorized modes. We need a physically protected bike lane all the way south to Arapahoe, even at the expense of delaying motor vehicle traffic.
- Since older people will drive these corridors less, and will not walk long distances and the buses are not always convenient they may end up more isolated, staying home more.
- Would be interesting to see a traffic flow scenario when there was an accident on any of these streets and how traffic would be diverted.
- The intersection at Folsom & Arapahoe is always the most challenging for cars and bikes, partly because Arapahoe suddenly gets narrower west of the intersection. Suggestion: Make Arapahoe one-way (eastbound only) from 17th to Folsom, eliminating all turning and merging traffic on that side of the intersection. Divert westbound traffic to Canyon.
- Love all of these projects! I strongly support extending the “rightsizing” approach from Valmont all the way to Arapahoe. Any delays for drivers should encourage some of the traffic to shift to 28th Street leaving Folsom safe for cyclists.
- If we want to encourage commuting by bike in Boulder, we need to create well-designed streets such as the ones proposed here. Slower travel times for cars are an acceptable cost, in my opinion. It's worth it to create a beautiful, healthy, city for humans.

- The intersection at Folsom and Valmont is unsafe for cyclists going north, so some mitigation would be great there.

The flashing cross walks on Folsom are dangerous. The one at Valmont often flashes when no one is there, thus making drivers start to ignore it.

The flashing cross walk on Pearl between Target and Whole Foods is good, but there is too much heavy traffic on 30th to make the one at Walgreen's safe.

Keep it all affordable (mostly green painted safe spaces)!

- Critical to improve safety for all and access for bikes on Folsom. The curve is dangerous! The protected bike lane looks great. The merging at Arapahoe & Folsom SB will be interesting. Can we maintain a narrow bike lane there, and at Canyon (NB) all the way to the intersection.
Awesome proposed changes, especially if only one left turn lane from SB Folsom to EB Arapahoe is permitted. This gives proper room for a right-turn & through bike lane. If through traffic on Folsom get congested, they'll go elsewhere – the inverse of “induced demand!” People (drivers) will scream at first.
- I think that the congestion concerns with F1 are valid, but I believe the benefit outweighs the negatives. Benefits for bikers include improved safety for several more blocks of very high-traffic area, additional N-S capacity that currently does not readily exist in that part of Boulder for bikers and a full-scale experiment (rather than F2 & F3) on Folsom bike lanes. Without trying the full length, we will never know if it actually might not be as bad for traffic as is being predicted.
- I love the idea, but think the traffic congestion would be awful. It is already busy and backs up at Broadway from the left turn lane. It can take three or four light changes to get through the light and turn left.
- Center turn lane is better efficiency. It improves safety for turning vehicles. You have my full support.
- Lots of bike connecting from Balsam/Mapleton across Folsom to Goose Creek.
- Improve line of sight along Folsom near Mapleton Avenue.
- Please add bike lanes to Canyon Blvd. next.
- Important bike corridor for us who live north and east. Look forward to these improvements.
- Such a great improvement!
- Why nothing between Pine & Arapahoe, existing bike lanes are dangerous and traffic is heavy?
- Fix potholes in bike lane.
- Cars drive into bike lane along curvy segment of Folsom.
- Consider creating bike corridor on 23rd.
- Why are existing vehicle & bike lanes considered substandard?
- Yes, 23rd Street too. I like 2 and 3.
- Yes, Folsom would be great! Looking forward to feeling more comfortable then.
- Canyon at Folsom is a good candidate for protected intersection.
- Nice proposed buffered right turn design at Canyon. Bikes make a left here to get on path.
- Opening up thru traffic at Walnut/Folsom with a real traffic light would be nice. Traffic red light at Walnut is too much. It's not needed. I bike it every day.
- Many cyclists go between Mapleton/Bluff and Goose Creek. Dangerous crossing or ride the sidewalk south bound addressed. Need protected crossing here. Improve line of sight for crossing also.
- Bollards make it clear that cars are changing lanes, emphasized by the green stripes. I like this design compared to options. Of course, a Salt Lake style protected intersection would rock.
- Center lanes makes left turns much easier. Green paint at Mapleton (Way Folsom) for bike crossing, especially north bound.

- Cyclists' threats are at intersections – needs better treatment here! Stripe w/green dashes across intersection of Taft and driveway!
- Why drop buffer? Cars will just use as turn lane.
- Tighten turn, extend buffers = reduced conflict/threat zone.
- This is a great upgrade.
- Signals intervals here (Colorado Ave) are ridiculously long. Everyone just jay walks.

FOLSOM OPTION 1 (Valmont Road to Arapahoe Road)

- Should go from Colorado to Iris at least.
- Buffered bike lanes the full length are the best choice!
- Travel time for whom? Only cars? And we get bike/ped safety?
- Prefer Folsom 1. If too congested, cars will go elsewhere. This would be the only safe bike corridor NS to the east of 13th.
- Strongly support rightsizing for the full corridor. Go all the way from Valmont to Colorado. Traffic can shift to the more car friendly 28th Street.
- Strongly support this option. Need to consider options for stops for the HOP that do not obstruct the bike lane. Why not obstruct the general use lane?
- I think Folsom 1 is best since the people who use the bike lane will continue on their journey no matter if they are there or not. You wouldn't stop painting the car lanes in an arbitrary spot, why stop the full bike lane? It will be used!
- If drivers can't spare 1 minute & 17 seconds of their lives to make the streets safer and more enjoyable, they should move!
- Business driveways? Lots in this block. How will that flow across bike lane? Bad news!
- Bus/bike interaction? Potholes at bus stop. Need cement!
- Need crosswalk at Grove & Folsom like Goss & Folsom. Yes please!
- Yay! Best option! Woo hoo!!!
- There will be bike/car conflicts at right turn/through bike lanes at Canyon & at Arapahoe. Can you establish right-of-way for one mode lane? Or, maintain separation?
- Move RTD stop right before Arapahoe on NB Folsom. It will mess up this turn lane and the HOP is very frequent.
- Go all the way to Arapahoe! Canyon to Arapahoe needs the most help. Don't compromise!!

FOLSOM OPTION 2 (Valmont Road to Canyon Blvd)

- Option 2 –Valmont to Canyon is best. Canyon to Arapahoe is too important and too busy to reduce the traffic lanes. Walnut/Folsom ped activated is problematic.
- Option Folsom 2 is best for me as a cyclist and pedestrian. I often avoid Folsom because people drive so fast and I feel unsafe, even though it's the most direct option for me (I work at CU). These improvements will make me feel more comfortable, especially on Folsom between Pearl & Iris. Thank you!
- But the bike lane south of Canyon is awful – what do cyclists do once they get there?
- This seems like a good approach. Then fix south of Canyon after the pilot project by widening the row for protected bike lanes.

FOLSOM OPTION 3 (Valmont Road to South Street)

- This wouldn't solve the worst problem spot on Folsom.
- I'm happy if you improve bike situation between Valmont and Pine.
- This will make most sense to drivers.
- Preferred.

55TH STREET

- Not good to reduce 4 lanes to 2 lanes because turning traffic & stopping buses impede the progress of vehicles behind.
- Traffic backs up at Pearl because everyone is turning.
- Concern for truck traffic impacts given that there are a lot of industrial uses along 55th Street.
- The S. Boulder Creek path and Boulder Creek path are good alternative routes to get to the Flatirons business park.
- There are no schools of destinations that attract kids or families.
- I wonder if a 10' buffer might allow drivers to think that they can use it as a second lane as for parking. Just something to think about. Love it from a cyclist's perspective.
- Congestion at RR tracks whether a train or not.
- Tanker truck and bus must stop at RR tracks. Also creates congestion and delay.
- Concerns over buses and large trucks that stop on tracks. Will take forever to clear.
- Short-term rush hour congestion is okay if it improves bike/ped safety. Should we compromise residents' safety for the convenience of in-commuters?
- East bound Arapahoe to North bound 55th – Large vehicle semi trucks turning right into Flatiron park is slow & creates vehicle queue back to Arapahoe or left onto Western traffic backed up.
- Left turns from Western Ave are impossible during rush hour. Second north bound lane on 55th offers potential to make this turn.
- Train queue occupied both lanes back to Arapahoe. Congestion will backup 2x a day to Arapahoe and beyond.
- Large trucks can't fit into existing auxiliary lanes and block one lane of thru traffic today – will create long backups into Arapahoe with one lane.
- During icy conditions I have seen bumper-to-bumper traffic at rush hour.
- South bound traffic on 55th often backs up to Western during rush hour. Reducing one lane will aggravate this.
- I am concerned that at rush hour traffic will back up behind this entrance. Vehicles will neck in to 55th and cut off the bike lane.
- North bound capacity at 55th/Arapahoe already constrained. With 1-lane would be impassable with backups for miles.
- Concerned about backups on 55th south of Arapahoe.

63RD STREET

- This bike path is not well maintained and ends abruptly with lots of sand and gravel.
- Is there a way to provide a good transition from Lookout Road?
- What is the volume of cyclists M – F who use this road?

- Paint & separator is okay, works, north and south bound.
- Why not use/improve the existing off street paths, don't duplicate.
- Nautilus needs traffic light. Avery Brew has increased traffic.
- Need a safer option for crossing 63rd Street to get to & from Avery, and the 205 bus stop.
- Need a crosswalk of 63rd at Nautilus. It took me 10 minutes to cross the street at 5 p.m.
- Concerned that congestion along 63rd street will divert vehicular traffic to Twin Lakes Road, which serves a residential neighborhood and has four multi-use path/trail access points. Diverted traffic on Twin Lakes road will increase potential for conflict wPuith lots of pedestrians, dog walkers and bicyclists.
- Concern for loss of dedicated right turn lanes at 63rd Street and Nautilus Road/Gunbarrel Drive

30TH BETWEEN BASELINE & ARAPAHOE

- How/why will 55th Street be addressed before 30th? 30th between Baseline & Arapahoe has sub-par bike lanes and huge bike volume. 55th has good bike lanes and minimal present and potential bike volume. What gives?