

## **Living Lab Phase II**

### **Comments received through June 10, 2015 by Correspondence**

*(including e-mails, phone calls and InspireBoulder.com)*

#### **55 and 63rd Cha Cha Spinrad 6/4/2015**

Dear City Council and Transportation Advisory Board members, I love biking where it's safe! I would use the proposed protected bike lanes on Folsom, Iris, 55th and 63rd at least once per week, potentially more. The city is highly lacking in safe north-south biking, and these lanes would help me feel safer on the road. Please support safer streets! Sincerely, Cha Cha Spinrad

#### **55, Folsom and Iris Jesse Grimson 6/4/2015**

This is one of the many planning ideas that the City of Boulder is working on that seems to be part of an ongoing effort to move businesses out of the City of Boulder. I, as a business owner in Boulder and resident for more than 10 years have reached a point where instead of moving to a bigger facility in Boulder to accommodate our business growth, will now be looking at moving the business to a more reasonable location. Not only is the cost of doing business in Boulder already high with the city of bolder tax, business rental rate increasing by over 40% in the last few yeas, the general cost of living being high, and now adding a traffic burden to residents and our employees really shows how a small minded the small number of council folks can be. Adding massive bike lanes on the road and removing 50% of the vehicle traffic lanes is absolutely ridiculous. Boulder has a massive bike path network already!! Enact this and then sit back and watch business leave the city of Boulder! If that is the goal of the city council, well done...your plan is working well.

#### **55, Folsom and Iris Terry Larson 6/10/2015**

I keep hearing and reading things about "we need to make our roads safer". My question is - safer than what? I'm not reading regular news about accidents or close calls between cyclists and motorists on Iris, Folsom, or 55th St. In fact, I don't know if there have EVER been collisions of this sort on these roads. Have there actually been any? And if so, is it a significant enough number to justify a \$300,000+++ job which will: 1) use a lot tax payer dollars and 2) create a disservice to tax payers during the reconstruction efforts and 3) create further disservice afterward to a the majority of users of these roads (motorists) due to the reduction of lanes and inevitable increase of travel times If there isn't a current and real safety issue with these roads, then why should we change them??? What defines safety - negative accidents??? This just doesn't make sense when there isn't an imminent NEED for this to happen, but rather just a nice thought about what may be nice to have. My route for getting to work every day is Broadway to Iris to Folsom. I'm in sales so I have to use a car for work to get all around Boulder County. In fact today I've been up and down Iris 4 times and here's what I saw regarding cyclist activity: circa 9:30 3 cyclists circa 11:00 0 cyclists circa 12:30 1 cyclist circa 2:00 0 cyclists Why should we widen the roads for this negligible number of riders? Shouldn't we have cyclist focus on using routes with fewer cars, and cars focus on routes with fewer cyclists? When our kids were smaller, we would ride them to school from our home to Columbine Elementary. We used Norwood to 19th, and then used a side street as soon as we crossed Iris. As a mother, I would NEVER have considered bringing 2 kids on bikes on Iris, even if the bike lane was twice as wide. Rather, I chose to use less heavily travelled roads - that's just common sense. If this "right sizing" happens, and 2 lanes are eliminated, what will happen is all of our side streets will become more full of cars, rushing around, not paying attention to our children who play in the neighborhood or our pets or our neighbors. So Kalmia, Linden, Meadow, Norwood, 16th, Hawthorne, 26th, 19th, Grape, Glenwood, and 25th St are ALL going to become more busy with cars, and those are just the side streets off Iris. Is this what you're striving for? A "trade-off"? This just doesn't make sense to enhance 4 roads at the expense of dozens of others. Thank you for listening to my voice. Terry Larson

### **55th Sharon Amsinger 6/2/2015**

I currently work in the Flatirons Park off of 55th Street in Boulder. There are only 2 ways to get in and out of the complex and that is by 55th Street. 55th Street is used by thousands of people who need access to Flatirons Park and the Boulder Sheriff's Dept. is here, as well. This is a highly congested area during the work week. There are also backups and delays when trains come through. Cutting the lanes from 4 to 2 will only add to more congestion and, most likely, frustration from commuters. I believe it is essential to keep the four lanes of highway on 55th Street. Regards, Sharon Amsinger

### **55th Judy Bebbler 6/3/2015**

Boulder City Council DK Kemp Marni Ratzel I am writing on behalf of Coolescence LLC, located in Flatiron Park, adjacent to 55th Street. We have dedicated bike riders on staff and all enjoy Boulder's beautiful bike trails, however we must voice our opposition on the 'Right-sizing' pilot programs. The only way to access Coolescence is from 55th Street, which is scheduled for the lane closers. Per your study 15-20 thousand vehicles drive this segment every day. Because we are those drivers we must make our views known. Currently, the rush hours produce long lane backups. Incoming traffic can exceed, well past Arapahoe and outgoing traffic surpasses Central Ave with the railroad tracks compounding the problems. The proposed lane closers would only intensify the frustration. The City of Boulder has always been a bike friendly community, which is evident with the Boulder Creek Path. Please don't ignore the needs of your business enterprises and their employees, who are also residents and taxpayers of your city.

### **55th Phillip Bendele 6/4/2015**

Anyone who actually lives and works in Boulder or this area in particular could not possibly be happy with this idea. This location is many miles from downtown, restaurants, and the major middle and high schools. It is a business park with plenty of bike access. Decreasing the car lanes will not increase bike riding, just traffic jams. Furthermore, riding a bike to work is just not an option for busy families and I'd imagine 90% of the workforce out here is from working families that live 10-40 miles away. Really stupid idea!

### **55th David Benson 6/3/2015**

email: benson david@yahoo.com comments: Has an analysis of local/commuter traffic been done for vehicles using 55th today? Unless the portion of local residents is high, adding bike lanes won't be very effective. What portion of the existing road users are 'older people, and families with children' which are the targets? For the Flatirons business park, this is already well connected to the existing bike network.

### **55th Chris Bentley 6/9/2015**

Our entire office is adamantly opposed to wasting the money to widen the bike lanes in front of our office. It is already plenty wide! When the train rolls thru here the traffic already backs up for blocks with 2 lanes. Can't imagine the mess just one lane will create. This action will NOT increase bike usage!

### **55th Sandra Beris 6/5/2015**

Dear Marni Ratzel, As a person who uses 55th street daily to get to my Flatirons Park office, I strongly urge you not to go ahead with narrowing it to 2 lanes. We regularly have 15-minute backups even now when a train goes by, not to mention during bad weather! This is a heavily trafficked street by CARS, not bicycles. Please use common sense and make sure this crazy plan does not go through. Sandra Beris

### **55th Pete Bialick 6/2/2015**

I hear you are considering making 55th smaller for bike traffic. Why not make it wider instead? I ride my bike to work when the weather allows from Frasier Meadows. There are a number of bike paths I can take and almost never have (or want to) use 55th to get to my work (or many other streets). The bike path runs behind many businesses here on Central Avenue. The few times that I have taken 55th the bike paths or sidewalks work fine. I rarely see many bicyclists using 55th though — I think more use the bike paths. I don't think reducing 55th to one lane is practical and could easily cause more traffic congestion especially in the train crossing area. A train bypass over 55th could help relieve this issues. Pete Bialick,

### **55th Sama Blackwell 6/8/2015**

Dear Council, As a bike commuter and frequent user of bike lanes and bike paths in Boulder, I want to encourage the proposed Rightsizing pilot projects. These are sorely needed on all of the streets on which they are proposed, although I have a special interest in the 55th St. project since I live nearby. Please help encourage biking in Boulder and make the streets safer for everyone. Thank you for your time, your service to the community, and for your careful consideration of my views. Sincerely, Sama Blackwell

### **55th Dana Blanchard 6/8/2015**

I just learned of the city's plans to change 55th between Arapahoe and Pearl from 4 lanes of traffic to 2 in order to add more bike/pedestrian lane usage. This is an absolutely terrible idea. I am an avid road biker and ride that road multiple times per week. I also bring my dog to work and walk her on the sidewalk on 55th. My office window looks onto 55th. There is ample accommodation for both pedestrian and bike use on this street at all times during the work week. Reducing the road from four lanes to two will create significant and unnecessary traffic congestion. This city has many other issues to address that are urgent and would actually IMPROVE multiple uses, including bike, pedestrian, and auto use. This project would DIMINISH the quality of use for no added benefit. Please cancel this ilinformed project!

### **55th Wayne Bogatin 6/2/2015**

I JUST GOT AN EMAIL STATING THE REDUCTION OF LANES ON 55TH STREET. THIS IS RIDICULOUS. YOU HAVE BIKES PATHS IN THE AREA. UPSLOPE HAS A BUNCH OF BIKERS GET TO THERE LOCATION ALL THE TIME .THEY USE THE BIKE PATH OFF OF CENTRAL AVE. THEIR CUSTOMERS RIDE BIKES SO THEY DO NOT GET D.U.I S. NOW YOU WANT TO PUT THOSE PEOPLE IN HARMS WAY. BIKERS IN LARGE GROUPS ARE REALLY INCONSIDERATE . THEY TAKE MORE THEN THE AREA DESIGNATED. START THINKING ABOUT THE SAFETY OF THE RIDES OF BIKERS AND THE UNNECESSARY LIABILITY OF TRUCKS AND CARS USING THE ROADS. THIS IS ALMOST AS STUPID AS BOULDER RUNNING IT'S OWN UTILITY . AT LEAST WITH THE UTILITY ISSUE KNOW ONE COULD GET PHYSICALLY HURT OR KILLED.

### **55th Wayne Bogatin 6/8/2015**

THANK YOU FOR SENDING ME THIS EMAIL. I DID NOT KNOW ABOUT 63RD STREET. I WOULD COME TO THE MEETINGS IF I THOUGHT IT WOULD DO ANY GOOD. IT IS JUST COMMON SENSE. 55TH IS A HIGH TRAFFIC THRU STREET FOR CORPORATE AMERICA. YOU HAVE FEDEX IN THE IMMEDIATE AREA. UPS AND USPS USING THIS STREET ALL THE TIME. THESE STREETS DO NOT NEED TO HAVE MOTOR TRAFFIC INTERRUPTED FOR BIKES. YOU HAVE A BIKE PATH,PARALLEL TO 55TH. THIS GETS USED ALL THE TIME BY CYCLISTS WHO WORK IN THE AREA. THERE ARE A LOT OF PEOPLE WHO BIKE TO UPSLOPE AND OZO BY THE BIKE PATH. IT WOULD BE ALOT CHEAPER AND SAFER TO PUT BETTER SIGNAGE AND HAVE PUBLIC AWARENESS ABOUT THE BIKE PATHS WE HAVE IN THAT AREA, THEN SUBJECTING MOTORISTS AND CYCLISTS TO AN ISSUE OF WHO HAS CONTROL OF A BUSY STREET. I GO TO GUNBARREL EVERY DAY. THAT ROAD,SOUTH OF DIAGONAL, IS TOO NARROW TO ACCOMMODATE LARGE VOLUMES OF BIKES. THEY TRAVEL THREE WIDE WHEN IT IS A LARGE GROUP. THEY DO NOT CARE. AT NIGHT

MOST OF THE BIKES HAVE INADEQUATE LIGHTING OR NO LIGHTING, TO BE SEEN. THE LEFT TURN FROM VALMONT ONTO 63 IS NOT EASY WITH BIKES CROSSING FROM THE RIGHT SIDE TO MAKE A LEFT. WHEN THEY TRAVEL IN GROUPS THEY CUT OVER AT THE LIGHT BEFORE, AND MOTORISTS JUST HAVE TO WAIT FOR ALL OF THEM TO MAKE A LEFT ONTO 61ST, WHICH TURNS INTO 63RD ST. WITH THE FRUSTRATION OF DRIVERS AND THE ARROGANCE OF THE CYCLISTS, THERE IS BOUND TO BE A HUGE BAD INTERACTION. I KNOW THIS IS AN AREA FOR HEALTH AND OUTDOOR ACTIVITIES. THAT IS GREAT. ITS JUST THESE ARE BAD IDEAS.

### **55th Steven Brasen 6/5/2015**

55th Street is a heavily trafficked commercial zone that will be significantly impacted by the proposed reducing in lanes. While I understand wider dedicated bike lanes will benefit a few local residents, the majority of business professionals working in the Flat Irons Park reside too distant to make biking or walking to work feasible. I strongly implore you to reconsider this project as it is one that would greatly detract business interests in the area. Instead, it would be more advantageous to all if greater awareness was promoted for the abundant existing pedestrian and bike trails in the area.

### **55th Gregory Brown 6/10/2015**

While most of the other streets seem like a reasonable plan (Folsom in particular), I wonder about 55th. I have never had a problem in that bike lane. Well related to cars, no problem, the railroad crossing is atrocious and there is always so much debris. However, 55th does get very busy with vehicle traffic since it provides the only access to the tech park. Cutting vehicle room on 55th seems dubious at best, especially considering there is very pleasant nice bike path access around the tech park connecting Arapahoe to Pearl. Therefore it does get a lot of vehicle traffic, and does get worse at rush hour and because of trains. So for my opinion Improving Folsom- definitely useful since it is dangerous biking 55th- definitely not a good idea based on other options Iris or 63, no strong opinion. I have never had any problems biking or driving on those.

### **55th Sarasvati Buhrman 6/2/2015**

Dear City Reps, I, for one, am absolutely sick of the continual reconstruction of Boulder's major roads which seems to go on endlessly. First there was Arapahoe, then 30th, then Pearl, each one inconveniencing people on a regular basis, for as long as year or two. People who are just trying to get to work, let alone just trying to get from one part of the city to another. My patients and students have already complained in the past that it is time-consuming and stressful to get to my office on Central Ave. because of the construction on Arapahoe and Pearl. Have you given any thought to the negative impact that narrowing 55th will have on people trying to reach the offices and businesses located on the Flatirons business loop of Central Ave, those located on 55th, the Veterinary hospital, and the Boulder Dinner Theater???? Cynical comments I often hear (and wonder about myself) involve people's suspicions that the City of Boulder must have some on-going major commitment to supporting the road construction industry, because as soon as one seemingly unnecessary road construction project is finished, another one starts. I have lived in four different states in my life (including cities of comparable size and larger in Illinois and California which have also hosted universities), and nowhere other than the city of Boulder have I seen anything like the obsessive road reconstruction that goes on here. I also agree with the sentiments expressed in the letter below. I would point out that 55th presently handles a great deal of traffic on a daily basis, and is often extremely congested in the time period of 4:30-6:00 pm, even with two lanes. I am pleased that the City of Boulder wishes to provide safe accommodation for its bicyclists, but surely it is possible to find a way of helping a smaller group of people that does not entail risking harm, stress, frustration, and livelihood to a much larger group of people. Yours sincerely, Sarasvati Buhrman

### **55th Andrew Bunin 6/3/2015**

Thank you for your time and consideration. Having learned very recently about the proposed pilot project I responded to the Living Lab website, pertaining specifically to the 55th Street element of the program. My

sincere request is you review this input, and from others, as a part of your deliberations in the matter. Both living and working in the affected area, along with commuting by bike and car, the consequences of what you are proposing are immediate and adverse, when the infrastructure for alternative transportation in this corridor is already in place. My input via the lab website, details my concerns. I am among many who are use these roads daily and share this point of view. Being a long time Boulder resident, I am deeply appreciative of the many city-sponsored projects that have improved transportation and quality of life. This specific proposal is clearly not one of them. Respectfully, Andrew Bunin

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### **55th Susanne Caulfield 6/3/2015**

Hello, I hope you're the people to address these comments. Between Arapahoe and Pearl, along 55th and down Central avenue is an industrial park. I work at this park and know how heavy truck traffic can be. It's hard enough to turn corners with some of these rigs. Because of this, to take away two lanes on 55th is a travesty. The constant flow of trucks and truck traffic on two lanes, the attempts at turning those trucks onto the side streets...has anyone really taken this into consideration? I'm a bike person and I like plenty of space when I ride. But, it's just downright irresponsible for Boulder to remove absolutely essential lanes in an industrial/business park area. Please reconsider your plans to eliminate two lanes on 55th. Kind regards, Sue

### **55th Sussane Caulfield 6/10/2015**

The 55th street between pearl and Arapahoe is an industrial/business park. Traffic is heavy much of the day and backs up quite a bit when a train goes through. the trains can take 20 minutes and during that time, both lanes of traffic are completely backed up in both directions. Now, you are saying you want to bring this corridor down to one lane each way? this is a completely irresponsible plan. bikers don't need a 10 feet wide area on both sides of the street. cars and trucks, however, do need the two lanes that are currently there. You have an option which you probably didn't consider. If you really are set on doing this horribly irresponsible plan, why don't you simply leave both lanes of traffic in each direction and eliminate the turn lane in the middle of the road? I could get along without a turn lane, but I don't think I should have to get along without two regular lanes. Please reconsider this plan.

### **55th Marguerite Chan 6/3/2015**

I am a tenant near 55 th st. The traffic is really bad already. Changing the lane to accommodate cyclists is a bad idea. 4 lanes to 2 for the very few cyclists isn't fair or reasonable. Thanks, Marguerite Chan

### **55th Elaine Collins 6/8/2015**

This is the most ridiculous idea ever to narrow this corridor!!! Do you people not realize that a big part of the reason for traffic is that a lot of our population consists of mothers who are carting kids to school, softball,

basketball, soccer, gymnastics and various other events where riding the bus would be impossible? I emphatically disagree with this plan to narrow the corridor.

### **55th David Corson 6/2/2015**

Marni & DK, I'm writing to express my concern regarding the proposed revisions to 55th street. I work in the Flatirons Business Park off of 55th and Flatirons Parkway. There is already a traffic congestion problem on 55th. Reducing the car lanes to two, would only make the current situation worse. Furthermore, very few, if any bikers actually bike on this road. The current bike lanes and sidewalks along 55th are almost always empty of bikers. The entire area has bike paths around the business park and plenty of access for bikers. The use of City funds and tax payer dollars to fund a pointless project like this is erroneous! I hope you can find a better use of for the funds and that you "listen" to the citizens of Boulder when we say we don't need any more bike lanes! The so called "bus lane" and "bike lanes" that were constructed between Cherryvale and Arapahoe road east bound, were also a total waste of money. Not sure why you would widen Arapahoe road and still only keep it a one lane. No one bikes along this route, I drive it every day, and its empty of bikers. Congratulations to you and your staff for concocting another wasteful proposal for tax payer dollars. How about using the money to fund our schools and pay teachers? Please let me know when meetings will be held, so I can attend to strongly OPPOSE this idiotic proposal. Thanks! David Corson

### **55th Joe Costello 6/3/2015**

Dear DK and Marni, I am writing to make my opinion known on the plans to close off half of the only thoroughfare into my place of business. Upon reading of the Council's plans, only one thing kept popping into my mind: Why? The prevailing explanation seems to outline what can only be described as a reactionary and poorly-thought-out experiment in confirmation bias that attempts to shove a populace toward a goal that solves very little. To constrict a number of thoroughfares in an already congested small town traversed by motorists who often commute here, and for whom bicycles are not feasible, serves to curb a demand that doesn't exist at the expense of strained working folk just wanting to get a sandwich or get home. Is the 30% bike-commuting goal a marketing bullet point? A line on your resume? I can't fathom any other reason to cordon off a slab of useful pavement that will go unused half of the year and underutilized for the other half. I would be the first to applaud efforts to usher in change that reduces congestion and fosters stewardship of the environment. This living (nightmare of a) laboratory isn't that. I invite you to commute with me at 5:05 in the evening, after a long day's work, and sit in the double parallel lines of cars on 55th Avenue. Together we can watch the train lumber by at 5 MPH reflecting on the atrocities that await us in the subsequent hour of commuting through the potholes, distracted drivers and construction zones that stand between us and our families. When the train finally passes we have the pleasure of traversing the teeth-rattling, suspension-shredding train crossing patronizingly labeled "rough crossing." We'll be ecstatic as we finally reach Arapahoe and stop again at that light, noting the lack of any bicyclists in sight. The ecstasy will wane a bit when we both realize "wow, it's 5:30 and we've only gone seventenths of a mile. Imagine if we only had one lane for cars..." Or maybe I should just start pedaling to my modest house in Denver, right? Your plan is nonsense, Joe Costello

### **55th Bob Counter 6/4/2015**

My observations from having worked in Flatiron Park on 55th street for 8 years. 1. "Make bike travel safer and more appealing for older people, women, and families with children" There are 2 bike paths - north/south and east/west in proximity to 55th street. I have seen many bikes on these paths and few on 55th street. It seems likely that people who choose to bike in this area use these paths over 55th street because they are much safer and faster. For this targeted group, I would suggest that they will continue to use these bike paths and avoid the potential car/bike confrontation that will still be possible with expanded bike access to 55th street. I would suggest that these lane reductions will actually make bike travel more hazardous on 55th street during peak business hours for those that do choose to cycle. I normally come into the office before 7AM and leave after 6PM

because of the congestion at the intersections of 55th and Pearl, and 55th and Arapahoe. The added frustration and impatience associated with being stuck in traffic while trying to go a few blocks would probably lead to less attentive driving and/or more aggressive driving behavior and more risk to cyclists. Finally, this is a business/industrial area. To suggest that there is demand by this group for bike travel along 55th does not make any sense. There are no residential areas along this route. And, there are no retail outlets along this route that would be serving this group. 2. "Create an environment conducive to cycling" This is a worthy goal, but it should be put into perspective. The idea of cycling makes sense in certain areas of the city and for certain populations. Reducing the lanes on 55th achieve will likely not achieve this goal in this area. This is an industrial/business park area. The main traffic around here is associated with people commuting to work. If these people wanted to get out of their cars, then they can use RTD. But, I would suggest most people drive to work around here because cycling is not an option for a commute to their homes due to distance. There is little residential housing in this area, so there are few short or bike-able commutes. For those that can cycle to work, there are 2 main bike paths, north/south and east/west that would more likely be used than 55th street. Closing 2 lanes will not change this reality. 3. "The proposals are based on research, computer modeling, and national best practices" These are certainly appropriate techniques to evaluate this issue. However, they should be filtered through common sense and local observation. Just stand on the side of 55th on the bridge over Boulder Creek at 5PM on a workday. You will see the traffic congestion at the intersection with Pearl street, and you will be able to see the existing bike path in use. To suggest that closing lanes in both directions on 55th will somehow enhance and promote the cycling experience is fantasy. Anybody who wants to bike in that area is already doing so safely with the existing bike paths. There is no reason why anyone would get onto 55th street on a bike. 4. "Transportation Mast Plan sets a goal of 30% trips made by bike" This should be put into perspective for the proposed lane reduction routes. To contemplate that closing 2 lanes on 55th street will somehow motivate people in the business/industrial area to ride instead of drive makes no sense. The main use of cars in this area is for commuting, and there is no suggestion that "research" shows that more people would commute on bikes instead of cars for businesses on this route. I would suggest that most of the commuters in this area drive because it is too far to bike, regardless of whether or not there is bike-friendly roads. And, RTD services the area, so people who do want to drive less have the bus as an option for transportation. The focus of this goal should be the areas where the population and services would be better served by more bike access. The areas around the University, Pearl Street Mall, and 28th street businesses are more heavily used and congested with car traffic and limited parking. The student population would be more likely to be affected by enhanced bike routes. The residential areas that are adjacent to the businesses that cater to consumers are more likely to benefit from enhanced bike routes. The office park and industrial areas on the east edge of Boulder would not benefit from these enhanced bike routes. I don't see any "goal", however worthy, changing this reality.

### **55th Patrick Crist 6/4/2015**

I would not support downsizing 55th street to 2 lanes. It already experiences congestion at peak times with difficulty accessing my office or pulling out of my office complex onto 55th. With train traffic (frequently!) the traffic already backs up several blocks when stopped for trains, this would become completely untenable with only two travel lanes.

### **55th Kelsey DiGiacomo 6/4/2015**

I work at 55th street and commute daily. The reduction of lanes will negatively impact not only my commute but also everyone else who works in Flatiron Park. There is not enough bike or pedestrian traffic along 55th for this to even be considered a viable decision. There is already traffic complications cause by the train track crossing 55th street. This will also negatively impact traffic because there are many businesses along 55th that do not have turn lanes- and reducing the lanes will cause more traffic by cars turning.

### **55th Michael Duran 6/9/2015**

My name is Michael Duran and I am the Producing Artistic Director at BDT Stage (Boulder's Dinner Theatre). I couldn't make the meeting last night regarding lane closures and adding bike lanes in various locations in Boulder. I have to speak up on the closing of lanes on 55th Ave. Why do you want to make traffic in and out of Boulder worse? Foothills Pkwy during rush hour is a mess, and 55th is often the easiest way to get in and out of town. The traffic here during the evening rush hour is often at a standstill. The cars down here are not residents, they are commuters trying to get in and out of Boulder!!!! The traffic from Arapahoe to Baseline on 55th is always a parking lot from one end to the other. Which then backs it up to Pearl. Then there's the train!!! Everything you all do to make Boulder "calm" and bicycle friendly just makes traffic more of a nightmare and I am a bike rider!!! The sidewalks on 55th are a mess!! Why don't you replace the sidewalks with bike paths?? Why inconvenience the majority for the few of us that might ride their bikes. I heard that an argument was raised that it would slow people down. You can't get much slower than a dead stop which is where we are RIGHT NOW!! It's just going to make people be stopped in traffic for a much longer period of time and very angry in the process. Ok there have been studies made regarding all of this. Why don't you and the Transportation Board just come down here and sit for a few days to see what traffic is like? Has anyone ever done a study on the number of accidents at the corner of 55th and Arapahoe?? We see them here all the time and there are often injuries. Cars hit cars, Bikes get hit, pedestrians get hit and it happens a lot!!! All the work done on Arapahoe Ave. east of here was inconvenient for a long time and it gave us NO EXTRA LANES!!! Traffic on Arapahoe is still backed up. Much like the debacle on 36. Three years and how many millions of dollars to turn an 4 lane highway into a FOUR LANE HIGHWAY! Come on!! Think this thru!!! Think realistically!! I have to assume that none of you have to get out of Boulder during the afternoon rush. It's incredibly difficult and ultimately frustrating. Why make it worse?  
Sincerely, Michael Duran

### **55th Kevin Edwards 6/5/2015**

The planned change to 55th Street will greatly and unnecessarily increase traffic outside of Flatiron Park; especially given the substantial bike path framework that already exists on 55th Street and around the Park.

### **55th Carl Embry 6/2/2015**

Dear Marni and DK, I am a business owner at Flatiron Park who just today learned of the City's plans to reduce 55th street from 4 lanes to 2 lanes. I regularly ride my bike to work here in the business park using the wonderful trails that surround the park. I have never found an issue with the current bike lanes. However whenever there is a train, I have regularly seen traffic in all lanes backed up from the train to Arapahoe Avenue. Has the City performed a study on negative impact of this change, and the associated costs? I personally see very little positive gain given the proximity of the trail system, and a very negative impact especially given the traffic issues that already exist with trains and during rush hour. I do not think this is appropriate and believe others in this business park feel the same. Thank you for your consideration. Sincerely, \_\_\_\_\_  
Carl Embry

### **55th David Emerson 6/8/2015**

Closing 2 traffic lanes on 55th st to expand existing bike lanes is an unnecessary and bad idea for all the folks who use this traffic path on a daily basis to drive to and from work.

### **55th Dale Eva 6/8/2015**

Background: 55yo male; Year-round bike commuter in Boulder for 25+ years. Current commute (~10 years) from ~55th and Pennsylvania to Airport Blvd mostly along 55th but use eastern Boulder Creek path often in severely inclement weather ("There is no bad weather, only inappropriate clothing"). I have no real problem with the current bike lane on 55th and see no reason to significantly change it, but then I guess I'm not really the targeted

demographic. I do see a couple problems that might not have been addressed: 1) The train crossing regularly backs up traffic more than half way to Arapahoe and I have seen it back up all the way. With only one lane, and the same amount of traffic, it is now regularly going to back up all the way to and onto Arapahoe. Has this been addressed? 2) There is already a shared turn lane for basically the whole stretch so this has no impact on current traffic flow, so the traffic flow going to a single lane will certainly be impacted. How was the flow calculated differently on 55th than on the other streets? 3) I'm concerned that at least initially, all the drivers that are pissed at the change are going to take it out on me, the first bicyclist they see using the lanes. 4) If the changes uses any of the possible physical barriers listed then they may affect the ability of the street sweepers to clean the bike lane. Debris in the lane is already a significant issue (see 1 below). 5) Have the bus stops affects been thought through in the equation. Providing they fit entirely in the bike lane and the buffer, it might actually help traffic flow since cars are constantly darting from the right lane into the left to avoid the buses causing issues. Bicycles will be affected, but they already are. Appropriate signage/education of cyclists might help so they don't dart out as well (I already see this happen). Things that I see that would be far more beneficial: 1) More regular cleaning of the bike lanes. General road debris, landscaping and construction material that falls of trucks/trailers, car parts, snow pushed out of traffic lanes by cars or shovelled off the adjacent side-walks by business owners into the bike lane regularly block portions of the bike lane causing cyclists to veer out into the traffic lane. 2) smoothing of the rail-road crossing. It is extremely rough which is hard on the bikes and riders and vehicles. Vehicles regularly swerve at the crossing trying to avoid the roughest parts and often come into the bike lane. Debris of all sorts comes off the vehicles at the crossing and ends up in the bike lanes (see above) causing many problems. 3) Right turning cars are as much if not more of an issue than left turning ones as they cut in front of bicyclists causing close calls, or even more often decide they can't turn in time and come to a quick stop part way through the turn causing panic stops by the cars behind and the cyclists aren't sure what the car will do. Experienced cyclists know to watch for tell tale signs of this, but even they get caught sometimes, and the less experienced cyclists this is designed to attract will be even less vigilant. This will also have a slowing affect on the traffic flow that I don't see accounted for and will only increase as bicycle traffic increases. I'm not sure what the best way to deal with this. 4) The entire stretch has side-walks on both sides in addition to the bike lanes. If the two were combined, a raised off street path could easily be created much like along Arapahoe. As an experienced cyclist I actually prefer on street lanes for true commuting since it makes me more a part of the traffic flow, but less regular riders seem to prefer off street paths. 5) Finishing the bike path on the north side of Arapahoe from where it ends at the Self Storage place to the Boulder Creek path just a few hundred yards to the east would allow many users in the Flatirons business area to bypass 55th street all together. Right now the a Arapahoe path just ends before making the connection. This would also allow an alternate route to the BC path when the underpass at Old Tale road floods or ices over causing cyclists and peds to make a relatively unsafe dash across Arapahoe and ride the wrong way for a bit to connect back up to the path. Unfortunately I can't make the 6/8 meeting but I would like to know if any of my concerns have/will be addressed and/or if there will be additional such meetings. I only recently became aware of these proposed changes through the TV news and Daily Camera coverage or I would have found a way to address these issues earlier. Thanks, Dale

## **55th H Field 6/3/2015**

comments: I work in the Flatirons Business Park east of 55th street and near the proposed project. I support the 55th street 4 lanes to 2 lanes project with the following contingencies: 1. It must be implemented on the northbound side only from the train tracks northward . Two northbound lanes between Arapahoe and the tracks must be available for cars and trucks though these lanes may be narrowed to widen the bicycle path next to them. Otherwise, backups south of the train tracks will clog 55th/Arapahoe several times per year and thus inappropriately rally public sentiment against the project and the idea of lane separations generally. 2. The lane separator design must accommodate long trucks entering and exiting at Central Ave and other intersections along the route. Project advocates should put out some cones to represent the separators, drive a long truck through these intersections in all combinations, and record a video to prove to the community that it can work. I support the project because it helps the road serve bicyclists and users of other lightweight bicycles. I think that

the biggest reason why it's necessary is the hazard of distracted drivers. I used to be able to assume that since my bicycle is clearly visible, the likelihood that I'll be hit by a car is low. But now, many drivers are looking at their cellphones or engaged in conversations on the phone and not paying attention to the road ahead of them. I reject the argument that this project is unnecessary because there are alternative routes for bicycles using the bike paths. By this argument's logic, we do not need any car or truck route along 55th other than to support local traffic, as cars and trucks can use Arapahoe and Pearl to get to Flatirons Parkway or Arapahoe and Valmont to reach 63rd street. I acknowledge that this project will lead to some congestion on 55th street. However, as a driver, I find some level of congestion to be acceptable. As a driver and a cyclist, my perspective is that cyclists' entitlement to safe travel routes exceeds drivers' entitlement to congestion-free routes. For those who are inclined to complain about the congestion that may arise from this project, I have the following request: When you get into your car to drive, put your cellphone out of reach. Don't even use "hands-free" cellphone systems. Give your full attention to the road, the safety of others, and the safety of yourself. When you're not driving and you're having a phone conversation with someone else who turns out to be driving, adjourn the phone call until the other party is not driving, and tell the other person why. As soon as this is your habit, I encourage you to complain loudly about the congestion inconvenience and how distracted drivers are making it necessary. Once most people adopt responsible driving habits as you have, the rate of roadkill bicyclists will decrease, and less-obtrusive lane separators may become sufficient. Separated bicycle and car/truck lanes has worked well in China for decades, though they're now being removed by short-sighted decisionmakers who do not represent the people. I suggest that project proponents look at which European city attempts to manage multi-mode transportation have succeeded and what we can learn from those successes. This project and others like it are part of the transition from the "roads are for cars and trucks and bicycles are a nuisance but let's try not to hit too many of them though it's their fault if they do get hit" paradigm to an "all vehicles are equally entitled to use the roads" paradigm. This new paradigm is sustainable and necessary as peoples' transportation mode choices adapt to various factors including energy prices rises due to increased incorporation of the the myriad costs associated with energy generation and use.

### **55th Pamela Fletcher 6/2/2015**

Dear DK Kemp, I wanted to express my concern as a local resident who lives in the King Ridge area. I am absolutely against reducing the size of 55th to 2 lanes the road itself is already congested at times and this would only make it worse. It is a road I travel daily to take my daughter to and from school as I know many other local residents do as well, without the ease of using this road it will add 10 minutes to our trip each way! I know this because the one day they were doing work on the railroad and 55th was closed to thru traffic this was the case! I choose the neighborhood I live in based on the ease of traveling 55th to and from Arapahoe and not having to go on Foothills parkway. Also there is a wonderful bike path witch follows the road so I absolutely see no need to create more bike lanes! I have ridden on this bike bath many times and it is perfectly sufficient! Pamela Fletcher

### **55th Bryan Grissom 6/3/2015**

comments: I commute on this street twice a day. My initialize assumption is this will make the commute worse. This is a busy street with only a few bike commuters. I come in from out of town. I would like some assurance that the commute time won't

### **55th Marty Grosjean 6/9/2015**

To Whom It May Concern, I would like to voice my opposition to the concept of the Complete Street project that you are considering. The roads in question are already well served by bike lanes (I use the one on 55th regularly). Whoever came up with the idea that taking four random stretches of road and putting a bike lane down the middle is going to increase overall bike ridership in Boulder is crazy. It would be a huge waste of money, a disruption of car traffic (the 55th street stretch for sure gets backed up already at rush hour), and most

importantly, wouldn't even begin to accomplish the supposed goal of increasing overall bike ridership. More bike lanes and bike paths might do that, but not this... Thanks, Marty Grosjean

### **55th Jim Hammerstone 6/5/2015**

In my opinion, the proposed changes to 55th Street are a bad idea because reducing the road from 4 lanes to 2 lanes will significantly impact the traffic issues that already exist around the Flatiron Office Park, particularly during rush hours. Also, there's already a nice bike path that goes around the perimeter of the office park so no real need. Lastly, unless an underpass or something is built for the trains that cross 55th... that could result in a real mess for traffic at certain times of day. Thank you, -Jim

### **55th Bill Hander 6/2/2015**

comments: My company, Markit On Demand (formerly Wall Street On Demand) has been in Boulder since 1996. As we grew we moved to the Flatirons business park east of this proposed stretch of 55th street, joining many other medium-sized businesses in those larger office spaces. As we grew, we also came to rely more heavily on people who must commute into Boulder. This change on 55th street seems extremely poorly conceived. As someone who can bike at times, I can attest that these areas are already very well setup for bike commuters with the trails and sidewalks nearby. But for many others who cannot reasonably commute by bike, adding traffic will diminish the desire to be located in Boulder. I believe you will reduce the amount of car traffic, but not through an increase in bike commuting. Businesses like ours will have yet another reason to consider moving out of Boulder, and some will surely do so. Our people are our most valuable resource, and most will make changes as necessary to attract and retain talent from across the Denver metro area. Please keep Boulder strong by reconsidering this unnecessary imposition on Boulder's business community. Respectfully, Bill Hander

### **55th Derek Herman 6/4/2015**

This section of street already has a lot of vehicle traffic for people commuting to work, many of whom live too far away for biking to be practical. By removing a car lane it will add at least 10- 15 minutes of wait time at the intersections. More time in a car means more gas consumption, which is bad for the environment. There is already a bike lane there. I do not think there will be enough of an increase in bike usage to justify the addition wasted gas.

### **55th Thomas Hill 6/8/2015**

My wife and I are over eighty years old and live in the Meadow Glen area. It is a challenge today to enter 55th Street in the going to work and coming home hours. The traffic will be a night mare if 55th Street is downsized from four lanes to two between Pearl and Arapaho. Are you proposing the elderly and handicap people give up there freedom of travel to a younger generation that already enjoys multiple bike paths though out the City and County of Boulder? Why not consider making the sidewalk on one side of the street a bike path.

### **55th Brett Hobbs 6/3/2015**

comments: 55th street had a number of problems related to reduce the number of lanes and adding bikes. There is the fact that 55th is a high traffic area with a technology park, lab, and really the first north south road on the east side of the city. Currently when a Train comes through traffic can get backed up on the north side of the tracks nearly to (both lanes full) during busy commute times. Additionally, Boulder has already put in a nice trail on the east side of the tech park that leads north up to valmont and cuts over, this trail used for running and bikes is heavily used already and provides easy and safe access to bus stops for in the tech park (Central Ave area). Additionally, there are side walks on both sides of the road already (that could use some updating in place) that provide a safe walking and possibly riding path for the limited number of bikes that travel on the road. Were trails already exist, we should utilize them, and if you have never looked at the actual trail usage around 55th,

you should. It is very busy but provides good access from Valmont to Cherry Vale, including access to Baseline, and trails down to south boulder and beyond.

### **55th Mark Hoge 6/2/2015**

Hello, I have concerns about the traffic issues that will be caused by decreasing 55th from four lanes to two lanes. There are a lot of trucks that use that road, coming and going from delivering to the business areas, such as where my office is at 2450 Central Avenue (near the Fedex offices). And a lot of those trucks, as well as buses, stop at the railroad tracks, and appear to need more than one lane when they turn on to Central off of 55th. Traffic lines can back up, occasionally all the way to Arapahoe, when a train comes through, and to lesser degree in response to trucks and busses stopping at the train tracks when no trains are there, and slowing down for turns. I'm anticipating slow traffic and traffic jams, if 55th does not stay four lanes. There are bike paths throughout this area, providing alternate routes for bikers. Sincerely, Mark Hoge

### **55th Shara Howie 6/4/2015**

love this idea, although I have no good sense of how it would effect traffic on 55th. It seems that it would make the street much quieter and hopefully encourage folks to slow down. I love the idea of having a better biking lane too. I support the idea of a reduction. Thanks for accepting comments.

### **55th Katoe Hubbard 6/8/2015**

Please do not reduce 55th Street to two lanes. This planned change to 55th Street will greatly and unnecessarily increase traffic outside of Flatiron Park, especially given the substantial bike path framework that already exists on 55th Street and around the Park. Over 3000 people work in Flatiron Park, not to mention all the semi-trucks, city buses, and FedEx/UPS trucks that pass through. With the existing four lanes, traffic already gets backed up to Arapahoe and Pearl whenever a train passes through. And during rush hour, the line of cars waiting at the lights on 55th and Arapahoe stretches almost to the Central Ave intersection. Exacerbating this existing congestion by taking away a lane in each direction, just to help out the few bikers who travel 55th Street, is downright foolish. Please rethink this plan.

### **55th Kathleen Kargol 6/2/2015**

Dear Mr. Marni, I was recently introduced to the idea of the City's plan to reduce the four lane road of 55th down to two lanes. This is already a heavy traffic area due to the industrial aspects and the railway. Reducing the amount of lanes would only increase the heavy traffic it already receives. This would create major issues for the Businesses in the area. There are only two entrances into the Businesses and they are both off 55th. If clients, customers, and even employees have a difficult time traveling to this area, the businesses and surrounding businesses could face a potential loss in revenue. I am a fellow biker who uses this means of transportation to and from work. The bike paths are easily accessible and run right by many of the businesses in the area. It does not seem necessary to completely remove a street lane when bikers can easily use the bike path to achieve their destination. I hope you seriously consider the negative impacts it will have in the area and to the businesses surrounding. Boulder's bike paths provide a safe and efficient means of transportation. Thank you for your time. Sincerely, Katie Kargol

### **55th Kathryn Kargol 6/3/2015**

two lanes brings grave concern. The traffic in this area is already a congested due to the industrial aspects and the railway. Reducing the amount of lanes would only increase the heavy traffic it already receives. This would create major issues for the Businesses in the area and the industries utilizing the access of 55th. If clients, customers, and even employees have a difficult time traveling to this area, the businesses and surrounding businesses could potentially experience detrimental effects on their success. I am a fellow biker who uses this means of transportation to and from work. The bike paths are easily accessible and run right by many of the businesses in the area. It does not seem necessary to completely remove a street lane when bikers can easily use the bike path to achieve their destination. I hope you seriously consider the negative impacts this Proposal will have in the area and on the businesses. Boulder's bike paths provide a safe and efficient means of transportation. Please consider striking the 55th Proposal from Phase II. Thank you for your time.

### **55th Noah Katz 6/4/2015**

This proposed restructure to 2 lanes is ridiculous. There are so many businesses, such as mine, in this area that reducing from 4 to 2 lanes will greatly increase traffic. There are already bikes lanes on each side as well as sidewalks. Fix the railroad crossing if something needs changing but don't force a bottle neck on the thousands of us who work here.

### **55th Lew Kingdom 6/3/2015**

comments: Cannot believe what I read in the Daily Camera! I travel the 55th street corridor on a daily basis. To think the City is going to close down to 1 lane each direction is a living nightmare about to happen. My comments would apply to all 4 of the locations. I also have travel out to 95th and Arap 3 times a week in the early morning. The trip back between 8-9 is frequently a parking lot with cars stacked up over Legion Hill to the east. Why? Because there is only 1 lane in

### **55th Dan Konigsberg 6/8/2015**

As CEO of CampMinder, a company that employs 40+ people in Flatiron park, I am very concerned about your plan to reduce the lanes for automobiles on 55th street. My team and I drive that route every day, and it's typically quite busy -- especially during rush hour. I am all for bikes as a mode of transportation, but not at the expense of our business community. There are over 3,000 people and growing who work in Flatiron Park, and this plan seems to ignore this important population. There's already a path that surrounds Flatiron Park, and bicyclists have easy access to Valmont from East Boulder via that route. Thank you for listening to my concerns.

### **55TH Marsh Lanham 6/4/2015**

I would like to strongly urge that the plans to make 55th two lanes rather than four is not acted upon. I have worked in this area for 28 years and the traffic is very congested as it is. This would create major problems for everyone.

### **55th Lanth 6/5/2015**

55th street should not be narrowed down to 2 lanes. The increased congestion in traffic will cause some frustrated and reckless drivers to attempt cutting off other vehicles and bikes via the widened bike lanes. The intersection of 55th and arapahoe will be a parking lot (it already almost is), as cars backed up on 55th bleed onto the intersection blocking both bikers and drivers approaching from other directions. A better Idea for a bike friendly commute: Once US36 fasttracks is complete, we could expand on the paved bike paths going south on 36th: A bike only 'offramp' on 36th should be built that follows South boulder creek all the way up into the Open space before the golf course between Old Tale road and 55th st. The bike path would then turn into one of the

tributaries that lead off of Meadow Glen drive which would give many employees access to the many employers on 55th, thus greatly reducing workday car traffic.

### **55th Susie Lefebvre 5/30/2015**

comments: As a Gunbarrel resident for 23 years, I cannot imagine how the City of Boulder would believe that 'Rightsizing' 63rd Street by decreasing its' number of lanes would do anything but significantly increase traffic congestion, especially given the recent addition of mind-boggling amounts of high-density housing to the area (and more to come, by my understanding). One of the benefits to living in Gunbarrel has always been its easy access to other areas. We are already experiencing limiting congestion on Lookout between Spine and 75th and on the Diagonal north from Boulder to IBM during pm rush hour. Please greatly consider public, especially current resident, input on the reality of the situation vs. an ideal not based on current circumstances. There are many more constructive ways to spend public dollars.

### **55th Gabriel Lein 6/2/2015**

comments: Making Boulder more bike accessible is great and all but the city needs to recognize that a huge part of its work force does not actually live in Boulder and we don't all have the luxury of biking to work. Creating more and more burdens for the car-reliant work force is only going to incentivize them to seek employment elsewhere and act as a downward pull on Boulder's economy.

### **55th Timothy Long 6/2/2015**

Dear Marni and DK, I have an office at Flatirons. I also use 55th from Valmont to Arapahoe to take my daughter to and from Platt Middle School. I am certain that making this road 2 lanes from 4 is about the stupidest thing I could imagine. There is often heavy traffic on this road as it is. I can't imagine what it says in this letter is true. Tell me it is not true, is it? Timothy Long, Boulder Resident Hi All, Brad, in our office, has attended a couple of meetings regarding the City's plan to cut down the lanes on 55th & three other streets in Boulder. Until this morning's front page article in the Daily Camera, not much was heard about this proposed project in the media. Brad wanted me to pass this on to all of our tenants who will most certainly be affected. Please read his words below: "The city plans to reduce 55th street from four lanes to two lanes so it can widen the bike lane on that street "to help people of all ages feel more comfortable when riding a bike." I attended an open house on this matter a few weeks ago and was shocked that the city planned to do this because I believe it will cause a traffic nightmare. The next few days, I observed several traffic issues that proved this. For example, large trucks already turn from both the left lane and the right lane of 55th because they are too long to use turn lanes, and that creates a back-up behind them since they turn slowly. Also, the train causes back-ups all the way to Arapahoe on the south and also back-ups on Central which will become much worse if there are not two lanes in each direction to hold stopped cars and trucks waiting for the train to pass. Even when there is no train, busses and many trucks slow down and stop at the tracks, causing traffic problems that will become much worse if there is no "left lane" to allow other vehicles to pass these vehicles. The city will be creating traffic problems for thousands of people who need access to Flatiron Park for the dubious benefit of widening a bike lane for a few bikes. This is not necessary because there are alternative routes for bikes, including the bike path which surrounds the Park. The city says it is going to listen to everyone's comments, but my voice is not enough. I sent my comments to Ratzel, Marni RatzelM@bouldercolorado.gov who, along with DK Kemp dk@bouldercolorado.gov, are "most directly involved with this project" according to Randall Rutsch at the city. I then attended another Open House, but Marni was not that interested in speaking to me. Will you join me and let Marni or DK know your thoughts?"

### **55th Betty Lucas 6/2/2015**

Hello, I work in a development off of 55th Street in Boulder between Arapahoe and Valmont which is an industrial development. It already difficult to use this road due to the train crossing and the amount of traffic

between Central Avenue and Valmont with having all 4 lanes available. This will cause a traffic nightmare with closing down lanes on this road for bicycles. We do not have any options for getting out of this development except to use 55th street. Thank you, Betty Lucas

### **55th Dave Madden 6/8/2015**

Please do not go forward with your plan to reduce vehicle traffic lanes on 55th street between Arapahoe and Pearl street. Vehicle traffic on that segment of 55th is already congested enough, and making it worse would be doing a disservice to Boulder taxpayers, local business owners and employers on the 55th street corridor. I travel that route almost everyday and rarely, if ever, do I see bicycles in the existing bicycle lanes. If you're thinking that more bike riders will come if you expand the existing bike lanes, I fear you are mistaken. Thank you, Dave Madden

### **55th Dan McCarty 6/3/2015**

i.e. 'Right-Sizing' lanes. I bike commute three days a week and sue the lanes along 55th frequently. I have never had a problem riding there as well as the quite extensive bike paths along side. If people can't find a way to commute on the existing bike paths then they are not going to commute on these lanes and you are just causing more congestion, resentment to bikers, and increasing emissions as cars idle in traffic Why don't you just ban cars in the city completely and be done with it? People aren't going to visit a city in any case where they can't drive or park. Dan McCarty

### **55th Bob McCool 6/3/2015**

comments: I wanted to express my concern about reducing vehicle lanes from 4 lanes to 2 on 55th Street. As a Boulder Business Owner since 1999 in the Flatirons Technology Park I have been using 55th Street for over 15 years. I have no doubt that reducing the lanes will cause very serious issues for this area: 1.) 55th St backs up to the south of the tracks close to Arapahoe when there is a long train. Reducing this to a single lane will absolutely create a gridlock situation at the 55th and Arapahoe intersection. 2.) 55th St backs up now to the north of the tracks when there is a train which backs up Central Ave for a considerable time for the majority of us that make a left turn on to 55th. A single lane will make that a nightmare. Boulder has shown that cars sitting and idling puts much more exhaust into the air and these backups will increase that substantially. 3.) General egress southbound during the afternoon rush hour already backs up traffic to the point that it takes 2-3 light signals to proceed straight or right through Arapahoe. I can't imagine what it will take to exit the Flatirons Technology Park with a single lane on 55th. Again, this will dramatically increase the number of vehicles sitting and idling. Not to mention the considerable addition to everyone's commute time. 4.) During recent construction work on 55th north of Flatirons Parkway this year the lanes were reduced to one lane heading north to Pearl St. The backup during rush hour was extremely long causing people to wait several (3+) light cycles at Pearl St. 5.) Both sides of 55th Street are flanked with businesses. This is an office / industrial area. In my opinion this is not an area for leisure access for bikes and pedestrians and any improvements should be focused solely on Bike commuters who know they are coming into a high traffic office/industrial area that needs to support heavy transportation (lots of cars, large tractor trailers and delivery vehicles) As an alternative, consider eliminating the detached sidewalks and creating a bike/pedestrian trail similar to what is on Broadway. This could probably be done on both sides of 55th with the elimination of the detached sidewalks and reconfiguration of the existing sidewalk and bike lanes into a shared pathway. Thank you for your consideration and thank you for your attention to bike and pedestrian safety. Bob

### **55th Sarah McIntire 6/3/2015**

comments: While I think this is a really cool idea on appropriate streets, I'm a little concerned with the implementation on 55th. Working in Flatirons Business Park, I'm familiar with the daily driving conditions. The afternoon rush hour frequently backs up 55th's two lanes of traffic from Arapahoe to the business park or even to Pearl Street. I could see this having a lot of time impact as I'm trying to commute home. I understand the need

for more bike lane room but not at the expense of an already congested street. Because a lot of the employees in Flatirons Business park can't afford to live in Boulder, we also don't get much benefit from the added bike lane, since we don't have the option of biking to work.

### **55th Shannon Monasco 6/3/2015**

comments: 55th street can be a real bottleneck for car traffic the way it is. Bike traffic is usually used by those going a short distance when compared to most commuters. How much additional bike traffic do you really expect to create? There are known back ways into the Industrial park between Arapahoe and Pearl for bikers. I really don't think we will be opening up more bike traffic and I think we'll be causing gridlock.

### **55th Peter Nelson 6/4/2015**

I work in Flatirons Business Park off 55th and Central Ave. This is a business park, there is significant traffic throughout the work-day -- and phenomenal traffic during rush hour. Reducing 55th from 2 lanes to 1 lane is ridiculous and will take rush hour from bad to worse. Snarling traffic at rush hour will impede fire/police response -- there is a fire station on 55th south of Arapahoe. If you want to widen the bike lane -- then pay to widen the street and cut down width of the sidewalk

### **55th Jim Normandeau 6/4/2015**

Please visit 55th during peak hours and see how much traffic is on it. Turning it to one lane would be disastrous. I bike commute on it almost everyday and it is fine as it is. I am also usually the only one on it too. The only real issue is the RR crossing which is dangerous. Fix that if anything. On 63rd, I do not see the need to do anything here too. I ride that section frequently and I use the multi-use path that is on the west side of the road. What could be done is use more signs to tell cyclists to use the path who don't use, which is pretty dumb in the first place.

### **55th Caitline O'Connor 6/3/2015**

comments: I work in the Flatirons office park on 55th and I think reducing it from 4 lanes to 2 is one of the dumbest ideas Boulder has had lately. First off, the majority of the bike riders I know who commute to work via bike do so on the bike paths in this area, not on 55th. Traffic is already bad in this area at rush hour. The intersection at Arapahoe is dangerous with the current set up, reducing lanes will make it absurd. As is, turning on to 55th from Arapahoe takes forever at any time of day. None of this takes in to account the traffic delays from the trains that cross 55th, which frequently backs traffic all the way up to Central or Arapahoe. I understand Boulder wants to reduce the amount of cars on the road, but making public transportation should be the priority, not making traffic ridiculous for those of us who can't afford Boulder's absurd housing costs and commute too far to ride our bikes.

### **55th Caitline O'Connor 6/10/2015**

Has anyone in the Living Laboratory visited 55th during rush hour (7:30-8:30 am or 4:45- 5:45 pm)? I appreciate that someone tracked how many vehicles use this corridor during the day, but rush hour needs to be taken into account. In addition, with the summer Cherryvale closure, lately 55th has been seriously backed up at the Arapahoe intersection. The proposed bike route will only make this congestion worse and more dangerous. lastly, I am confused as to how the actual bike route will work considering that there is a median in between the north and south lanes for the majority of the street. Thus the proposed "center turning lane" is impossible without serious construction.

### **55th Rob Patterson 6/8/2015**

Hi There, I'm a huge proponent of biking, AND I think this particular program is a mistake. I own the building at 5733 central. I also owned and worked at the business in the building for many years (Advanced Thin Films). I rode my bike to work every day, rain or shine, on the amazing path that already services the area from the back. Despite my efforts to get more staff to ride bikes in, most people drive (almost all). This is simply because most of the staff cannot afford to live in Boulder and they live in the dispersed sprawl of the front range. An unfortunate reality of the economics. Dropping to 2 car lanes on 55th is going to make their commute worse on both ends of the day. This will also aggravate management and make them less likely to renew their lease. I also don't see how it will benefit bikes, as we already have a separate path just to the east (I always go out of my way to take paths and stay WAY away from cars). I see downside on this one and no upside. Thanks for your consideration.

### **55th Judy Pitt 6/8/2015**

The thought of narrowing 55th seems more than irresponsible. There are many other uses for the tax dollar than making it more impossible to get in and out of Boulder. This idea is really frivolous and without merit. Judy

### **55th Cody Planteen 6/4/2015**

Have you considered the traffic impact of closing 55th Street between Arapahoe and Pearl when a train crosses? I work in an office on 2425 55th St. Traffic routinely will be backed up to Flatiron Ln. during rush hour when a train crosses. Simply eyeballing a map shows that the backup will regularly extend past Pearl. What about north bound traffic on 55th St? Cherryvale Rd is already closed for the summer, leading to additional traffic on 55th. What is the success/fail criteria for this program?

### **55th Dan Powers 6/9/2015**

Hello City Councilors, Yesterday I shared these concerns with Zane Selvans and David Driskell, I want to ask you to pause the implementation of the "rightsizing" road diet project due to the rationale you'll read below. Besides addressing the specific rationale I mention, over the last few days I also am perceiving an unfortunate and unnecessary emotional black and white argument ramping up - and the vote to pause this project is not about its merits, it is about the broader complexity of making good planning choices. Starting last week I began driving around 55th and Arapahoe around 4:30 to get a feel for how the roads are used in addition to other anecdotal experiences there. Talking to business people around there, there is incredulity that lanes would be removed for bikes. I'm heading out again after I send this. This project should not be judged in a vacuum. Its benefits are hypothetical while its negative effects would be immediate and tangible. Please don't get into an all or nothing dynamic about this - waiting to do this until other huge puzzle pieces are clarified is the right thing to do. Thanks for considering these thoughts, Dan

### **55th Jeff Reh 6/4/2015**

In regards to the narrowing of 55th St, I am bicyclist and commute to my work at the corner of 55th and Central. I am opposed to the narrowing of 55th. There are ample bike paths that surround the business park that use 55th. The last 50 yards most cyclist have to use 55th to get to their buildings/work. Narrowing is going to add more pollution due to traffic congestion/jams, more accidents due to higher density of autos. Government tries to do good but the results are mostly bad

### **55th Phylis Rheiner 6/9/2015**

I oppose eliminating lanes on 55 Street between Arapahoe & Pearl. With the number of businesses located east of 55 Street, I think the proposed change will cause traffic jams at rush hours. If you want to improve the ability to navigate this corridor, I think it's important to fix the uneven crossing at the railroad track. That uneven surface is dangerous for both cars and bikes. I think it would be a better investment of city funds to improve /

widen the bike paths to eliminate traffic jams at high traffic areas (e.g., near Scott Carpenter Park) and to separate bike and walking traffic. I think that improving the bike paths will incent more families and seniors to ride bikes.

**55th Bill Robinson 6/3/2015**

Please Do Not give away our car lanes for bikers. Bikers are the rudest people in our city and have quite enough pathways dedicated to them. The roads in this city are its life blood. Please do not give the lanes away to people on bicycles. Bill Robinson

**55th Autumn Rose 6/4/2015**

Hello! I have been looking at Phase II plans for the Living Lab Project. I would love to have a voice in the vote of Iris being chosen but am not sure what the best way to go about that would be? Unfortunately I cannot make the physical meeting but what is the second best viable way to provide my comments and input? Thank you and I am VERY excited about the possibility of Iris becoming a more pedal and pedestrian friendly road. Regards, Autumn Rose

**55th Sharon Samson 6/3/2015**

To the Boulder City Council Our consulting business is located in Flatiron Business Park. The only access to the park is from 55th Street. The current 4 lanes are sufficient during the day (9 – 4 pm) to accommodate business traffic coming to the business park. During the morning and evening rush hour, the traffic backups indicate that the 55th Street lanes are at capacity of the current business residents. Our employees already arrive before 8 am and delay leaving the office until after 5:30 because it takes ½ hour to get to Arapahoe or Pearl. To compound the current congestion problem by reducing the lanes would make this area untenable to operate a business within the city limits of Boulder. It will impact for clients who will increase time to meet for appointments. We see a minimum of 10 clients a week. We have operated in this office since 1996 and prefer to remain in this location. It has many benefits including a great bike trail . To reduce lanes to accommodate bikers seems to negate the purpose of the bike trail. I strongly urge you to reconsider this action. Perhaps you may consider adding an additional lane that would be restricted to bike riders during the daytime and add needed access to car traffic during rush hour. Sharon Samson Vice President.

**55th Matt Sanders 6/4/2015**

There is no need to reduce the number of lanes on 55th to accommodate bicycles. That might be the dumbest idea I have ever heard. There is already plenty of room for bicyclists. This will cause a negative impact on normal traffic and make 55th a major headache. Those of us who work in flatiron park must use 55th to get to our offices. As there is no alternative route. You would be better off building a trail / path in the existing open space just east of 55th or building additional through streets at Commerce, Range or 48th.

**55th Tracy Scarborough 6/3/2015**

comments: That is a really pretty picture, however it is not at all what it looks like during the week. By making that 2 lanes you will cause traffic jams on Arapahoe and Pearl and Valmont. The lines of traffic when the bridge was under construction were ridiculous. Most of us who work in Boulder drive to work. The mass transit from Fort Collins is basically non-existent. Unused bike lanes and an extra 20 minutes to drive to work especially in the winter is what you will be causing.

### **55th Robin Scguesser 6/3/2015**

comments: As a Boulder resident and business owner whose office is located in the Flatirons Office park off of 55th street I have concerns over reducing vehicle lanes from 4 to 2 on 55th street. This would exacerbate several traffic issues. For example, large trucks already turn from both the left lane and the right lane of 55th because they are too long to use turn lanes, and that creates a back-up behind them since they turn slowly. Also, the train causes back-ups all the way to Arapahoe on the south and also back-ups on Central which will become much worse if there are not two lanes in each direction to hold stopped cars and trucks waiting for the train to pass. Even when there is no train, busses and many trucks slow down and stop at the tracks, causing traffic problems that will become much worse if there is no left lane to allow other vehicles to pass these vehicles. The city will be creating traffic problems for thousands of people who need access to Flatiron Park for the dubious benefit of widening a bike lane for a few bikes. This is not necessary because there are alternative routes for bikes, including the bike path which surrounds the Park. Please consider striking 55th street from Phase II. Thank you.

### **55th Keith Schulz 6/4/2015**

Although I support bike commuting and commuted daily for over 10 years I cannot support your current proposal to reduce 55th Street from four lanes to two for the purpose of creating a more pedestrian and bike friendly environment. The negative consequences to auto traffic would be immense. I work in Flatiron Park and like thousands of other folks who live outside Boulder's bicycling commuting range; I carpool daily to and from Boulder. Currently during evening rush hour, the northbound right lane of 55th Street backs up over a quarter mile to turn right on Pearl. Your proposal would create a parking lot. Please observe the 55th and Pearl intersection from 4:40-5:40 and you will see a big problem even though the city just spent millions fixing that intersection post-flood. Also, with the proposed 2 fewer lanes it will be almost impossible to make a left turn from a side street or business parking lot during rush hour so if you decide to go ahead with this project, be sure additional stop lights are your budget so the over 3,000 people that currently work in Flatiron Park can get home. Please also consider that there is a lot of commercial traffic (trucks) using 55th to access Flatirons businesses between rush hours or to worse traffic that would be impeded/diverted by the Living Lab proposal. Additionally, when the train blocks 55th Street, cars pile a hundred of yards both directions with two lanes. I will be twice that with one lane. Please address that in your plan also. Finally, several people at my work commute to work on bikes daily they use the Boulder creek trail and the current bike lanes which are more than adequate. I see only a handful pedestrians use the along 55th so I assume the sidewalks are more than adequate for safety. With do you negative consequences to auto traffic are there other reasons why you chose 55th Street besides making it a more pleasant place for bicyclists and pedestrians? I think funding would be better spent on basic infrastructure for example there no south-side sidewalk for part of Circle Drive or affordable housing. Thanks for asking, Keith Schulz

### **55th Rachel Segel 6/4/2015**

I am very afraid that. Reducing 55th street to 2 lanes will cause more congestion and accidents. I am a business owner at Flatiron Parkway and travel this area sometimes 4 times a day, my business has about 15 employees and 250 clients. Thank you, Rachel Taylor Segel

### **55th Chelsea Sellem 6/2/2015**

Hello DK and Marni, I was just made aware of the lane reduction plans and am so very very disappointed. This is a horrible idea...there are so so so many people who use these lanes in the morning to get to work, myself included and after dropping my daughter off at school at the allotted time of 7:45, I get to work just in time. If there were to be more traffic I would be late every single day and this is certainly what it would do. I am not allowed to drop my daughter off any earlier so leaving earlier would not work! There are many other options for bikers to be able to get to work like the paths. Please reconsider this proposal! Thank you for your time and listening! Chelsea Sellem

### **55th Senda Shallow 6/4/2015**

While I find bike lanes to be very important, it's surprising to me that the combination of bike lanes already present on 55th along with the alternative routes around the office park and through it are not sufficient. At high traffic times and with the train track crossing just by Arapahoe and 55th, removing the extra lane would cause unacceptable levels of traffic back up trying to get in and out of the office park.

### **55th Gary Shunk 6/3/2015**

Ratzel, Concerning the reduction on 55th from 4 lanes to 2 lanes: Seriously? Where exactly did common sense go with this decision? I can't even begin to imagine the traffic backups with will create with the very frequent trains. Some days traffic is backed up from the train tracks to Arapahoe. I could see one lane backing traffic up on Arapahoe and on 55th back to Friends school. There are plenty of bike paths around this neighborhood. G a r y S h u n k

### **55th Gary Shunk 6/3/2015**

DK, Concerning the reduction on 55th from 4 lanes to 2 lanes: Seriously? Where exactly did common sense go with this decision? I can't even begin to imagine the traffic backups with will create with the very frequent trains. Some days traffic is backed up from the train tracks to Arapahoe. I could see one lane backing traffic up on Arapahoe and on 55th back to Friends school. There are plenty of bike paths around this neighborhood. G a r y S h u n k

### **55th Gary Shunk 6/4/2015**

Thinking more about this: Where is the consideration for commerce, the business park? 55th is NOT an urban corridor where grandma, grandpa, the parents and kids go for a Tuesday afternoon bike ride! What was the thought process behind this? Was there one? Exiting the business park going North on 55th, turning right on to Valmont, there is a long line even now. Imagine how much further that will be backed up when there is just one lane? We'll have difficulty leaving the business park to get home! I hope FedEx raises a huge stink about this! Worse than the sink I'm going to raise daily. This is not a good plan for business. Traffic in Boulder is already horrible. But this will just make it worse. Living Laboratory... what a bunch of crap. What about reality? Our daily lives. You can't experiment with our live and expect us to journal about what it's like with a bike lane.

### **55th Susie Siders 6/9/2015**

Dear Marni and DK; I am writing to voice my opinion about the proposed changes to diminish driving lanes on 55th Street (and other arteries later on). So let me get this straight – the City wants to clog traffic worse than it already is in order to provide more elbow room for bicyclists? Do I have that right? It seems to me that the current bike lane on 55th is the same width as all the other bike lanes throughout the city. Why do bicyclists on this particular road need a whole car-width's lane, but bicyclists on the other bike lanes are able to muddle through just fine with the usual bike lane width? I work in Boulder and live in Broomfield because I can't afford to live within the confines of Boulder proper. My commute in is usually about 35 minutes (I purposely come in early for that reason), but going home it's at least 45-60 minutes. If you close down a whole lane on 55th (one of my usual routes home), you will impair traffic flow more than you can imagine, causing more congestion, more headaches for commuters, and extrapolating that out, likely more road rage from folks unable to handle the pressure. And all this for the sake of a little more elbow room? This seems ridiculous – even for Boulder – when there are alternative bike routes that don't even involve riding alongside cars in that area. I get that the City would like to limit and perhaps even eliminate cars in Boulder, but let's compromise with reality. It's the price one pays for living in a beautiful place – everyone else wants to live/work there, too. However, Boulder's economy depends on people being able to get to it for work, tourism, meetings, etc. Do you really want to bite

the hand that feeds you? Wouldn't it be a wiser investment to have more car lanes to make traffic less congested so people can get in and out more easily? I would strongly recommend that you rethink this plan and come up with something that won't make Boulder more congested than it already is. Thank you. Susie Siders

### **55th Jonathan Skuba 6/3/2015**

Ms. Ratzel – Thank you for getting back to me. Unfortunately, you haven't really said what you mean by "right-sizing". What you have given me is 12 paragraphs of bureaucratic jibberish: Living Lab, rightsizing, repurposing, master plan, yaddy yaddy. Right now 63rd St. is two lanes each way with a nice bicycle trail on the west side. Why would you change that, unless your goal was to further inhibit the flow of traffic around the Boulder area? Over the years, we've seen a variety of measures whose intentions were to improve transportation around Boulder: Broadway Boogie bike signs, no interchanges on Foothills Parkway, unfinished Pearl Parkway and Gunbarrel access highway, and others. Since you haven't actually told us what rightsizing means, I'm very worried about what is planned. From past experience, I suspect that the meetings you refer to will be a sham, that your group already has its plans made and the meetings are to collect opinions that agree with yours. I hate politics. I won't be attending your meetings as I'm quite sure it would be a waste of time. But, fear not, I won't bother you with further complaints. Jonathan Skuba

### **55th Archie Smith 6/8/2015**

1. I do not agree with the idea that reducing lanes to force slower speeds will solve the basic problem of many people trying to get to their destination in a reasonable time. Perhaps more cars can be jammed into a single lane than two, but nobody will get anywhere when speeds goes to zero. Envision reducing Arapahoe Ave. east of 30th St. to one lane, or even two lanes. 2. Left hand turns are generally not a big deal even on busy streets in Boulder, because most drivers anticipate them and move to the right lane safely. Most of the darting between lanes occurs because some drivers try to get ahead of slower drivers. 3. The idea of reducing the number of lanes on 55th St. is spending money to solve a nonexistent problem. This is a straight street with good sight-lines and very little bicycle traffic. Spend the money to fix the railway crossing, which is totally out of alignment and is a safety hazard for all traffic. Or widen 61st St. north of Valmont, and around to Jay Rd. where the bicycle lanes are extremely narrow. This is more important than changing 63rd St. north of Jay. Archie Smith,

### **55th Patricia Stepan 6/2/2015**

As a business office tenant off of Flatiron Parkway, I am requesting the City of Boulder strongly reconsider the impact on traffic flow and safety, should 55th be narrowed. Boulder is already bike friendly. I rent in this area for proximity for my Denver and Boulder clients. Too many times recently, I have experienced "arrogant" behavior from cyclists as they ride as if they own the rode. Should this change happen, they literally will own it. This change may cost office building owners some tenants if this area becomes one more traffic jam. I strongly oppose this proposal. Sincerely, Patricia Stepan

### **55th John Stokes 6/3/2015**

comments: I have some serious concerns with the design taking place on 55th street. It seems like the planners have not been sitting along 55th street during morning and evening commutes. After 5pm, traffic south bound can currently get backed up past Central Ave. Traffic north bound stopping at Pearl Parkway can get backed up south of Flatiron Parkway. Reducing the lanes will also decrease capacity when traversing the pearl and arapahoe intersections. I am very concerned about this project. If 55th street becomes more inconvenient to drivers who commute to the business along this roadway, I anticipate seeing additional businesses leaving the area and the city. Concious efforts to make driving more inconvenient will also cause more hostility from drivers. While it is a lofty goal to increase bicycle traffic, it is not acceptable to deprecate our roads to do so. Does this project understand the percentage of Boulder employees who do not live within Boulder? Does the city understand that it's businesses can not afford to pay employees a wage to which they can afford to buy a median home within the

city? Does it seem appropriate that subsidized housing is the answer for high tech workers in the area to afford such said house? It really seems like Boulder should be improving our driving corridors for car commuters instead of inhibiting them. This direction will only cause further animosity from commuters and will eventually cause backlash from the common worker.

### **55th Sally Strom 6/4/2015**

I currently work in the Flatirons Business Park off 55th near the intersection at Pearl/Valmont. I am a Boulder native and while I understand the desire to create more opportunities for cyclists and pedestrians, the fact remains that many people who work in Boulder cannot afford to live here (myself included). I think it is very short-sighted of you to assume we all have the luxury of walking to or biking to or taking the bus to work. Taking 55th down to two lanes of traffic is utterly ridiculous. First, I have seen firsthand how efficient the City of Boulder's contractors are at roadwork. I can only imagine how many months of construction we are all in for if you move forward. Second, 55th Street is the only major North/South route between 75th and Foothills Parkway to access many businesses in the area. Do you really want to increase the traffic by Stazio Ballfields by 80%? My office faces 55th and I see daily the back-ups and traffic jams that already occur during peak driving times. Cutting this to one lane in each direction will create considerably more auto emissions because we'll all be sitting on the side of the road waiting for an opportunity to merge into traffic. I really hope you reconsider this plan. While I appreciate the beauty of Boulder (I was born here so I probably have more stake in it than many of the folks on the planning councils), I also think you need to be realistic about what people need to be able to function in our modern world (and yes, that includes cars and roads).

### **55th Dan Sullivan 6/4/2015**

I do not feel the proposed reduction of vehicle lanes on 55th Street is a necessary or helpful project. As a cyclist I feel that there are currently sufficient bike lanes on 55th Street and in the surrounding area. This change would only add to more vehicle congestion and do little to encourage more bike commuting. Please fix the railroad crossing just south of Central Ave. It is a danger to both cars and bikes. Thank you. Dan Sullivan

### **55th Brad Sutton 5/15/2015**

This email provides my comments regarding the city's plans to reduce 55th street to one lane between Arapahoe and Pearl St. On four separate days last week, I experienced issues with trucks and cars that would have caused traffic problems if 55th street were reduced to one lane (even with turning lanes). First, I was turning North onto 55th from Arapahoe (coming from Resource going to Flatiron Park). There was a large truck heading north but turning right into the business just before the railroad tracks. Because the truck was very long, it was practically stopped while the driver turned. This backed up the right lane all the way to Arapahoe, because many other drivers also needed to be in the right lane to turn right (as I did). Fortunately, the left lane of traffic was still able to proceed (that lane was fairly full of cars.) Second, I was heading north on 55th from Arapahoe in the left lane and there was a long truck turning left onto Western Ave. Even though there is a turn lane on 55th for cars turning left onto Western, the truck could not use it because it was too long, so it was making that turn from the left lane of traffic. Fortunately, the car in front of me was able to merge into the right lane and continue on its way. I was not so fortunate since there was too much traffic in the right lane for me to change lanes. Third, there was a tanker truck heading North on 55th and it stopped at the railroad tracks (apparently it had a flammable load). All the cars behind it had to stop too. Once it started moving, it was going so slowly that traffic backed up nearly to Arapahoe. Fourth, I was traveling South on 55th approaching Central and there was a car moving very slowly in the right lane. I don't know if they were confused, tired or looking for an address, but I needed the left lane to get by them. I do not want to have to drive at the speed of the slowest vehicle on 55th. Please confirm you received my comments, either by replying to my email or calling me. I sent a comment regarding the traffic problems trains cause on 55th but I don't know if you received that. Brad Sutton

### **55th Brad Sutton 5/15/2015**

I attended a gathering May 5 on the proposed changes to 55th street for multimodal. They asked for input. On May 6, I waited for a train on 55th at 8:20am heading north just past Arapahoe. By the time the train passed, traffic had backed up on both lanes of 55th back to Arapahoe (and probably farther but I couldn't see how far past Arapahoe). If 55th were reduced to one lane as proposed, cars would be backed up much farther (certainly far south of Arapahoe) and the impact to traffic would be far greater (because, among other things, it would take longer for all the cars to clear the area after the train passed since most of the cars would have to wait for several light changes at Arapahoe since they would never have made it that far). Trains go by there several times a day.  
Brad Sutton

### **55th Brad Sutton 5/21/2015**

A month or two ago the city closed one lane of 55th just north of Arapahoe to fix a broken water main. This backed up traffic on both directions of Arapahoe and south of Arapahoe on 55th. Traffic was a nightmare at that intersection until all lanes reopened. This morning, 55th was once again down to two lanes (one each direction) for work on the railroad tracks just north of Arapahoe. At 8AM this morning, northbound traffic on 55th south of Arapahoe was backed up nearly to Baseline (which is one mile) because of the lane closure. I saw drivers doing U-turns on 55th to escape. When I finally got to Arapahoe, I saw cars trying to turn onto 55th northbound from both east and west bound Arapahoe backed up for at least 100 yards. The traffic blocked one lane of Arapahoe in both directions because westbound doesn't have a turn lane and the turn lane for east bound wasn't long enough for the queue. This nightmare will be constant if 55th is reduced from four lanes to two.

### **55th Rei Suzuki 6/3/2015**

To Boulder City Council, I work at an engineering and design consultancy in the Flatiron Office park. I recently read in the Daily Camera about the city planning on reducing 55th St between Pearl and Arapahoe to only two lanes from four to make room for bikes. [http://www.dailycamera.com/news/boulder/ci\\_28231972/make-room-bikes-bouldertest-fewer-lanes](http://www.dailycamera.com/news/boulder/ci_28231972/make-room-bikes-bouldertest-fewer-lanes) This is a TERRIBLE idea for a number of reasons. I have ridden my bike between that area and have observed that there is already a sufficient dedicated bike path just east of 55th. No need to impede traffic flow for cyclists. There is currently major congestion that happens during the morning and evening rush hours (when I commute). At the amount of traffic currently, I would suggest that even adding another lane to 55th St wouldn't be unreasonable. There is a railroad that crosses 55th between Pearl and Arapahoe. When a train goes through during rush hour, traffic currently backs up past Arapahoe on the south side. Reducing these lanes to two is completely unreasonable and I cannot imagine the headache and loss of time it will cause myself and other employees working in the Flatirons area. I can easily see this change adding at least another twenty minutes to my already exacerbating commute. Please do not implement this plan to reduce lanes on 55th st. Rei Suzuki Industrial Designer

### **55th Rebecca Taillon 6/4/2015**

I just heard of the plans to reduce 55th street down to 1 lane each direction. This is a terrible idea. They shut down one lane to do construction recently and it caused a horrible backlog of traffic. There are more cars than bicyclists and they already have lanes created for them. Please do not do this. Traffic will be terrible. Please feel free to call if you need any details.

### **55th Cathleen Tetro 6/4/2015**

I work in the Flatiron Park business district and commute by car to Boulder every day for work. The traffic on 55th is already horrendous. Thousands of people commute from out of town to work in the businesses in Flatiron Park. Biking is not a feasible option. Frankly, I am appalled and dismayed that the city would even consider

restricting 55th to two traffic lanes. Seriously? Count the cars. Please. Consider the businesses and their employees, bringing REVENUE to this city.

### **55th Jennifer Tidd 6/4/2015**

There's already a lovely bike path in the area with plenty of room and traffic on 55th can be chaotic as is with the lanes it has, reducing them would cause serious traffic issues in the area. Over 3000 people work in Flatirons park off of 55th and no matter what time of day it is there is significant traffic in the area. Not to mention how this project could damage access to the Boulder County Humane Society. A real upgrade to the road would be fixing the pavement near the train tracks so fewer people have to slow down to less than 5mph to cross over them without damaging their cars. If there must be more room for cyclists there are improvements that could be made on bringing the curb back by a foot or so on either side. I appreciate the desire to make improvements but reducing the lanes for vehicles is not one.

### **55th Ben Titchenal 6/9/2015**

As a small business owner that has property off 55th and central, I strongly oppose this. I ride to work frequently and do not find the need for riding on streets necessary. That's what the goose creek and boulder bike paths are for. I feel this a gross misjudgment of money spent on a program that is not even permanent. The idea that 1,000,000 dollars and 1 year of construction will have to be spent on a project that has no hard data to support the city's claims is preposterous. I do not want this to be done on 55th near my place of business. Please listen to the people of boulder and do not implement this program.

### **55th Dan Twing 6/5/2015**

I am writing to oppose the plans to reduce 55th street from four lanes to two. I have worked in the Flatirons Business Park for the past 13 years. I have been in three different buildings using both Flatirons Pkwy and Central Ave. to enter the park. On any given day during rush hour, there is barely sufficient capacity to handle the traffic entering and exiting the park. When there is a significant snow, it can take a tremendous amount of time to exit. If there was ever an emergency situation, it would not be easy for everyone to evacuate. Anytime there is a train stopping traffic on 55th, traffic backs up for blocks. It can be difficult to enter Central Ave. because the traffic is standing in the way of the turn lane. During the lunch hour, there are often 8 to 12 cars per lane at red lights. Put all those cars in one lane and it will be backed up to Arapahoe. It is already difficult to make a left turn onto 55th from Arapahoe as it is. Most evenings, traffic is backed up past the light at Flatirons Pkwy on the north bound side. I was rear ended a couple of years ago stopping at a green light at 55th and Flatirons Pkwy due to this backup. How far will this backup when there is only one lane to hold all the cars? These problems exist today with two lanes of traffic in each direction. How can you even consider reducing this? Does Boulder really hate automobile traffic this much? We currently have an opportunity to exit our lease early due to the expansion of an adjacent business. I am seriously considering a location outside of the Flatirons business park because of this project, and if nothing suitable is found in Gunbarrel, then outside of Boulder all together. I cannot have my employees and my customers inconvenienced by overly restricted automobile traffic capacity in favor of unnecessary additional bike and pedestrian lanes in a commercial area. Why would you make such a radical change when there are sufficient bike paths in the area already? This is a ridiculous, unnecessary, and revenue impacting project. If it ain't broke, don't fix it! Dan Twing

### **55th Joy Watson 6/10/2015**

As a person that has driven 55th street every work day for the last 11 years, I would like it noted that I do not feel narrowing the street from four lanes to two lanes is a good idea. The number of FedEx trucks, general congestion from 7am to 6pm and how often the lanes are blocked for construction makes this a terrible addition to the delays I experience on a daily basis. Please leave this corridor alone.

### **55th Tim Weilert 6/4/2015**

I do quite a bit of business with companies along the part of 55th street in question and it is already a bit of a mixed bag for traffic. If a train ever comes through it seems to readily congest and the shoulders seem quite wide for bikes. Shrinking the road to a single lane would be a step backwards for the city and the many companies that call the 55th street corridor home. If the city wanted a better solution a more comprehensive bike trail system that does not negatively impact business traffic would be preferable.

### **55th Brandon Werdel 6/3/2015**

comments: My name is Brandon Werdel and I am an employee at 3D at Depth located at 2400 Central Ave in the Flatiron Park office park off 55th St. An email was forwarded to me by the property management of our building giving notice of a city plan to reduce the number of lanes on 55th St from two lanes down to only one. I reside near 55th & Baseline and am very familiar with the traffic patterns in this area. Having lived and worked in this area for over a year, I have observed a few things that I feel should be taken in to account in your decision to reduce the number of lanes on 55th St: A) Motorized vehicle traffic is already heavily congested along 55th St. By reducing the number of lanes to a single lane, this will only add to the congestion and will make it difficult for people to accomplish their jobs in a timely and cost-effective manor. My job requires me to travel almost daily in addition to my normal morning and evening commute. Reducing the number of lanes will be a hindrance to my productivity. B) Vehicle traffic at the intersections of 55th & Arapahoe and 55th & Pearl back up routinely on my commute both to and from work as well as during lunch. By forcing all these intersections down to only a single lane, this will impede traffic flow even more. C) Bike traffic on 55th St is minimal. On average, during a typical day I would guess I see no more than 15 bicyclists riding in the bike lanes on 55th St. Foot traffic is also minimal. I have biked on 55th numerous times and have never been concerned with the amount of space available to me. I think the plan to reduce the number of lanes on 55th St down to a single lane is a bad idea and I am against it. I hope that you take my observations and concerns in to account when making your final decision. I am CC'ing a number of my coworkers on this email and hope they convey a similar message.

### **55th Lisa Xinos 6/9/2015**

There are not enough bikes to warrant this drastic measure. There are already existing bike lanes and many bike paths in Boulder. This is a dangerous change for motorists and cyclists. With creating less lanes for cars you will be creating huge traffic jams. Are you going to start to license cyclists so there is revenue in order to maintain these lanes? Cyclists don't pay any taxes like a motorist pays when fueling their cars which the roads were originally built for. Are you charging a tax to the cyclists for utilizing the road. Why do they get away free of charge? It could also be a deterrent for new business because you are designing the area for bike traffic vs. road traffic. Boulder is being designed to be vehicle unfriendly and with the delays due to standing and waiting traffic will cause more emissions and pollution in the city. Lastly, existing businesses will suffer from lack of consumers. Boulder traffic is bad already and you are wanting to make it worse and discourage the economy to grow. I know I won't go to Boulder to shop. It will be too difficult and not worth the hassle. Lastly, cyclists in general don't follow the law, they cut off cars and the laws are never enforced. Maybe if etiquette was enforced things would be different. This will cause a bad situation already to get even worse.

### **55th Eric Zeitlin 6/2/2015**

Please do not decrease 55th street to 2 lanes. With more and more people moving to Boulder, we don't need to create extra traffic problems. Thanks, Eric Zeitlin

### **55th Hentzen 6/2/2015**

comments: I regularly commute along 55th (both with car and bike), as I work in that area. As a Boulder resident and taxpayer I encourage the city to look at the cost benefit analysis on this and spend taxpayer money on more

worthwhile projects. The 55th st corridor has heavy auto volume given the large number of employers in the area, along with a train track that regularly stops traffic. Dropping this to 1 lane will cause significant auto backups, with only minimal improvements to bike traffic as there are numerous dedicated bike paths already in the area that most commuters already use. There are already extensive backups on 55th south of Arapahoe where this road drops to 1 lane and the section proposed has even more traffic due to the high business concentration. The single largest thing the city could do to improve bike utilization on 55th St would be to rework the dangerous railroad crossing that is extremely uneven, along with removal of the high volume of rock/debris along the existing bike lane. This would come at a much lower cost and would not negatively impact the high volume of commuter traffic in that area of the city. Thanks

### **55th Anonymous 6/2/2015**

comments: Hello, I understand the need for having bigger lanes for bikes, but I have concerns in general due to already heavy vehicle traffic and projected increase in said traffic over the next few decades for these corridors. I am most concerned about reducing the 55th street corridor. That is a heavily traveled road for people outside of Boulder who have too long of a commute to the tech center for a bike, and it also has a train crossing which already backs traffic up close to arapahoe with the two lanes their now during a crossing (which would be exacerbated by reducing it to one lane).

### **55th Anonymous 6/3/2015**

comments: I am writing to express my concern regarding the proposed revisions to 55th street. I work in the Flatirons Business Park off of 55th and Flatirons Parkway. There is already a traffic congestion problem on 55th. Reducing the car lanes to two, would only make the current situation worse. Furthermore, very few, if any bikers actually bike on this road. The current bike lanes and sidewalks along 55th are almost always empty of bikers. The entire area has bike paths around the business park and plenty of access for bikers. The use of City funds and tax payer dollars to fund a pointless project like this is erroneous! I hope you can find a better use of for the funds and that you listen to the citizens of Boulder when we say we don't need any more bike lanes! The so called bus lane and bike lanes that were constructed between Cherryvale and Arapahoe road east bound, were also a total waste of money. Not sure why you would widen Arapahoe road and still only keep it a one lane. No one bikes along this route, I drive it every day, and its empty of bikers. Congratulations to you and your staff for concocting another wasteful proposal for tax payer dollars. How about using the money to fund our schools and pay teachers? Please let me know when meetings will be held, so I can attend to strongly OPPOSE this idiotic proposal.

### **55th Coolescence 6/3/2015**

comments: I am writing on behalf of Coolescence LLC, located in Flatiron Park, adjacent to 55th Street. We have dedicated bike riders on staff and all enjoy Boulder's beautiful bike trails, however we must voice our opposition on the Right-sizing pilot programs. The only way to access Coolescence is from 55th Street, which is scheduled for the lane closers. Per your study 15-20 thousand vehicles drive this segment every day. Because we are those drivers we must make our views known. Currently, the rush hours produce long lane backups. Incoming traffic can exceed, well past Arapahoe and outgoing traffic surpasses Central Ave with the railroad tracks compounding the problems. The proposed lane closers would only intensify the frustration. The City of Boulder has always been a bike friendly community, which is evident with the Boulder Creek Path. Please don't ignore the needs of your business enterprises and their employees, who are also residents and taxpayers of your city.

### **55th Sharon 6/3/2015**

comments: I currently work in the Flatirons Park off of 55th Street in Boulder. There are only 2 ways to get in and out of the complex and that is by 55th Street. 55th Street is used by thousands of people who need access to Flatirons Park and the Boulder Sheriff's Dept. is here, as well. This is a highly congested area during the work

week. There are also backups and delays when trains come though. Cutting the lanes from 4 to 2 will only add to more congestion and, most likely, frustration from commuters. I believe it is essential to keep the four lanes of highway on 55th Street. Regards, Sharon A.

### **55th Coolescence 6/3/2015**

Boulder City Council DK Kemp Marni Ratzel I am writing on behalf of Coolescence LLC, located in Flatiron Park, adjacent to 55th Street. We have dedicated bike riders on staff and all enjoy Boulder's beautiful bike trails, however we must voice our opposition on the 'Right-sizing' pilot programs. The only way to access Coolescence is from 55th Street, which is scheduled for the lane closers. Per your study 15-20 thousand vehicles drive this segment every day. Because we are those drivers we must make our views known. Currently, the rush hours produce long lane backups. Incoming traffic can exceed, well past Arapahoe and outgoing traffic surpasses Central Ave with the railroad tracks compounding the problems. The proposed lane closers would only intensify the frustration. The City of Boulder has always been a bike friendly community, which is evident with the Boulder Creek Path. Please don't ignore the needs of your business enterprises and their employees, who are also residents and taxpayers of your city. Coolescence

### **55th John 6/4/2015**

Reducing 55th Street between Arapahoe and Pearl from four lanes to two is an awful idea. Given how many people work in the office park and other businesses in that area, vehicle traffic - especially at rush hour - is already problematic. Further, the existing sidewalks and bike paths in the area seem more than sufficient for the volume of foot and pedal traffic.

### **55th Anonymous 6/4/2015**

We have a huge infrastructure of bike paths in this town. The idea that an entire lane of traffic needs to be closed down over the summer is ludicrous! How is that teaching cyclist the proper traffic laws when you give them a whole lane? Already most cyclist don't obey the laws and ride double in single lanes, don't stop at lights, and don't signal. I ride my bike and I don't feel that the bike lanes are crowded, the roads are. I will be curious to see if this brings people out in droves to bike, but I don't think this is the proper encouragement for getting more bikes on the road. Summer is the nice time to drive because the CU traffic lessens. Folsom especially is a great road to avoid extra traffic on 28th. Now all these roads will be crowded. I'm just incredulous that this project got this far along without the public hearing about it. I feel like it was sneaked in because "you" knew the general public would object. Bring on the inevitable road rage of all.

### **55th Anonymous 6/8/2015**

I am concerned that you are putting in bike lanes in areas that are not necessarily interesting (they are ways to get to offices, but not necessarily to shops, library, etc.) There is a lot of traffic on 55th during rush hour and generally throughout the day. This traffic supports businesses in that area that do not have an alternative way to get to work. The current traffic is dense but keeps moving because there are 4 lanes on 55th. I am concerned that this proposal will actually snarl traffic and make biking more contentious as drivers have a commute that would take longer if the bike lanes were implemented. I would be worried that we would see more accidents as drivers get frustrated. I would like to caveat that I bike frequently and am very supportive of the bike community. I am very close to someone who was in a horrible bike accident last year. For 55th in particular, I don't understand how this bike path will encourage individuals to bike. There is a fantastic dedicated bike path (not on the road) that follows foothills. I frequently take this on my commute from S to N Boulder to go on bike rides and it is fantastic. Finally, I question how this proposal will encourage more individuals to bike. I often don't bike to work, and have a million reasons for why I do drive: I want to go to the gym, I have my laptop, I don't want to be sweaty etc. However - being fearful of biking is actually never one of the reasons that I don't bike. I feel like those individuals who plan to bike frequently do so. If people are scared of biking, I feel like they may be more inclined

to drive to a quiet area or to a bike path. To better serve these individuals, you might consider using this budget to improve bike lanes - add more wide sidewalks that are for pedestrians and bikes - or complete the bike path to Longmont.

### **55th Anonymous 6/10/2015**

I have a small business at 5757 Central Ave and I as well as my employees use the 55th street corridor most every day. I think you are taking a step backwards in reducing 55th to two lanes giving bikes effectively two lanes. But, I'm late to the comments since the decision was already reached last night without any representation. Since the decision has already been made I'd like to suggest the following enhancements to the plan. 1) Remove the traffic lights between Arapahoe and Pearl Parkway since the bicyclists don't obey traffic laws anyway. This would let bicycle and automobile traffic enjoy a pleasurable ride between those two major East West corridors. This might encourage more families to ride the street since they don't have to stop for traffic signals and they won't have to be looking over their shoulder when they run the red lights. 2) Maybe make 55th a single lane one way going north from Arapahoe to Pearl Park for automobiles. This would then give even more room to the bicyclist and room to widen the sidewalks. I would come to my office via a circular route west to Foothills Parkway, east on Arapahoe and then north on 55th St. 4) Please make the sidewalks along 55th wider since the narrow sidewalks don't encourage me or my employees to take a walk along 55th street. Maybe take that extra lane when reducing it to one-way for a pedestrian walk way. 5) Completely close off 55th to automobile traffic and create park-n-rides at each end of 55th and my customers, employees and myself could ride or walk to our offices. This way the business in the Flatirons Business Park will move out of Boulder and you won't have any more automobile traffic to worry about. Even better, how about light rail around the Flatirons Business Park from those park-n-rides. 6) Maybe close off Pearl Parkway all the way to 30th so all those Google employees in that new five story building will be encouraged to bring their bikes on their cars from their commute from outside Boulder. They could use those park-n-rides.

### **55th Anonymous**

55th between Arapahoe and Pearl is not a residential street. It makes sense to minimize traffic on residential roads, but this area is purely commercial. Reducing lanes will only affect the businesses in this area negatively.

### **55th Conor Felletter 6/4/2015**

As a Boulder resident who works off of 55th and bikes that path every day I am firmly against downsizing the road from 4 lanes to 2. The road is already fine for cyclists and increasing traffic isn't worth any added benefit

### **55th Ben Molk 6/4/2015**

Touch base regarding proposed narrowing of 55th near Arapahoe. Goff Capital Ownership group behind 17 buildings in Flatirons Park roughly 17000 square feet. Have major concerns. Available on my cell phone. Inter Mundo Media is completing an improvement project and moving into the Flatirons park as early as next month with an additional 150 employees destined to their worksite.

### **55th & 63rd Janice Coen 5/19/2015**

Dear Ms. Ratzelm, I'm writing to provide feedback on the proposed "Living Laboratory" plan to reduce the section of 63rd from 2 lanes down to 1 in each direction and add seven-foot wide bike lanes with 6-foot wide buffers. The proposal reduces to one lane the section that is accessed by the Boulder Rural Fire Protection District Station on the west side of 63rd. A wide bicycle path already runs alongside on the west of 63rd Street. Considering the commuter traffic from Lookout which can be quite heavy during business hours, the overflow from occasional blockages on the Diagonal Highway, and new traffic loads from the multiple housing complexes under construction around Gun Park, it is difficult to see how this is an overall improvement for any class of

commuters and not just a punitive attempt to stop people in Gunbarrel (where, being less density than the actual City of Boulder, destinations are farther apart) from driving their cars. I have similar concerns for the proposed changes to an important and heavily-traveled section of 55th Street between Pearl Street and Arapahoe. It is an important and heavily traveled north-south corridor for those outside the city. The Boulder County Sheriff's department headquarters and a large number of businesses and industries use this section of 55th street and the increased congestion from reducing the volume capacity of this roadway would create unnecessary adversity for users. Here, again, there are wide multi-use paths already available for bikes on both sides of the roadway. Neither of these thoroughfares is comparable to the Phase-I projects listed on the web site. These Phase-I projects are predominantly west-Boulder, where densities and usage patterns (not to say lifestyles) are different from the more suburban, commercial and industrial areas around 63rd and 55th streets. I use these roads almost daily and am opposed to any plan that reduces traffic capacity and increases congestion while providing no benefit above existing conditions to any user type, on these already burdened arteries that serve the economic and safety needs of eastern Boulder and nearby surrounding Boulder County.

### **55th & 63rd John Michalakes 5/19/2015**

Ms. Ratzelm, I'm writing to provide feedback on the proposed "Living Laboratory" plan to reduce the section of 63rd from two lanes down to one in each direction and add seven-foot wide bike lanes with 6-foot wide buffers. The proposal reduces to one lane a busy section that is accessed by the Boulder Rural Fire Protection District Station on the west side of 63rd. A wide bicycle path already runs alongside on the west of 63rd Street. Considering the commuter traffic from Lookout, the overflow from occasional blockages on the Diagonal Highway, and new traffic loads from the projects under construction around Gun Park, it is difficult to see what qualifies as "Right Sizing" in this plan. I have similar concerns for the proposed changes to an important and heavily-traveled section of 55th Street between Pearl Street and Arapahoe. The Boulder County Sheriff's department headquarters and a large number of businesses and industries use this section of 55th street and the increased congestion from reducing the volume capacity of this roadway would create unnecessary delays for users. Here, again, there are multi-use paths already available for bikes on both sides of the roadway. Neither of these thoroughfares is comparable to the Phase-I projects listed on the web site. These Phase-I projects are predominantly west-Boulder, where densities and usage patterns (not to say lifestyles) are different from the more suburban, commercial and industrial areas around 63rd and 55th streets. I and many of my neighbors who live near and are frequent users of these roads, both by car and bus, are opposed to any plan that reduces traffic capacity and increases congestion on these already burdened arteries that serve the day-to-day travel as well as economic and safety needs of eastern Boulder and nearby surrounding Boulder County.

### **55th & 63rd John Michalakes 5/29/2015**

comments: I'm writing to provide feedback on the proposed "Living Laboratory" plan to reduce the section of 63rd from two lanes down to one in each direction and add seven-foot wide bike lanes with 6-foot wide buffers. The proposal reduces to one lane a busy section that is accessed by the Boulder Rural Fire Protection District Station on the west side of 63rd. A wide bicycle path already runs alongside on the west of 63rd Street. Considering the commuter traffic from Lookout, the overflow from occasional blockages on the Diagonal Highway, and new traffic loads from the projects under construction around Gun Park, it is difficult to see what qualifies as "Right Sizing" in this plan. I have similar concerns for the proposed changes to an important and heavily-traveled section of 55th Street between Pearl Street and Arapahoe. The Boulder County Sheriff's department headquarters and a large number of businesses and industries use this section of 55th street and the increased congestion from reducing the volume capacity of this roadway would create unnecessary delays for users. Here, again, there are multi-use paths already available for bikes on both sides of the roadway. Neither of these thoroughfares is comparable to the Phase-I projects listed on the web site. These Phase-I projects are predominantly west-Boulder, where densities and usage patterns (not to say lifestyles) are different from the more suburban, commercial and industrial areas around 63rd and 55th streets. I and many of my neighbors who live near and are frequent users of these roads, both by car and bus, are opposed to any plan that reduces traffic

capacity and increases congestion on these already burdened arteries that serve the day-to-day travel as well as economic and safety needs of eastern Boulder and nearby surrounding Boulder County. John Michalakes

### **55th & 63rd Matt Samet 5/18/2015**

Dear Marni I'm writing to offer some feedback about the proposed "right-sizing" of 63rd Street between Lookout and Gunbarrel roads, as well as the proposal for 55th street between Pearl and Arapahoe. While I realize the City is always working to make the streets more bike-friendly, I believe these proposals will have a significant negative impact on our quality of life (read: traffic flow and pollution) in the eastern part of town. I've been in Gunbarrel since 2007, and have watched as traffic has steadily increased on that section of 63rd, where it can even back up during rush hour. Like 55th Street, 63rd is a major north-south artery through the eastern parts of the city, used by thousands of office workers to access the warehouses, office buildings, and office parks they work in, as well as by heavy (delivery and repair) trucks, in addition to local, residential traffic. Particularly with 63rd, constricting it to one lane will create horrible logjams, especially given the new high-density apartment buildings going up in the Spine/Lookout area that are effectively adding at least 1000 more people to Gunbarrel, not to mention all the traffic from the popular new Avery Brewing building on Nautilus Court. Right now, 63rd has a great bike path/sidewalk on its western side, one I use every day to walk my dog — it's probably the widest such path in Boulder, and is and will remain more than wide enough to accommodate the volume of bike and pedestrian traffic it sees (I barely ever see anyone on it). So why the need to impede traffic flow on 63rd, in the name of the handful of bikers and pedestrians who already have a good option? It feels baffling, like a solution in search of a problem. As someone who lives west (downwind) of that stretch of road, I also fear the day when traffic backs up along there during the morning rush hour into town and all the car exhaust blows our way. It's better to just keep the traffic flowing, I would think, and get people out of their cars sooner instead of sitting there idling. I'd also put forth some of the same argument for leaving 55th as-is. Thanks for considering our thoughts out here in Gunbarrel. We rarely have a voice in how things play out. I'd also love to know who I could chat with in your office about getting some "Slow" signs or speed humps put in on Twin Lakes Road at Brandon Creek. We have two young children and have had ongoing issues with people speeding past our side street off Twin Lakes, despite a 25 mph limit and a high population density here, between the Twin Lakes Condos and the homes in Brandon Creek, and the trailhead for the LoBo Trail (popular with bird/owl watchers). There are some speed dips south of us, and I'd love to see a similar solution put into place here, if not a crosswalk. All best, Matt Samet

### **55th & 63rd Miho Shida 5/21/2015**

comments: I think this is a pretty bad idea. During rush hour these street gets pretty busy and with all the apt.s being built out here, it will just get even busier. Yes, it would be nice if more people rode their bikes but it just isn't an option for many commuters, families, older people etc. The cars idling will just create more pollution and frustration!

### **55th & Folsom Bob Jamieson 5/18/2015**

I am not able to be at the meeting on May 20. However, I would like to provide input on the proposed Rightsizing projects. I personally ride on Folsom frequently and 55th occasionally between Arapahoe and Valmont. I try to stick to the paths as much as possible to avoid car conflicts, but those two north-south routes are critical bike routes and I strongly support the projects. Riding on those two streets, especially Folsom, is the most dangerous transportation choice that I currently make. Thanks. Bob Jamieson

### **55th & Folsom Arlene Blewitt 6/2/2015**

I am extremely opposed to this plan. There are plenty of bicycle pathways that I use. I will not use new lanes on streets. We need more pedestrian friendly paths. (overpasses and underpasses.) I can barely cross Arapahoe at 47th to get to volunteer job at BCH. New plan will make traffic more congested esp. with summer tourists. I am an active senior who walks, rides, and drives and has lived here 50 years and will start driving to Louisville and

Lafayette as less congestion. Many of us seniors have quit attempting to go to Pearl Street Mall and this is final straw as Folsom will be a mess.

### **55th & Folsom Shawn McQuerry 5/18/2015**

While I'm a member of two bicycling advocacy groups, I was in utter shock at the concepts that were suggested for Folsom and 55th. This is for two main reasons: 1. As traffic on both 55th and Folsom is a mess on weekends, I imagine that it's a standstill on a typical weekday regardless of the alleged calculations. The concept of removing two functional lanes in some of our only north-south corridors is an absolutely untenable idea for those of us who don't live within the listed 4 miles of downtown 2. As most recently shown by its performance last winter, the city is incapable of maintaining bike lanes and routes in a safe condition, unless they are downtown or a separated bike path, when there is even a trace a snow on the ground. I know that we're lauded for our clearing out bike paths before the roads, but we should remember that you have to get to the paths first. For a further example. consider the slush, black ice, and standing water in the bike lane that personified the Baseline experiment last winter. I know several people who moved their bike commute into the traffic lanes on Table Mesa last winter (another road prone to inhospitable conditions in its bike lanes). If the city can't demonstrate an ability to maintain what it has, why should I trust that it can take care of more? Shawn McQuerry Boulder, CO

### **55th , 63rd and Iris Andria Allen 6/8/2015**

This is ridiculous. The distances between "towns" or suburbs in this area, weather, and family commitments is not necessarily conducive to riding a bicycle. I love in Longmont and try to achieve multiple tasks when I have to drive to Boulder - business and shopping in one trip if possible. The congestion, parking and tiny parking spots do not incentivise me to come to boulder any more than I have to. With the cost of housing in Boulder, most people who work in Boulder don't live there. Boulder is a major hub for shopping and employment. If it becomes more difficult for people to work and shop in Boulder, especially if they don't live there, they will not do so - period. Boulder is a wealthy town, but still needs the tax dollars from businesses and shoppers. Really a bad idea. Instead of making boulder even more inaccessible, try to make it easier.

### **55th 63rd Meredith Chavel 6/3/2015**

comments: Both of these areas are commuter areas - 55th is concentrated office parks, and 63rd is a cut-through between Longmont and East Boulder. These are distances that are not conceivable to increase the number of families, women and elderly biking, as it is used by commuters traveling between work and home. There are no amenities in either of these areas that are conducive to biking. On 63rd, there is a hill that will create a blind spot and slower bike traffic, both of which will contribute to increased accidents and frustrated drivers. This is another example of Boulder catering to those that do not work and do not commute, and creates an environment where only the ultra-wealthy can afford to live.

### **55th 63rd Gaurav 6/3/2015**

comments: Making one lane roads for cars would cause traffic on marked routes as it is fairly crowded in rush hours.

### **55th 63rd Iris Cindy Green 6/4/2015**

I think this is a horrible idea. Over the last few months, the population of Gunbarrel has increased significantly. Roadways are already congested enough. While increasing the number of people who bike to work may seem like a good goal, it is completely unrealistic. What happens during the winter months? What about people who have long commutes? Teens in Gunbarrel attend Fairview High School. To have them bike back and forth early in the morning and after their school activity is completely unrealistic. How are emergency vehicles going to get

around with limited roadways? I know our local fire station is extremely concerned about this. Maybe the safest thing for bikers would be to repave the crumbling roads we have. Please do not move forward with this plan.

### **55th and 63rd Tony Apuzzo 6/4/2015**

My name is Tony Apuzzo and I'm a resident of the City of Boulder, living in Gunbarrel North neighborhood. I frequently commute by bicycle to my office in on Central Avenue. While much of my route is relatively safe, I find that in particular the sections along 63rd Street and 55th Street are not as safe nor accommodating to cycling as I thought they would be when I started commuting. When I heard about the Living Labs "right sizing streets" initiative, I immediately was pleased to hear that 55th and 63rd were to be part of the experiment. I am also a driver and I am hopeful that this initiative will help to prove that both transit modes can be optimized. Personally I feel that the City should do more to improve traffic flow for all forms of personal transportation. For example, improving traffic flow on the Diagonal and Foothills Parkway with better light timing, perhaps more on/off ramps and higher speed limits would take traffic away from surface streets, consequently allowing lower speed limits and narrower streets away from the highways. With this sort of optimization I hope that cycling and driving can both be safer and more efficient within and through the City of Boulder. Thank you for your consideration, -Tony

### **55th and 63rd Katie Lewis 6/4/2015**

I was just informed that the city is planning to narrow down fairly major 4-lane thoroughfares throughout boulder to make things more pedestrian/bike friendly. While I'm all for families and riding bikes, and enjoy both of these things in my personal life, I ALSO have to work for a living, and I commute daily from Longmont (since I can't afford to live in Boulder proper anymore), down 119 to 63rd/61st through Gunbarrel, up Valmont to 55th and work in the Flatirons Business Park near 55th and central. So this "plan" you guys have is REALLY going to mess up my mornings and evenings and make things even more stressful getting home. My company has been in Boulder for 26 years, we are growing rapidly and work on some very high profile contracts in the structural engineering industry. We're currently looking for new office space to move into to double the amount of work space we have, and there is a warehouse IN THIS SAME OFFICE PARK ON 55th that fits our needs, but now that we've learned about this, we're really glad we haven't signed a lease on this new place yet. If you guys actually do mess up 55th, there's a good chance we will start to look outside Boulder County for our next office space... And I have a feeling a lot of other businesses in this area would do so as well. Boulder is WAY too expensive for the working stiffs like myself to reside in. I used to, but I just can't justify the outrageous rents and mortgages in the bubble anymore. A lot of us live way too far out to make "bike commuting" feasible, and the bus system would take several hours with transfers to get to the office, so a lot of us are stuck carpooling and commuting to get here every morning and get out of here every night. My commute is already hell as it is, so subtracting a lane out of that will really do some irreparable damage. This was proven with the bridge construction at 55th near Valmont last fall with one lane on each side shut down for a very long time. Navigating through that mess was an AWFUL way to start and end each work day. Obviously, whoever made the decision to narrow down these 4 lane roads to make 2 lane roads has never had to commute in and out of Boulder, particularly on the east side-- getting stuck behind buses and railroad tracks, and the general absent mindedness of drivers who think you need to go 20mph on a 40mph road, or are constantly slamming on their brakes because they don't know which driveway to pull into to get to the office they're visiting. Have the people who made this decision about our roads ever had to work for a living at all in any sort of clustered office park where THOUSANDS OF OTHER PEOPLE ARE WORKING AND TRYING TO COMMUTE IN AND OUT OF A VERY TINY GEOGRAPHICAL AREA DURING RUSH HOUR ALL AT THE SAME TIME, or are these people just totally out of touch assholes who can afford the luxury to work from home or avoid all rush hours in all high-traffic places and just have NO IDEA about anything concerning the decisions we entrust them to make? There are bike paths SURROUNDING the entire office park over here. Many of my coworkers bike into work during the warm months, I used to as well. The bike racks in our office park are full when it's warm, tons of people already commute very easily into here via bike. I can ride my bike from my office to the big bike park off valmont on the bike path that wraps around the office park without riding or crossing any major roads until I get up to the short sprint on Valmont. I lived in gunbarrel for a few years before

moving to longmont, and there are literal MILES and MILES of trails and paths that go ALL OVER that area-- even under and along 63rd. And before that, I used to bike from central Boulder to the gunbarrel tech center (71st between lookout and hwy 52) almost ENTIRELY on trails that course through the Gunbarrel area. So this whole, let's-severely-mess-up-traffic-and-commutes-for-people-who-don't-have-time-to-bike-and-walk-around-all-day-because-we-have-to-work-for-a-living-in-an-office-park is not sitting well with me or ANYONE else that I work with as things are fine as is, if not already VERY congested traffic-wise over here. I sincerely hope that if Boulder actually follows through with this clusterf---, that the businesses that have made their long-time homes here in East Boulder like us will consider moving out of Boulder entirely. Don't hinder the people working their asses off to bring commerce to your city. Our lives and commutes are hard and stressful enough already.

### **55th and 63rd Matt Samet 6/6/2015**

Dear City Council, I'm writing to offer some feedback about the proposed "right-sizing" of 63rd Street between Lookout and Gunbarrel roads, as well as the proposal for 55th street between Pearl and Arapahoe, and on various other streets in the city. While I realize the City is always working to make the streets more bike-friendly, I believe these proposals will have a significant negative impact on our quality of life (read: traffic flow and pollution) in the eastern part of town and elsewhere. I've been in Gunbarrel since 2007, and have watched as traffic has steadily increased on that section of 63rd, where it can even back up during rush hour. Like 55th Street, 63rd is a major north-south artery through the eastern parts of the city, used by thousands of office workers to access the warehouses, office buildings, and office parks they work in, as well as by heavy (delivery and repair) trucks, in addition to local, residential traffic. Particularly with 63rd, constricting it to one lane will create horrible logjams, especially given the new high-density apartment buildings going up in the Spine/Lookout area that are effectively adding at least 1000 more people to Gunbarrel, not to mention all the traffic from the popular new Avery Brewing building on Nautilus Court. Right now, 63rd has a great bike path/sidewalk on its western side, one I use every day to walk my dog — it's probably the widest such path in Boulder, and is and will remain more than wide enough to accommodate the volume of bike and pedestrian traffic it sees (I barely ever see anyone on it). So why the need to impede traffic flow on 63rd, in the name of the handful of bikers and pedestrians who already have a good option? It feels baffling, like a solution in search of a problem. As someone who lives west (downwind) of that stretch of road, I also fear the day when traffic backs up along there during the morning rush hour into town and all the car exhaust blows our way. It's better to just keep the traffic flowing, I would think, and get people out of their cars sooner instead of sitting there idling. I'd also put forth some of the same argument for leaving 55th as-is, and ditto for Iris and Folsom. Thanks for considering our thoughts out here in Gunbarrel. We rarely have a voice in how things play out. All best, Matt Samet

### **55th and 63rd Kent Zaitz 6/8/2015**

I think that the separation like the barriers on Baseline near Williams Village is not practical or functional with cross street going through it. Snow removal & street sweeping is hindered on the street and it is plain ugly. I prefer multi-use paths for getting around Boulder. We ride 15 to 20 miles each day and try to avoid on street lanes. I question disrupting traffic on 55th as there are wide sidewalks along 55th that are removed from traffic and could be widened or are already wide enough for multi-use. They also have very light foot traffic if any at all most of the time. If you make a bust street less usable for cars, the pollution from the stop and go alone will make it an undesirable place to ride as we suck in all the exhaust. Thank you for your consideration, I would love to see additional safe bike riding lanes, but I don't think this proposal is the good solution.

### **55th and Folsom Caitline Anderson 6/4/2015**

Dear Council- Queen summed it up pretty well. "I want to ride my bicycle, I want to ride my bike. I want to ride my bicycle, I want to ride it where I like." And I can't because the bike infrastructure leaves much to be desired. On Walnut, I have to ride on the sidewalk downtown because the bike lane ends. On 30th, the bike lanes are too narrow and the pavement is very broken and uneven and my bike tires pop. As part of 55th St, please fix the

giant hole in the bike lane near the train tracks. The rightsizing projects are an important first step in a long process of improving conditions for biking in Boulder. And please shorten the signal cycle for cyclists crossing Canyon at 13th St. The wait is far too long. And please add bike infrastructure to Broadway between Arapahoe and Iris. And add bike lanes on Pearl St between Folsom and 15th- I don't want to ride on Spruce, I'm going to Pearl. Thank you, -- Caitlin Anderson

### **55th and Folsom Margaret Peterson 6/8/2015**

I'm very skeptical about proposed bike lane widening on 55th, Folsom etc. Boulder already has enough traffic problems without taking away driving lanes. I am a grandmother and ride my bike only on side streets or bike paths. This plan will not help me at all and hurt my ability to get places. Margaret Peterson

### **55th and Folsom Dan Powers 6/5/2015**

This project should be placed on hold until other growth and density decisions for Boulder have come to clarity, particularly through the overarching Comprehensive Plan. Otherwise we are removing vehicle travel lanes from places where it is otherwise reasonable and possible to locate additional housing and businesses; to remove functional infrastructure for tens of thousands of current and possibly a few thousand more people is not responsible. If this goes forward it is a contrived way to then argue that traffic is already more congested than if you left it alone and Boulder deserves more sophisticated, integrated policy decisions that show integrity to the entire community. Please do not make this decision as it is currently proposed in a vacuum. There are other and potential transit uses that this project threatens, it is not urgent and can wait. Don't force this to happen, it is not appropriate.

### **55th Iris Folsom Ken Goodhew 6/3/2015**

comments: I bike a lot and I find 55th, Iris and Folsom dangerous and difficult to bike. I don't know if this will work, but I support the experiment.

### **55th Iris Folsom Lois Purtell 6/8/2015**

It already takes 3-4 lights to turn east onto Iris from Broadway at peak traffic times. Add in the new development traffic from the future Armory development and it will be worse. The bus stop will be in the main lane just north of Iris, thereby slowing the remaining 1(one)! lane of traffic. I can't think of a worse idea for North Boulder. I and others in N.Boulder will have to be planning our trips south and east on the side streets if this happens. I think the residents of Linden, 16th St., Meadow, Kalmia, 19th, and Poplar will not be happy. Further, I wrote down my typical day in my car, and there is absolutely way I could use a bike for my errands and work. And I don't have kids at home to ferry around anymore. This is dreamland to think that more bike lanes will encourage more bike travel, except for the spandex and commuter groups. I can see how the lady who wrote in to the Daily Camera on the editorial page today would think this is a dandy idea;she runs a bike store!! For the rest of us, stop with the bike revolution. We already are, and will be further, negatively impacted daily. Thank you, Lois Purtell

### **55th, 63rd and Iris Joni Skuba 5/20/2015**

Marni – What exactly does “Right sizing” mean? In the past, traffic mitigation in Boulder has typically meant installation of impediments to traffic flow. Examples are the numerous tiny traffic circles on Pine, speed bumps on Cherryvale and 55th, and bus stops along many streets all of which intentionally hinder traffic flow. Boulder is an affluent community. Doubtless there are as many cars in Boulder as people. Slowing traffic down does not in any way improve life in and around Boulder. Without radical changes in alternate modes of transportation, cars are here to stay. So I'm concerned when I hear people in Boulder talking about “Right sizing” streets, especially one near my home. That sounds like another way to impede traffic. Please tell me I'm wrong.

### **55th, Folsom and Iris Karolyn Merrill 6/8/2015**

This is a ridiculous concept. Traffic is already difficult as it is, and not everyone has time to ride their bikes or take a bus on a leisurely grocery run. Wake up Boulder!!!!

### **55th, Folsom and Iris stu Wright 6/8/2015**

To neck down these 3 access points above to two lanes would be the worst decision possible by the City of Boulder. Traffic is manageable at best presently. Other than rush hours it is not bad at all. 55th st presently flows OK other than the trains and RTD busses. To force more people onto Arapahoe in the AM and eve would be insane. 55th especially is a street used to get to work by all on the east side of the city and others coming in from outside. Folsom St. narrowed down would keep people from the many retail places between Arapahoe & Spruce; and presently used as access to Pearl and the downtown. Iris is used to get from east to west and in reverse. Please don't mess up traffic inside the City any more that it is already. Please don't make these bad utopian decisions.

### **63rd Frank Aiello 5/20/2015**

Marni, I couldn't echo Leslie's comments strong enough!!!! Boulder needs to keep hands off Boulder county with their "bike" craziness and think of ways to keep traffic flowing better and more freely, not clogging up traffic to accommodate bike crazies. 1000% against this stupid idea and will contact as many people as I can to inform them of this stupid and sneaky approach and will use all my energy not only to oppose this idea but any further of its kind! Frank Aiello

### **63rd Susan Bailhache 5/28/2015**

Dear City Officials - As a resident of the Gunbarrel area, I oppose the concept of "Right Sizing" the section of 63rd street from Lookout Road to Gunbarrel Avenue/Nautilus Drive. It appears that this plan would reduce the section of 63rd from two lanes down to one in each direction and add seven-foot wide bike lanes with 6-foot wide buffers. My husband and I object to this plan for the following reasons: - First of all, the proposal reduces to one lane the section that is accessed by the Boulder Rural Fire Protection District Station on the west side of 63rd. Obviously, this could negatively impact the firefighters response time. - Second, a wide bicycle path already runs alongside on the west of 63rd, so it would be difficult to justify the expense of creating a new lane. - Additionally, this section of 63rd street already experiences congestion during commute times due to the traffic from Lookout and also from the overflow of occasional blockages on the Diagonal Highway. - Finally, one should anticipate new traffic loads from the projects under construction around Gun Park. In conclusion, reducing the number of lanes on a road which is already busy just doesn't make sense. Sincerely, Susan & Mark Bailhache

### **63rd Myrna Besley 5/21/2015**

Myrna Besley mysube@aol.com I live in the neighborhood off 63rd street and Twin Lakes Road. I do not think the "right sizing" plan will improve any traffic issues along this transportation corridor. The way it is now seems better than the plan. I hope that you leave it the way it is! Recently our neighborhood has added hundreds of new apartments, adding much congestion to our shopping and eating areas, but this road change will not help in any way. Please leave it alone. Thanks for considering my opinion. Myrna Besley

### **63rd Paul Boni 5/28/2015**

As a resident of Gunbarrel, in the county of Boulder, not the City of Boulder, I am passionately opposed to your plans to screw up traffic in OUR neighborhood. The itemised reasons to oppose your plans were written by a more reasonable neighbor and I would appreciate your consideration on the merits of his well considered points. With that said, know that a lot of us are plain angry and deeply resent your efforts to screw with our community.

What right do you think you have to make such changes when we, the people of Gunbarrel, do not have the right to vote in regard to city of Boulder issues, including representation?! 1. They just added additional lanes onto the diagonal due to addition of hotel and other residences. 2. There is already a bike lane immediately to the West of 63rd. If they need more room for bikes, widen that! 3. There are no turn lanes included on any design of the right sizing which would cause tremendous congestion. 4. Cars sitting at idle (due to congestion) emit much more greenhouse gasses (and worse gasses since it's NOx) than moving traffic. 5. Gunbarrel has added 100's of new residential apartments since their study (which as far as I could tell, consists of 4 pictures of the road with little to no traffic) 6. It is completely unnecessary to spend funds on a perfectly good road when so many other roads and projects are in disrepair (remember, this is the City and not involved with sub-division paving) 7. This is an industrial corridor there are multiple semi-truck deliveries daily to companies like Covidien, BI, Qualcomm, GE Medical, just to name a few 8. Boulder wants 30% of all commuters should ride their bikes and claim an average commute for all gunbarrel at 4 miles! I don't think the 1000's of workers at Covidien would agree with this 4 mile assessment. 9. This project is ONLY intended to serve bikers. Even Boulder admits that it's VERY optimistic goal of 30% is not likely. So over 70% of the rest of us are NOT being served by this waste of funds 10. This would also impact the entry/exit of Boulder Rural Fire that just build a beautiful facility on 63rd. I'm sure, in part, due to its easy access. 11. Not to mention that our entire summer would be dedicated to construction. Who's quality of life is this intended to improve????

### **63rd Janice Coen 6/7/2015**

Dear Boulder City Council and Transportation Advisory Board, I'm writing to provide feedback on the proposed "Living Laboratory" plan to reduce the section of 63rd from 2 lanes down to 1 in each direction and add seven-foot wide bike lanes with 6-foot wide buffers. The proposal reduces to one lane the section that is accessed by the Boulder Rural Fire Protection District Station on the west side of 63rd. A wide, paved bicycle path separated from the street already runs alongside on the west of 63rd Street. Considering the commuter traffic from Lookout which can be quite heavy during business hours, the overflow from occasional blockages on the Diagonal Highway, and new traffic loads from the multiple housing complexes under construction around Gun Park, it is difficult to see how this is an overall improvement for any class of commuters and not just a punitive attempt to stop people in Gunbarrel (where, being less density than the actual City of Boulder, destinations are farther apart) from driving their cars. I have similar concerns for the proposed changes to an important and heavily-traveled section of 55th Street between Pearl Street and Arapahoe. It is an important and heavily traveled north-south corridor for those outside the city. The Boulder County Sheriff's department headquarters and a large number of businesses and industries use this section of 55th street and the increased congestion from reducing the volume capacity of this roadway would create unnecessary adversity for users. Here, again, there are wide multi-use paths already available for bikes on both sides of the roadway. Neither of these thoroughfares is comparable to the Phase-I projects listed on the web site. These Phase-I projects are predominantly west-Boulder, where densities and usage patterns (not to say lifestyles) are different from the more suburban, commercial and industrial areas around 63rd and 55th streets. I use these roads almost daily and am opposed to any plan that reduces traffic capacity and increases congestion while providing no benefit above existing conditions to any user type, on these already burdened arteries that serve the economic and safety needs of eastern Boulder and nearby surrounding Boulder County. Janice Coen

### **63rd Robert Collins 5/28/2015**

comments: 1. They just added additional lanes onto the diagonal due to addition of hotel and other residences. 2. There is already a bike lane immediately to the West of 63rd. If they need more room for bikes, widen that! 3. There are no turn lanes included on any design of the right sizing which would cause tremendous congestion. 4. Cars sitting at idle (due to congestion) emit much more greenhouse gasses (and worse gasses since it's NOx) than moving traffic. 5. Gunbarrel has added 100's of new residential apartments since their study (which as far as I could tell, consists of 4 pictures of the road with little to no traffic) 6. It is completely unnecessary to spend funds on a perfectly good road when so many other roads and projects are in disrepair

(remember, this is the City and not involved with sub-division paving) 7. This is an industrial corridor â there are multiple semi-truck deliveries daily to companies like Covidien, BI, Qualcomm, GE Medical, just to name a few 8. Boulder wawnts 30% of all commuters should ride their bikes and claim an average commute for all gunbarrel at 4 miles! I donâ t think the 1000â s of workers at Covidien would agree with this 4 mile assessment. 9. This project is ONLY intended to serve bikers. Even Boulder admits that itâ s VERY optimistic goal of 30% is not likely. So over 70% of the rest of us are NOT being served by this waste of funds 10. This would also impact the entry/exit of Boulder Rural Fire that just build a beautiful facility on 63rd. lâ m sure, in part, due to its easy access. 11. Not to mention that our entire summer would be dedicated to construction. Whoâ s quality of life is this intended to improve????

### **63rd S Davis 6/8/2015**

Bicyclists are u safely empowered now thanks to state law. I feel that no tax money should be spent on additional lanes. LICENSES AND ROAD TAXES SHOULD BE REQUIRED FROM CYCLISTS . How many cars drive the roads and how many cyclists? I also feel that cyclists should be required to wear reflective clothing and have lighting on the cycle.

### **63rd Tricia Dessel 5/28/2015**

comments: I am OPPOSED TO RIGHT SIZING 63RD STREET FOR THE FOLLOWING REASONS: They just added additional lanes onto the diagonal due to addition of hotel and other residences. 2. There is already a bike lane immediately to the West of 63rd. If they need more room for bikes, widen that! 3. There are no turn lanes included on any design of the â right sizingâ â which would cause tremendous congestion. 4. Cars sitting at idle (due to congestion) emit much more greenhouse gasses (and worse gasses since itâ s NOx) than moving traffic. 5. Gunbarrel has added 100â s of new residential apartments since their â studyâ (which as far as I could tell, consists of 4 pictures of the road â with little to no traffic) 6. It is completely unnecessary to spend funds on a perfectly good road when so many other roads and projects are in disrepair (remember, this is the City and not involved with sub-division paving) 7. This is an industrial corridor â there are multiple semi-truck deliveries daily to companies like Covidien, BI, Qualcomm, GE Medical, just to name a few 8. Boulder wawnts 30% of all commuters should ride their bikes and claim an average commute for all gunbarrel at 4 miles! I donâ t think the 1000â s of workers at Covidien would agree with this 4 mile assessment. 9. This project is ONLY intended to serve bikers. Even Boulder admits that itâ s VERY optimistic goal of 30% is not likely. So over 70% of the rest of us are NOT being served by this waste of funds 10. This would also impact the entry/exit of Boulder Rural Fire that just build a beautiful facility on 63rd. lâ m sure, in part, due to its easy access. 11. Not to mention that our entire summer would be dedicated to construction. Whoâ s quality of life is this intended to improve????

### **63rd Kathleen Dye 5/20/2015**

To whom it may concern: I don't know who picked the streets to try this on but it would seem that it is someone who hasn't driven 63rd at rush hour. To cut that street to one lane all the way to the diagonal would be a disaster during rush hour. Anyone who is aware of all the apartment building going on out here should know that traffic is going to be increasing dramatically and it will be cars not bikes and pedestrians. There is not enough employment in the area for all of the people who will be residing in the apartments. Please seriously reconsider this idea. The street just was worked on to provide a sidewalk on the east side of 63rd which seemed totally unnecessary as there is a very wide sidewalk on the west side. Anyone who drives this road sees very few people walking on either side. Again one wonders whose idea that was and why. I think filling potholes with that money would have been a much wiser use of available funds.

### **63rd Kathleen Dye 5/28/2015**

comments: Just a few reason this makes no sense. 1. They just added additional lanes onto the diagonal due to addition of hotel and other residences. 2. There is already a bike lane immediately to the West of 63rd. If they

need more room for bikes, widen that! 3. There are no turn lanes included on any design of the "right sizing" which would cause tremendous congestion. 4. Cars sitting at idle (due to congestion) emit much more greenhouse gasses (and worse gasses since it's NOx) than moving traffic. 5. Gunbarrel has added 100's of new residential apartments since their "study" (which as far as I could tell, consists of 4 pictures of the road "with little to no traffic") 6. It is completely unnecessary to spend funds on a perfectly good road when so many other roads and projects are in disrepair (remember, this is the City and not involved with sub-division paving) 7. This is an industrial corridor "there are multiple semi-truck deliveries daily to companies like Covidien, BI, Qualcomm, GE Medical, just to name a few" 8. Boulder wants 30% of all commuters should ride their bikes and claim an average commute for all Gunbarrel at 4 miles! I don't think the 1000's of workers at Covidien would agree with this 4 mile assessment. 9. This project is ONLY intended to serve bikers. Even Boulder admits that it's VERY optimistic goal of 30% is not likely. So over 70% of the rest of us are NOT being served by this waste of funds 10. This would also impact the entry/exit of Boulder Rural Fire that just build a beautiful facility on 63rd. I'm sure, in part, due to its easy access. 11. Not to mention that our entire summer would be dedicated to construction. Who's quality of life is this intended to improve????

### **63rd Elaine Erb 6/1/2015**

I'm excited to see this change to 63rd Street. At the moment, Gunbarrel is still awkward to ride around. I do ride through the area when I ride between Boulder and Niwot. Currently, I never follow the portion of the LOBO trail signed for Spine Road as I don't like to drive by all those parked cars. Having the option to ride bike lanes on Lookout and 63rd would greatly enhance the experience. This should also be beneficial to families in the area who may wish to ride to the shopping center.

### **63rd Sue Fattor 5/18/2015**

To whomever it may concern, I am a proponent of cycling -- I helped coordinate Walk and Roll Grants for my kids' school (Heatherwood Elementary, in Gunbarrel), to encourage riding, and my husband and I both try to ride when we can to work, etc.; however, I do not think 63rd is a good choice for your "living lab corridor". There has been a construction boom in Gunbarrel, with a large amount of high density housing construction at Lookout and 63rd, and behind the King Soopers on Lookout, etc. As a result, traffic has increased along 63rd, and will continue to increase in the future, and I feel as though by decreasing the lanes available to cars will create a lot more traffic congestion, to an already congested corridor. I would really recommend and encourage you to consider other options. Sincerely, Sue Fattor

### **63rd James Hudson 5/27/2015**

comments: I've lived in Gunbarrel in multiple locations since the mid-90s. I currently live in Powderhorn, and have spent the last two years riding my bike from there to my place of employment, CP+B which is also in Gunbarrel. To get there, I'd take the walking and bike path that already exists along 63rd. It was great and very convenient. In fact, I prefer the paths that are completely separated from the roadway like this one is. In my opinion, there's NO NEED to add more biking lanes to this small but busy stretch of road that ALREADY HAS A SUPERIOR BIKE PATH. Take it from a resident that lives and works here- traffic is going to get NOTHING BUT WORSE when these new developments are filled. Do not make the mistake of thinking that adding bike lanes that take away roadway is the solution- it's not. Please do not make our local traffic situation worse by making this foolish, unnecessary change.

### **63rd Peter Mahlstedt 6/8/2015**

What problem are you looking to solve? Having one half the car lanes and a new bike lane will not result in more people riding their bikes on 63rd Street. The car traffic will get much worse during rush hour - I've driven this

road every day to and from work for the past 21 years. There is a wide sidewalk on the west side of 63rd that bikes can and do ride on. Just leave it as is. You are going to cause more problems than you think you are going to solve.

### **63rd Barbara Pickett 5/20/2015**

Re: "right sizing 63rd street" First of all I would like to know why those of us who live in the neighborhoods off 63rd have not been surveyed about our feelings regarding the changes to 63rd. Most of us will be negatively impacted by these changes during and after construction. Getting in and out of our neighborhoods will be more difficult. It will also be harder to exit from Avery Brewery, the Twin Lakes, Boulder Country Day school and the Fire House. Furthermore, the commercial area off 63rd is the only one in Gunbarrel and the majority of shoppers and commuters will continue to use vehicles because they either commute from somewhere else or need a vehicle for shopping. Considering the commuter traffic from Lookout, the overflow from occasional blockages on the Diagonal Highway, and new traffic loads from the projects under construction around Gun Park it seems that you are going to create traffic problems for a population that does not typically use this road for shopping or commuting. And last but not least wide bicycle path already runs alongside on the west of 63rd , why not just build one on the east? Sincerely Barbara Pickett

### **63rd Barbra Pickett 5/28/2015**

comments: Thursday, May 28 from 4 to 6 p.m. Bike and Walk Audit: 63rd Street Meet at the northwest corner of the intersection of Nautilus Drive and 63rd Street We were there - where were you??

### **63rd David Rechberger 5/20/2015**

Marni, David I am extremely concerned with even the thought of changing a perfectly good MAJOR Gunbarrel thoroughfare from existing 2 to 1 lanes. The traffic on this street is already dense. The "right sizing" would just make it impassable. I produce environmental equipment for the reduction of emissions from engines. What this "consulting" group is proposing is nothing short of a drastic increase in CO<sub>2</sub>, CO and NO<sub>x</sub> gas emissions from vehicles that will spend a vastly greater amount of time idling their vehicles due to extreme traffic congestion. As I'm sure you know, an idling vehicle produces the worst conditions for greenhouse emissions. Boulder, in their extreme wisdom, has added 100's of units to Gunbarrel in just the last few months. Is everyone expected to sit at home on welfare, or actually be able to travel for work? These "rightsizing" plans are VERY outdated for current population density in Gunbarrel. Or maybe great revenue generators for the city like Covidien will just up and move somewhere there employees can actually get to their worksite.

### **63rd Kurt Schlomberg 5/18/2015**

The city of Boulder is considering "Right Sizing" its section of 63rd street from Lookout Road to Gunbarrel Avenue/Nautilus Drive (see <https://bouldercolorado.gov/goboulder/living-lab-candidate-corridor-63rdstreet>). As a resident of Gunbarrel, I wanted to let you know that I support improving the roads in the Gunbarrel area to reduce high volumes and to reduce higher speed travel, while supporting biking and pedestrians. I believe this plan will encourage drivers to slow down while pushing more traffic to the Diagonal Hwy, instead of the through-roads in Gunbarrel, while encouraging walking and biking. Sincerely, Kurt Schlomberg

### **63rd Kurt Schlomberg 5/28/2015**

comments: I have reviewed the drawings of the proposed changes for 63rd Street and support the effort to make this area more pedestrian and bike friendly. With the sharp increase in condos and apartments in the area anything the city can do to reduce traffic impacts on those living in the area, including progressive redesign of streets, will help. Thank you, Kurt Schlomberg 4

**63rd Joni Severson 5/20/2015**

Hello, I live on Twin Lakes Rd. I received an email about the resizing project for 63rd Str. I think it is a really bad idea!! There is already a lot of traffic on that road. Now with the fire department being relocated, the new hotel, as well as all the new building going in behind King Soopers taking 63rd Str to one lane would be a huge error in judgement. Please add my opinion to those being collected relative this project. Thank you in advance for your time. Joni Severson

**63rd Leslie Stinson 5/18/2015**

I just have to say NO, NO, NO! What is wrong with all of you! Stay away from Gunbarrel!! Leslie Stinson Leslie Stinson

**63rd Martin Streim 5/18/2015**

I am all for alternative modes of transportation but this is an extremely bad idea given the expansion of housing directly adjacent to 63rd Street in Gunbarrel. This commercial area is the only one in Gunbarrel and the majority of shoppers and commuters will continue to use vehicles because they either commute from somewhere else or need a vehicle for shopping. There are a number of older residents in Gunbarrel that need a vehicle for carrying groceries, etc. I think it would be possible to expand the sidewalk on the west side of 63rd street to accommodate bicycles and pedestrians. I believe this would be cheaper and safer for pedestrians, cyclists, buses, emergency vehicles, and other vehicles. Respectfully, Martin Streim

**63rd Renee Von Roenn 5/20/2015**

comments: This area (Lookout to Gunbarrel) has recently added more housing leading to more traffic. It is a dangerous corridor. PLEASE make updates for safety to this area. Many families and young children bike and walk in this area.

**63rd Mary Wallace 6/3/2015**

Hello, As a home owner and resident of Boulder since 1980, and a business owner in Gunbarrel, off 63rd St., I am writing to add input to the suggestion of right-sizing 63rd. My husband and I are avid bicyclists and regularly (3-6 times weekly), head out 63rd for our rides. We live in the Red Fox Hills subdivision off Twin-lakes and 63rd. The traffic on 63rd is already very heavy. I cannot imagine what would happen to the commute time should you narrow the road to one lane to incorporate a bike lane. We do not mind the way it is now, in fact, making 63rd 4 lanes all the way from Jay to the Diagonal would be a major improvement. There are already sidewalks and ample shoulders to accommodate bikes. It is not necessary to change this unless you want to widen the sidewalks on the east side. The sidewalk is plenty wide and wonderful on the west side of 63rd. Perhaps the committee should be focusing on the fact that the greater danger to bicycle riders is the deteriorating condition of the roads. It is so difficult to try to ride on our roads, which are in such disrepair that it is frighteningly close to them turning into dirt roads (that might be an improvement actually). We need road repair so much more than we need another bike lane. Adding a bike lane will not increase alternative means of transportation. Our neighborhood already bikes a significant amount and whether we bike or not has nothing to do with the amount of lanes available. Please reconsider this idea of "right-sizing". It is a waste of money and I cannot fathom what you all are thinking..... Thank you, Mary Wallace Mary Wallace

### **63rd Mary Wallace 6/3/2015**

I am an avid bicyclist. My husband is an even more avid cyclist. Neither of us is willing to let this happen. We are absolutely against it. That traffic on 63rd is so intense that if you cut that down to 63rd your going to kill business. I have my business along the corridor. I ride my bike up 63rd to Nelson Road and bike and do not have any issues with cars. There is a sidewalk all the way down the road. If I don't want to be on the road, I can be on the sidewalk. Please don't change it to one lane to accommodate bicycles. As a business owner and homeowner please listen to the community. I am in the REd Fox neighborhood. I own the center for studdering therapy and been a business member of this communtiy and dont' want you to do this on 63rd. It will be a nightmare for my clients and myself. Thank you.

### **63rd Susan Winter 6/2/2015**

comments: I think you must be bored and creating unneeded projects because if you had bothered to observe traffic on 63rd, you would have noticed that there is a significant amount of traffic in the proposed renovation area at certain times of the every weekday. Tapering to a single lane at Gunbarrel Ave. is already an issue at times, but at least having two lanes from Spine to Gunbarrel allows for that taper to be more gradual. If you remove a lane south of Spine, you will be creating a traffic problem where there currently isn't a major one. Plus, there is a fire station in that area, so adding a larger middle median will create an obstruction for them. You also haven't noticed that the sidewalk along that section of 63rd is actually extra wide as it was designed as a multi-use path. That is where the bikes are supposed to be riding. They do not need 7' lanes on the street. What they have now on the street (the standard width) is fine. In fact, there are very few cyclists that actually use those lanes, especially when compared to the number of cars that fill both driving lanes. As well, with the large amount of residential growth that is coming to Gunbarrel, it is ridiculous to consider reducing the number of driving lanes. You should be considering expansion when the number of cars reaches a new high. Planning for all that new car traffic was never considered when it was approved to bring hundreds of new people to that part of Gunbarrel. You should understand how roads are currently used at their fullest before you make proposals that will cause more damage than good. Please leave this road alone.

### **63rd Les 5/19/2015**

Nobody wants this!!! No one is giving up their cars! Why don't you pave our roads first rather than ripping up the same ones over and over!!We don't need any more bad planning in Gunbarrel!Sent from my iPhone

### **63rd and Folsom Jessica Ebert 6/4/2015**

Dear Boulder City Council Members- I support better biking infrastructure in Boulder. The North-South biking situation in the City is less than ideal (pretty not so good). To this end, I am particularly excited about the opportunity to make wider bike lanes on Folsom. 63rd St in Gunbarrel would also be nice with bike lanes. In regards to the rightsizing 2.b., the bike lanes on 30th St between Aurora and the Boulder Creek path are too narrow and dangerous to ride on and riddled with potholes. Please fix! Also, I would like lighting on the Boulder Creek path so I don't get raped. Don't let the haters influence this important decision. -- Jessica Ebert

### **63rd and Folsom Eleanor Griffin 6/8/2015**

I oppose the "right-sizing" of the selected road segments for multiple reasons. Moving all vehicle traffic (other than turning traffic) to one lane will, in fact, increase travel times for the thousands of motorists who travel on these roads daily. This will be in direct conflict with the City's Climate Action Plan, which aims to reduce greenhouse gas emissions. Increased idling times while motorists wait through multiple cycles of the lights at major intersections, as now happens on 28th and 30th in both directions during rush hour, will increase emissions. I predict that the increase in use by people riding bicycles will be tiny compared to the numbers of motorists affected by these changes. Sure, safety will be improved, because vehicles will only be able to crawl

along. I try to shop in town after work on my way home to SW Longmont. The proposed change to Folsom will increase the time and aggravation of getting from 33rd and Arapahoe to downtown Boulder and out of town. Don Nozzi suggested making trips during non-peak times. I already have to drive to and from work. Adding a second trip over much of the same path will again conflict with Boulder's climate action plan. I'm older and in fairly good shape, but have no interest in trying to carry a load of groceries or case of wine on my bike. Obviously, I think applying "right-sizing" to any of the 4 road segments listed is a bad idea.

### **63rd and Iris Brenda Slade 6/9/2015**

I DO NOT support the rightsizing plan for 63rd street or Iris. Reducing traffic lanes on those streets will make the congestion much worse and make those streets less safe. Brenda Slade

### **63rd, Iris and Folsom Mike Gross 6/4/2015**

Hi, My name is Mike, and I regularly ride my bike and drive my car on Folsom, 63rd, and Iris. It's my understanding that there has been an uproar regarding the upcoming rightsizing experiments in Boulder. Because I strongly suspect the opponents are speaking out of a fear that comes from a lack of understanding, and a desire to protect the status quo, I wanted to be sure my voice as a cyclist, bike commuter, and motorist is heard: I fully support the pilot project re-allocating some road space from cars to bikes, because it will make it safer and more pleasant for me and others to ride bikes in the city as everyday transportation. Feeling safer riding my bike will help me to use my bike more frequently. It will also nudge the rest of my family who've been hesitant to ride more, to feel more comfortable choosing the bike as a reliable and safe mode of transportation. Please let the project move forward, so we can have an informed discussion — based on our experiences, and actual before-and-after data — about whether this kind of infrastructure is right for Boulder. Thanks, Mike Gross

### **63rd, Iris and Folsom Stephanie Minnaert 6/5/2015**

My name is Stephanie Minnaert, and I regularly ride on Folsom, Iris, and 63rd as a road cyclist and commuter. I support the pilot project re-allocating some road space from cars to bikes, because it will make it safer and more pleasant for me and others to ride bikes in the city as everyday transportation. Feeling safer riding my bike will help me to use my bike more frequently while making streets safer for everyone! Please let the project move forward, so we can have an informed discussion — based on our experiences, and actual before-and-after data — about whether this kind of infrastructure is right for Boulder. Let's make streets safer in Boulder! Stephanie Minnaert

### **All Corridors Katy Barnhart 6/8/2015**

Hi City Council members and members of the Transportation Advisory Board, My name is Katy Barnhart, and I have ridden on Folsom Street almost every workday since I moved to Boulder 7 years ago. I support the pilot project re-allocating some road space from cars to bikes, because it will make it safer and more pleasant for me and others to ride bikes in the city as everyday transportation. I frequently experience bike back-ups on Folsom because there are more bicycles on the road than the bike lane can accommodate. Additionally I was once hit on southbound Folsom street at the intersection with Arapahoe when a car turned right into the bike lane. Physically protecting the cyclists on this intersection and the intersection of Folsom and Canyon will substantially improve cyclist safety in the city. Please let the project move forward, so we can have an informed discussion — based on our experiences, and actual before-and-after data — about whether this kind of infrastructure is right for Boulder. Cheers, Katy

### **All corridors Kat Bartell 6/5/2015**

especially kids. It encourages kids to bike more, meaning we would have more kids growing up who didn't drive as much, creating a quieter and cleaner city. :) All my best, Kat Bartell

### **All corridors Mary Barth 6/5/2015**

Dear Members of the City Council and TAB, I would like to express my support for the trial protected bike lanes that are planned for Iris, Folsom, 55th, and 63rd. I'm a 51 year-old female scientist at NCAR studying atmospheric chemistry, and I try to make bike riding my primary form of transportation. I consciously avoid Iris, taking Kalmia instead, because of the narrow bike lanes and the relatively high-speed traffic buzzing by. Having four lanes seems to make drivers go much faster than the speed limit, making using the bike lane especially uncomfortable. Folsom suffers some of the same issues, although I do ride on this street because there are simply no reasonable alternatives. Adding physical protection for the many bike riders on Folsom would be wonderful! Please remember that this is supposed to be a trial installation, and that if "carnageddon" results, it would be relatively simple to reverse. But let's at least have the opportunity to try out protected bike lanes on these important connecting streets! Thank you for all the time you put into making our community a better place. Sincerely, Mary Barth

### **All Corridors Jason Beaubier 6/9/2015**

I am writing in opposition to this proposal. Traffic is already terrible in this town. You don't allow enough housing in town for the amount of jobs you create, and multitudes of people have to commute from outside of town. This will inconvenience 60-70K commuters every day for the sake of a few bikers. Everyone's quality of life will suffer with these longer commutes. I'm all for keeping riders safe, and I applaud all the bike paths Boulder has created to foster biking. I'm a green voter. My company is a recycling firm. I will not vote for any council member who supports this measure. With the exception of Folsom between Arapahoe and Valmont, I see no reason for creating extreme traffic bottlenecks to keep bikers safe. Iris is one of 2 ways to across town east to west in less than 10 minutes. Bikers want a lane because it's the quickest route. It will be stop and go traffic every day if this happens Our company is in Flatiron Park on 55th and Central Ave. 90% of our employees have a 20 min commute or longer. They most enter east from Valmont, 63rd, and Arapahoe. No-one bikes. 1000's of employees use 55th to enter work from Boulder suburbs every day. The bottleneck are already terrible. Both sides of the street already have 8 ft sidewalks and bike lanes in the street. I live in Gunbarrel. There's an 8 foot wide bike path or sidewalk no one uses. I watch bikers drift in to my traffic lane every day. What you should do is convert the already existing & barely used sidewalks into bike paths. I hope you will seriously reconsider moving forward with this proposal. Furthermore, if you do, I hope you will also then reevaluate the Google complex you have under consideration to add 1500 more employees to Boulder who won't be able to find housing in the city and will have to commute. "If eventually approved by City Council, the changes will be implemented at Folsom Street between Arapahoe Avenue and Valmont Road, Iris Avenue between Broadway and Folsom Street, 55th Street between Arapahoe Avenue and Pearl Parkway and 63rd Street between Gunbarrel Avenue/Nautilus Drive and Lookout Road." Jason Beaubier

### **All corridors Beryl Beauchamp 6/2/2015**

Hello, I very much oppose the decreasing of traffic lanes on 55th, Flosom and any other streets in Boulder. This would really create a traffic nightmare. Although I totally understand the desirability of promoting the use of bicycles I do not agree with this particular proposal. Sincerely, Beryl Beauchamp

### **All Corridors Kim Bixel 6/10/2015**

Dear City Council, I am writing to express my opinion that the current lane closure proposals are not in the best interest of Boulder. As a bicyclist and the wife of someone who rides to and from work (and mother of two children who ride every day to and from activities), I do not believe that lane closures to widen bike lanes are the answer. I believe the end result of such action is just to make people marginally 'feel better or feel more safe' riding from place to place - which I believe can be accomplished in other ways (colored lanes, signs, flags along

the bike routes particularly critical intersections, different light patterns). I do not believe it will make a real difference in either the number of riders/commuters along those routes or in the number of accidents. The routes proposed to be subject to lane closures are major and critical thoroughfares in Boulder and the congestion of these exact roads are already an issue that has been making us personally re-think our life in North Boulder as it gets generally more and more busy with inevitably more and more cars. We need bigger, better roads and better flow of traffic and a more creative, thoughtful, studied route system for bicycles, NOT the reduction of roads for the inevitable increase in total number of cars! The proposed solution seems to be a quick reaction without study, information gathering or creative thinking or realistic thinking for that matter. It would be making an expensive project to benefit a perhaps vocal SMALL minority. I hope more thought, exploration, time and survey of a WIDE-VARIETY of our population will be put into place on this issue before any further decisions are made. Thank you, Kim Bixel

### **All corridors Regina Bock 6/4/2015**

Let's experiment and try rightsizing. I love the idea of making it easier, safer and more enjoyable to ride our bikes around town. I live at 3351 19th street so I will get to experience the changes to the streets the City is looking at. Bike riding helps community, (it is easy to say hi to neighbors) it is health for the rider and the people breathing the air in Boulder, helps Boulder decrease pollution and for each bike commuting it takes a car off the roads.

### **All Corridors Janet Borchert 6/8/2015**

I am a single mom of 4 kids and I sell Real Estate full time. I have lived in Boulder County since 1976. The amount of traffic that we already experience in this town has made it impossible to get across town in less than 15 minutes. With the kids school schedules and my work schedule I cannot possibly ride a bike everywhere. Our public transportation is not good (no light rail...) which forces me to use my car everyday to get places. I cannot make a living showing property all over the county on a bicycle. I need to dress nicely for work and I do not have a shower or changing facilities at work. When showing property in this town the roads are already so congested that it takes a full afternoon to show people North and South Boulder. To take away more lanes is not what we need. We need to add more lanes. When I first heard about this idea I thought it was a joke. It is getting more and more difficult to live in this community for people who have to work to make a living. I wish I could spend the day cruising around town on my bicycle but I need to make a living. Do not make it harder than it already is

### **All Corridors Rylan Bowers 6/9/2015**

Hello! I'd live to voice my support for the right sizing experiment that the City of Boulder is currently contemplating with the Rightsizing Streets Pilot Project. I think its a great idea to attempt to balance the city streets and get more bikes on the road. Based on my understanding of the research and models that have been run, the upside is huge (more people on bikes, less cars) and the downside is minimal (10 seconds added to traffic time). I fully support attempting this experiment and seeing if the models are correct and the impact on car driving time is minimal and gets more people to use public transport and bikes. Please don't let the people who are afraid of change and seemingly small inconveniences to sway this conversation and keep the experiment from going forward. Anything that attempts to decrease cars on the road is a great thing. Thank you for your time and efforts! -- Regards, Rylan Bowers

### **All Corridors John Brice 6/10/2015**

Dear Boulder Transportation, I live and work in these neighborhoods. I am trilled that the city of Boulder has these goal to make us comfortable traveling when bicycling, walking, and riding the bus. I find it interesting that the city is exploring the "Complete Street" project that will not improve traffic flows but will make it even worse. Adding shared left "dangerous" turn lane in the middle, how many accidents has this created on Arapahoe ave.? Traffic flows: Check out the intersection at 55th & Pearl over to Arapahoe during commuter hours. So how would this "Complete Street" plan t help this out? Try pulling out of Safeway parking lot on 28th street onto Iris going

west, the plan wants to make this narrower? We are a biking family and there are bike paths that parallel Valmont all the way from Folsom past 55th street and west to Arapahoe. What could be more safe than a dedicated bike path off the main road. Please re-consider this project and include traffic flow studies to support this effort. Regards, John Brice

### **All Corridors Chuck Brock 6/5/2015**

Dear TAB and City Council: I write to ask for your support of the proposed Living Laboratory trial treatments of Iris, Folsom, 55th, and 63rd. I am a scientist at NOAA who has investigated air quality and climate change for 30 years. The views I express are of course mine, and do not represent those of NOAA. We know what is in the pipeline if we continue emitting carbon dioxide at current rates. We need to make substantial and immediate reductions in these emissions to avoid global mean temperature increases of about 5 degrees Fahrenheit or more by the time those now in elementary school are old. Note that this temperature increase will be larger over the continents. In other words, our beautiful Rocky Mountain National Park will probably have a climate similar to the semi-arid mountains around Albuquerque by the end of this century. This is tragic. While much of this warming is, unfortunately, already locked in, we can stop even worse changes from occurring if we take action now. The City has already acted decisively to move to a low-carbon electricity source by taking control of our own electrical utility. But we must remember that transportation still represents almost a third of our greenhouse gas portfolio, and we need to act with equal effort to limit these emissions. Electric cars of the future will result in only slight reductions in life-cycle carbon emissions, even if their motive energy comes from renewable sources. The Transportation Master Plan update of last year calls for 20% resident single-occupancy vehicle use by 2035, while increasing trips by bicycle to 30% of the total. To limit our transportation emissions we must make every effort to reach these ambitious but achievable goals in the TMP. It's clear that the trajectory of Boulder's bicycle mode share is not on track to reach our target. To get more people out of cars and riding bikes, we simply have to make riding bicycles more attractive than it currently is. This means that routes have to not only be safe, but feel safe, pleasant, and comfortable. Considerable academic research has shown that street "right-sizing" improves safety for all users, but more significantly it substantively increases bicycle use. By right-sizing the streets proposed in Phase II of the Living Labs program, we will be providing Boulder's residents with safe, direct, efficient, and subjectively more comfortable streets to bike on. Frankly, this must be only the first step in a massive re-imagining of our transportation system if we are to do our part, and lead by example, in reducing greenhouse gas emissions from the transportation sector. It would be truly tragic if a few loud voices of people who are afraid of any change to our streets caused us to back away from the first baby steps toward this needed transformation. We have ample reasons to move toward a green transportation network. The City's own engineers tell us that if properly implemented, the proposed road changes will have a minimal impact on driving times or road efficiency. Even if there were a significant impact, I would argue that we are morally compelled to make these types of changes to reduce our carbon dioxide emissions. I want to do everything possible so that, should I be so blessed, my grandchildren can inherit a world with functional, beautiful, natural systems. I urge you to stand firm to the naysayers, listen to the City's transportation engineers, and follow your heart. Thank you for your service to our world and community. Sincerely, Charles Brock

### **All corridors Eric Budd 6/6/2015**

City council, staff, and transportation advisory board—I'm writing in support of rightsizing corridors and installing protected bike lanes on more of Boulder's streets through the city's Living Labs program. Thank you, Eric Budd

### **All Corridors Eric Budd 6/7/2015**

To the Transportation Advisory Board and City Council and City Staff: Boulder's debate on reconfiguring its streets centers around how we use our scarcest resource – land – for transportation. We need a just transportation system that gives equal opportunity to all users regardless of wealth, age, or physical ability. I'm writing in support of rightsizing all four streets in Phase 2 of Living Labs. Comments on the particular corridor

plans: Folsom Street / Iris Avenue: As higher-trafficked corridors, both streets represent a challenge to right-size. However, Folsom and Iris also show the most benefit as central arterial roads in Boulder which function with few or no other direct routes to use on a bicycle. A right-sized Folsom could become easily the best north-south bicycle route in the city and a beautiful street. Looking at the analysis for each corridor, I believe the staff recommendations are appropriate: to maintain both turn lanes at Iris/Broadway, and provide a limited treatment on Folsom between Canyon and Arapahoe. If the Living Laboratory project on Folsom is successful, I'd like to see further discussion on how capital projects may improve the corridor between Canyon and Arapahoe. 63rd Street / 55th Street: 63rd Street through Gunbarrel and 55th Street through East Boulder are a different usage case than Folsom/Iris, as each traverse industrial/office park zoned areas, but are quite similar themselves. Both have substantial (but workable to right-size) peak-hour automobile traffic, but very low off-peak and weekend automobile traffic. Please see my attached photos/links of each corridor below, taken on Saturday June 6th around 2:30PM. At this time, the cars in view were approximately equivalent to the number of lanes (only 3 to 5 on the entire stretch of the corridor), which suggests highly overbuilt roads on these corridors a majority of the time. For 55th street particularly, I have read the many concerned letters from the TAB packet which center around the train crossing. A train crosses 4-6 times per day, occasionally falling during peak periods. Many drivers understandably complain about the delay when a train passes and fear that right-sizing the corridor would make the delay worse. But the crux of complaints are due to waiting for the train itself, which is separate from right-sizing. Yes, right-sizing will marginally increase the amount of wait time due to a train crossing. But the delay will still be primarily due to the train, not a change in the street configuration. Let's not forego ways to make great streets by only designing for peak periods, and let's not forego even the \*testing\* of this project for a rare occurrence. We cannot build successful streets by compromising their design to address an edge case (train crossing) of an edge case (peak-hour traffic). Right-sizing these streets now will help steer a walkable, bikeable vision for these corridors into the future. Final Thoughts Based on the analysis from staff, I urge the Transportation Advisory Board and City Council to move ahead with right-sizing on all of the proposed streets. We need to re-emphasize that these are pilot projects, and readily embrace public feedback to continue improving these streets over time. We need right-sizing projects in order to build a functional on-street bike grid covering the city. These four corridors will provide a great base from which to build an on-street system with powerful network effects: the more streets we can connect, the more useful the system becomes for the typical person. Right-sizing is critical for the city to extend beyond Boulder's current plateau as a "confident cyclist" bike city; we can no longer rely only on indirect routes or multi-use paths to get us there. And if successful, we may even reduce the current load on our path system to allow slower, more leisurely purposes while the on-street bike network functions as designed - to efficiently and safely move people where they need to go. I leave you with this image and quote: "The argument that your city is not like Amsterdam is invalid. Neither was Amsterdam; it took long, radical effort." - link on twitter

### **All Corridors Bonnie Burkhart 6/8/2015**

What in the world is the City thinking with these proposals? I have been in Boulder since 1969 and feel, over the years, our governing bodies are promoting their own agendas and losing touch with what the population actually wants and needs. For a city this size, our traffic situation is deplorable, and this will only make it worse. I am 70 years old, my husband 78, and my 98-year-old Mother lives with us ... hardly a situation for biking or bus-riding. Please, please study other cities with similar demographics and make decisions that make sense for Boulder and Boulder's population.

### **All corridors Kristen Campbell 6/4/2015**

Please support the Rightsizing Changes- Please make Boulder safer and more inviting for cyclists. Thank you. Kristen Campbell avid cyclist in Boulder

### **All Corridors Mark Chase-Jacobsen 6/9/2015**

I wanted to let you know that I approve of the idea of rightsizing roads in Boulder. the real benefits outweigh the minor inconvenience that drivers may experience. Carry on. Mark Chase-Jacobsen;

### **All corridors Nora Connor 6/4/2015**

I'd like to express my support for the pilot project that would narrow the space allocated for cars on a few city streets in Boulder, in order to widen the space that can be used by cyclists...especially for families with children on ride-alongs or in trailers. It is super scary to bike with children on many major streets, as cars are barreling down some of the wider streets at speeds in excess of 40 mph. Having a protected bike lane for families and commuters would be an excellent project to try out. Thank you for your consideration. Cheers, Nora Conno

### **All corridors Jerry Curry 6/8/2015**

Reducing the ability to easily move thru the city to cater to a group that pays no taxes for their vehicles appears to be a bad move on the part of the governing body. Slowing down the flow of traffic will cause more pollution in the air.

### **All Corridors Katie Davis 6/8/2015**

I am writing as a long-time Boulder resident in support of the Living Lab's Rightsizing project. I grew up in Boulder, and am a current resident. I have reviewed the locations that this project covers, and believe that they are great candidates for rightsizing. I drive and cycle around town regularly. I believe that adding protected bike lanes will improve cyclist and vehicle safety without impacting drive times significantly. I imagine there are a lot of residents reacting negatively to this project, out of fear that it will result in increased traffic congestion throughout the city. I urge you to move forward with this pilot project despite these negative opinions to give it a try. I think people will be pleasantly surprised by how much giving room to cyclists can improve traffic flow. Sincerely, Katie Davis

### **All Corridors Phil Day 6/8/2015**

Dear City Council: It was nice to have some roads which had less traffic than 28th St. and Broadway. It seems like a terrible idea to remove those lanes. Do any of you drive cars? Phil Day

### **All Corridors Peggy Fritschel 6/8/2015**

I am writing as a long-time Boulder resident in support of the Living Lab's Rightsizing project. I moved to Boulder in 1971, and am a current resident. I have reviewed the locations that this project covers, and believe that they are great candidates for rightsizing. I drive and cycle around town regularly. I believe that adding protected bike lanes will improve cyclist and vehicle safety without impacting drive times significantly. I imagine there are a lot of residents reacting negatively to this project, out of fear that it will result in increased traffic congestion throughout the city. I urge you to move forward with this pilot project despite these negative opinions to give it a try. I think people will be pleasantly surprised by how much giving room to cyclists can improve traffic flow. Sincerely, Peggy Fritschel

### **All Corridors Steve Gaede 6/9/2015**

Hello, Can you please acknowledge receipt? Will this go into the packet for next Tuesday's meeting? Steve Gaede

### **All Corridors Pat Gonsor 6/8/2015**

This one's easy: \$\$\$\$\$\$ Confiscate even more roadway space to bow to cyclists and you loose claim to revenue generated by autos! Automobile registrations, licenses, taxes on fuel, tires, batteries, etc. help pay for the

roadways. Bikers pay nothing! They generate nothing except congestion and contempt for their bad behavior. Cyclists continually push for more trails and more space on roads designed and built for automobiles. Hundreds of thousands of dollars are spent on bike trails to accommodate riders, yet they insist on using the roadways AND usurp law enforcement resources to divert traffic and protect them as they ride in car paths! News media needs to be made aware of the money being spent on policing bike events when resources are so desperately needed for serious law enforcement such as the shootings of innocent people on I-25 & north. Tax cyclists, make them buy licenses and permits for rallies, rides and events. They need to pay for their use of roadways, for which motorists pay dearly, yet are impeded from using yielding to political pressure from bikers. You "lawmakers" are really missing out on a tax generator, or maybe cyclists are a "favored minority"???? C.D.O.T. and County Roads are being contacted and will be strongly encouraged to devise a system to reclaim revenue extracted from motorists and spent on your roads and bridges that you dedicate to cyclists. Bikers should be required to use bike paths provided for them and to pay taxes to help support roadways! Taking more lanes away from motorists sends a message: Boulder is "Bike City", motorists are discouraged. Let's see how lost revenue and lost business fairs when it's all turned over to bicyclists! Yet another reason to BOYCOTT BOULDER!!!! P. Gonser

### **All corridors Brian Graham 6/5/2015**

Dear TAB, City Council, I'm a one-percenter writing in support of the right-sizing of Iris, Folsom, 63rd and 55th streets. I'm not the type of one-percenter you're used to hearing from, given that those typically engaged in our local government are the wealthy. I'm a one-percenter in the sense that I'm one of the few that is comfortable riding my bike anywhere, whether that be down Broadway, the Diagonal highway or on other high speed or high traffic roads like Canyon or 28th. I personally don't feel a need for more space allocated on our roadways to feel safe and be convinced that biking to work, on errands or to a trail head is a safe and practical alternative to driving my car. However, the Living Laboratory project to right-size streets is necessary-- it's necessary to meet the objectives of the City's own Transportation Master Plan adopted less than a year ago! That plan committed to putting people first, not cars. I implore you to support the work of our world-class transportation staff who is trying to do just that- to put people first! To be anti- right-sizing streets is to be anti- elderly, anti- low income, anti- young people (leading cause of death ages 5-34 is motor vehicle crashes!), and anti- women (men outnumber women on bikes in Boulder by 2:1). The fact is, 4 to 3 lane conversions have only a minimal effect on travel time during short peak travel periods, and virtually no negative effects the other 23 hours of the day! Please do not let these projects be derailed because a small fraction of Boulder commuters might be slightly inconvenienced. Please support the Living Laboratory projects that will make our community more inclusive, livable, and safer by putting people first! Please note that while I serve on the Board of Directors at Community Cycles, and currently work for the Boulder County Transportation Department, the opinions expressed above are my own. Thank you, Brian Graham

### **All corridors Chuck Gray 6/2/2015**

Hi David, I just read an article in the Daily Camera about a bike lane proposal that I think is a major waste of resources. A little background; I am a bicycle commuter ( in reasonable weather) & I'm not young ( 73). ( I get a little tired of all this talk about getting "older people" on bikes – look around & you will see lots of us!). I'm a strong supporter of bike lanes; I think all streets should have them. In many recent cases this has not been done; example Arapahoe between 30th & 28th. However, the streets mentioned in the article already have perfectly good bike lines; what's the problem?? Chuck

### **All corridors Chuck Gray 6/4/2015**

To TAB & City Council, I recently read the article in the Daily Camera about a bike lane proposal that I think is a major waste of resources and potentially a major traffic "snarl". Not only that, but by allowing this you will be doing Boulder cyclists a major disservice. Why do I say this? There already is apperception that bicyclists in Boulder a privileged class and this would really cement that feeling. By doing this, there will be very strong public

sentiment against additional , common sense cycling enhancements in the future. A little background; I am a bicycle commuter ( in reasonable weather) & I'm not young ( 73). ( I get a little tired of all this talk about getting "older people" on bikes – look around & you will see lots of us!). I'm a strong supporter of bike lanes; I think all streets should have them. In many recent cases this has not been done; example Arapahoe between 30th & 28th. However, the streets mentioned in the article already have perfectly good bike lines; what's the problem?? Some good places to spend the money you would save by not executing the ill conceived "street right sizing" would be fixing the pavement in many of the existing bike lanes and adding bike lanes where only paint is required ( example : Canyon Boulevard). Another good use would be to expand the green paint "bike box" program to remind turning motor vehicle that there might be a bike there. Thank You Chuck Gray Logan Mill Rd. Boulder

### **All corridors Raffi Greenberg 6/5/2015**

Dear TAB, Dear Council, I'm writing to express my enthusiastic support for the right-sizing pilot projects planned for this summer. I grew up in the city of Philadelphia. As a young person, my mom biked everywhere; into her late twenties biking was her principal mode of transportation, including for her 7 mile commute to rabbinical school. At the time, practically all the roads in Philly were designed with only cars in mind, and the route to and from her school was heavily trafficked by fast-moving vehicles. When my mom had her first child at age 30, she decided that she could not justify biking anymore—not with a young child strapped in. That year, for the first time in her life, my mom bought a car. The day she came home from the dealership she sat on the floor in the living room and wept. My mom hung up her bike that year. Literally: for the next 20 years her red road bike would hang from a hook in our front hallway, collecting dust. I am certain there are people here in Boulder who share this sensibility—who, if given a viable alternative, would delightedly reject private car ownership. Today, the majority of bike commuters in Boulder are young, fit males. But who can predict how many women, parents with young children, and elderly people would use bicycles as their primary mode of transit if it were possible to easily get around the city without fearing for your life or the life of your child? To have an equitable transportation system in Boulder, important corridors like 55th, 63rd, Iris, and Folsom demand safer bicycle infrastructure. But it isn't exclusively a question of age and gender equity. If Boulder is going to meet its ambitious goals for reducing greenhouse gas emissions, we must find ways to encourage more people in the community to bike or ride transit to work. This truism is reflected in our Transportation Master Plan, which directs that we multiply the number of bicycle commuters threefold in the coming years, until 30% of commutes in Boulder happen on a bicycle. The proposed right-sizing pilot projects have generated a lot of controversy. Nevertheless, I think it is critical that we move forward with these trials. Consider that in Lewistown, Pennsylvania, a right-sizing project faced 95% opposition before it was installed, but enjoyed 95% support after the change was completed. I think it is extremely important that we try out this new infrastructure and give our communities a chance to generate informed opinions based on evidence in their own neighborhoods. Please—demonstrate bold leadership and proceed with phase II of the living laboratories project. Projects like these give me hope that someday soon, people like my mom will never have to buy a car. Proceeding with this project is the right thing to do and future generations will tremendously benefit from the work that you have an opportunity to do now. Thank you for your time, Raffi Greenberg

### **All Corridors Ann Haebig 6/8/2015**

I am writing to support the pilot program of right-sizing roads on Folsom, Iris, 55th, and 63rd. I bike all these corridors occasionally; I live about a mile from the Folsom location and a wider lane would help me feel much safer when I bike this route. I used to bike 55th about once a week, but I stopped riding it because it was too unpleasant (and dangerous in bad weather). Some areas of the corridors are narrower than the recommended standard of 5 feet. It's great that Boulder was an early adopter of bike lanes, but it means these lanes went in before standards were developed. They should now be widened to bring them up to current standards for safety. I have seen the effects of a road diet on Stone Way in Seattle. I lived near there for five years. I went back to visit and discovered that I could now bike safely on a road that I had never attempted while I lived there. There were no ill effects in the area; I didn't even know it had been changed until I happened to drive that way. We

absolutely have to get more people on bikes if we are to meet our climate goals. We can't reach the goals without changes in our transportation sector. We need real change if we are to meet our goal in the Transportation Master Plan of 30% bike mode share in 2035. In my opinion, this project has more potential to create new cyclists than anything that's been tried in the six years I've lived in Boulder. There is often opposition when these treatments are first tried in a new city, but that opposition frequently disappears or turns to support after folks see how the new configuration works for everyone's safety and benefit. We don't even need to be the innovators on this one, we just need to try what's been proven in other cities, and because it's a pilot project, there's little risk to us to try it. Please support your transportation staff's recommendations and allow these changes to be implemented. Thank you, Ann Haebig

**All corridors Erik Hansen 6/4/2015**

I have 5 children who bike most everywhere in Boulder by themselves & I too ride year round. Please take the needed actions to insure safer bike lanes through both Boulder City & County Roads. Sincerely, Erik Hansen

**All Corridors Thomas Hast 6/10/2015**

Dear Council members After having provided online feedback, I also attended the hearing Monday evening of the Transportation Advisory Board. I was dismayed at the process and the decision. I believe this is a case, not unprecedented in Boulder, of a small group of advocates driving city policy. I do understand the position of the advocates in this case. Some of them are good friends. Nevertheless, the vast majority of Boulder citizens do or will oppose these proposals. I have yet to speak to anyone not already a public advocate for this program who supports it. Boulder has a long history of trying unsuccessfully to convince folks to get out of their cars and onto their bikes. I remember a conversation with Matt Appelbaum 20 or 25 years ago in which he advocated for not providing downtown parking towards that end. It hasn't ever worked and won't work until we have reasonable alternatives to driving. Bicycles are not that option. They don't work for children getting to events, for seniors, for the disabled, at night, or in the winter. A really good system of public transportation would work. We don't have anything close to that. This plan, in making car travel even more difficult in Boulder, discriminates against everyone who is not physically fit verging on fanatical about riding bikes in all kinds of weather. I salute all of you who do that. It is not an option for me or for most people I know, and I have been riding a bike recreationally in Boulder for the 43 years I have lived here. There is no question that we need to address carbon emissions and climate change. I would love to see a Boulder with no cars at all in the core of the city if there was an efficient, 24/7 hour way of getting around. This plan, however is more likely to increase emissions as cars are stuck in traffic even more than they already are. At least my car shuts off when I am not moving but most don't do that yet. Judging by the communications on the neighborhood listserv, the folks in Melody-Catalpa are seriously concerned about the impacts this plan for Iris will have on our neighborhood, forcing cars off Iris to take shortcuts down Kalmia and 16th. I do not believe the accuracy of the impact studies presented at the Monday hearing. I think that if this moves forward, there will be serious uproar about the real impacts, even if, as usual, not many folks step forward now to oppose it. I believe that if you put this issue to a vote, it would be defeated overwhelmingly, at least in regard to Iris and Folsom. Please consider these perspectives when you address this issue on the 15th, a meeting I will not be able to attend. Thank you. Tom Hast

**All Corridors Chris Haught 6/8/2015**

I think this is a complete waste of taxpayer money that will positively affect a small group versus a negative impact against the majority. Please DO NOT pass this!

**All corridors Bill Hayes 6/4/2015**

As someone who hasn't had to drive in Boulder for seven years now, I fully support this next step in getting others to reduce their reliance on the auto for trips in town. Regards, Bill Hayes

### **All Corridors Ronald Heffner 6/10/2015**

I have lived in Boulder Heights since 1977. I did all of my shopping in Boulder until the grocery bag charge was put in effect. I now do all of my grocery shopping in either Longmont or Louisville. I have also shared the road with an ever increasing number of cyclists over time and have no problem with that. However, when street lanes are dedicated to bike traffic, I will no longer travel into the city of Boulder for entertainment or dining. During the summer, most 2 lane streets are reduced to single lane traffic, due to road maintenance projects as it is. This proposal will cause a traffic quagmire in the city, and like most of the well intentioned ideas coming out of Boulder city government, the unintended consequences will outweigh the positive intentions.

### **All corridors Barbara Hill 6/2/2015**

Dear All, Really? You plan to spend a sizable amount of money upon traffic-snarling construction to turn four Boulder arteries into streets conducive for bike traffic by senior citizens? How ironic that the Daily Camera ran a photo of two male teen-agers, one of whom was popping wheelies, to accompany your announcement! Have you thought about the effects of snow, rain or extremely cold or hot weather on your fondly imagined bike traffic? All I can say is that I drive these streets on occasion, but I also know alternative routes, which I can use in the future. I drive very little, and I typically tote groceries or other goods in my car. A bicycle won't work for me, and I doubt that the alternative streets will be happy to host the increased traffic. On the other hand, I live on 75th Street, and I can just as easily drive to Lafayette or Louisville for those groceries. Barbara Hill

### **All Corridors Ryan Hite 6/9/2015**

I just graduated from CU Boulder with a degree in Environmental Design with an emphasis in Urban Planning. I do not believe that this project will change anything besides adding more traffic woes to a city that will just get more congested. I am glad that I am no longer paying city taxes because I do not believe that this department of this city council has the best decisions in mind. The city is trying to be something that it is not designed to be. Before making any dumb decisions like this one with the bike lanes, actually consider why people are driving and where they are coming from and to and with what stuff in the car. I'm sure you will reconsider. I lived there for four years and not once did I walk to the grocery store to get groceries even though I lived two blocks away from it. Many people commuting to jobs here don't even live here and I doubt they would take poor mass transit or waste time biking here. More time commuting is less time for more important things like family. Stop with the pipe dreams and get back to the reality of the poor situation that Boulder faces now.

### **All Corridors Jeff Hoskin 6/8/2015**

Hello, I am a Boulder resident and have been for 58 years. Since I don't have time to attend tonight's open meeting concerning the reconfiguration of our city streets please allow me to express my opinion here. The idea of 'repurposing' various main arterial traffic corridors in this city stinks -- just like so many other ideas this city council seems to drum up. The willful agenda to limit the automobile traffic flow in this city in favor of bicycle traffic is ludicrous at best. This city needs unencumbered street corridor access for police, fire, trash service and general commerce. To restrict it in an attempt to force members of this community to utilize alternative transportation methods isn't going to work. All this will do is force traffic to other streets. I urge this council to table this bad traffic mitigation idea and move on to other issues. Maybe consider issues that help the community rather than hinder it. BTW -- I sold my car and ride my bicycle and take RTD exclusively -- so this just isn't coming from some fossil fuel burning road hog. Jeff Hoskin

### **All Corridors Paul Hunnicutt 6/8/2015**

I posted earlier, but wanted to followup with an alternate proposal to improve the bike network, but not at the expense of the already crowded roads. Fundamentally I like the idea of improving the bike network. I really support an improved bike network as I'm an avid cyclist, bike to work whenever I can, and ride all over town for

both business and pleasure. However, these new bike lanes are not welcome. Especially at the expense of increased traffic, increased cars along neighborhood shortcuts, backups in winter with 2WD cars plodding along or stuck in the one lane of traffic, and no reduction in carbon emissions. The proposed bike lanes are slightly wider, but I would still not use them for commuting and certainly would never have my children riding in them - directly next to traffic moving at 35-45 mph along heavily used commuter roads as your drawings show. Even with a few flimsy poles and few extra feet of buffer zone...all it takes is one texting driver to drift over and take a cyclist out. I would much rather be on a dedicated bike pathway that is completely separated from the street or on a bike path that follows a slower neighborhood street. Transforming these main arterial roads with traffic that moves along at 35-45 mph is NOT a safe plan for bikes and will not have dramatically decrease car traffic and/or increase bike traffic. Please reconsider the plan to include bike routes that are along existing neighborhood side streets or create bike pathways that are completely separate from cars - e.g. the Boulder Creek path or a better example in this case would be the path along Broadway by NCAR. What boggles my mind is that there already is a bike path on 63rd that is separate from traffic. I would ride on that with my kids. Now instead of improving that bike lane - the plan is to integrate it with traffic? How exactly would that improve safety??? Lets keep these main arterial roads open with 4 lanes and divert the bike traffic to safer, slower speed streets. Iris Avenue is a perfect example. A much better plan for Iris would be two new bike routes: One along Grape, from Folsom to the existing path at the Growing Gardens. While they are at it they can add bike lanes along 13th as this is heavily used by bikes already. It also makes sense as the existing Elmers Two Mile bike route goes under Iris just east of Folsom and would easily connect to Kalmia. One along Kalmia, from Folsom (26th) to 16th. The section from 16th to Broadway is quite narrow to consider bike lanes. At 16th it would turn south and head past the baseball fields to Iris. At Iris it would cross the crosswalk - hopefully an improved location as I find entering the existing one from the south really dangerous. Oddly they completely missed this in their supplied plan. Or one could turn right and head west on Iris from there - intersecting the north Broadway bike lane or taking the path behind Foothills to 9th. While they are at it they can add lanes along 9th as Broadway is too narrow for a bike lane and lots of people use 9th. I haven't studied 55th, 63rd, and Folsom as much, but I'm sure better alternative bike routes could be found along these corridors. Ones that do not attempt to merge high speed traffic with bike commuting. Or find a way to keep these roads as 4 lanes, but improve the bike lane but elevating them above the road or installing a wide curb to separate bikes and cars. A few other problems with this proposal: 1. The crisscross right hand turn lane options at the intersections are very dangerous in my opinion and I avoid them all over town (cyclists have to move left and cross cars moving into the right turn lane). 2. Center turn lanes proposed are commonly referred to as "suicide" lanes. The city has noted that they are intended to improve safety, but failed to note they come with their own inherent danger. They also will be very difficult to use in winter as the center of the road is typically plowed full of snow. They also are supposedly made to make left hand turns easier. However, during rush hour it will be difficult to make a left turn as there will be longggg lines of traffic in both directions. 3. There will be long backups during rush hour as cars in the single lane of traffic slow to turn right. Currently with 2 lanes traffic can move around these turning cars. 4. If this was truly a "living lab" each of these 4 projects might have a different sort of plan. One as proposed currently, one with elevated bike lanes at the same grade as sidewalks, one with bike lanes diverted to smaller neighborhood streets, and perhaps one where everything is left the same except a wide curb added to separate bike and car lanes. That would be a lab. 5. There is certainly not enough bike traffic in town to require the lanes themselves to grow to 7.5' wide. 6. This will also make it extremely difficult for cars wanting to turn left out of streets adjacent the main roads. For example turning left out of Iris Court onto Iris Avenue is already very difficult due to the high volume of cars along Iris. One has to wait for the "wave" of cars to past, which sometimes takes several minutes. Now that same "wave" of cars will be stretched into one long line...making a left hand turn (or even a right) much more difficult. I don't believe the changes proposed will decrease the carbon footprint, substantially increase bike traffic, lead to less bike-car accidents, or have any substantial decrease in driving. In fact I think the proposal will increase traffic, make it more miserable for commuters, parents, and elderly who need to drive, will force additional cars onto neighborhood streets, and create still relatively unsafe bike lanes - especially at intersections where a majority of accidents most likely occur. These "solutions" seem like band-aids, bad ones at that. Well intentioned goals, but ultimately it is an ineffective and problem causing implementation of an improved, safe bike network.

### **All Corridors Portia Husted 6/8/2015**

These corridors are already congested with traffic, I know as I lived just off Folsom near Iris for 9 years. Reducing the number of traffic lanes makes no sense to me - and I do ride my bike whenever possible but I would not ride my bike more due to this change.

### **All Corridors Gina Hyatt 6/10/2015**

Hello, I have emailed a Daily Camera reporter and TAB regarding the "pilot" program for redesignating some traffic lanes to only permit bicycles. I am trying to find some historical data and, perhaps, a city council member may be able to provide that to me. This is not a new Boulder concept. The "pilot" program was done in either the 80's or the 90's. A lane of 30th starting at Baseline Road and perhaps a lane on Baseline and maybe some other streets were designated for bicycles only. This was in affect for awhile but the City canceled the project and returned the lanes to vehicle traffic. Someone should check on this to learn why the project was canceled so past problems can be addressed. Were there accidents? Was traffic not moving smoothly? There had to be a reason why the project failed and learning the reason may help the new project succeed. Those council members who lived and biked in Boulder back then would surely remember this. Thank you, Gina Hyatt

### **All Corridors Keith Jenkins 6/9/2015**

Dear Council Members, I wish to express my concern over the Transportation Advisory Board's unrealistic proposal to eliminate automobile lanes on some of the busiest streets in Boulder in favor of wider bikes lanes. Their rationale being that the change would greatly increase the bicycle usage in the city while not having a major impact on automobile traffic. This statement was made after their computer modeling said so. The staff and the Board should drive the streets in question some day during rush hour and see what cutting the number of drive lanes in half would do to the already overcrowded streets. The TAB's misguided notion that more bicycle infrastructure will increase ridership is totally unfounded and nothing more than wishful thinking. This is not the "Field of Dreams". If you build it, they will not come (to bike more). Speaking for myself as an "older person", I would not run out and buy a bike to ride around town just because the bike lanes are wider. Having a major transportation overhaul based on a petition signed by 300+/- bicyclists in a city of over 100,000 is laughable. They should be known as "The squeaky Wheel Society". It is inconceivable that you would even consider such a proposal. If you really want to find out what the true impact would be on traffic, try blocking off the lanes in question with cones for about a week and see what happens. Thanks for your time,

### **All Corridors Aaron Johnson 6/9/2015**

Hello, My name is Aaron Johnson, and I regularly ride on all of the proposed corridors, and 55th Street in particular. I support the effort to re-allocating some road space from cars to bikes, because it will make it safer and more pleasant for me and others to ride bikes in the city as everyday transportation. Being safer riding my bike will help me and my family, my children and partner in particular, to ride more frequently. In addition, significant commitments to infrastructure are a symbols of normalization for a long-marginalized mode of mobility. I strongly encourage you to let the project move forward. Aaron Johnson

### **All Corridors Jennifer Johnson 6/9/2015**

I've never biked downtown from my home in the NE part of the city, and I never will. I have an excuse- -a serious spinal condition—but I shouldn't need one to feel like a good citizen of my hometown. I do, however, drive to the YWCA to pick up my grandchild and take classes at the North Boulder Rec Center. I go to shows at eTown and the Boulder Theater despite the daunting prospect of driving in circles for twenty minutes looking for parking. I get there on Iris, by far the fastest route. Now I read that one lane each way will be closed to cars. Maybe it will work out, but if it doesn't, it will be another disincentive to venture into the heart of the city I've loved my entire adult

life. What about the bus? It would take two buses to get to the YWCA, two more to get my grandchild home, and two more for me to get home--plus a lot of walking that is tough for me and too much for her. I'd have to carry a stroller as well as my purse and her backpack. It would go from a half-hour errand to an exhausting two-hour transportation saga. A show on Saturday night would be out, too. The last 205 bus leaves downtown at 9:07. I wonder if those who advocate the bus ever go out at night. My son had to quit an evening shift job downtown because he couldn't get home in the winter when it was too cold to bike. So much for the bus. It makes me sad. The good-hearted hippies of the 1970s did wonderful things for Boulder, but these days I feel marginalized because I'm not athletic, rich, and in lockstep with a green-at-any-cost belief system. I wish for a town that fills the potholes, provides services for those who need them, tries to make life easier and less costly for its residents, and supports its businesses by making it easy to get to them instead of creating obstacles. I want a town that does sensible things to be environmentally responsible—but not one for which being the greenest of them all has become an ego trip. It's easy for everyone to vote thanks to mail-in ballots. If you think Boulder needs a course-correction, please vote for candidates who represent you. So as not to lose their tremendous expertise and genuine good intentions, I wish the current Council members would shrug off entrenched ideology and think like common citizens who are just trying to get through their days. Being a good person—or good city—requires more than being green. It takes being able to walk, bike, bus, or drive in other people's shoes. Jennifer Peters Johnson

### **All Corridors Riki Jones 6/7/2015**

My name is Riki Jones, and I regularly ride my bike on Folsom, Iris, 55th, and 63rd street. I support the pilot project re-allocating some road space from cars to bikes, because it will make it safer and more pleasant for me and others to ride bikes in the city as everyday transportation. Feeling safer riding my bike will help me to use my bike more frequently. Please let the project move forward, so we can have an informed discussion — based on our experiences, and actual before-and-after data — about whether this kind of infrastructure is right for Boulder. I was so excited when I first heard about this trial. With the streets rightsized, I would feel safe to ride bikes with my children around town as well and reduce the use of my car. Thank you! Riki Jones

### **All Corridors Jim Kastengren 6/8/2015**

My name is Jim Kastengren, and I regularly ride on all of the streets proposed for this project. I support the pilot project re-allocating some road space from cars to bikes, because it may make it safer and more practical for myself and others to ride bikes in the city as everyday transportation. My wife commutes by vehicle on several of these streets as well. We would like the opportunity to see the benefits and drawbacks from both perspectives. Please let the project move forward, so we can have an informed discussion — based on our experiences, and actual before-and-after data — about whether this kind of infrastructure is right for Boulder. Thank you, Jim Kastengren

### **All corridors Angie Korb 6/5/2015**

Dear City Council, I passionately support the pilot study of rightsizing Boulders streets. I would bike far more frequently with the proposed changes implemented. Physical separation is so important for cyclist safety. Cyclists pay general taxes and deserve their share of the roads (not a beat up sliver of a shoulder). One of the most attractive aspects of Boulder is it's forward thinking and innovative leadership. Most of the residents here value protection of the environment. We absolutely NEED to reduce ground-level ozone pollution! More people biking and fewer driving is a solution! Please do not cater to the THOUSANDS of in-commuters to Boulder, it's our city and we should be able to design it to the ideal we seek. If they choose to work here, but not live here, they have to accept the consequences of that choice. Thank you, Angie Korb

### **All Corridors Paul Krisanits 6/8/2015**

Although I am supportive of the theory behind these proposed actions, they are seriously flawed from practical, engineering and public safety stances. I'm a cyclist, motorist and pedestrian. You over project and indulge non-motorized needs for space, and place absurd lane restrictions, invoking serious safety concerns on motor vehicles. Your recipe to address concerns will increase motor vehicle congestion, particularly during peak use times. And non-motor vehicle users will be far underrepresented than you expect, particularly at these same times. Additionally you will see unsafe and unlawful use of these spaces by motorcycles, scooters and angered motorists. Many of the proposals are achievable simply through re-alignments of existing lanes as well as minor widening (1-3 feet) of current bike lanes and shoulders. The costs of these would be far less than the absurdities displayed on this website. And perhaps some of the savings could be applied to the maintenance of existing infrastructures such as pothole repair or repaving in lieu of additional redundant taxation. I bike and drive most of the routes you want to change, and can not agree with any of your proposals. I'm tired of you endangering my safety as a cyclist with the philosophy of "make it more difficult and fewer people will drive," which the city of Boulder has embraced for the past 15 years. At the same time I thank you for the forum provided, and appreciate your adherence to the law. I hope you're truly open to incorporating other ideas and not just going through the motions.

### **All corridors Matt Ladwig 6/8/2015**

This Idea is CRAZY!! It makes zero sense to take vehicle lanes away and add more bike lanes!! There is no way this will do anything but make traffic worse.. The amount of people that currently ride will not increase enough to change the amount of vehicles on the street!! I know that boulder is trying to be incredibly bike friendly, but we still need to think about the people that drive for work, or just not as big of cyclists as others..

### **All Corridors Terry Larson 6/10/2015**

Here are some letters from citizens in north Boulder that were posted on our neighborhood bulletin board. I think you should hear what citizens are saying: Jo Wiedemann, Pine Brook Hills Since the bikers are young & able to ride bikes to work we should have a regulation that prohibits anyone that can ride a bike to not be allowed to drive a car in the city. That would only be fair since I can't ride a bike at my age. Driving down Iris today I saw ONE biker & 30 cars! How insane to spend our tax money on something like this when our streets are falling apart. I hit a hole every time I go out. You can't avoid the holes. The tire industry is sure making a fortune & we're all paying the price! What stupidity! Who voted for these people?? Judith Ansara, Wonderland Hills I am glad to have information about our city on and proposed policies and times and places for citizen input on this site. I find however, that emotional reactivity name calling and ascribing negative intent to those who are studying traffic flow, impact, cost, and I am sure other factors as well - very disheartening. I would imagine we have a good many neighbors who just unsubscribe to this list or roll their eyes, as this starts to feel unproductive. We have had good info on how to get involved in giving our input. I also think it unlikely that adding width to bike lanes on Iris from Broadway to Folsom will likely solve anything and will create additional problems for drivers and may or may not help the city achieve the "more riders and greater safety" goals. But I don't know as this has not yet been tried. We citizens have repeatedly asked for a more ecological city, complain about traffic and safety for both vehicles and bikers. And I have not been studying this. As has been suggested, by others, please take your concerns to the city via letter or showing up at meetings. If you have an alternative route to two, to suggest for creating both biker safety while not impeding traffic flow on major vehicle routes - then please suggest it. I am not writing to hope I am not insulting anyone by writing this. It is intended as a please for civil discourse and citizen engagement in problem solving with our elected and staff officials

### **All corridors Jonathan Lettvin 6/4/2015**

Hello! I wanted to write with support for the experiments to right-size streets here in Boulder, to allow safer bicycle and car traffic. I've only lived in Boulder for 4 years. The primary reason my wife, daughter and I moved

here was Boulder's reputation as a place where we could live car-free. We haven't reached that ideal but during the summer time, we almost never drive. It's amazing and freeing! Our daughter's experienced all sorts of things she'd never see from a car -- seeing coyotes stalking prairie dogs, fast-moving storms, splashing through puddles, the sudden drop in temperature as the sun goes down, the joy of arriving at a restaurant a little bit sweaty and very hungry, etc. Every trip we take by bike is a mini adventure, and it is truly magical. Unfortunately, even in the short time we've lived here, I've seen traffic become increasingly heavy, with faster traffic, less attentive drivers, and more and more close calls. We live on 26th and Pine, and I work from home, and I hear or see at least one near-miss per day out my window; I don't ride on Folsom because the auto traffic is so heavy. I would love to see an experiment to make auto traffic a little less terrifying (from a bike or a car!), and make riding a bike feel much safer. Previous experiments in Seattle (where we used to live) have been very successful, and I would love it if Boulder surpassed their success. Thanks very much for your time, and I look forward to riding on Folsom with my daughter! -Jonathan Moishe Lettvin

### **All Corridors Steve Levin 6/10/2015**

Dear City Council – I am 20 year resident of Boulder and a very avid bicyclist. I ride for both recreation and to commute. I keep track of my miles and since 1997, my bike commutes have saved me from driving about 11,000 miles. I also use my bike to do some errands and shopping. I am writing to tell you that I am Vehemently opposed to the idea of reducing car lanes on major Boulder roads with the hope that more people will bike commute/errand. 1. I am an engineer who has participated in many test programs where we had to show quantifiable results for items we tested and/or planned. As much as I am against this idea, I implore you that, if it were to pass, that there be a formal way to measure and evaluate the results of this program. The average number of cars and bike trips before and after the changes should be formally measured AND presented to the public. To make the results fair, it is VERY important that any count of cars use parallel through roads. (Many of us believe that reducing the number of car lanes will shift cars onto parallel roads. Therefore, it will not be accurate to simply count cars on the affected roads and claim a reduction in traffic.) 2. In fact, before doing all this work, why not measure the metrics on a similar experiment that is already in place: Arapahoe heading East towards Louisville underwent major reconstruction relatively recently. No car lanes were added, but the bike/pedestrian lanes were significantly increased. Anecdotally, these widened lanes are barely being used and the amount of car traffic is the same. I strongly suggest this be measured before proceeding any further. 3. In a perfect world, it would be wonderful to make a simple change and dramatically reduce driving. The plan, as proposed, does not match the real-world at all. I can see it increasing car traffic, thereby increasing emissions, and also increasing car vs. bike frustration, which we do NOT need more of. 4. Here is why I make statement 3 above: Many, many people fit in the following groups: - Are over age 40 - Work jobs that are over five miles from their abodes. - Have kids It is extremely naïve to think that anyone fitting 2-3 of those above groups would stop driving based simply on wider bike lanes. For example, think of a parent with two kids under age 10, on a 85 degree (or a snowy) day, taking their kids to a gymnastics class and then on to food shopping: This person is not going to stop driving. (Or take multiple busses around town) 5. Personally, I find the word “Right Sizing” to be Orwellian. Given the city admits these roads are all well used, who is deciding what the “right size” is? I would have thought “Right Size” implies extra capacity, but there is no indication that any of these roads have significant excess capacity that needs to be reduced. 6. The choice of roads seems extremely strange and very poorly thought out. For example, I personally have commuted (by bike and car) on 63rd for two years. Gun Barrel is one of the most suburban parts of Boulder. (This is also a fact. Closing a car lane will not magically change this). 63rd is the main artery to high-tech office parks (which have good jobs) and the area’s only shopping center. It is also the main route to the Diagonal Highway which many people in the area need access to. AND....there is also a very nice bike path on the West Side which is barely used. (Again, I used to commute on this). So the choice of 63rd seems extremely disruptive and pointless. Why not just add more signs telling people about the West Side bike path? In summary, in my opinion, this will hurt the quality of life in Boulder, be ineffectual and possibly increase bike/car tension. I strongly urge you to vote it down. Steve Levin

### **All Corridors Jordan Mann 6/8/2015**

Dear TAB and Council, I am writing in support of the living labs experiment to right size Folsom, 55th, 63rd and Iris. I think it will greatly improve the safety and usability of those streets. For people under the age of 35, the leading cause of death is an automobile accident. Of these deaths, 15% will be people on bikes and pedestrians. This is a very serious issue and it is not given proper attention. Our city streets should provide safety for all people regardless of the mode of transit they choose. Recent success with right-sizing in Orlando, Seattle, and Athens show reductions in the injury rate from automobile crashes of 34%, 14%, and 53% respectively. In these locations, the number of people walking and biking increased by 30%-50%. The benefits of right-sizing these streets are clear: 1. Improved safety for ALL users. 2. Increased number of people walking and riding bikes. 3. A more diverse demographic on bikes. In the end, if these benefits somehow do not materialize, this is a reversible experiment. Please show support for making Boulder streets safer and more equitable. Kind regards, Jordan Mann

### **All Corridors Denise Maslanka 6/10/2015**

Dear City Council, I have been a North boulder resident since 1981. I have lived in many homes and neighborhoods in last 34 years. I have lived on 6th St by North Boulder Park, Keller Farm, Orion & Quince in Wonderland Hill, Oak St by Centennial Middle, Norwood west of 19th and currently on Yellow Pine west of Broadway. I have experienced many times from all directions the bumper to bumper traffic at the intersection of Iris and Broadway. It has been consistently backed up with turning traffic and congestion as most times I wait 3 lights to get through. There are RTD bus stops, school buses going to Foothills Elementary, garbage pickup service in the morning. This is ludicrous to remove traffic lanes! I must admit I have cut through The Mental Health parking lot a few times! And that parking lot is full all the time! I remember people would cut through on Norwood Ave to avoid that intersection. Norwood was the fast way to go east from Broadway. Then the neighbors banded together and had to pay the City to mitigate the speeding traffic with liens put on their property to guarantee payment. The City also made Hawthorn at Broadway one way to mitigate cut through traffic! This reduction of vehicle lanes will only cause more cut through traffic and problems in our North Boulder neighborhoods. Kalmia east from Broadway, Quince Avenue east from Broadway, 19th St., 19th west through Carolyn Heights, 19th through Glenwood Ave & Grape Ave near Columbine Elementary. Iris is also bumper to bumper in both lanes, east of Folsom, you can't even get out of the Safeway parking lot! I rarely see a cyclist on Iris, they are on the side streets. This does not even take into account for future development in North Boulder! Improve the bike paths and side street bike ways before you take away vehicle lanes. What about an easement through Longs Gardens for cyclists? Please don't make an already miserable situation worse! Can someone please confirm receipt, thank you! Denise M. Maslanka

### **All Corridors Cindy Maynard 6/8/2015**

These projects are utopian in nature and fail to grasp the actual facts on the ground. Wishing that people would ride their bikes (through snow, hail, tornados, sudden storms, below freezing temps etc - this is Colorado after all) does not reflect a realistic view of who actually needs to rely on their car. Wishing it were true that many people can easily adapt to using their bike or the bus as their primary transportation is wishful, magical thinking and not at all realistic. A huge majority of our population - older people or others who are less physically fit, people who live farther away (Westminster, Louisville, Lafayette, Longmont etc), people with young families and busy lives, , people who want to eat or shop in Boulder, but don't have lots of time to take a leisurely scenic tour on the bus, will NOT benefit, but be seriously adversely impacted by this plan. This plan will only make traffic congestion even worse, and will exacerbate the danger for both bicyclists and drivers on the busiest, most crowded roads. Truly I feel like the utopians who dreamed up this plan are really losing their grip on reality. Wishing it so does not make it so.

### **All corridors Dan McCarty 6/2/2015**

comments: Ironically your ideas worked. I have worked in Boulder for years and bike to work frequently, long before they gave away free bagels for it :-). I have been vacillating over a job offer in Louisville and reading the Camera article about Phase II of the lab finally pushed me to a decision: Take the offer! Boulder is just too much of a pain to get around in and get to.

### **All Corridors Daniel McCarty 6/8/2015**

In regards to the recent discussion/arguments/controversy involving the 'right-sizing' of Boulder streets - I am entering a plea of 'Please Don't Do it'. As a long time bicycle commuter in Boulder (since 1990) who lived for many years in Boulder without a car this 'plan' makes no sense. Reducing the traffic lanes in several areas will increase congestion and air pollution as the cars idle. Putting bike lanes on the sections of the streets listed in the article will not magically attract new riders. Imagine the mythical new family rider moving from Pearl to Arapahoe on 55th street: why would a parent pulling a child carrier ever use that section of road only to find themselves on busy Arapahoe or Pearl when there is a perfectly nice and extensive bike trail nearby - know I never have. This plan is expensive, needless, and will only result in more ill feeling directed towards the law abiding riders in Boulder and increase the general frustration level of the citizens driving in the city. I think it is time to reevaluate the Master Plan or at least the people implementing it. Traffic has obviously gotten worse in the City and have seen no evidence in a marked increase in bicycle commuters or alternative transportation. It appears that the TAB has been spending tax payers dollars for many years to no good effect. Thank you, Daniel McCarty

### **All Corridors Carroll McCorkle 6/9/2015**

To the members of Council: I adamantly oppose the changes to Iris, Folsom, 55th St and 63rd Streets. This will clog traffic, send more cars in to residential neighborhoods (i.e. Quince and 19th Streets), increase commuter time and further increase tension between car drivers and bicyclists. The bicyclists already have bike lanes, and from my conversations with them, the majority don't ride on Folsom or Iris. I respectfully request that you reconsider your position. Carroll McCorkle

### **All Corridors Greg Mears 6/8/2015**

Hello, In advance of your decision on the proposed Right Sizing of select streets in Boulder, I'd like to give my opinion. 1. this project might not only provide increased safety for cyclists, but also for motorists who feel that they currently have to be overly cautious on streets traveled by cyclists. A win win for both groups, and not just about making a give away to cyclists. 2. A dedicated middle turn only lane will provide for faster through traffic for motorists. 3. A wider bike lane will make it safer for cyclists to pass in the bike lane, avoiding swerving into a car lane. Also will allow riding two abreast. Thank you for considering my comments. -- Greg Mears

### **All Corridors John Michalakes 6/6/2015**

Dear Council members I cycle around Boulder and I do support adding guarded bike lanes when and where it makes sense, such as in Boulder's higher-density urban-residential areas west of Folsom. The University avenue project under Phase-I was reasonable and overdue. I also support making changes to busier roads as long as there is adequate roadwidth to add cycle improvements without reducing capacity for motor vehicle traffic; for example, the guarded lanes that were added to Baseline road from 30th street eastward. But in the next phases, the city's proposes to reduce the number of lanes on highly-traveled arterial sections of 55th and 63rd streets that serve large numbers of East Boulder and Boulder County businesses, industries and surrounding lower-density suburban neighborhoods east and north. Go on Street View for a virtual drive along 55th street between Arapahoe and Pearl, or 63rd street between Gunbarrel Avenue and Lookout Road, and see the difference

between these arteries and a neighborhood feeder like University Avenue. These roads serve large volumes of Boulder's bus, trucking, and daily commuter traffic from Longmont, Lafayette, and Louisville. New residential and business construction in the Gunpark area off of Lookout road will only increase traffic pressure. Access to the Boulder County Sheriff's department headquarters is onto the section of 55th street that the city is proposing to narrow to one lane in each direction. The Boulder Rural Fire Protection District station that protects most of Gunbarrel accesses the west side of 63rd street that is proposed to be reduced from two to one lane in each direction. If there's a fire during rush hour, maybe the city thinks the firefighters could run their trucks down the wide already-existing bicycle path that edges the full length of 63rd from Jay road to the Diagonal Highway. I and many of my neighbors who live near and are frequent users of 63rd and 55th streets, by car and bus, are rightly opposed to a plan designed by and for West Boulder that reduces traffic capacity and increases congestion on already burdened arteries that serve the day-to-day travel as well as economic and safety needs of eastern Boulder and nearby surrounding Boulder County. John Michalakes

### **All corridors Luke Miller 6/5/2015**

As a native boulder resident and life-long bike commuter, I strongly support the Living Labs project to "right size" streets in Boulder. Our bike paths are fantastic, but they can't get you everywhere in town. Especially riding with my 4-year son, I would appreciate a safer environment. Additionally, and measure that encourages more people to get out of their cars and ride is better for us all. Thanks, Luke Miller

### **All Corridors Amy Morfas 6/9/2015**

Attached please find a letter of support with regards to the right-sizing street demonstration projects. Thank you.  
-- Amy Morfas

### **All corridors Dawn Palmer 6/5/2015**

My name is Dawn Palmer, and I am both a cyclist and a driver in Boulder. I support the pilot project re-allocating some road space from cars to bikes, because it will make it safer and more pleasant for me and others to ride bikes in the city as everyday transportation. Especially, as I volunteer for Boulder Food Rescue- where we take produce and other perishable items from grocery stores and restaurants to community centers and food banks, mostly transported by bikes and trailers- riding on Iris and Folsom will be much safer and easier. Please let the project move forward, so we can have an informed discussion — based on our experiences, and actual before-and-after data — about whether this kind of infrastructure is right for Boulder. Thanks,

### **All corridors Kennett Peterson 6/4/2015**

My name is Kennett Peterson, and I regularly ride on all of the streets that are set to have bike corridors. I support the pilot project re-allocating some road space from cars to bikes, because it will make it safer and more pleasant for me and others to ride bikes in the city as everyday transportation. Please carry through with the original plan and don't let a few angry drivers persuade you to trash the plan. People are generally afraid of change, even if it's for the good of all of us. I was ecstatic when I heard of the Rightsizing movement and then unfortunately equally ashamed of my fellow Boulderites when I heard that there was a group in protest. Cars have 99.9% of the road space and infrastructure as it stands, and building more won't speed up the flow of traffic or make congestion within Boulder any better, especially with Google and thousands of their employees moving in. Increasing surface streets has shown to actually slow down and create more traffic. Please help make cycling safer and accessible to more of us by going through with the protected bike lanes, which will only help speed up traffic for those who wish to continue driving their cars and destroying the environment (for 1 and 2-mile trips no less).

## **All Corridors Linda Peterson 6/10/2015**

I am writing in opposition to the proposal to reduce auto lanes and add bike lanes on Folsom Street between Arapahoe Avenue and Valmont Road, Iris Avenue between Broadway and Folsom Street, 55th Street between Arapahoe Avenue and Pearl Parkway and 63rd Street between Gunbarrel Avenue/Nautilus Drive and Lookout Road. First, Boulder has miles of bike lanes, some along city streets and some completely separate from city streets. In the lanes that are separate from streets, there should be no problem with safety. Many of my friends ride their bikes most places, and they tell me that they can go just about anywhere in town without resorting to city streets for most of the route to their destination. Second, I strongly believe that most people who want to ride their bikes are doing so already. Making bike lanes wider will not increase bike traffic (we are not in China or Holland where mobs of people ride their bikes to work, nor will we ever be!). It will only make auto traffic more difficult, and driving around Boulder is already difficult. I personally see mostly solitary bike riders who certainly do not need a 7' wide lane. When I see multiple bike riders grouped together, they are typically on highways outside the city limits, e.g., Rt. 36 to Lyons. Third, there are many months when riding a bike is not feasible in Boulder because of the weather. I have to laugh at the preposterous image of women in their work clothes riding a bike to work on a rainy or snowy or icy day. It's not safe, and it will not happen. Fourth, as Judy Richtel said at the last City Council meeting, "I appear to be the demographic that you're trying to get on a bike in those lanes, I'm an older adult and a woman. As much as I workout, five to six days a week, I think it's unrealistic... I'm an active, involved senior. We are not jocks. We are not going to ride our bikes from activity to activity to activity." Nor do we want to! There are places where we need to go by auto. Some bike riders complain of scary experiences in bike lanes, like the woman who said, "My nerves are shot every time I get on the road," she told the board. "I see drivers who go across into the bike lane. I see drivers taking way too many risks around me, and it scares the heck out of me every time I'm on my bike. But I want to be on my bike." To those individuals, I say use the bike lanes that don't require on-street riding. They are safe, except sometimes because of other bike riders. I, like many residents, am skeptical of your projected outcomes and worry about increased congestion on already busy roads, and I believe frustrated motorists will use neighborhood side streets instead. That is what I see happen whenever a street is blocked for any other reason: why not this, too? For example, when traffic lights were placed on Pine, traffic moved to Mapleton where I used to live. Please don't do this. It seems to be just another wacky idea someone dreamed up who doesn't have enough real and helpful work to do. Sincerely, Linda M. Peterson

## **All Corridors Britt Phillips 6/9/2015**

To Whom it May Concern: I am writing to comment on Boulder's plan to repurpose vehicle lanes for bike lanes. I would like to go on the record as saying this is THE DUMBEST, MOST IRRESPONSIBLE decision that has been made in this town in quite some time (and that is saying a lot because there have been some really stupid stuff as of late). I have lived in Boulder for 20 years and I have seen the steady decline of this city, but this really takes the cake! Boulder has PLENTY of great, usable bike lanes and paths. The city has spent an exorbitant amount of money to make this city the bike-friendly place it already is. In fact, you don't even HAVE to ride on the street. You can get almost anywhere in the town and surrounding areas via bike paths and limited street lanes if you just take a little more circuitous route. There is already a gargantuan amount of traffic throughout the city and reducing lanes on some of the most highly-traveled roads is only going to make it worse. Please reconsider this asinine plan and not make life worse for every person in this town. Sincerely, Britt Phillips P.S. If this is not the proper forum for this letter, please inform me where this should be sent!

## **All Corridors Hannah Plow 6/8/2015**

Hi Everybody, Happy Monday! I am writing in support of the rightsizing pilot projects along Folsom, Iris, 55th and 63rd streets. I am an avid bike commuter and use my bike as transportation for many of my trips. Providing these changes on the streets would drastically improve the experience for bicyclists (especially those who don't bike right now) in this community. The City of Boulder staff have proposed an incredible plan for making Boulder a

fantastic multi-modal community with safer options for everyone but they need your help to make it happen. Please think about how this will enable more people to bike--which is a critical component to the larger climate change goals. As the Daily Camera article describes, 'change can be scary'. But let's be the Boulder we are known to be and try something new for our community that is likely to be very successful (with proven results from other communities--even LA!). Thank you very much for your time and attention to this matter! Best, Hannah Polow

### **All Corridors Sue Prant 6/8/2015**

Dear Council members and TAB: We are writing you today in strong support of the city's rightsizing projects for Folsom, Iris, 55th and 63rd streets. The world was going to come to an end because of traffic delays or lost parking in Boulder 4 previous times: • Rightsizing Table Mesa from 4 lanes to 2 lanes plus a center turn lane and bike lanes (we have done this before) • Rightsizing parts of Broadway near Norwood from 4 lanes to 2 for a bike lane • Adding bike lanes to 17th and removing a handful of parking spaces • Removing parking to add the 13th Street counter flow lane In all these cases, the traffic engineers modeled it and the science told us there would not be problems. But people's emotions ran high and they insisted all sorts of horrible things would happen - from Boulder High leaving downtown to traffic jam disasters. Yet, because the science was correct, none of these things happened and no one would argue for taking any of these things away today because they all work so well. Today, in reference to the plans for Folsom, Iris, 55th and 63rd, the science of the engineers and traffic modeling tell us they will all work- they will be safer for ALL users and they will not cause huge traffic problems. And just to be certain of this, it's all a pilot project- we are testing it to see what works and what does not. The rightsizing plans are causing quite a stir in Boulder as they have in virtually every other community that has embarked on them. But by and large, after installation, these counter intuitive projects work. They make the roads safer for people on bikes, people in private automobiles and people walking. They make the roads more pleasant for those that live and work near them. And when we measure before and after, time and again, studies show safer streets and broad support once these projects are in. In fact, a Lewistown, Pennsylvania rightsizing project faced 95% opposition before installation but 95% support after the change was completed. Along with protected bike lanes, these projects are actually popular once people start using them. Los Angeles has done rightsizing on 54 streets with no adverse results. Portland has done 3 streets and realized a 37% crash reduction on those streets. Places like St Paul, Fresno, St Louis and many other have implemented rightsizing projects. And the added benefit of these rightsizing projects? It gives us the extra room to install protected bike lanes. Protected bike lanes have been proven in countless studies to make the difference in getting "interested but concerned" people on bikes and increase bike modal share significantly. Cities like Memphis, Akron, Cincinnati and Denton, TX all have more extensive protected bike lane programs than Boulder. Boulder's bike modal share is stalled. We need to reach the next level of would be bicyclists. Protected bike lanes have proved to be the answer to getting more people on bikes. Cities with protected bike lanes have seen bike use increase from 50% more at the low end to 190% more bike trips at the high end. Protected bike lanes get more people on bikes. We are confident these projects will succeed. We are the last folks who would want to try something like this if we did not have faith it would work because if it fails, it could set the bicycle movement in Boulder back. But the city's traffic engineers have done extensive modeling and they tell us with confidence that it will work. The city's traffic engineers are no radicals. We know, we ask them for things they won't do all the time. But their testing and science says this will work in Boulder on these roads. We believe in the science that proves this will work. We encourage you to support the rightsizing and protected bike lanes projects on these streets. As pilot projects, they will allow us to see what works and what does not. Thank you for your time and service. Sue Prant Executive

### **All Corridors Pete Rasta 6/7/2015**

Hi Boulder City Council, I know there's a great deal of opposition to the right-sizing traffic lanes project, but I wanted to e-mail and make sure you know there are supporters as well. With high-density housing and other issues affecting the number of drivers on the road in Boulder, it seems that something other than "more lanes" needs to be done. Boulder has helped lead the way with many things, like zero-waste, no plastic bags, a ban on

smoking, and a city-owned utility company. There have been residents against each of these, but all have eventually been welcomed and have helped to make Boulder a better place. And there are complaints that Boulder is losing its small-town charm, which nobody really likes. But it doesn't have to be that way, at least not entirely. This is an opportunity for Boulder to again lead the way, with more cycling and alternate modes of transportation along with the transportation hubs you're already putting in place. Fewer cars, or at least calmer streets, will make Boulder a better place to live. And I'm all for letting the pilot program continue, at the very least. I'm a 20+ year Boulder resident, and currently live in Melody Heights. My neighborhood seems to have some very vocal opponents to the plan, but I support it. I hope you'll give it a chance. Thanks, Pete Rast

### **All corridors Ginger Riversong 6/5/2015**

Dear City Council: We're so close to making Boulder a great biking community, with all the accompanying benefits that brings. Don't stop now! Keep going with the studies, "rightsizing", changes. PLEASE! -- Ginger

### **All Corridors Stephen Rosen 6/10/2015**

Dear City Council: I am a long time resident of Boulder as well as a local business owner. I have served as Chair of the Boulder Mall Commission (now DMC) for four years and served on CAGID board as well. I am very interested in the long-term viability of the City of Boulder financially, socially and environmentally. I am also a family person with kids and grandkids who have transportation needs. As I now am also a "Senior" and have a business to run, I need access to both a car, and a place to park. I am very dismayed at the City's "war on cars and the people who drive them", as it appears to me. I watched in disbelief as you removed vital street parking and encouraged developers to build with no concern for parking. As a downtown property owner, I have to assure my tenants that they and their clients will be able to find parking, as they ask me if it is time to finally move out of downtown. Now, a narrow group of very vocal citizens and City employees are pushing for the very few viable and functional roads in town to be narrowed, in the name of "progress" in pushing people out of cars. The Transportation Board argues that the change will save time by avoiding stopping behind turning cars. What about stopping behind busses who are stopped to load? These roads are the "go to" routes in Boulder because they function so well now. The very groups that are targeted, older people, women, and families with children, cannot and, more importantly will not, give up their cars until and unless there are other modes in place. In addition, I am aware of a recent development application in which the Planning Department would not approve of the development unless the developer eliminated 50% of the parking. This is ludicrous and forces the developer into a situation which potentially makes their project unviable and pushes the parking burden onto neighboring businesses. I urge you to do your job in thinking about the negative impacts of this narrow thinking and keep Boulder functioning while we transition toward alternate transportation options. Please vote against this plan to "Right Size" our roads. Sincerely, Steve Rosen

### **All Corridors Matthew Saaks 6/9/2015**

Dear Rene Lopez, I am a resident who will be affected by the lane repurposing test that the board approved on June 8. I do not know if I will be positively or negatively affected and I would like to learn more. I understand that the project will be evaluated next year. Is there any specific information available on the evaluation criteria? What are the determinants of a successful or failing test? Will the evaluation include an assessment of possible increased traffic in nearby neighborhoods? If so, is there a threshold set for an unacceptable amount of traffic increase on nearby neighborhood streets? I look forward to your response. Sincerely, Matthew Saaks

### **All corridors Cathy Sacco 5/31/2015**

Hello Council Members, I attended the open house a week or so ago held by Go Boulder regarding the Living Lab rightsizing project and it was my understanding that they will be making a recommendation to City Council in a week, therefore, I would like to express a couple thoughts. First, I believe the timing of this next proposed phase to eliminate vehicle lanes on Iris, Folsom, 55th and 63rd streets is premature. With the new development we

know is coming on line in the next couple years at 29th St., the Sutherland property, and the Google campus, our population of residents and workers is going to increase greatly. It seems that the results of the pilot project will be more accurate and representative if we wait until these new folks are here. Secondly, and more importantly in my opinion, I didn't see an alternative where the bike lanes were totally separated from the vehicle lanes. On each of the four pilot project corridors in this next phase there is an existing sidewalk. Why not improve/enlarge/modify them to better accommodate bikes and walkers. The road R.O.W. is totally underutilized real estate, many times just a strip of weeds, and we should put it to better use instead of repurposing the vehicle lanes. The path on the west side of Broadway from about 27th St. to Dartmouth is one example of a multi-use path that works great. Why not commit to taking a longer term look at permanently separating bikes from vehicles. And with the influx of new folks that will be arriving soon, even with many of them perhaps leaving there cars parked, we are going to need all the vehicle lanes we already have. Thank you, Cathy Sacco

### **All corridors Jordan Scampoli 6/4/2015**

Good afternoon - as a resident of Boulder, a pedestrian, a cyclist, and an automobile driver who regularly uses 3/4 of the corridors proposed for right sizing, I fully support the Living Lab project and a permanent implementation. We need safer streets for all users. To pull back on this pilot is indeed the worst possible outcome, and represents a major step backward in Boulder's commitment to progressive environmental policies. Please allow the pilot to run in order to gain valuable data regarding road use, safety, and the robustness of the transportation models used to develop these plans. -- Regards, Jordan Scampoli

### **All Corridors Archie Smith 6/8/2015**

1. I do not agree with the idea that reducing lanes to force slower speeds will solve the basic problem of many people trying to get to their destination in a reasonable time. Perhaps more cars can be jammed into a single lane than two, but nobody will get anywhere when speeds goes to zero. Envision reducing Arapahoe Ave. east of 30th St. to one lane, or even two lanes. 2. Left hand turns are generally not a big deal even on busy streets in Boulder, because most drivers anticipate them and move to the right lane safely. Most of the darting between lanes occurs because some drivers try to get ahead of slower drivers. 3. The idea of reducing the number of lanes on 55th St. is spending money to solve a nonexistent problem. This is a straight street with good sight-lines and very little bicycle traffic. Spend the money to fix the railway crossing, which is totally out of alignment and is a safety hazard for all traffic. Or widen 61st St. north of Valmont, and around to Jay Rd. where the bicycle lanes are extremely narrow. This is more important than changing 63rd St. north of Jay. Archie Smith,

### **All corridors Alexander Sollie 6/4/2015**

Adding protected bike lanes is absolutely the best and most effective way to increase bike commuting in Boulder. That will lead to fewer cars on the road and a faster commute for everyone! As a Boulder resident, commuter and taxpayer I absolutely support this. I'm tired of feeling like I'm risking my life to get around town by bike.

### **All Corridors Jeff Stamps 6/9/2015**

Let's see....you're going to approve anything Google wants to do, and bring thousands more cars into Boulder every day. You're fools to think they'll only have 600 cars because they'll only have 600 spaces. Ask any employee at Google...they'll use valet parking to cram 2000 cars in there. Nobody can afford to live in Boulder, so we all need to drive into town. In response, you're going to cut vehicle lanes? I've lived here since 1991. I've worked in Boulder most of that time, and spend gobs of money in town. In that time, you can be sure the Council has made any number of decisions that have drawn my ire. This is absurd though. Someone is going to get killed on those bike lanes when some irate driver does something stupid. You need to spend less time visiting your dispensaries and dreaming up batshit crazy ideas, and a little more time listening to \*all\* your constituents, not just the vocal bikers. That meeting was completely predetermined...talk about a farce and sideshow! Stupid, asinine idea,

which will lead to injuries and confusion for out-of-state visitors. Your logic of "if we make driving crappy enough, folks will get out of their cars" is a flawed premise and just being blind to reality. Let's make this clear: You're bringing more business to Boulder People cannot afford to live there Boulder mass transit is awful WE'RE NOT ALL GOING TO RIDE OUR DAMN BIKES ALL WINTER I cringe when I think of what this is going to do to the holiday traffic in town, during snowstorms. Guess I'll shop elsewhere.

### **All corridors Leslie Stinson 5/28/2015**

comments: This is one of the most ridiculous things I have ever heard! You decide to build 1000's of apts in gunbarrel and then you want to narrow the roads to get in and out when it is ridiculously congested already!!! Stupid! Once again- what the hell is wrong with you? Dumbest idea ever! No one is giving up there cars!

### **All corridors Charlie Stirk 6/5/2015**

Hi, I am writing in support of the protected bike lanes on Folsom and Iris, and wider bike lanes on 55th and 63rd. I regularly ride my bike on the 13th street protected bike lane downtown. Presently, I avoid Folsom and Iris since I do not feel safe riding so close to traffic with a large speed differential. Riding on 55th is downright scary. Frankly, 30th between Baseline and Arapaho should also have a protected bike lane. I would use the Folsom lanes regularly to get to CU, businesses and residences along that corridor. The proposed protected bike lanes will also connect well with existing bike paths like Boulder and Goose Creek, and Elmer's Two Mile, to create an integrated bike lane/path system. Recently, I worked in Chicago and used their protected bike lanes while commuting to work. They are heavily used and have led to significantly increased ridership and even redevelopment along those corridors. I have also biked in the Netherlands and seen how their extensive network of protected bike lanes works well with automobile traffic. It is well past time that Boulder experiment with this approach to increase the percentage of trips by bike, and to get more people comfortable with biking. Regards, Charlie -- Charlie Stirk

### **All corridors Ben Taber 6/3/2015**

comments: Great idea! Would like to see something similar attempted on Broadway from Iris to Arapahoe. No bike lanes or shoulders at all on that stretch.

### **All Corridors Glenn Tefft 6/8/2015**

I do not support adding protected bike lanes to a already over crowded street traffic issue. Boulder traffic in the areas being discussed is the worst of any place in the state of Colorado. I'd rather go downtown Denver near 16th street mall than Boulder. I avoid travel in Boulder for lunch or shopping at all costs. Even thou I work in Boulder I limit my use of the streets as much as possible. Further restricting and causing even more traffic issues will only discourage motorist who actual pay the tax bill for street repairs and upkeep while bicyclist pay no fees or taxes while using their bicycles. Paying gas tax on their auto doesn't cover cost of using street with bicycle, additional cost to reserve existing bike lanes, widen roads. I'm tired of paying for bicyclist who mostly don't follow laws of road, riding through red lights and stop signs on regular bases. Rather you should grant bicycles rights to use side walks with wording that they must yield to pedestrians! Now that doesn't cost anything and gets them out away from traffic! Glenn Tefft

### **All Corridors Scott Vrieze 6/8/2015**

To whom it may concern, I support the pilot proposal this summer to increase bicycle lanes on heavily trafficked roads in Boulder. I would love to see increased transportation support for bicyclists, and more people out on their bikes for work and pleasure. Sincerely, Scott Scott Vrieze, PhD

### **All Corridors Tim Wagner 6/8/2015**

I support "right sizing our streets" and redesigning streets to give further protection to cyclists (and motorists). I've had enough close-calls, and want to feel safe on our roads. Tim Wagner,

### **All Corridors Rachel Walker 6/8/2015**

Greetings, I'm writing to express my support for the creation of separate bike pathways on streets in Boulder. This project strikes me as reasonable, educational, and safe. I have two sons, ages 3 and 5, and we ride throughout the city. Separating bikes from cars creates another layer of security. But this isn't just about me. This project offers the opportunity to educate cyclists and cars about laws, to work toward a more cooperative existence and to make Boulder more livable. Munich, Germany, offers an excellent example of this, as do other cities around the U.S. Thanks for considering the effort. Best of luck, Rachel Walker

### **All corridors Thomas Wells 6/5/2015**

Council & TAB Members, I would like to express my support for the right-sizing which is to be discussed at your upcoming meetings. My thoughts and opinions align with those of Dom Nozzi: quoting from his June 4th Daily Camera article, "I think the case is clear that the relatively large benefits of right-sizing far outweigh the relatively minor increase in travel time. The success and popularity of right-sizing throughout the nation demonstrates this quite well." Additionally, I think the proposed right-sizing is well aligned with the goals of Boulder's Living Laboratory program: to test "innovative new facilities with the intent to help people of all ages and abilities increase their trips by bicycling, walking, and riding the bus. Each facility treatment is installed as pilot project for duration of 12 to 18 months to allow experimentation and evaluation." The right-sizing is a pilot. We won't know if it works until we try it. It appears that proper due diligence has been performed to warrant moving forward with the pilot. I encourage you to support the right-sizing projects and to do everything you can to facilitate their implementation. Thank You, Thomas Wells

### **All Corridors John Wright 6/8/2015**

Hello, I deeply support right sizing Boulder streets for bicycles. We are a leading US city in many areas like fitness and environmental sustainability. We are a city that loves the bicycle. This is the right thing to do to take the next step in our evolution as a city. I am 38 years old and moved here 7 years ago. I have invested a lot in this city and love it deeply. The amount of cars in this city makes it ugly, relatively. It's way too busy with cars and feels unsafe at times, especially on a bicycle. We should be drastically reducing the amount of cars allowed into city limits and drastically expanding non car transportation options. Ask yourself as a city council member, will I ever regret making Boulder a cleaner, quieter and more forward leaning city? Do the right thing, now. Thanks! John Wright

### **All Corridors Jennifer Yeomans 6/10/2015**

I've been an avid commuter & recreational cyclist for over a decade and ride Folsom by bike to/from North Boulder almost daily spring, summer, and fall But I cringed when reading this plan, hoping it wouldn't be implemented. The barriers on the outside of the bike lane and the much wider lanes are problematic, and I haven't read any discussion in the paper that addresses my particular observations/concerns. Currently, if I need to pass a rider in front of me--which happens often because people and bikes move along at quite a range of speeds--I can glance behind for a break in car traffic and dart quickly in and out of the traffic lane. When Boulder "improves" this route, I'm pretty sure the wider lanes will be an invitation for people to ride two abreast in the bike lane at any pace of their choosing. If they're on a joyride, they'll block riders behind them, and there will be NO way to safely pass them. I've been the slow person blocking others, who find a way to whiz past me when I'm weighed down with groceries, and I've been the one who needs to pass a rider who's struggling up a hill (and yes,

there are hilly sections on Folsom). If there is no way to pass, I'm likely to discontinue using this road. In addition, the proponents' dream that everyone will abandon their cars and exclusively move around town by bicycle is unrealistic, even for those who already ride. I can only carry so much on my person and bike doing multiple back-to-back errands, and for some errands I definitely need a car (think buying large or heavy/bulky items from Home Depot and World Market, or taking the crockpot and a salad to my sister's house for dinner, etc.). And there are only so many errands/visits I can do in a day by bike before my body is overworked; that is when I switch to the car. My take on this "improvement" is that the proponents want to shame anyone who isn't a super athlete and they believe that we all have the time, perfect health, and resources to train like a super athlete so we can become respected members of utopia. How exactly was I to bike-commute for the 6 weeks when my foot was in a boot after surgery, or the 12 weeks after that when I still couldn't even walk? Finally, I don't buy the argument that this will coax families onto the road. As much as we all want to ride together as a family, it's nearly impossible to keep 3 people together, much less 4 or 6 (or 8, as we have tried to do). Add in the fact that there are 1 or 2 adults and the rest are children under 12 who don't have life experience or well-developed judgement/reflexes, and you have a recipe for disaster that wider lanes and barriers between us and traffic cannot fix. Instead of swallowing the proponents' dream hook, line, and sinker, I urge you to consider shelving this project. Change is not always necessary, nor is it always an improvement. To my knowledge and in my experience, the bike lanes on Folsom aren't broken and thus don't need fixing! How frustrating to read that the city's analysis and rationale for proceeding is that some moms like the one interviewed for the Daily Camera might consider using the bike lanes with her kids, versus now, when she never uses them. Considering and doing are two different stances! Please listen to those of us who already DO use the road, by bike and by car, not those who may or may not end up using a drastically altered road to commute by bike.

### **All Corridors Neal Zaun 6/9/2015**

Dear Council Members, I am writing you concerning the plan to remove vehicle lanes from certain high traffic streets and make wider bike lanes. I am very skeptical that this will improve transportation in Boulder. It will certainly produce more congestion and pollution. Biking in Boulder is already fairly easy. Good routes have been laid out and this proposal will not improve things much for biking in Boulder. I hope you vote against this proposal. Thank you. Neal Zaun

### **All Corridors Janice Zelazo 6/8/2015**

I'm a long-term citizen of Boulder, now a senior citizen. When I arrived I was obviously in one of the younger groups your plan for increasing bicycle use is directed to. Like others, however, I've never been a fan of riding bikes. I walk a lot. Why aren't plans addressing widening sidewalks to encourage two-abreast walking. That's pretty difficult to do on many of the "thoroughfare" streets no less in neighborhoods. A second point, if your plan goes forward I do hope there will be plans for monitoring bike riders adherence to road rules. I see many, to many riders ignoring stop signs, yield to pedestrians, and lights.

### **All corridors Anonymous 5/31/2015**

First, I think the timing of this phase is premature. We know that Boulder will be experiencing a huge increase in residents and workers with the new developments coming on line at 29th St., the Sutherlands property, and the Google campus. If you wait a couple years for them to materialize then the results/impact of your pilot project on these four major arteries will be much more accurate and more reflective of what our population will soon be. Secondly, and in my opinion more importantly, where is the alternative of improving/building bike lanes totally detached from vehicle lanes? On each of these four corridors there are existing sidewalks/bike paths that could be expanded and improved to provide safe bike corridors. The R.O.W. is sitting there very underutilized and totally separating bikes from vehicles seems like an idea everyone would be behind. As an example, the multi-use path along the west side of Broadway from 27th St. to Dartmouth works great. It may initially be more expensive than the proposed alternatives, since as one Go Boulder representative said the other night, "it's just paint", but

why not take a long term view of how to permanently separate the bikes from cars. Our traffic problems are only going to get worse with the influx of new the developments, so let's keep our vehicle lanes available for vehicles and use the leftover R.O.W. for bikes and walkers. Thank you.

### **All corridors Anonymous 6/2/2015**

re your Living Lab program on the streets of Boulder: 1. plans to shrink Iris and Folsom and other roads from 4 lanes (2 in each direction) to 2 lanes (1 in each direction) are about as insane as one could imagine - it's long been obvious that you folks do not care to fix traffic congestion in this city and here is the most overt effort yet to add to the misery - this is beyond nuts - you gotta rethink this, and 2. the situation on University Ave on the west side of Broadway, with the cars parking "in the middle" of the street is similarly nuts - the bike lane was perfect where it was before you messed things up - cars don't always park properly in "the middle" and snow accumulation is an issue, and whenever there's broken glass in the bike lane, it's impossible for you to get a sweeper truck in there - please revert to the way it used to be

### **All corridors Anonymous 6/2/2015**

comments: I find these proposals to be lacking in focus, as if the city is throwing darts at the wall to see what sticks. If you really want to be progressive, and seen as a model community, you need to collect data on the problem that I do not believe you currently have. This data would help you understand the problem in a manner that would then allow you to formulate well educated solutions that may actually provide community benefit. Here are some questions you should consider: 1- What % of the driving population on a typical weekday is comprised of:(A) City residents, (B) Commuters, (C) Tourists, (D) People who's primary work/office is out of their vehicle/deliveries/construction workers/city officials, etc (Commerce related traffic). 2- How does this population change at different times of the day/week/year? 3- How much of the driving population includes parents of small children who need to be driven to various locations during the day due to school hours and daycare/after school activity hours? Further divided out by city residents and non-city residents who work in Boulder and/or send their kids to schools/activities in Boulder 4- How much of the population is unable to get around without a car?(Elderly, temporary or long term disability) 5- where are people going at any given time of day/week/year and how are they getting there? Why? You need to do the research to find this information out before determining solutions. I think you'll find that a significant % of the cars in Boulder are from commuters, tourists, and people driving as part of their job. Many of which have childcare and/or eldercare needs that necessitate having a car. Boulder's housing market is a reality. Boulder as a Magnet for business is a reality. Neither are bad, but we can't ignore their existence. We need solutions that recognize these issues and work to support them, and I fear your proposals will only bring more pain to the city as a whole. More pain makes business less likely to want to remain in town, and makes living in the city less attractive. Maybe that's the goal, too bad for everyone living here if so.

### **All corridors Bill 6/3/2015**

comments: Wish I could afford to live in the Republic of Boulder so I could enjoy this bike-topia, but unfortunately, I can't. I must commute every day and I don't see how removing lanes will help drivers as claimed. Since bikes are now getting equal priority, why not start charging bike registration fees like drivers have to pay to maintain the roads?

### **All corridors Anonymous 6/7/2015**

The plans to reduce traffic lanes to 1 lane in each direction are idiotic on 55th, Iris, and Folsom. These are all well-traveled roads and you're begging for gridlock, especially during rush-hour. Perhaps this experiment is more appropriate on 63rd St., which I believe has less traffic. Boulder has amazing bike-paths that can be used to get around the entire City. Why do we need to inconvenience our drivers when excellent resources already exist?

### **All corridors Sandee 6/8/2015**

As a middle-aged woman (with husband) and an 8 yr old son, we are fully in support of this plan as we are moving more and more towards a biking lifestyle and setting a good example for the kiddo that you don't need a car for most things around Boulder. Our car sits for weeks at a time in the summer as we run errands, take the kiddo to summer camps, go to work, etc, all by bike.

### **All Corridors Bogie 6/8/2015**

I strongly support safer bike lanes because 1-It has been done successfully in other major cities. That in itself should be enough. IT IS PROVEN THAT IT WORKS 2- even if they save ONLY ONE cyclist from a major accident , versus MAYBE delaying people 2-3 minutes in a 20 minute crossing all-of-Boulder commute ... One cyclist saved .... IT IS WORTH IT 3- when I got hit by a car that was swerving in traffic and cut into the bike lane, the driver got a \$300 fine, I broke my hip for 12 centimeter, almost CRIPPLED FOR THE REST OF MY LIFE , was out of work for 6 months, . WHY? SO ONE CAN DRIVE THRU BOULDER 3 MINUTES FASTER??? 4- I am sure that people that use their bikes, people that got hit on their bikes, families that have members or friends hit by cars ....THEY WILL ALL VOTE IN FAVOR 5- People that ALREADY SPEED THRU BOULDER and want to go even faster, they will vote against BOTTOM LINE - for these segments of roads , how much time you can possibly lose .... 2-3 minutes?? .... Remember that now there will be a dedicated left turn lane that will save you time

### **All Corridors Dave 6/8/2015**

I think the city is about to make a tremendous mistake if this ludicrous plan is implemented.

### **All Corridors Dom 6/9/2015**

Dear Council Members, Because of the challenging nature of the proposed right-sizing of streets in Boulder, I thought you might find it helpful to know that there is a vast body of research from throughout the nation pertaining to the many important benefits of right-sizing. Below is a small sampling of excellent, informative studies regarding right-sizing (usually called "road diets" in the literature). The first is huge, as it shows that the US DOT now openly supports right-sizing. Twenty years ago, that would have been inconceivable, but the many national success stories can no longer be discounted. As a colleague has said about this US DOT guide, to have the Federal Highway Administration openly support road dieting is about the most substantial evidence imaginable that the right-sizing tactic has "arrived," and is now accepted even by a large percentage of "conventional" traffic engineers. The next four citations very clearly show how there is no significant loss in roadway capacity when a road is taken from four lanes to three (as the Burden/Lagerway study notes, four-lane streets are FUNCTIONALLY three lanes due to left-turn movements). Those cities which are not engaging in right-sizing are missing out on an exciting, exceptionally beneficial national reform of our city roadways. I commend City of Boulder staff for their impressive work on the proposed right-sizing. Dom 1. The Office of Safety has published a Road Diet Informational Guide. A classic Road Diet converts an existing four-lane undivided roadway segment to a threelane segment consisting of two through lanes and a center two-way left turn lane (TWLTL). A Road Diet improves safety by including a protected left-turn lane for mid-block left-turning motorists, reducing crossing distance for pedestrians, and reducing travel speeds that decrease crash severity. Road Diets were recently included in the Every Day Counts III initiative and this Informational Guide will provide necessary guidance to our partners as they implement this proven safety countermeasure. The Road Diet Informational Guide can be found at: [http://safety.fhwa.dot.gov/road\\_diets/info\\_guide/](http://safety.fhwa.dot.gov/road_diets/info_guide/) 2. Complete Streets: Prince Avenue. Improving Road Efficiency. <http://completestreetsprince.org/safety-by-design/improving-road-efficiency/> [accessed July 15, 2014] 3. Burden, D. and P. Lagerwey (1999). Road Diets: Fixing the Big Roads <http://www.walkable.org/assets/downloads/roaddiets.pdf> 4. Falbo, N (2013). The Traffic Analysis Results Are (Sort of) In. <http://fosterunited.org/the-traffic-analysis-results-are-sort-of-in/> 5. Welch, T. (1999). The Conversion of Four-Lane Undivided Urban Roadways to Three-Lane Facilities. Presented at the Transportation Research Board / Institute for Transportation Engineers Urban Street Symposium, Dallas, TX, June 28-30, 1999.

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### **All Corridors Milos 6/9/2015**

Great in concept. Let's see the proof. What is the return on the program? Dollars saved in healthcare, carbon emissions, etc. Not intangibles, dollars.

### **All Corridors Anonymous 12:00:00 AM**

Terrible idea. It's already ridiculously difficult to get around in Boulder by car compared to any other comparably sized city I have ever been to. I use my vehicle for business and cannot ride my bike for work, no matter how many roads you take out. These changes would have a direct impact on my business. Boulder is already the most bike-friendly town I know of, why over-do it?

### **Folsom Tom Cohen 6/9/2015**

To Whom it May Concern, I am writing to voice my opposition to the revision of Folsom Street planned by the Transportation Department. My office is on Folsom and I often have to pull into traffic between intersections from the driveway. The street has ample bike lanes on both sides of the two lanes of traffic, yet so many bikers use sidewalks and/or ride against the direction of traffic. The idea to take this major arterial down to one lane of traffic each way will back traffic up so much that it would be impossible to turn on to the street from anywhere but a controlled intersection. Sure, making wider bike lanes is really a nice idea, but it doesn't change the illegal and just plain stupid behavior of many bikers to being with. Please don't take this as an anti-bicycling viewpoint. I enjoy riding on the road a lot myself and appreciate the amazing integration of bikes and auto traffic where off-street paths don't exist. Folsom is JUST FINE the way it is! Tom Cohen Re/Max of Boulder, Inc.

### **Folsom Randy Crittenden 6/9/2015**

Dear Council Members, I would like to share my view about "right-sizing". I would like to protest the proposed changes to Iris Avenue from Broadway to Folsom. This is the only roadway East -West in North Boulder that

flows. I believe this change will push traffic to other residential streets and frustrate drivers. Traffic already backs up on Iris west from 28th Street past Folsom in the evening. What will happen with clearing snow on Iris during the winter? I'd also like to protest the proposed changes on Folsom but only from Canyon to Arapahoe. It is already difficult to turn east on Arapahoe from Folsom. Please remember that many of us don't have the luxury to ride a bike, especially for work. Sincerely, Randy Crittenden

### **Folsom Alexey Davies 6/5/2015**

Hello I live off Folsom street and commute numerous times a day on Folsom, including all my shopping trips. Everyday I have fear of vehicles turning in front of me or sideswiping me on the narrow bike lane. Now is the time to make Boulder Streets more friendly to bikes and pedestrians, make Boulder a more livable community, and reduce our GHG footprint. Please continue your support of the living lab. thank you alexey davies

### **Folsom Rich Gribbon 6/9/2015**

I work on Folsom and travel it everyday. The current configuration of car lanes and bike lanes works just fine. Narrowing Folsom will be a disaster for traffic flow and is the worst idea in transportation history. Rich Gribbon

### **Folsom Jon Hatch 6/10/2015**

KEEP FOLSOM THE WAY OT IT IS PLEASE! THANK YOU Jon Hatch

### **Folsom Rex Headd 6/4/2015**

To whom it may concern, My name is Rex Headd and I used to bike commute 100+ days a year from North Boulder to the CU Campus. I would ride either Folsom Avenue or 30th Street to and from work everyday when the streets weren't snowy or icy. After having several very close calls almost being run over (Folsom & Pearl, 30th by King Soopers, 30th and Walnut, Folsom & Valmont) over a 2 year span I decided it wasn't worth getting injured or killed so I quit bike commuting. I'd love to bike commute again in a safer environment as climate change and reduce my carbon footprint is very important to me. I support the pilot project reallocating some road space from cars to bikes, because it will make it safer and more pleasant for me and others to ride bikes in the city as everyday transportation. Feeling safer riding my bike will help me to bike commute again knowing that my chances of getting injured will be reduced compared to years past. Please let the project move forward, so we can have an informed discussion — based on our experiences, and actual before-and-after data — about whether this kind of infrastructure is right for Boulder. Thank you for your time!

### **Folsom Roger Hibbard 6/3/2015**

comments: Avid bike commuter/automobile user here who has extremely mixed feelings about Living Lab. Very worried about increased traffic-congestion due to downsizing of Folsom. This is one of the few ways to avoid the over-congested 28th Street parking lot if you are going North-South. Please think very carefully about this unfortunate change! As a user of the 17th back in parking (works so-so, but stops traffic and endangers passing bikers) and University Ave.(downright dangerous as the lanes are now narrow and cars swerve to avoid opening doors and students unexpectedly running out from behind cars). Hope nobody gets hurt from your experiments.

### **Folsom Mary Hinckley 6/9/2015**

Hello, I am a resident of Boulder and have lived and owned a house here for the past 30 years. I was not able to attend the meeting last night on making larger bike lanes and less driving lanes in many streets around Boulder. I just drove home via Iris, the traffic in both directions was heavy, so many people use those roads for commuting to and from work, school, pearl street the County bldgs. etc. The idea of making bigger bike lanes and less driving lanes is extremely poor planning. As Boulder grows and more people are driving it is seriously unrealistic to

imagine folks biking to work, taking their children to the grocery store, school. I am a senior citizen and I ride on the bike paths in and around Boulder isn't that what they are meant for? I will never choose to ride on the streets as I don't need too with bike paths there is no reason for street riding. I have never written to city council but this "new" plan is absurd and am very opposed to it. This "right sizing" is not going to create more bike riders use our tax money more wisely. Why not fix all the huge amount of potholes on the city streets, I've seen drivers swerve to miss them and almost hit another car, but I guess wider bike lanes is more important. Please think this through we are a growing City and getting bigger each year we need to keep traffic flowing! I do not see the point of changing Iris from Folsom to Broadway when there are already bike lanes on Iris. What sense does it make to change Iris when going South from Iris onto Broadway there are NO bikes lanes to get down to Pearl St business district. Big mistake please reconsider this plan. Thank you Mary

### **Folsom Matthew Hise 6/7/2015**

I live at 2727 Folsom St. and am worried that by reducing the number of traffic lanes it will make it very difficult to make a left turn out of the condo complex. Additionally, if someone traveling northbound and needs to make a left, won't it cause massive congestion?

### **Folsom Ian Huang 5/11/2015**

on it has been a scary experience, wrestling with buses and trucks passing with in inches. As a cyclist, my preference is to have a buffered bike lane the entire way to Arapahoe. In addition, if it hasn't been pointed out, cyclists going north are blind to vehicles approaching from the east on Mapleton.

### **Folsom Jane Hummer 6/4/2015**

Hi city council members, I just wanted to express my enthusiastic support for the right sizing projects for Folsom and Iris. This project is especially dear to my heart as I live at the intersection of Folsom and Iris and I am one of those people who are interested in bike commuting but wary of riding on busy streets with unprotected lanes (i.e. the kind of person this type of project is supposed to benefit!). The project along Folsom would greatly improve my ability to ride comfortably to work, to McGuckin's, and other frequent errands. I also think the Iris project would make Iris a lot more pleasant to DRIVE on because without a center turn lane it can be a real pain to turn left off of (or on to) Iris. I went to the neighborhood meeting about the bike lanes (at the Unitarian church) and I was very impressed with the staff's knowledge and all the research that went into planning these projects. The animated simulation was especially helpful in understanding the pros and cons of the Iris project, and I'm persuaded! I hope all that good work doesn't go to waste. A lot of the comments on the Daily Camera article have been very negative, so I wanted you to know that I support these projects and a lot of the people I've talked to do, too. Thanks for listening, Jane Hummer

### **Folsom Tom Kalinski 6/10/2015**

While I understand the need to make Boulder more bike and pedestrian friendly, I think that using a lane of Folsom to handle additional bike traffic is a serious mistake and does not take in account the need for a current and projected level of automobile traffic. Use the money that you would have spent on this project and buy more bikes. Tom Kalinski

### **Folsom Fkirent Lecocq 6/9/2015**

I commute by bike about 150 day per year between north Boulder (Holiday neighborhood) and south Boulder (Braodway/27th way) . The most direct and the fastest path is via Folsom st. The width of the bike lane between Valmont Rd and Arapahoe Ave is too narrow considering the density of the traffic. It is common to see a bike handlebar and a car side mirror almost touch.

**Folsom Jonathan Leff 6/5/2015**

Hi, My name is Jon Leff, and I regularly ride on Folsom Street. I was excited to hear about the potential 'rightsizing' project planned for Folsom Street since I fully support the re-allocation of some road space from cars to bikes. I sincerely feel that the bikability of Boulder is one of it's powerful attractants and makes it a wonderful place to live. Promoting safety and a greater comfort level for bikers will enhance Boulder's allure. I have several friends that enjoy bike commuting but they are nervous about riding in bike lanes that are unprotected from car traffic. Please let this pilot project move forward so that we can have an informed discussion about whether this infrastructure is right for Boulder. Sincerely, Jon

**Folsom Lindsey Lettvin 6/5/2015**

Hi- As a Boulder resident and cycling commuter, I would love to see more barriers between cars/bikes on Folsom and other busy streets in town. Please do anything you can to make bicycling on surface streets of Boulder safer-- I have had many close calls because of speeding or distracted drivers. Thank you for making Boulder a safe and fun place to commute by bike as it continues to grow and have even more cars on the road. Lindsey Lettvin

**Folsom Glenn Lieberman 6/7/2015**

I regularly ride on Folsom St. I support the pilot project re-allocating some road space from cars to bikes, because rightsizing will make it safer and more pleasant for me and others to ride bikes in the city as everyday transportation. Feeling safer will encourage more timid riders to bike more frequently. Please let the project move forward, so we can have an informed discussion — based on our experiences, and actual before-and-after data — about whether this kind of infrastructure is right for Boulder. Thanks, Glenn Lieberman

**Folsom Shawn Lindabury 6/8/2015**

My name is Shawn Lindabury, and I regularly ride on the Folsom St corridor. Please extend the pilot all the way from Valmont to Colorado Ave! I strongly support the pilot project reallocating some road space from cars to bikes, because it will make it safer and more pleasant for me and others to ride bikes in the city as everyday transportation. Feeling safer riding my bike will help me to use my bike more frequently. Please let the project move forward, so we can have an informed discussion — based on our experiences, and actual before-and-after data — about whether this kind of infrastructure is right for Boulder. If we are ever going to achieve the goals set out in the TMP we need to start taking away incentives for driving more and allocate more resources for driving and walking. -- Shawn Lindabury

**Folsom Betty Lipstreu 6/9/2015**

Dear City Council-I am strongly against making Folsom St, in Boulder a two lane street and widening the bike lanes. I live in a Horizon West condominium on Folsom St. I was born and grew up in Boulder. I have a car and use it on a limited basis to get groceries or do a few errands. Usually, I walk every place I need to go and do not wish to own a bike. Since I have lived at Horizon West, I have had difficulty with bikers who ride on the sidewalks, "blow through stop signs," ride two or more abreast so they can visit, and pass me on the right when I am driving my car. When I cross at designated crosswalks, cars will stop, but I have to make sure no bikes are coming so I won't get hit. I enjoy the Bolder Boulder because, for once, walkers have the right-of-way and there are no bikes allowed. If Folsom is made two way so bikes can have increased space, traffic will increase on 28th St. I also strongly object to the way University Blvd has been changed by putting car parking on the street and a bike lane along the curb. It is difficult to see traffic coming without going out on the street and looking around parked cars. It has also narrowed the passing space between cars. Betty Lipstreu

**Folsom Mike Malec 6/10/2015**

Being a business owner on Folsom Street, I can't imagine the havoc you would cause by allowing the removal of one lane of automobile travel in each direction. Folsom is one of the few less congested streets in the city and should be left alone. I would urge you to not move ahead with the removal of one lane of automobile travel in each direction. Thanks. Mike Malec

**Folsom Phil Miatech 6/3/2015**

comments: I cannot overstate how terrible this idea is. Do NOT close the roads. Boulder officials should be focused on making public/alternative transportation better, but not at the cost of making private transportation worse and punishing those who do not utilize the public transportation services. The road system is already a joke among locals, don't make it worse.

**Folsom Sarabeth Mitton 6/9/2015**

TAB and Council, This intersection is already backed up on a regular basis and if you must try this road diet on such a busy and major thoroughfare as Folsom, Arapahoe is too far south to try it. It took years to develop this configured with the turn lanes and it is frequently still not enough. Plus, there are now two, newish, family owned eating establishments located right on that corner with patio seating facing Folsom and it would be a sad day for independent enterprise in Boulder if this reconfiguration were to damage their businesses. Not only would access be limited but stalled traffic would ruin the eating experience. Perhaps if more members of TAB were longtime Boulder residents and had seen the evolution to good auto traffic flow integrated with reasonable bike lanes appropriate for the realistic number of potential riders, and had experienced a few more hard winter road conditions and closing family businesses, they could better appreciate the current configurations in town. Please reconsider this approach to increasing bike commuting. In some climates, with some populations, a utopian situation can never be achieved. SARA MITTON

**Folsom Jeffrey Pedelty 6/8/2015**

Dear City Council and TAB Members: My name is Jeff Pedelty I am writing to express my strong support for the pilot project to "rightsize" Boulder streets. I regularly ride on Folsom and think reallocating some road space from cars to bicycles will make it safer and more pleasant for all, which could make cycling an everyday mode of transportation for more citizens. Please let the project move forward so we can get past the "chicken or the egg" question. Will protected lanes create more riders? We will only know if we create those spaces! Sadly this weekend's cycling death in Fort Collins only underscores the vulnerability of a cyclist in an unprotected lane. Thank you for making Boulder one of the best cycling cities in the United States, but let's go the "extra mile" with this pilot project. Sincerely, Jeffrey Pedelty

**Folsom Matt Roberts 6/1/2015**

I love this idea! There are so many bike paths that run east/west, but I find it hard to ride north/south because I don't like riding on the road right next to the traffic. Would you guys ever consider opening up streets comply to pedestrians? Like what they have done in Zurich? Maybe a combo of bus, bike, and walkers, but no cars? I would be cool to see either this current resizing concept or a total opening up of the street adopted in Pearl Street from the end of the bricked over section to Folsom. Or even farther, link up depot junction?!

**Folsom Garret Schmidt 5/27/2015**

comments: I'm totally biased (live on 23rd/Pearl) but having an installation on Folsom would be incredible. It's super heavily trafficked, but is also a critical road for cyclists to be able to get out, especially when commuting for groceries etc (considering the number of businesses east of this road). Anyway, huge proponent of this work, and hope to see it happen!

### **folsom Art Schwadron 6/9/2015**

Dear City Council, I am an avid cyclist and a bike commuter. I ride 5-12 hours a week nearly year round. I rode my bike to work today on Folsom as I do when it's feasible for me or about twice a week on a yearly average. With that in mind please note that I am strongly against reducing the automobile traffic lanes on Folsom and other main roads. I believe in and personally support the goal of getting more people out of their cars. I took the bus to Denver this weekend when it would have been easier to drive my car. However it is my choice where and when I choose not to drive my car. Making it harder to get to work in my car won't make me ride my bike more. Some days either the weather or my job as a realtor make driving a car a better choice. While I do find bike commuting to be riskier than driving a car I don't think that wider bike lanes will make bike commuting safer or more inviting. In my opinion intersections are the dangerous spots and wider lanes just won't help there. I also don't believe that the wider lanes will encourage more people to commute by bike. They will however make more traffic congestion worse in Boulder. Without having access to actual statistics I would think that extending the time 99% of the drivers are in their cars trying to get from point A to point B will actually create more pollution than is eliminated by possibly getting an additional 1% of the drivers to commute by bike. I'll also argue that we just don't need another big road construction project and all the pollution that it creates. I urge you to vote against the traffic boards proposal that doesn't serve our community and won't even work to get more people commuting by bike. Thank you for your time and service, Art Schwadron

### **Folsom Brook Stableford 5/20/2015**

Hello Marni. Glad to see you're still rocking with the bike/pedestrian work! I am writing in support of the separated bike lanes on Folsom. The materials I read online look like the plan is a go. Is this the case? Has the structure of stripes and barriers been decided? While I'm not much of a driver, I think the layout on the photo below looks great, assuming studies show that it will be sufficient for making left turns. Coincidentally, I now own 2340-2342 Folsom, which is the only property viewable in the picture, by the person with the red backback by the parked subaru, so I'm certainly excited for hopefully quieter traffic and enhanced bike options. Also, at some point I'd like to talk about the degrading car culture in town as we seem to become the new So-Cal. I feel less and less safe on my bike, and see cars pulling wackier and more unbelievable moves every day. People are too busy to stop at signals and pay attention. Not that you can wave a wand and fix it all, but it's a big concern of mine as the city seems to be on a track to more faster money. Thanks for your time and attention! Brook

### **Folsom Kay Thomas 6/9/2051**

Hello, I am writing to voice approval for 'testing' this concept, although initially I was not in favor. As a bicyclist AND a car driver I can see this issue from both sides - whereas people who never ride a bicycle will only want to keep the status quo because it benefits them (or so they think anyway) with no concern for bicyclists attempting to navigate the city amongst all the cars & trucks. Let me tell you that I am a 60 year old female, living in NW Boulder near Wonderland Lake; so I fit into two groups you hope to lure into riding more. Having done a lot of riding in my life, I am relatively comfortable riding Boulder streets - but Folsom between Arapahoe & Valmont is one of my more dreaded routes because of the traffic and its proximity to bicyclists. I love McGuckins (who doesn't?) so find myself riding there frequently- and also use Folsom as a way to access the Creek Path. I don't ride Iris and find other ways to thread my way east/west in north Boulder because I would not like to ride on Iris as it is now. A direct route along Iris would be awesome for those times I am in a hurry and don't want to meander the back streets. Change is difficult for all of us, some more than others. Many motorists are courteous to bicyclists and these people probably cannot understand why this change is needed - but they have never had a near-death experience while on a bicycle. They will never 'get it' or else they don't want to 'get it'. I'm not sure how it will work, but I'm willing to give a 'thumbs up' for a trial run. But I will also be screaming loudly if it makes things considerably worse from either perspective. We have got to do something to address the traffic issues in this city, and how will we progress if we don't try something new? Sincerely, Kay Thomas

### **Folsom Esta Tovstiadi 6/4/2015**

Hello, I am a Boulder resident who lives on Bluff Street right next to Folsom. I was very excited to hear about the rightsizing project. I attended the open forum at the Unity Church and voiced my support. Please continue with this project. I regularly avoid biking and walking on Folsom because I do not feel safe there. Drivers speeding around the curve heading south past Bluff often float into the bike lane, and it scares me. I was looking forward to being able to start using Folsom later this summer. Please don't let this project get abandoned. Thank you, Esta Tovstiadi

### **Folsom Ellen Vineski 6/10/2015**

Dear Council Members, I am writing to express my opinion on your proposal to "right-size" bike lanes. I own a home at 2060 Grape Ave. in the Green Meadows neighborhood. This neighborhood is bordered by Folsom and 19th on the East and West and Iris and Valmont on the North and South. The right-size pilot program will affect bike and car traffic on two major roads that serve as entrances and egresses to this neighborhood. I am writing in hopes that in judging the success of this pilot program, you will include a thorough assessment of the impact to the Green Meadows neighborhood. If you are not familiar with the Green Meadows neighborhood, it is a neighborhood full of small ranches that, according to city rules, have not and cannot be turned into McMansion-type homes. This has resulted in it being a more affordable area for young families and older retirees. Many neighborhood children attend Columbine elementary school on Glenwood Ave. during the week, and use the park and soccer field on the weekend. My concern is that the right-sizing pilot plan will lead to greater traffic on 19th as cars traveling North/South try to avoid Folsom, and to greater use of cut-through routes on Glenwood and Grape Avenue as cars traveling East/ West seek to avoid Iris. This is already happening in this area due to a general increase in traffic. I predict it will only get worse if traffic is negatively impacted by the removal of car lanes on both Iris and Folsom. While the right-sizing plan at Folsom and Iris may benefit people outside the neighborhood, it is of no benefit to those who live in Green Meadows. Residents can already safely bike in this area by simply riding through the quiet neighborhood. It is easy to connect to existing bike trail systems at the corner of Valmont and Folsom, Folsom and Grape Way, and at Iris and 25th. My concern is that the new right-sizing system will make biking in our neighborhood more stressful, as traffic increases. I recently read in the Camera that the City Council is committed to preserving neighborhoods in Boulder. I hope that you will place the preservation of the Green Meadows neighborhood high on your list of priorities when measuring the success of your right-sizing program. In order to do this, strict criteria must be laid down to evaluate the program's impact on the neighborhood, and great care must be taken in gathering data on traffic in the neighborhood, before and after the program is instituted. It is not good enough to look at the number of bike riders and cars on Folsom and Iris to evaluate the programs success, care must be taken in determining the impact on traffic in the surrounded neighborhoods as well. Sincerely, Ellen Vineski

### **Folsom Eric Zimmerman 6/8/2015**

Dear Council and Transportation Board-- I support the proposed changes to remove traffic lanes from Boulder streets in favor of wider bicycle lanes, especially on Folsom Street. I've commuted by bicycle along Folsom Street between Pearl and Colorado for thirteen years. It's one of the most miserable bike corridors in the city, and south of Canyon there are no good alternatives. The existing lane is narrow, with a dangerous concrete gutter transition down the middle of it, and it's interrupted by bus stops every block. Every time a pothole forms, it takes up most of the usable bike lane. And I can't count how many close calls I've had with large vehicles creeping over the white line. Though I don't see anything about it in descriptions of the proposed test phase, I also hope "floating" bus stops between the traffic lane and the bike lane can be tried eventually. The HOP always seems to average the same speed as a cyclist, leading to the dangerous and annoying "leapfrog" phenomenon. -Eric D. Zimmerman

**Folsom Peter 6/8/2015**

Although I agree that riding a bike on the bike lane at Folsom is tight, reducing the traffic lane will not solve the problem. There will be a bottle neck of traffic at this corridor as people will continue to drive their cars. It will be nice if somehow, the proposed configuration could be implemented on summer-only months and reconfigured back to the current configuration for winter as bike activity will lessen on winter months.

**Folsom Jessica 6/8/2015**

Hello, My name is Jessica and biking is my main mode of transportation around Boulder. I frequently cycle along Folsom, and I strongly support the Rightsizing Boulder Streets Pilot Project. I know several people that have had close calls and been hit by motorists while biking and this project, and projects like it are important steps to make the roads safer for me and all other cyclists. Thanks, Jessica

**Folsom & Iris Jim Campbell 6/5/2015**

Hi, I'd like to voice my support for the living laboratories experiment on the extended bike lanes on Folsom and Iris. While I traverse those roads as a driver, I'd like to try the options of better bike access. I'm not completely sold on it, but I'm very encouraged that it is an experiment, with a review and then a later decision about being permanent. I very much believe we should be fearless in trying new things, and equally willing to change based on whether they work or not. Thank you Jim Campbell

**Folsom & Iris Lucia Craycraft 6/2/2015**

I read the article in today's Daily Camera with great dismay. I am all for making the city more bicycle friendly but not at the cost of the ability of residents to be able to get around. I am in my mid-70's and have numerous physical problems so using a bicycle is not an option for me. I must use a car. Reducing lanes on Iris and Folsom – especially when tourist season is just about to start – is a bad idea. I live at 6th and Canyon and I often have to sit through three lights just to get home. Reducing lanes on these roads that locals travel to get from here to there would simply create more of a mess for all of us who live here. Please do not reduce the lanes on Iris and Folsom!  
Lucia Craycraft

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Lucia Craycraft

**Folsom & Iris Dorie Glover 5/25/2015**

comments: I love this idea of complete streets. I would like to bike more, but I am fearful of cars and so I don't bike as much as I could if there were safer ways to bike, away from cars. Introduction of barriers is a good idea, but also why not streets dedicated to biking only? (It may be a pipe dream, but wouldn't it be wonderful?)

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### **Folsom & Iris Cathy Grayell 6/3/2015**

Just voicing my concern over the proposed traffic lane reductions on Iris & Folsom to 2 lanes and wider bike lanes. The east/west Iris road is heavily traveled & this proposal will force folks out of their cars but will cause greater traffic congestion & possibly dangerous situations for drivers & cyclists. Very opposed to the proposal.

### **Folsom & Iris Carolyn Hales 6/3/2015**

comments: I think the proposed "right-size" testing is a great idea. I'm 62 and do most of my in-town errands by bike and on foot. I look forward to the increased safety on all these corridors. In addition, I'm guessing that the changes to Folsom and Iris in particular will make the neighborhoods on both sides of these streets feel more connected.

### **Folsom & Iris Christopher Ho 6/4/2015**

My name is Christopher Ho, and I regularly ride on Folsom and Iris. I support the pilot project re-allocating some road space from cars to bikes, because it will make it safer and more pleasant for me and others to ride bikes in the city as everyday transportation. Feeling safer riding my bike will help me to use my bike more frequently. Please let the project move forward, so we can have an informed discussion — based on our experiences, and actual before-and-after data — about whether this kind of infrastructure is right for Boulder. Sincerely,

### **Folsom & Iris Jordan Krechmer 6/4/2015**

Dear Boulder City Council Members, My name is Jordan Krechmer, I reside off of Valmont St., and I ride my bicycle to work every weekday along the Folsom St. corridor. The existing bike lane is small, the pavement is in poor condition, and I am frequently involved in near-miss collisions by distracted drivers traveling at high speeds. This corridor transverses a primarily residential district. Having four lanes means that traffic typically travels in excess of 40 mph. I do not believe this is necessary or beneficial to our community. I am also a car-owner and frequently drive the Folsom and Iris St. corridors. I find the typical travel speeds to be excessive and the lack of a left-turn lane to be dangerous. For the reasons listed above and others, I strongly support the pilot project reallocating road space from cars to bikes. These changes will make it safer and more pleasant for me and others to travel around Boulder in cars, on a bike, or on foot. Please let the project move forward, so we can have an informed data-based discussion on the merits of this street alignment. Sincerely, Jordan Krechmer

### **Folsom & Iris Amy Morfas 6/4/2015**

Dear City Council members, I am writing to ask for your support in moving forward with the proposed right sizing of several roads in Boulder, including Iris and Folsom. I regularly ride my bicycle for transportation in Boulder and would like to see more safe routes for cyclists. These routes would lead to more people bicycling, a stronger local economy and improved environment. For my day job, I work for Bicycle Colorado and see many communities making improvements to roads while not being detrimental to those who choose (and can afford) to get around via private automobile. I too have a car but also realize that because I own a car does not mean that I own the road. Roads are public spaces that we ALL pay for and should be able to use safely. Please do not let the pressure and fear of a few people hold our city back from moving forward and being progressive in all areas of transportation offered to people of all means. Thank you, Amy Morfas Boulder resident of 20 years

### **Folsom & Iris Manson Root 5/29/2015**

comments: Reviewing the video associated with this project, it is apparent that there is concern regarding whether bikers "feel safe". That is inappropriate for a study. The real question is whether they ARE safe, feelings have nothing to do with the necessity or lack thereof for repurposing lanes. What do the data actually show? Also, what data have you compiled regarding the reckless behavior of many cyclists in contributing to their own accident rates? While I applaud the notion of safer streets, it seems on the surface that Boulder is yet again trying to support a predetermined solution path rather than engaging in a genuine study.

### **Folsom & Iris Lola Sarur 6/3/2015**

comments: Not a good idea! You are going to constrict car traffic in busy streets, families will better benefit from improving or building more bike paths. Use money to fix streets full of potholes! I live in Kalmia Av., lots of families bike on this street, plus Crest View and Foothill students, baseball kids, etc. if you redo iris, more drivers will use Kalmia, making it dangerous.

### **Folsom & Iris Jennifer Shriver 6/4/2015**

I am really excited about these road improvements that will encourage cycling, help us meet climate goals, and reduce traffic congestion.

### **Folsom & Iris Zach Swank 5/20/2015**

Hello Marni, I wasn't able to make it to any of the open houses but I would like to voice my support for adding bike lanes on Iris and Folsom. As a person who drives and a person who bikes on both roads frequently, I support this endeavor. There are often large trucks that travel up and down Iris and they often pass too close to me in the bike lane. I don't blame them, they can't move over because lanes are too tight and there is generally a car on the other side of them. Still, Iris is probably the most dangerous road I bike on. So much so that I generally take Kalmia instead. While I don't generally travel on 55th or 63rd in a car or bike, I also support adding bike lanes there. As you know, the city is woefully behind schedule on their mode shift goals. Whether bike, bus, or carshare infrastructure, it is truly a case of if you build it they will come. While I bike commute every day year round and have chosen a willful sense of disbelief, the masses won't trade a steering wheel for handlebars unless they feel safe. I salute this bold move and also say, it's about time! Zach Swank Boulder

### **Folsom & Iris Jason Vogel 6/4/2015**

I support city staff giving the street treatments on 55th, 63rd, Iris, and Folsom a shot. Please do not let neighborhood naysayers kill this project. If we are serious about reaching 30% mode share and reducing our community's GHG footprint, we are going to have to make some serious connections to interested but concerned bike riders, probably at the expense of room for cars on the road. The only way to see if it is a good idea, or whether we should accept being a car-oriented city, is to test the ideas presented in this living lab project.

### **Folsom & Iris Anonymous 6/2/2015**

comments: Communicate to stakeholders how/where we can view all of the feedback, questions and concerns that have already been and will be submitted

### **Folsom & Iris Anonymous 6/2/2015**

i just read in the local paper that you're gonna reduce traffic on both Iris and Folsom and other places, as well, from 4 lanes of traffic to 2 lanes, cutting in half the capacity of roads that already carry a heavy load - what are

you people thinking? it seems clear you are intentionally trying to give us a horrible experience with even more congestion that already exists - shame on you - you should all be fired

### **Folsom and Iris David Allen 6/4/2015**

Dear city council- My name is David Allen, and I am both a voter and a cyclist. I am a regular cyclist but my wife and 8 year old son are not. Part of the reason they aren't is because of safety concerns riding on busy streets like Folsom and Iris. Folsom is an important north-south corridor for getting around Boulder, and having better, larger bike lanes would greatly increase the ability of families like mine to ride around Boulder for both transportation and leisure. Please let the living labs projects on these and other streets in Boulder move forward, so we can have an informed discussion — based on our experiences, and actual before-and-after data — about whether this kind of infrastructure is right for Boulder. Thank you very much, Dr. David Allen

### **Folsom and Iris Donna Baase 6/10/2015**

We live on S. Cloverleaf Drive and are very much against the proposed "right sizing" on Folsom and Iris. This has been a quiet neighborhood with 28 & 30 streets being main arteries to Broadway. We are walkers and find plenty of sidewalks to get around town. We do not want the side streets 19th, Kalmia, etc. to be filled with cars trying to avoid the new 2 lane Iris and Folsom. Fixing pot holes and creating more skip and hop bus routes would be our choice. Donna Baase Chris Mayne

### **Folsom and Iris Clove Berger 6/10/2015**

Dear City Council, How does this make sense? You are talking about reducing 2 of our town's well traveled road arteries that services thousand of vehicles and only a few hundred cyclists. What I'd like to know... is the proposed project based on factual information of bike-car related accidents? Are there a significant amount of accidents in these areas that would warrant the changes? It seems to me that this would only create more accidents. Let's face it, it's more dangerous as a cyclist to be on the road no matter what. We have plenty of trails/paths in this town. You get on one and it will take you to others and you can get just about anywhere you want to go. I believe it makes more sense to try and keep bikes on the trails and paths as much as possible rather than adding more to busy roads. Craziest proposed waste of tax dollars creating more problems! Clove Berger

### **Folsom and Iris Karla Bielanski 6/10/2015**

Councilmembers, I am writing to express my extreme opposition to the idea of changing Folsom and Iris to 2 lanes instead of 4 lanes in order to make wider bike lanes. This is one of the worst ideas I've heard coming out of city government in my 32 years of being a taxpaying member of this city! Creating a bottleneck in any of our main north-south or east-west streets in the city of Boulder is just asking for traffic jams, more pollution from idling cars waiting repeatedly for the lights to change, and more frustration & road rage. The roads need to serve the majority of users, not any one minority group's interests! The notion that this would get more people out on bikes is stupefying. The people who are able and interested in riding bikes are already doing it. There are roughly 60,000 people driving into Boulder every day to work. These people are not going to ride bikes! Those of us who might ride occasionally are more likely to be turned off by riding next to a line of idling cars belching out exhaust for us to breathe as we merrily ride past a traffic jam! It's already rough to get across town folks! These roads already have bike lanes and no significant accident history involving bikes. What good is this going to do? None! Don't make a bad traffic situation worse with a misguided idea that if you build it, a bunch of new bike enthusiasts will suddenly materialize. There is no such evidence, but even a child could see that cutting the capacity of two major streets by half is going to create massive traffic issues. Karla Bielanski -- Karla Bielanski

### **Folsom and Iris Brian Biffle 6/9/2015**

I am against the plan to re-purpose the vehicle lanes for bikes, particularly on Iris and Folsom. Those streets are congested already and the current bike lanes are sufficient. I don't believe the study on this project was adequate and I feel this is an overreach that will negatively affect the quality of life in Boulder. Removing vehicle lanes from highly trafficked streets makes no sense to me. I'm not sure how much feedback you're getting on this issue, but judging by the comments left on the Daily Camera article from today, I am in the majority on this. If this is true, then the Council should listen and reconsider. Brian Biffle

### **Folsom and Iris Glenn Bjerke 6/8/2015**

To whom it may concern, I'm emailing you to voice my opinion about the bike lane Rightsizing project. I commute by bike every day to the University of Colorado and I ride on Folsom and Iris, where the rightsizing will occur. I think the idea of taking lanes away from cars for bikes is ridiculous for these reasons: There is way more car traffic than bike traffic, it doesn't make any sense to take away lanes from cars for bikes. Taking away car lanes is just going to make cars angry and less patient with bikes, making it more dangerous for us. I highly doubt this project will raise bike ridership by any significant amount, maybe 1%? Boulder is one of the best places in the country to ride a bike, if you aren't comfortable riding here, you're not going to be anywhere. Lastly, it is a huge waste of money to change the streets that are in fine working order at the moment to do this. And to change them back, supposedly, if that ever happens. Thank you for reading, Glen Bjerke, Ph.D.

### **Folsom and Iris Carolyn Bleicher 6/9/2015**

Hello, I am writing to voice my EXTREME dislike of "right sizing" certain streets in Boulder. As someone who uses both Iris and Folsom on a nearly daily basis, it makes absolutely no sense to me why you would do this. Have you been at Arapahoe and Folsom during rush hour? Have you been at Iris and Broadway at that time? Traffic is already miserable during the rush hours (both morning and afternoon.) I have always been aware of the traffic and there are very few people making left turns not using a current left turn lane. The theory that the left turn lane will help is completely off base. The theory that older people and families will start to bike because of what you are doing will add a SMALL amount of bike users. In practicality, people use their cars and commuters use the route to get to their jobs or to shop at local businesses. (Maybe Amazon will be the way to go in the future?) It will also be a complete nightmare when the weather is not cooperative---such as during the winter or on the many rainy days we have been having. This seems like this would serve an elite group of people---those who can afford to live in Boulder and not the people living several miles away-- both North and South Boulder, unincorporated areas and neighboring communities. As you can see by my email signature, my office is right on Folsom and I am always making a left turn into the parking lot. I have had many clients drive through current rush hour and comment about the amount of traffic and congestion. It's actually a turn off and opt for a home that is quieter and less congested. I am begging you to either vote down this recommendation--or at least modify it to be practical. Carolyn Bleicher, GRI, CDPE

### **Folsom and Iris Mike Donovan 6/8/2015**

Living Lab Folks: I hope your projects on Iris and Folsom both work! I think that they will probably be best viewed at 10 AM on Sunday mornings. Rush hour M-F...well not so likely to be a big success then! If there was any coordinated attempt at making Foothills Parkway actually carry traffic around Boulder I would give this project a bit more of a chance at being successful. But lets face it...Foothills Parkway is aptly named as cars wait for light after light at Valmont and Arapahoe and Baseline during rush hour...parked...idling..waiting...day after day. Why not share the wealth and congest some other roads as well?!?! And yes, I know that building even one overpass on Foothills Parkway would be so very expensive.....but isn't there an expense for doing nothing as well? .....so lets do the obvious thing and try to create Foothills Parkway on Iris and Folsom. Yes....I saw that your computer models show that significant wait times should not increase...and you have very expensive and multiple Senior Planners who are all saying that this will all work..... but from my daily view of traffic on Iris and my common

sense tells me something else is far more likely to occur. 1) WAVES OF TRAFFIC My main concern is that this "Calming Traffic" fix will generate even more massive waves of closely packed cars moving in even longer lines of traffic that will converge on 22nd Street, which is our soul entrance and exit from Heritage Meadows. Currently as one wave is ending the next wave is beginning and coming from the opposite direction on Iris at 22nd Street. The impact on the 29 single family homes and 8 condo families could become a very real safety hazard. If this fix actually "Calms" traffic on Iris by making even longer lines of massive numbers of single file cars passing by across the 22nd Street intersection and stopped cars looking in rearview mirrors for a gap it just seems destined to only make matters worse for us. However with keeping a positive outlook....I think our only hope is that this new traffic pattern so frustrates Boulder drivers that that possibly might find new ways to dodge the traffic jams on Iris....that is a best case scenario from my vantage point. 2) SNOW I drive Iris and Folsom regularly and the idea of taking a couple of feet here and a few inches there away from traffic lanes just goes out the window come winter. Again, I know that everyone likes to smile and shake their heads and think that the snow melts all winter long in just a couple of days in Boulder.....but it does not! I live in a subdivision with a entrance/exit that is almost made impassable currently during the wintertime for some smaller cars. I know what kind of a mess is made of the Iris and 22nd Street entrance currently. I see this coordination of plows for roads and different sized plows for bike lanes as not only being expensive but also unworkable....so I have the phone number for the City Road Maintenance already entered into my speed dial. I will be expecting to see that our entrance to Heritage Meadows does not turn into a no mans land all winter long. 3) EMERGENCY In the paper today I found the statements from City Spokeswoman Sarah Huntley almost jaw dropping! She said, "The two remaining streets, Folsom and Iris, would be outfitted with design features to ease travel for emergency vehicles. Bike lanes on both roads will be separated from vehicle lanes by flexible bollards, or vertical posts that can be knocked all the way down to the ground or maneuvered around by vehicles. A vehicle could run it over essentially, without SIGNIFICANT damage to the vehicle or a delay. Huntley added that the proposed center turn LANES ARE another option for either MOTORISTS OR EMERGENCY VEHICLES." All I can say on that one is what could possibly go wrong?!?!? Doesn't she even know the proposed center turn LANE IS singular and not plural. Amazing! So what is it...everyone go to the far right of the lane, or into the bike lane, or just choose to go into the center lane at random??? Now those are some design features that will probably best be worked out in an emergency by everyone concerned!!! What happens if a car stops running or a tire goes flat or an accident does happen.....Again, what could possibly go wrong!!! So there you have it. Those are my concerns. I hope that this all works....but I am also bracing for the jarring impact! Mike Donovan 2180 Jonathan Place Boulder, Colorado 80304 PS: I have attended two meetings already on the topic of Iris so I am not attending the one tonight. I wanted to thank the Senior Planing folks who met with a fair number of concerned Heritage Meadows residents the other night. Unfortunately they could not convince me that this is a workable plan as we met and talked over the constant din of traffic roaring by on Iris. I hope I am wrong, but when I could not be given a straight answer when asked if the sound of the traffic might be a bit different from looking at a sheet of paper with lists of numbers on it....but I digress. I know how things work in Boulder and the fix is already in on this one. I have my speed dial ready and I am braced for impact!

### **Folsom and Iris Wendy DuBow 6/8/2015**

Dear City Council, Boulder prides itself on being bike friendly and supportive of alternative transportation. Not all of our heavily traveled streets reflect these values. We have a very high number of bicycle commuters in town, myself being one of them. Some of our streets are great to ride on as a bicyclist and some are not. As a driver, I worry about cyclists on some of our busier streets. As both a bicycle commuter, a frequent driver, and a recreational cyclist, I completely support the proposal to widen some city streets and make them safer for all users. Why would we want to jeopardize our quality of life and the safety of our residents? Please support bike lanes whenever possible. Thank you, Wendy DuBow

### **Folsom and Iris Maura Dudley 6/10/2015**

Dear Boulder City Council, I am writing to express my opposition to the plan to convert Iris into a bike thoroughfare. I cannot speak to the other streets marked for the trial, as I don't live near or ride those. Here are some reasons why the proposal for Iris is a bad idea: 1. There is no need for another route between Folsom and Broadway near Iris. I live on Kingwood and I frequently biked to 30th and Pearl (before getting pregnant). I biked on Iris once when I was new to town, but quickly learned to take the Kalmia bike path to Elmer's Two Mile. If I lived a bit further south, I'd use Hawthorne and Grape between Boulder and Folsom. Both Kalmia and Grape are excellent and existing bike routes with low car traffic. We are talking about a very small number of residents who would need to bike on Iris to get to their house, rather than using an alternative, which I don't think requires a new route. 2. If we want to encourage more people on bikes, then why not start with educating residents to use the bike routes that already exist? Everything I know about the bike paths in Boulder has been using Google maps or word of mouth, not any information from the city. There should be clear way-finding to Kalmia and Grape from Broadway and Folsom (and even 22nd). I also think there should be clear way-finding to get bikes off Broadway (street and sidewalk) because new residents often do not know about 13th street. We don't need to change the infrastructure around Iris, we need to change how we communicate the existing and safe bikeways. 3. I used to live at 22nd and Iris, where making a left turn onto Iris was often a 5-minute effort (read: wasted gas). This will only compound for residents with two lanes, especially when the 20 mph speed limit is in effect. 4. From everything I've read about the plan, I have heard no mention of the data was collected to make the decision to include Iris in the plan. We should be considering data when it comes to spending time and money, rather than dreams of families cruising down Iris on tandems. Further, there was no mention of what data would be collected during the trial and what metrics will be used to decide to keep the two lanes or go back to four. Does that mean that Iris will stay as two lanes because we had no reason to change it back?!?! By that logic, it shouldn't be changed because I've heard of no data that suggests Iris should have more bike access. I love how bike friendly Boulder is, but when I moved here, I found that it wasn't obvious where the best bike routes are and which highly trafficked roads I could avoid. Again, there is no reason to encourage cyclists to use Iris as there are plenty of other options. Sincerely, Maura Dudley

### **Folsom and Iris Lucy Epp 6/8/2015**

I'm a biker, love to bike, and I think the Folsom and Iris downsizing is a horrible, horrible idea.

### **Folsom and Iris Dan Guesman 6/8/2015**

This is a really bad idea! The congestion is already terrible on these streets. Closing lanes will increase pollution. This is not going to get more people on bikes.

### **Folsom and Iris Todd Gullette 6/9/2015**

Good afternoon, My name is Todd Gullette. I have lived in Boulder my entire life and my children represent the 5th generation of Boulder residents in my family. I currently live on Hawthorn extremely close to Folsom and Iris and my family will be some of the most impacted by changes in traffic. I understand the City has heard many comments from bicyclists excited to have another amenity in Boulder for us to safely play. I too ride my bike down Folsom with my family. Because I live, ride my bike, and drive in this area, I ask that the City listen to what our family would say here. I have been involved in planning a small number of communities in other parts of Colorado and there is only one way to do that, you study. It is fairly clear that the folks who would like more bike amenities may not understand the process or consequences for changing infrastructure. There are maybe 5 or 6 roads running North and South in Boulder which serve as major arterial roads. Can we afford to do this? If a traffic study and civil planning process determines that Boulder will operate sufficiently, or better, with the decreased flow of traffic down Folsom, then we have a discussion. But what I have seen so far is that obstacles will be placed on Folsom with fewer lanes to handle accidents, right turning traffic, and emergency vehicles. In the same breath, we are being told that none of this will not adversely affect traffic. I am sure you asked the

question where traffic will pull over in case of emergency and I think I would not like the answer. Have you seen what happens to Folsom when 28th has traffic issues? That is simply what Major arterial roads are for. New bike amenities do sound fun, but I would argue that the support for this development is a bit inexperienced in civic planning. Have the residents who like to ride their bikes experienced the need for vehicle transportation like fire, ambulance, evacuation, and other emergency services? Is the wave of excitement for the traffic restriction coming from people experienced in traffic counts? Are the same people frustrated with too much traffic in Boulder claiming that we need to add narrow roads and fewer major arterials to the problem? The people who drive in Boulder often bike in Boulder, but the people who bike in Boulder most certainly drive here as well. My family would love to ride our bikes more and anytime another bike path opens, it is exciting for us. However, we have children and jobs which require us to drive, and I need to get to work! To simply state my point, I urge the council to table this consideration until we can tell the community their commute to work in the morning, and back to their families at the end of the day won't be threatened. It is the city's charge to develop infrastructure sufficient to serve its community. Please don't let the bikexcitement cause you to forget that, for now, everyone here needs to drive and you have already built infrastructure for that. Sincerely, Todd Gullette

### **Folsom and Iris Deborah Hathaway 6/9/2015**

Dear City Council: I understand that a proposal to remove traffic lanes in Boulder for purposes of widening bike lanes is under consideration, and I would like to offer my thoughts on this topic. I am concerned that this proposed action will result in worsening of conditions for all traffic (bikes and cars) and suggest that this proposal not be implemented. I will further elaborate reasons for my opinion. First, who am I? I am an over-60 female. I belong to the targeted demographic for increased bike commuting. I own 3 bikes-- a road bike for long county recreational rides; a mountain bike for off-road recreation; and, an e-bike that I occasionally use for commuting. I am reasonably fit and enjoy biking, but mostly on weekends or vacations. I am a runner and a swimmer and tend to gravitate to these activities for daily exercise. I infrequently commute to work by bike because: a) going to work - it is impractical for me to carry a change of office clothes, showering kit, briefcase and lunch on my bike; b) I live up one of the canyon roads -- commuting in the canyon is dangerous, and commuting up the canyon is a long haul; c) it is wet/snowy/icy/cold/dark half the year-- i.e., hazardous for early morning or early evening commuting; d) I combine my commute with errands and often have groceries, dog food, wood pellets, etc to bring home; or items for recycling, drop off, etc., going to town. When I commute through town (which is not often), I have found the existing bike lanes and paths to be fine, although intersections are sometimes a problem. Wider bike lanes will not change these circumstances for me, and will not increase my time on bike. On the other hand, I am concerned for reduced flow of auto traffic on these already busy routes. I use Iris and Folsom frequently -- there are few alternate roadways that would be effective in offsetting the traffic problems these streets will experience under the proposed plan. I think that many motorists will seek alternate neighborhood routes as Folsom and Iris, perhaps the others, become clogged -- making conditions worse on what presently are quiet and good biking streets. There will be the same number of cars on the road--- where will they go? In fact, there will likely be more cars, as this area continues to grow. In an ideal world, with a warmer year-round climate, perhaps this plan would make sense. I don't think this is the case for Boulder, especially given our winter conditions. Thank you for considering my opinion. Sincerely, Deborah Hathaway

### **Folsom and Iris Amy Larson 6/8/2015**

I am very opposed to reducing car lanes on Iris and Folsom. I live on Hawthorn west of Broadway. It is already extremely difficult to head north because there isn't a stop light. If the car traffic lanes are reduced to one, it will be nearly impossible to head north. At rush hour, when the lanes heading north back up with traffic, it can take up to 5 minutes to turn left to head north. Secondly, there are many, many more cars on these streets than bikes. So I am not sure why in the world this is even being considered. There are plenty of bike paths in Boulder and we have spent millions of dollars creating underpasses on major thoroughfares for bikers.

### **Folsom and Iris Rich Loose 6/8/2015**

Are you kidding? Tell me that this is just a joke, OK? Has anyone from the transportation department ever even tried to use Iris from about 3:30 until 6? At Folsom, when the light turns red, traffic backs up in both lanes almost to Hermosa Street, let alone past 25th Street. And you now want to limit that to one lane? With a bus every half hour to stop up even more traffic? Why was no surveying done of the populace those who might NOT actually ride bikes done to gauge public opinion on this? Where are the "surveys" I have heard a little about, and how do you get invited to take them? Unless, of course, you belong to the two-wheeled community. What in the world is going to happen when it snows? Or rains hard? Will all these intrepid bicyclists still be out there, or will some many take to their cars. Then the backup will be solid along the whole length of Iris. You guys have simply got to be kidding about this. City Transportation personnel have modeled it, I hear, with no impact on traffic or transport times...right! There's another good one!

### **Folsom and Iris Natalie Orphan 6/9/2015**

I can't wait for these paths! I feel the one on Iris is the most necessary to facilitate connecting to the bike path. There is currently a large gap from dedicated bike path to dedicated bike path. I just wish it would continue all the way to 28th street.

### **Folsom and Iris Linda Parks 6/8/2015**

As a resident of the downtown area I find the idea of reducing a lane on these corridors closest to me a poor idea. The City has invested in creating beautiful bike pathways that allow users to travel safely in the Boulder area. Cyclists should be urged to use these paths, not the road if they do not feel safe. I do not think that the use of a dedicated lane will have an effect on citizens using bikes instead of cars. I do think that this will have a major effect on visitors coming in to Boulder for the day, and this will be a deterrent to an already existing issue. I pay taxes and registration fees for my car and I want our road lanes to be for cars! If the City is suggesting the removal of street lanes and replacing them with a dedicated bike lane then bike users who wish to use these lanes should have to pay a licensing fee and be required to place a license plate on the bike, this fee goes to maintenance. They should have to pay to use and upkeep the roadways and also should be identifiable for reporting any issues. In a previous article I read in the Daily Camera about this there was mention of this dedicated bike lane reducing accidents. I do not think this is a true statement. If the City wishes to reduce accidents then they should look into making ear bud use, and phone use illegal so that cyclists and motorists are less distracted and focused at the task at hand driving/biking!

### **Folsom and Iris Christine Priegel 6/8/2015**

I live in Newlands. Removing vehicle lanes will only serve to cause more driver frustration, pollution from idling cars and longer drive times, and alternate routes through residential streets. Have you seen the Foothill school traffic? Find ways to expand the bike paths. I resent others speaking for me and assuming that with the right circumstances, I will ride a bike to do my daily errands or my work commute. DO NOT REDUCE THE VEHICLE LANES ON FOLSOM AND IRIS.

### **Folsom and Iris Jason Ramus 6/8/2015**

To Boulder City Council and Transportation Advisory Board - I support rightsizing Boulder streets via the Living Labs project - specifically the changes and study area proposed for Iris and Folsom Avenues. I believe its important to measure the impact of reducing lanes in our high capacity corridors as well as exploring safer transportation routes for cyclists and pedestrians. I would suggest the following per the proposals: 1) Ensure you are measuring impacts of changes to other high flow corridors - specifically, Edgewood Avenue. Edgewood continues to be problematic with respect to westbound speeding, and traffic density. 2) I would suggest the

multiple turn lane options on Iris and Valmont - specifically, double left turn lanes on Folsom onto Arapahoe, and double left turn lanes from Iris onto Broadway. Thanks. Jason Ramus

### **Folsom and Iris Richard Roark 6/6/2015**

I can hardly believe that you are going to encumber the only unmitigated east-west through artery between Violet Av. and Canyon Blvd. As if traffic to and from the diagonal and Broadway is not backed up enough already. I am a biker and I like most that I know will choose a low traffic street every time. I am not afraid of Iris, but most always use Kalmia to go either way from my home at 1670 Kalmia. With ample neighborhood streets on which to ride I like most bikers will not use Iris if you widen the bike lane. What I object to is the mess you will make of traffic on Iris and how it will make drivers seek out a less encumbered street like Kalmia. I have seen this happen any time Iris is clogged. This is a real dumb idea. Folsom is another example of a route where traffic relieves the over loaded 28th street. I seek it out especially at rush hour because it is less encumbered and flows traffic more smoothly. I seldom have to wait more than one red light cycle. People who will bike won't pass the opportunity because the bike lane is 5.5 feet wide instead of 7 feet wide. Like Iris I usually will route through the neighborhoods because of less traffic. Please don't keep making Boulder traffic worse. You have done quite enough with your intersection blockages ( "traffic circles" Boulder speak) and other mitigation to disrupt reasonable traffic flow.

### **Folsom and Iris Alison Rogers 6/6/2015**

Dear City Council, I am in favor of road right sizing for a livable city. If we want to decrease traffic by improving bike safety, protected lanes on Folsom and Iris are a great start. As a woman in her 60's that uses a bike for transportation in Boulder, I would like improved bike lanes and as someone who drives on occasion I would like the protected lanes to help me keep bicyclists safe. Thank you -- Alison Rogers Ed.D.,LPC

### **Folsom and Iris Lynn Ryan 6/9/2015**

Dear Council Members, It has recently come to my attention the subject of narrowing down Folsom & Iris Avenue to benefit the increase in width for the existing bike lane. I would urge you to NOT consider this change. Both Folsom and Iris are major roads for in town commuters. I utilize both of these roads daily at a minimum of 2-3 times. I have never seen issues with bike/automobiles on these streets. Both of these roads have had minimal accidents in the past. Please consider heavily how this will impact traffic. 28th Street is already backed up and reducing the lanes on Folsom will push drivers to other roads causing even more traffic. Many thanks for your attention to this matter. Sincerely, Lynn Ryan North Boulder resident

### **Folsom and Iris Dominik Schneider 6/8/2015**

My name is Dominik, and I regularly ride on Folsom and Iris. I support the pilot project re-allocating some road space from cars to bikes, because it will make it safer and more pleasant for me and others to ride bikes in the city as everyday transportation. Feeling safer riding my bike will help me to use my bike more frequently. Please let the project move forward, so we can have an informed discussion — based on our experiences, and actual before-and-after data — about whether this kind of infrastructure is right for Boulder. Thanks Dominik Schneider

### **Folsom and Iris Jason Schroeder 6/8/2015**

I primarily get around town by bicycle, and I regularly bike the segments of Iris and Folsom under consideration. As a dedicated cyclist, I greatly appreciate the City's desire to facilitate safe travel around town on two wheels. However, the rightsizing concepts for Iris and Folsom raise several concerns for me. As already busy corridors for car traffic, particular during commute hours, my fear is that going to a single lane in either direction would result in a steady stream of traffic with fewer "gaps" that allow traffic to enter from side streets. This also would exacerbate what I feel is the most dangerous aspect of cycling these two corridors--crossing into traffic from the

bike lane to make a left turn. That said, my greater concern is with the proposition of adding physical barriers between car traffic and the bike lane. I find a need to leave the designated bike lane at least momentarily on virtually every ride, whether it be to avoid debris, overtake a slower moving cyclist, or to simply cross the street to make a left turn. My sense is that confining cyclists to a relatively narrow lane using a physical barrier (poles, planters, etc.) may introduce a new danger in the form of striking a barrier that offsets the intended protection from car traffic. While hitting such a barrier and possibly crashing may not be as potentially catastrophic as being hit by a car, I think it may be more likely to occur, particularly on westbound Iris, which runs downhill. My concern with barriers would be greater in winter, too, when the bike lanes are generally more prone to both debris and slick spots from ice/snow that must be avoided. Concerns with barriers aside, I would offer a general observation from the perspective of a cyclist who has lived in cities that are not remotely as bike-friendly as Boulder. Boulder is already an incredibly bikeable town--my feeling is that if you don't already use your bike to get around town, a lack of infrastructure or safety is not the reason. That doesn't mean conditions can't be improved, but rather I think there is perhaps more bang for the buck to be had in upgrading/maintaining existing basic cycling infrastructure. For example, the stretch of 30th Street between Baseline and Arapahoe is heavily biked given the proximity to CU, student housing and the shopping areas north of Arapahoe, yet the bike lane is narrow and the pavement is in poor condition in spots. Simply repaving these cracked sections and slightly widening the bike lane would be an improvement for cyclists without impeding car traffic or imposing potential hazards in the form of barriers. Furthermore, that's also an example of an upgrade that would serve a demographic (students) that may be more reliant on bikes as a primary means of transportation. Another example would be to simply sweep the existing bike lanes more often, especially during the winter when sand, gravel and other debris are naturally pushed out of the road and accumulate in the bike lanes. When this happens, cyclists not deterred by winter conditions tend to ride closer to traffic where the pavement is cleanest and traction is not compromised, but that obviously increases the likelihood of car-bike contact. Just having a clean bike lane would improve cycling safety on Iris and Folsom for at least several months of the year. Thanks for the opportunity to chime in!

### **Folsom and Iris Susan Shank 6/9/2015**

I live in the Wonderland Hill area. I think the idea of closing lanes of Iris and Folsom is a terrible idea. Seems to me it will create many problems and slow down the process of getting around town by car. My idea is that it's better for bikes to take side streets with less traffic. Please do not follow this bad plan. Susan Lyle Shank

### **Folsom and Iris Sama Shew 6/10/2015**

Hi, I received notice that there is some discussion related to narrowing Folsom and Iris Streets to one lane to provide safer travel for bicyclers. I am VERY AGAINST this and think it would completely bottle neck much transportation in and around Boulder. I think some of the efforts to make biking safer in town are good but I do NOT think this is a very bright idea AT ALL!! I am a biker myself but I probably commute via car 90% of the time still. I imagine others are the same way and don't know why you would EVER consider restricting two main roads as Folsom and Iris by one lane!! I hope this message gets through and I hope that this adds a much needed sense of reality to this effort and what would happen to the 90% of people that are in cars for the majority of their commutes. Thanks for your consideration on this but I am strongly opposed to this effort! Sam Shew

### **Folsom and Iris Peter Stokes 6/9/2015**

To whom it may concern: The idea of making Boulder more bike friendly is fine with me in a general sense (as I ride a bike), but the proposals for Folsom St and Iris Ave don't seem to take into account the situation faced by drivers or nearby residents. Iris Ave is the only major east-west corridor in that part of town, and 28th St is already approaching gridlock during peak times (which is now more than just the morning and evening rush hours), so the thought of removing half of Folsom's traffic capacity between Arapahoe and Valmont is not appealing. In their zeal to "encourage" (as they put it) drivers to get out of their cars, the planners here are

forgetting that, in order to pay the cost of living in Boulder (including the increasing property taxes) many people have to work in areas not served by the RTD, and therefore must drive. The city also doesn't seem to be thinking about what will happen to some of the "feeder" side streets when traffic backs up on the newly "right sized" streets. This already happens in my neighborhood when there are problems on the main arteries nearby. Add to that some of the worst drivers in the US and you have a recipe for trouble. I've been told the money for these "Living Lab" traffic experiments is separate from the money used for road repair, but if the city really wants to be more bike friendly they could start by fixing some of the potholes on our streets and bike lanes. Peter Stokes

### **Folsom and Iris Tracy Travis 6/6/2015**

As a near daily user of Iris and Folsom, I think that these roads are too busy to narrow them to one lane. I have biked both of these with my children and felt comfortable with the roads as they are. Narrowing these streets to one lane is going to create congestion and driver anger. I love biking and love that Boulder is biker friendly but as I see a lot of new houses going in around north Boulder, I think that the number of cars and people are increasing and narrowing these commonly used roads is unwise. I am strongly against it. I would also like to mention that I rarely see more than 3 bikers at a time on either of these thoroughfares and to give the bikes equal space as you have for the many cars is not realistic.

### **Folsom and Iris Alice Walker 6/8/2015**

I do not agree that reducing vehicle traffic lanes on Iris Avenue and Folsom Street will assist in reducing traffic congestion. While it may be feasible for Boulder City residents to ride their bicycles instead of driving cars, it is not feasible for those of us who do not live in the City of Boulder, such as those of us who live in the mountains west of Boulder. We live in Boulder County and work and go to school in the City of Boulder, and those circumstances require that we drive our vehicles to town on a daily basis. Iris and Folsom are already very busy streets, which are often congested because they are main arteries through the City. To reduce traffic lanes on those streets to accommodate bicycles will only make it more difficult for those of us who rely on those main arteries to get to work and school. This will become only more problematic once the University and Boulder Valley schools resume classes in late August. Indeed, University traffic in the stretch of Folsom from Valmont to Arapaho is very heavy both with cars and bicycles. It does not seem at all wise to reduce the number of lanes for cars on that stretch given its very heavy traffic. In addition, it seems that very often the City does not consider those of us who live in the County but not in town and who simply cannot rely on our bicycles to travel. The contributions of County residents are equally important and valuable to the City of Boulder, and our interests should be considered in traffic and other City planning. The City should also consider the impacts on businesses from reducing the amount of driving space that cars have. For example, McGuckins Hardware, a prominent Boulder business for many decades, sells very large equipment and hardware that is not possible to transport on a bicycle. Reduced vehicle lanes may have a negative impact on sales by McGuckins as people chose to drive to Home Depot (a big box chain, unlike McGuckins) instead in order to purchase large items. Expanding the right hand lane for bicycle traffic may also result in a dangerous situation at the Valero gas station at Folsom and Walnut, as cars in the left lane will have to cross the right-hand bicycle lane in order to enter the gas station. This could very well result in car/bicycle accidents, but also will likely contribute to vehicle congestion on Folsom as cars have to wait for bicycle traffic to clear before they will be able to make a right turn into the gas station.

### **Folsom and Iris Stuart Weisman 6/9/2015**

I normally don't write to express my opinions on city council matters, but the proposal to reduce auto traffic lanes on Iris and Folsom streets is a lousy idea. I am an active cyclist and this would do very little to improve bike use, but will significant increase traffic during peak travel times. This will only increase congestion and carbon emissions as cars will be idling waiting for the traffic lights. Side streets will also be impacted as cars will seek alternative routes. I recommend voting no on this proposal to change at least these streets. I do not have enough information on the other proposed changes to have an opinion. Stuart Weisman

### **Folsom and Iris Andy White 6/10/2015**

Dear council, I signed the petition in favor of the pilot program improving bikes lanes in Boulder because the streets getting bike lanes are not vehicle thoroughfares. Cars can make better time thru town on parallel main streets like 28th, Canyon, etc. At the same time, the lanes considering bike improvement are heavily used as cyclist commuter thru-way for a lot of students to campus. In my opinion, the more students on bikes, the better the Boulder traffic rush will be during the school year! The two big safety issues I see improved by the bike lane proposal: • One safety conflict for bikes on these campus access-ways are with skip and hop busses, which will be improved by the proposed revisions. • The center left turn lane added to Folsom will allow quite a bit of turning traffic to stop without holding up traffic. Better for drivers. The Current condition effectively narrows Folsom to a single lane of moving traffic as the frequent left turning cars obstruct traffic. The current safety is compromised because cars coming up on turning traffic, often dodge quick to the right into the bike lane in order to keep themselves from stopping behind turning traffic. Andy & Kami White

### **Folsom and Iris DB Wilson 6/9/2015**

Having lived in North Boulder for 30+ years, I cannot imagine you would even consider changing Iris and Folsom Streets to one lane each way. You will be putting out 20 thousand vehicles for the benefit of a few. This is a foolish idea. Thanks, DB Wilson

### **Folsom and Iris Anonymous 6/6/2015**

comments: I feel this will add congestion to the area. Please don't.

### **Folsom and Iris John 6/8/2015**

I strongly oppose this project - particularly as it pertains to Folsom Street and Iris Avenue. Boulder has an existing traffic congestion problem. Folsom Street is currently one of the least congested North-South routes through the heart of town. Similarly, Iris Ave. - especially on its West end starting at Broadway - is one of the least congested East-West routes through town. The removal of two lanes of traffic (one in either direction) on the proposed stretches of Folsom and Iris will dramatically negatively impact traffic congestion. The alleged benefit of significantly increasing bike traffic by widening the bike lanes along those stretches by a couple of feet is dubious at best, and we all know that once a change like this is made - even if the benefits prove to be negligible - it will never be unmade and the original car traffic lanes will never be rebuilt. Plus, with no guarantee that this project will achieve its intended result of significantly increasing bike traffic, can Boulder justify the expenditure of what will be considerable taxpayer, I.E. community, funds?

### **Folsom, Iris & 55th Colin Lindsay 12:00:00 AM**

To whom it may concern, I live, work and vote within the city of Boulder and I commute by bicycle along Iris and 30th street. I was already disappointed to learn that 30th street south of Arapahoe Avenue will remain dangerous and unpleasant for bicycles for the time being, and now I am honestly angered to hear that the council is considering scrapping the plan to improve bicycle lanes on 55th, Folsom and Iris. The newspaper article about these changes noted that they will increase car commute times by insignificant seconds, and that only at times of peak traffic, while encouraging more families and older people to use bicycles for transport at all times. The council should stay focused on what kind of city environment it would like to create, and not bow to outspoken automobile drivers who consider a few seconds inconvenience more important than the greater goals that Boulder has committed to: safe communities, lower environmental impact, and enabling healthier and more affordable lifestyles for its residents. Sincerely, Colin Lindsay

**Iris Tina Adcock 6/3/2015**

comments: Very bad idea! Making Iris into 2 lane for cars: Where do all those big trucks we see everyday on our streets plan to go?? Maybe carry concrete mixers & large lumber on bicycles?? How about the busses? One stops to let out passengers & the whole street backs up! You don't want me on a bicycle. I gave that up many years ago so you don't have to peel me up off the street! I condense my driving to multiple purposes per errand, very efficient. North Boulder is already very congested. Traffic up & down Broadway increasing due to the density the city has allowed north of Poplar. Where will all that traffic go?? You won't stop the cars , only make it harder to get around. There are very few through streets for cars here. The bikes could be routed onto side streets making it safer for everyone. Please don't cause more accidents by making Iris single car lane street! You are discriminating in your planning against a whole group of residents.

**Iris Kay Allison 6/9/2015**

Dear City Council: The proposed testing of more robust bike lanes on Iris Ave. is sure to further clog and slow the main east/west artery that many of us in this area use. Already, turning left onto Iris from southbound Broadway often takes several light changes due to congestion. I typically take side streets to avoid this intersection at high-traffic times (e.g., Kalmia to 16th), and these side streets are not designed for commuting type driving or traffic. Please do not approve this ill-considered move. Warmly, Kay

**Iris John Arnoldo 6/9/2015**

Dear members, Having lived in Boulder for 20 years and an avid cyclist in my 20s and 30s, I am not in favor of the experiment to widen the bike lanes at the expense of auto lanes. I will not be bicycling to do chores or to go to appointments. My health won't allow it. Even when I could bicycle, the sun and heat in the summer and cold and snow in the winter make the windows of ridability even shorter. Factor in hills and exhaust and unexpected danger (even with wider paths) and this becomes a no-brainer. The increased time and frustration this will cause for cars on Iris will mean longer trips with more exhaust and more frustrations leading to more motorist taking more chances at intersections and on alternate routes through neighborhoods with more kids and dogs and pedestrians. Please don't let this be about making the city more bike friendly and more environmentally correct. To do that, encourage more electric cars and buses. Make public transportation free. Bring back the trolley. Sponsor more car sharing. Thanks for listening And considering the consequences of the lane closures. John

**Iris Andrea Austin 6/8/2015**

Removing vehicle lanes on Iris is a bridge too far in making Boulder bike-friendly (which it already is). Working women with kids STILL won't commute by bicycle because I can't haul 2 kids to 2 different schools, drop off the dog at daycare AND commute to work in Denver - all on a bike. It's just not going to happen, and in the meantime - no matter what your models show - drivers in Boulder don't always pay attention, won't use the turn lanes as planned, will only partially pull into turn lanes, and on Iris in particular traffic will back up on one of the only main ways to get from east to west Boulder and to the North Boulder Rec Center. Some of us can't do everything on a bike, and sacrificing vehicle lanes isn't all of a sudden going to produce a lot of working moms like me cycling all over town. Your minds are already made up, but register me as one very annoyed driver.

**Iris Timothy Barnett 6/10/2015**

To whom it may concern, I applaud the City Council's support of the plan to experiment with wider bike lanes. I commute regularly by bicycle regardless of the weather, however I'll be more likely to use Iris for other trips with the safer lanes. I know there has been significant opposition to the idea, but I see an experiment as a good first step. I don't see the decision as controversial; if it fails, it was just an experiment! It seems to make sense to spend tax dollars on trying something versus endless research and studies. Sincerely, Timothy Barnett

### **Iris Frank Barrett 6/9/2015**

Dear City Council: As a former civil engineer, after spending time on your Living Lab web site, I have come to the conclusion that your plan to reconstruct Iris Ave. will be a failure. I strongly urge you to reconsider the plan to reduce traffic lanes from four to two. Here's why: First, need is not justified. Cars use Iris far more than bicycles; the ratio is probably at least 100:1. Where are your traffic counts? Where are your surveys showing how many people would switch to bikes? I drive on Iris almost daily yet hardly ever see bicyclists there. The existing bike lanes are adequate (yes, I am a bicyclist), and bicyclists can also easily use parallel streets (see BolderBoulder route). Second, spending \$300,000 for these changes is not justified; most of the cost will be borne by car owners through taxes, not by bicyclists, who pay nothing to use the roads. How can Boulder justify spending such a huge amount here when money is needed more elsewhere? Third, Iris is the only major east-west street in north Boulder, a critical link between Broadway, 28th, and the Diagonal Highway. The only other east-west through streets are Violet and Valmont, which have much lower capacity and are 1.2- and 0.6-miles away, respectively. Reducing traffic capacity on Iris will cause congestion and accidents as well as waste time and energy. Cars stuck in traffic get ZERO mpg, yet they still pollute the air. Fourth, bicycling is a limited means of transportation. If you're young and fit, you can probably bike to work easily, but if (like me) you are 72 and not as fit, not so much. This plan may benefit a few bicyclists, but only at the cost of inconveniencing and wasting the time and money (gas) of thousands of motorists. Fifth, what will happen in winter? Cold weather, rain, snow, and ice significantly reduce bike use. (Heck, why not build covered bikeways?) Sixth, cars are the best choice for Boulder transportation for good reason: they offer quick transport of people and goods in almost all weather conditions. They offer families the chance to travel together. They offer flexibility. They offer privacy. And, yes, driving a car can be at least as much fun as riding a bicycle. RTD has consistently let us down. Finally, we smell a "social experiment" here. Boulder's government has long been bent on creating a world to match its own utopian image, when it should instead be responding to the needs and wishes of THE MAJORITY OF its citizens (and voters). Frank Barrett 4000 Wonderland

### **Iris Bill Belew 5/23/2015**

comments: 1) Very disappointed that our entire neighborhood on Linden & Kalmia unaware of public meetings & proposed changes on Iris until 5/21. 2) Proposed changes in Iris will cause massive traffic jams in W/E bound Iris traffic, making it impossible to enter E on Iris from 16th, & bringing frustrated drivers off of Iris & onto Kalmia & Linden neighborhood. Terrible idea. Many options for bikers already exist.

### **Iris Julie Bellanca 6/9/2015**

I've heard of plans to add bike lanes and remove driving lanes on Iris avenue. I think this is a terrible idea. The traffic during peak hours on Iris is already very challenging. Everyone in Boulder comes to practically a stop when making a right hand turn and Iris will become backed up if cars cannot go around easily. It already happens with the two lanes heading east bound at Folsom. Iris is a major throughfare for North Boulder folks to get across to the east side of town - please don't make it worse. Thank you for your consideration. Julie

### **Iris Laurie Carson 6/5/2015**

Iris Ave from Broadway to Folsom is heavily used by cars, and reducing the lanes would likely cause major traffic congestion and noxious fumes for cyclists anyway. There are east-west residential streets just north or south of Iris which are much more appropriate for cyclists - I use Kalmia every day to bike to work rather than Iris - it would make more sense to me to improve these routes (Grape, Kalmia, Norwood, etc) rather than constrict auto traffic on Iris. Drive Iris west to Broadway at 8am on a school day - it's already congested, and reducing to a single westbound lane would divert cars to the residential streets!

**Iris Andrew Churnside 5/27/2015**

comments: Going from 2 lanes each direction to 4 would be a huge mistake. Traffic during peak times is already congested on this stretch and taking away passing opportunities can't do anything but make things worse. I'm all for innovative solutions to traffic

**Iris Casey Cook 6/9/2015**

Council, the idea of turning iris into a two lane road is very bad. I remember when I was a kid many, many years ago and Iris was widened to a four lane. We were so thankful. We thought we had traffic then, we had no idea. Now you want to go back to two lanes. The idea that this won't impact traffic flow is a dream, what ever study suggested this is very flawed. Just look at iris during rush hour, that's all it takes to see that four lanes are needed. The idea of crippling traffic for the bike crowd is not good. By the way, I have been riding my bike around this town for forty years.

**Iris Ginny Corsi 6/10/2015**

Oh my! Just the thought of making a wider lane for bikes and closing one for cars makes me cringe about my daily travel. I live in Wonderland Hill. When I turn onto Broadway to head into town for work, it now takes me endless minutes to get into the one lane down Broadway..and sometime I wait for three turning lights to change to go onto Iris. I'm just wondering if anyone who is proposing this radical change has witnessed morning and evening..and even daily traffic around this intersection. Please DO rethink this proposal. My reaction should this go through, will have to be to take neighborhood streets East creating a whole new problem for schools and children. Thank you for re-considering this and coming to see what the impact will be. Ginny Corsi

**Iris Penny Davis 6/8/2015**

I drive all these corridors routinely. I oppose your proposals across the board. Bikes simply do not need further preferential treatment. State laws already provide for adequate safety. You should focus more on bicyclist education, such as wearing reflective clothing, requiring cycles to have lights and reflectors, etc Thank you.

**Iris Janice Demorest 5/22/2015**

Alarmed that the city would consider narrowing Iris Ave by eliminating lanes for cars and adding bike lanes. Though a biker the car traffic flow is already tremendous. I challenge you all to driving it during rush hours. Perhaps a walk light at 16th and Iris would help get folks safely across and suggest further studies be made. What is proposed is dangerous and will lead to a huge traffic congestion at almost any time of day. Thank you. Jan Demorest

**Iris Jan Demorest 5/22/2015**

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**Iris Wendy Dickie 6/9/2015**

By far this is one of the most stupid ideas I have seen in Boulder. Someone needs to see the traffic in this area which families taking their kids to school, after school, snow storms. The list goes on. If you are so inclined maybe you should first test this out with cones vs. spending the money then taking it back to what it is now. What is someone thinking? Wendy Dickie

### **Iris Steve Eckert 6/9/2015**

To All Council Members; I am aware of the proposed changes to decrease traffic (car) lanes on Iris Ave between Broadway and Folsom St. to 3 lanes with the addition of wider bike lanes and plastic poles to enhance driver/cyclist awareness. "Bike 2.0" I use Iris almost everyday to access Broadway. Observing bicycle traffic both West and Eastbound on Iris, it is my conclusion that there is little need to create a wider lane for bikes as there are very few bike users. In addition, Iris is a major east/west corridor for car traffic and the current unrealistic timing of the signal light allowing southbound turns onto Broadway from Iris needs to be corrected (read - INCREASE TIMING). I would suggest looking at an alternative routing for east/westbound cyclists using neighborhood streets, which during the day (including rush hour), have little or no traffic. The Glenwood/Grape/Hawthorn Ave corridor would work as an alternative cycle route and would create far less congestion during peak traffic hours. I am an avid cyclist who thinks there needs to be consensus between all stakeholders before a realistic, fair change is made to such a frequently traveled road (Iris Ave). Sincerely, Steve Eckert

### **Iris LeeAn Fair 6/6/2015**

Please do NOT support this project! As a Newlands resident, Iris is one of our only East- West routes. I am also a biker- please consider one of the lesser traveled routes for this project- Elder/ Hawthorn etc. Currently getting from our neighborhood to 28th, this is the only route- Otherwise we have Canyon (try and turn left from Broadway- 3 cars at a time) or Arapahoe- not a great option and it is perpetually under construction. These routes also require us to drive through downtown, adding to congestion. Please vote NO on this new project. Why would they add to the difficulty of getting to our basic necessities- groceries/ Target/ etc. LeeAn Fair

### **Iris Feaancaba 5/20/2015**

comments: Unbelievable! If you narrow Broadway in vicinity of N.Bldr. Rec. Center to 1 lane it would be a disaster. Let the bike lanes go behind the rec center and the cars go on Bdwy. Traffic already heavy esp. around Iris & Bdwy. Some of us NEED cars & can't ride bikes. You are not facing reality & only interested in Boulder's "image". Even California doesn't try to force everyone to use bikes.

### **Iris Johannes Feddema 6/7/2015**

I live on Kalmia and have some concerns about the Iris project. I cross Iris daily on bike and as is it is a difficult street to cross safely. In Europe and other bike oriented places a street as heavily traveled as this one would have bike specific traffic lights especially for areas where bikes need to turn cross traffic (i.e. the bike paths leading to the bike paths near the community garden and the path going north around 20th street. Why not do this on Kalmia (the designated bike route) which is currently used by many people and especially kids who will NOT be comfortable traveling along a major feeder street (and the only viable option) that is Iris. In addition Iris traffic will move to Linden/Kalmia endangering those that use these streets now. Finally, you will need to make sure that there are good termination points at Broadway and 28th, where double turning lanes need to be reduced to single lanes to feed into the single car lanes on Iris. Yet again these seems to be no provisions for what bikes will do to cross these intersections safely.

### **Iris Leora Frankel 6/6/2015**

The name of the program says it all: Living Lab. The residents of Boulder are not lab rats in an experiment. Living in the Melody-Catalpa neighborhood for 13 years now, I can attest to heavy west-east traffic flow along Iris in the mornings. By cutting two lanes, City Council will not force drivers to cycle -- it will create congestion and misery. One side of my home property runs along Linden, and there is little doubt that drivers will start using Linden instead of Iris, driving quickly down the incline of a neighborhood street, filled with children, pets, etc. In

considering this proposal, the Council should weigh the number of drivers who will be adversely affected vs the cyclists who will benefit from this change. Weather in Boulder is not such that average cyclists can regularly commute to school or work just to combat congestion created by the Council. I am surprised that Council members are not more aware of the already poor east-west / west-east flow in the city. There is a paucity of streets that cross the city, with traffic conditions already being awful on Arapahoe, especially driving past Boulder High, and on Valmont/Edgewood (because of the 4-way stop sign). This decision appears ill-conceived. You cannot keep increasing the population density (another Council objective) and thereby the number of drivers, while reducing the number of lanes. Expecting moms to cycle to schools 6 miles away in the snow or driving rain with their elementary school children is Utopian, out-of-touch thinking. Finally your claim that you have informed the residents who will be most affected is unsubstantiated. We received no notice by mail (or email). I heard about this project through the Daily Camera. Most of my neighbors were unaware of this project until today. For years I thought City Council was doing a good job. Over the last couple of years, however, the Council members have seemed intent on their own agendas, deaf to the concerns of most of the residents. They are transforming Boulder in opposition to a majority of the residents, in my opinion. I do not believe a change such as this would pass in a referendum. Council members do not seem like our representatives. It seems they know better what's good for us -- very patronizing and disappointing.

### **Iris Michelle Gallop 6/8/2015**

Iris is my main road to get to all my errands, grocery, kids activities, and work. There is not a time of day (except early morning or late night) that Iris is not congested, with cars making full use of both lanes. During my many trips on Iris, I rarely see a biker. When Iris is backed up and I take side streets, I see many bikers. They are taking full advantage of the quiet wide roads of the side streets through the area. Reducing lanes on Iris will force more car traffic into the neighborhoods...gone will be the days of the kids being able to bike safely on their side street as cars will be trying to avoid the congestion on Iris. Also in the winter, Iris is rarely plowed adequately, and with the snow and cold, very few people will be taking advantage of those bike lanes. Why are you taking a major artery and increasing the congestion? I'm just wondering which people will be using this to bike to work. Just observed the intersection of Iris and Broadway any weekday from 7:30-9 and again from 3-6 and you will realize that this is an awful idea.

### **Iris Richard Goldman 6/10/2015**

My wife and I moved Boulder three and a half years ago. We live near the intersection of 26th street and Norwood Ave. For the better part of four decades I was a bicycle commuter between a western suburb of Boston and Harvard Square -- six miles each way in ALL seasons. I love biking in Boulder, and I attended the TAB meeting this week to find out more about the Right Size land proposals. I think the Iris Ave. proposal is NOT a good idea, and I'm sceptical regarding Folsom but it May be worth an experiment. I bike on Folsom quite a bit and rarely on Iris. Regarding Iris at least two things are missing from the discussion. First, as was brought up by a speaker at the public meeting, the modelling work is not forward looking. Specifically, it does not consider the increase in car traffic as a result of the new employment base at Boulder Junction and in downtown boulder. Taking away lanes on the major (only really) east/west corridor seems ill-advised to me given the prospect of more car commuters. Second, Since I live in the neighborhood, I can tell you there are plenty of pleasurable, safe and fast ways to connect up to Broadway or 19th street by bike from both the Jay Road and Iris intersections with 28th street. From Iris go north on 26th street and connect west on Kalmia at Park-Side Park and from Jay Road, the best connection is at Tamarack, which goes Uplands. Excepting Pampas Court (where I live) and Premier Place every street off 26th street north of Norwood has bike connections (but not thru car connections) up to 19th. and Broadway. That is due to Centennial Middle School and Crestview Elementary. These routes (including Kalmia) provide safe and pleasurable bike access to North Boulder shopping and dining and to 19th (a good commuter biking street into downtown or up to the medical buildings and shopping at Broadway and Balsam. There really is no compelling reason to take on the disruptive and low success probability of the Iris project. Now Folsom. First we have the Elmer's Two Mile and Goose Creek multi purpose paths the that are a great biking conduit from

Folsom to the Whole Foods area, Boulder Junction and 29th street Mall. From Spruce and 28th street it is a quick and safe ride west on Mappelton and South on 26th street to the Dairy, the REI shopping area, McGukkins and Sprouts It is also easy from Folsom to connect on Mappleton, Pine and Spruce and into the downtown area. Folsom has quite serviceable bike lanes in either direction from Arapahoe to Iris, with the exception of Valmont top Pearl, where the bike lanes are narrow. It may be a good idea to try the one lane experiment on that stretch. I think there is no need to disrupt Arapahoe to Pearl. The fact is that in this town, it is enjoyable and easy to stay on multi purpose bike paths (with very few breaks) from Cherryvale and Broadway all the way to end of 26th street at the north end of Boulder and never get on Folsom. I am 73 years old. I bike everywhere but use my electric Leaf a lot as well. I do not bike in the winter any more. Only the hard-core do both here (and the Boston area as well). The demographic you are after with this project will never bike in the winter. With more information and promotion, however, they might bike a lot more with better information about how to connect up. -- Richard H. Goldman

### **Iris Michael Greene 6/2/2015**

Worst Idea I have ever heard - bad for boulder, bad for traffic, unlikely to have an economically beneficial impaction biking - meaning impact not worth the damage done

### **Iris Liora Halperin 5/22/2015**

Dear City Council, I'm a resident of the melody-catalpa neighborhood (16th and Kalmia) and have been informed of the proposals to narrow Iris to two lanes (or three, to include a turn lane) and to add bike lanes. This proposal would directly affect me as someone who drives on Iris nearly everyday and I wanted to express my opposition to it. Yes, it is good to add bike lanes where possible, but Boulder still needs its core infrastructure for cars, especially as the population and density of Boulder is expected to increase. Even bikers often own cars and use them for a variety of reasons. Boulder has a small number of arterial roads (Broadway, Folsom, Iris) and we need to keep that limited network free and open (which will then allow the rest of the streets in boulder to be nice corridors for bikes (13th st is a great corridor for bikes, as is Kalmia--keep Kalmia the main E-W corridor for bikes. Iris flows well right now; with half as many lanes, it will be backed up much more frequently. The addition of left turn lanes seems like a small gain: there just aren't that many people turning left from Iris and I've never experienced that as a frustration. The experience of sitting in traffic is not going to make people bike more often. Many of those people already bike as often as they can, but need their car to transport their young children, pick up supplies or groceries, or commute to places in the area that are less well served by busses. Please abandon this proposal to narrow Iris. Thank you, Liora Halperin

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**Iris Thomas Hast 5/26/2015**

comments: As a resident along this corridor and a property owner on Cloverleaf Dr., I strongly oppose this plan for Iris. Iris is already at capacity with two lanes in both directions during several blocks of time every weekday. Now that you have shortened the left turn arrow time from Iris turning south on Broadway, there is often a substantial backup of two lanes of cars waiting to turn through 2 or even occasionally 3 cycles. I certainly support making it easier to traverse Boulder by bicycle, but there is a limit to how much more difficult that should make car traffic. Experience over the past 40 years has shown that most efforts to get people out of their cars and onto bicycles or public transportation have failed with congestion and parking just getting worse. Some of us need to travel around town by car for work. I feel the same way about Folsom. You can't just throttle down all the north south and east west corridors to Broadway, 28th, 30th and Canyon. Of these projects, obviously Iris is the most important since it is the only open east west corridor in N. Boulder. Thanks.

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**Iris Mary Heath 6/5/2015**

I'm very concerned about the impact that the proposed lane closures will have on 16th Street. Whenever traffic backs up from Broadway to 16th (heading westbound) on Iris, commuters turn north on 16th and then west on Kalmia. My concern is regarding the young baseball players at the Iris fields. The traffic in the area on game days is quite hectic. Cars line both sides of the street. Parents are dropping off their kids and then making u-turns in the middle of 16th. It is already an unsafe environment and will only get worse with this proposal. Additionally, Kalmia between Broadway and 16th is a narrow and hard to maneuver. I urge your committee to rethink the proposed changes to Iris!

**Iris Paul Hunnicutt 5/27/2015**

comments: I live close to 19th and Iris and work at 28th and Iris Avenue. I drive/bike this road every day, multiple times per day. I have lived there since 2007. Changing Iris Avenue between Folsom and Broadway from a 4 lane road to a 2 lane road with a center turning lane is terrible idea and a complete waste of taxpayer money. This is a well travelled road that does not need a reduction in the number of lanes. There are not any intersections with a pressing need to have a center turning lane. There already exists a bike lane and all it needs is perhaps a curb or some of those small round bumps imbedded in the asphalt to alert a car it is drifting into the bike lane. Or create an alternative bike route on Grape Avenue or Kalmia and direct bike traffic there. At rush hour the road is already crowded and losing a lane in each direction will result in increased traffic, lots of cars idling in traffic, and increased traffic on alternate neighborhood routes. It will NOT in any way help reduce carbon emissions, or get people to drive less no matter what any consultant report has told city council. Improving the crosswalk at 15th street (at the baseball fields) would be a very good idea for both cars and pedestrians. The crosswalk is in a dangerous spot as to where it enters 15th street. It would be much better placed mid block instead of on one

side of 15th. Cars heading east on Iris turning south onto 15th street cannot see pedestrians coming up to the cross walk heading north. Likewise pedestrians cannot see cars turning and have to cross 15th to the wrong side of the street to use the crosswalk, while avoiding cars turning onto 15th from a "blind" turn. Improving the bike lane by adding some sort of minimal divider between the bike land and traffic is all that is required on Iris Avenue. Please do not implement this change to Iris Avenue! DO NOT change Iris from a 4 lane to 2 lane road.

**Iris Anne Jaffe 6/9/2015**

Dear Board members, I would like to express my objection to the closing of lanes on Iris to accommodate more bikers. This heavily traveled street will become a nightmare for the citizens of Boulder if lanes are closed as has been proposed. Please vote NO on this important issue. Very truly yours, Anne Jaffe

**Iris Shoni Kahn 6/9/2015**

I oppose the one lane proposal for Iris. This is a main travel road for north Boulder to the other main arteries. A bike path already exist that is not heavily used and their are multiple other bike routes available. Shoni Kahn

**Iris Gerard Kelly 6/9/2015**

Dear Boulder City Council. I am pretty Green and pro-bicycle, and enjoy biking very much, especially a safe distance from vehicular traffic. However, closing a lane on Iris for bicycles would cause serious traffic issues, especially since Boulder currently has an extensive bike path system. Reasons for my oppositions are presented below. Iris was designed as a 4-lane road for a good reason, and traffic on the road has increased significantly since, especially with all of the recent development in North Boulder. In the morning and evening, the traffic on Broadway has become a solid, continuous stream of cars of commuters and parents taking kids to school. A significant amount of this traffic turns onto Iris. If you go south on Broadway during rush hour and want to take a left onto Iris, you have to wait several light cycles to make the turn. In fact, you start waiting before you get to the turn lane, which compromises safety on Broadway and make drivers go through red lights, putting pedestrians and bicyclists at risk. The situation will only get worse if a lane on Iris is closed. The existing road capacity is needed and should not be reduced. Most users will not be able to switch to bicycles. Many are driving a significant distance every day to get to work. Many are heading to Foothills Parkway and going to cities east of Boulder. Also many do not have the time or facilities to take showers once they get to work. In addition, some of the drivers are older, and others are driving their young children. Then there is winter, or rainy days, when bike riding becomes a safety concern. It would be nice to be able to take a bus across town, but that is another sore point for those living in North Broadway. Cross-town bus options make commuting times unrealistic. Therefore, the car volume on Iris will not decrease with lane closure. Lane closure will lead to traffic congestion, stop-and-go movement, and therefore, increased vehicular pollution. It has been known for decades that continuous traffic flow reduces emissions. Traffic on Iris will not be continuous, especially as you drive east approaching Folsom and 28th. Traffic backups already can become significant and will only get worse, which will adversely impact air quality and maybe even the City's ability to meet the ground-level ozone standard. The City of Boulder installed, at great expense, a world-class bike path system for recreational and commuting bicyclists. Please study a map of the existing bike trails in Boulder to understand how extensive this system is. With all of its interconnecting trails, this magnificent resource currently serves the entire community, enabling bicycle traffic to traverse the City in all directions. The area surrounding Iris is well served by these paths, and that is why there currently is not much bicycle traffic on Iris. People are using the existing bike trails, which have plenty of capacity. There is no need for additional bike paths in the area. Financial resources should be spent on projects that fill unmet needs, not on bike lanes adjacent to existing trails. Please give serious consideration to my reasons for opposing lane closure on Iris. Also, discuss them with the transportation department. Thank you very much. Respectfully, Gerard Kelly

**Iris Zoe Kircos 6/7/2015**

I live in the Melody Catalpa neighborhood between Broadway and 19th, north of Iris. I am fully in support of this pilot project on Iris. I ride my bike to and from work most of the year, and I ride with my daughter to school at Casey. I find the crosswalk at 15th and Iris to be unsafe in its current condition and I think this pilot will improve the safety of this crossing. I also think that creating a safe bicycle network, including bicycle infrastructure on our streets, is the next logical step for Boulder and these pilots are a key component of that effort. Many cities are experimenting with protected bike lanes and other infrastructure that encourages people to ride, walk or take transit, and discourages people from hopping in the car. Boulder should be a leader in this effort and I'm happy to see us moving in that direction. People will cry and moan about it for a while, then they will ask why we didn't try this earlier. Give it a chance and don't let the naysayers keep you from moving ahead.

**Iris Bobbie Klein 6/10/2015**

I am opposed to this plan. I live off of Iris near the intersection of Broadway and Iris. I frequently must travel that route by vehicle. Iris and especially the Broadway/Iris intersection get very congested at certain times of day. This plan will make it much worse. I fail to see how this plan will result in people substituting bicycles for cars. I frequently bike to work and whether or not Iris has a slightly wider bike lane will have no bearing on my decision to bike. What it will do is persuade drivers to avoid Iris and drive the side streets, especially Hawthorn, which some will access from my street, increasing the danger on my street. Please reject this plan.

**Iris Nicole Koukou 6/10/2015**

I live on Kalmia off of Iris and do not understand why you would spend such a high part of your budget on this trial when the majority of the inhabitants in this area are strongly against this experient for various reasons including backing up traffic on 16th and 19th going south , and make it harder to turn if you're going east into a street north . The idea of using the neighbourhood streets makes some much more sense to me ... What is the main purpose of this experiment? Please listen to the residents ! THANK YOU for reading my e-mail, Nicole Setty Koukou

**Iris Jon Larson 6/9/2015**

I think this idea for lane closures on Iris is a BAD idea. Please reconsider!

**iris L Leeburg 6/8/2015**

Anytime we have an "experiment" obviously nobody knows what the are doing--More gimmicks/smart/sustainable!!! Don't waste space and money on landscaping, medians, etc. which the City fools endlessly replace regularly with the latest fads. We already spent \$20 million Broadway with absolutely no increase in car, bus or bike capacity and made the street less safe. Foothill School/iris/Broadway is a disaster now and Option 1 will only make it worse and Option 2 is even a poorer choice. Either leave the mess as-is or widen at major cost Broadway to add car, bus loading and bike capability.

**Iris Drew Levinson 5/26/2015**

Hi. I don't know if I'll be able to make these discussions. I live at 1715 Lombardy and my son goes to Foothill Elementary so we are familiar with the area as bikers and pedestrians. And yes, I drive, and of course drive on Iris. I want to type and say I'm in favor of leaving Iris the way it is. 2 lanes each direction. I would make one modification though. At 15th and Iris, there is a median for crossing the street and a sign going eastbound and westbound, alerting drivers to the fact that there is a crosswalk there and it is the law to stop for pedestrians. I propose putting in a 'pedestrian activated button' (flashing light) right there, where all of the hardware already is-this seems like a really inexpensive and smart addition to that area. Seems like an easy addition. "Let's do it", I say! Examples of these are North of Linden at the top of that Broadway Hill, Folsom near Forest, 28th near

Iris/Safeway, 28th near Pearl/Whole Foods, you know. Iris is zoned for 35, and those flashing lights would help a lot to warn traffic of a crossing pedestrian, especially on the SW corner of 15th and Iris, where the visibility is actually pretty poor. (worth checking out.) Thanks. Drew

### **Iris Linda Marntin 5/22/2015**

comments: Changing Iris Ave from 4 lanes to 2 lanes with a middle turn lane is a terrible idea! Iris is a continuation of the Diagonal Highway and is the only major East/West corridor north of Canyon. All four lanes are needed to handle the amount of commuter traffic getting across town on the north side as well as the multitude of neighborhood residents that use Iris. All lanes that exist now are needed to handle the daily amount of traffic. Removing two of the lanes in favor of putting in a middle turn lane, for the few cars that turn left (as compared to the the majority of other cars) will turn the road into a parking lot of angry commuters and local residents. These angry commuters who need to use Iris to get anywhere will be forced off of Iris and will turn to neighborhood roads to be able to get anywhere. Neighborhood roads like Linden and Meadow between 19th and 26th, as well as the neighborhoods on the south side of 19th (Grape, Glenwood and Floral) will become thoroughfares. Besides being neighborhood roads where there are children and dogs, those roadways were not designed for high volumes of traffic. Removing the ability for drivers to use the roadways meant for high traffic volume will only cause problems and aggravation. In addition - in the winter when snow plowing happens, the new proposed configuration of the bike lanes will force plows to pile the snow in the middle of the road (as the often do now on Folsom). This would stop traffic on Iris altogether if someone decided to turn left, making Iris unusable on snowy days. If you add in the fact that RTD bus #208 runs up and down Iris (with at least one stop in the proposed area right at 19th), having only one lane of traffic and a blocked off bike lane, will force the bus to stop in the only lane available and again cause traffic tie-ups. This entire proposal is a bad idea.

### **Iris Amy McCormick 5/22/2015**

Hello, I know that there's a lot of changes in store for Iris between Broadway and 28th. I really hope that the crosswalk at 15th and iris will be equipped with a flashing light. Our family lives north of Iris and we use that crosswalk often— we feel that traffic doesn't stop consistently for pedestrians or cyclists. Also, my son will be crossing that crosswalk daily next year when he attends Casey and I'm worried about him and other kids trying to get to school. Please include safety improvements to that crosswalk in your plan. Thank you, Amy McCormick

### **Iris Autumn McFarland 6/2/2015**

comments: Yes please, we live alone iris and the noise pollution is terrible. We fear our daughter accidentally running out on the street as the cars whip by. An extended sidewalk, bike lane and single car lane is an amazing way to bring safety to the families along iris. Please please please

### **Iris John Meadows 6/2/2015**

I live at 2180 Norwood. I think that this is god awful idea. Lived in Boulder since 1960. In North Boulder since 1965. Have lived on Linden, Balsam and Mapleton. Driving on Iris I think taking two lanes to one lane in each direction will back up traffic between 28th and Broadway. Same with Folsom corridor. It will be an absolute mess and will divert traffic to many other corridors. I think it's a bad idea.

### **Iris Terry O'Donnell 6/6/2015**

With Iris being the only usable thru East/West street in Boulder between Canyon and Violet, and the westward extension of the Diagonal, the traffic load is considerable! All of the drivers from homes west of Broadway from Mapleton north to all of Wonderland Hills must use Iris going from and to!! Where are all of these cars going to go when you've squeezed them off of Iris? Will they magically disappear? No, they will start to use the side streets! Whenever there is a problem on Iris we see a huge increase in traffic on Kalmia and it is not designed to

handle it!!! Go back to your drawing boards and figure out how you can add more thru streets in North Boulder!! While you're at it, think about adding more left turn lanes to Broadway between Spuce and Linden!! Thanks!

### **Iris Jason Oeltjen 6/2/2015**

Hi Noreen, We heard about the city's plan to reduce lanes on Iris between Broadway and Folsom for better bike lanes. While I think the concept is intriguing, I'm concerned about the impacts on my street, Quince Ave. Over the past couple of years, Quince has seen an increase in rush hour traffic and I recently learned from commuters of the route it is at least partially due to the left turn arrow on 19th and Iris. Because that arrow was added, commuters are using Quince to cut to 19th to avoid the congested left turn from Broadway to Iris. I'm concerned this new plan will only make that problem worse. To avoid this, I'd like to again advocate for mitigation on Quince, possibly in the form of speed bumps or stop signs at 15th and 17th. Do you have any information on what the city is planning to help avoid moving traffic from these thoroughfares to the neighborhood streets like Quince with this plan? If there is no plan, I would ask that the Iris plan be dropped from this project. Thank you, Jason Oeltjen

### **Iris Pete Olesen 5/7/2015**

Subject: Proposed plan for Iris avenue I received a living lab postcard in the mail outlining a plan to close two lanes of traffic on Iris Avenue and put a turn lane in the center. My in-laws went to the open house on Wednesday. No presentation, just people to "answer questions. Not a good sign. I live on 17th and Iris and my in-laws live on 13th and Iris. My wife and I along with my in-laws also own a rental property at 1800 Iris. As a family, we have a lot at stake both personally and financially. If you believe our property tax assessments, collectively we have 2 million dollars in property values at risk. This plan cannot possibly have a good outcome. The volume of traffic is simply way too high to consider closing even one lane, let alone two. We have lived here for 15 years and have seen the traffic volume. If anything, it has increased over the years. You simply cannot cut capacity in half on such a high volume street. If you really want to see what this would be like,, close off two lanes of traffic temporarily for a month. Count up the number of accidents and damage to cars that occur during that week. Study 2 the traffic flow before and after the closure. It will take about 10 minutes to see how disasterous this will be. If you proceed with this plan, we will consider legal options. As a family, we cannot sit by and watch our property values be destroyed. This whole thing stinks to high heaven. The deal is already done and the residents here have not had any input on the design. This makes the boondoggle of Hwy 36 look like nothing. Please call me. Pete Olesen

### **Iris Linda Olesen 5/24/2015**

I have been seeing our neighborhood discussion of this and would like to comment. The idea is lovely, but it seems like there really is a lot of traffic on Iris as one of very few (maybe the only...) street carrying traffic east and west-ish without going through smaller neighborhood streets. So I wonder what the larger plan is, and appreciate the concern that more traffic will likely route through the neighborhood here (Melody Catalpa). Traffic into the ballparks on 16th may create some backlog on Iris with a single lane, and regular traffic does already at times turning on 19th. I am rarely stopped by someone making a left turn on Iris, particularly compared to Broadway. However, I frequently cannot make a left on to Broadway without waiting through several lights - so the idea of decreasing that to one left turn lane really concerns me. If we are concentrating traffic, there will still be as many trying to make a left here. I hope that part of the plan is not implemented immediately until information about where cars go if Iris begins to be frustrating to use. Thanks for your efforts - the intentions are wonderful. Linda

### **Iris Pete Olesen 6/7/2015**

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"answer questions. Not a good sign. I live on 17th and Iris and my in-laws live on 13th and Iris. My wife and I along with my in-laws also own a rental property at 1800 Iris. As a family, we have a lot at stake both personally and financially. If you believe our property tax assessments, collectively we have 2 million dollars in property values at risk. This plan cannot possibly have a good outcome. The volume of traffic is simply way too high to consider closing even one lane, let alone two. We have lived here for 15 years and have seen the traffic volume. If anything, it has increased over the years. You simply cannot cut capacity in half on such a high volume street. If you really want to see what this would be like,, close off two lanes of traffic temporarily for a month. Count up the number of accidents and damage to cars that occur during that week. Study the traffic flow before and after the closure. It will take about 10 minutes to see how disasterous this will be. If you proceed with this plan, we will consider legal options. As a family, we cannot sit by and watch our property values be destroyed. This whole thing stinks to high heaven. The deal is already done and the residents here have not had any input on the design. This makes the boondoggle of Hwy 36 look like nothing. Please call me. Pete Olesen

### **Iris Bob Olson 6/9/2015**

I have been a resident of Boulder for the last forty years and have therefore witnessed the changes that come with growth. It is difficult to believe that the statements in favor of expanding bike lanes and lessening auto lanes will come with such minimum negative traffic impacts mentioned. So if these changes proceed, will there be an objective appraisal with a serious option of returning to present lane considerations if the predictions of ease do not come to fruition. Or are these proposed changes final? Would egos prevent an honest appraisal? thank you for considering my citizen comments Bob Olson

### **Iris Linda Overlie 6/3/2015**

comments: I attended the meeting last evening at the NBRC to discuss how the Iris Street corridor changes will impact neighborhood streets, specifically Kalmia Ave. I have lived on Kalmia Ave for 25 years and have been involved with the transportation department to slow traffic down on Kalmia and discourage drivers from using it as a cut-through street. When Iris has a lot of traffic and or backed up, drivers will use our street Kalmia Ave, as a cut through and drive at excessive speeds which is particularly dangerous since there is such a significant curve. Many neighbors are concerned that the changes to Iris corridor will divert traffic onto our street on which many children/families ride their bikes. Perhaps Iris will be safer for bicyclists, but is this at the expense of neighborhood streets that Boulder has been so committed to (in the past) discouraging dangerous cut-through traffic ?

### **Iris Cindy Owens 6/10/2015**

I am very much opposed to reducing the lanes on Iris to 1 lane each direction. I live in north Boulder and use Iris as my east - west corridor when going to Longmont, Lafayette, Louisville, Niwot and Denver. I take Iris to Foothills Parkway to go south out of town. Iris is already is congested during rush hour with 2 lanes each direction. It is not possible for everyone to ride bikes to work - some of us have to use a car to make sales calls, carry equipment, kids, groceries, supplies or go to Denver. If we reduce the lanes on Iris, other east - west roads will become more congested, as well as north - south to get to another road going east. Being bike friendly is nice - but this is a ridiculous idea. There are plenty of alternative routes for bikes on the many bike lanes and trails Boulder has built. If bikes must travel on Iris, there is already a bike lane going each direction, plus sidewalks on both sides of the street. Let's spend our transportation budget on road repair and resurfacing. Our roads are in terrible shape. Being bike friendly is nice - but this is a ridiculous idea. Cindy Owens

### **Iris Marcus P 5/16/2015**

I was originally a little concerned about trying to pull out of my development on 22nd onto iris with only one lane but I loved the meetings you did where I was able to talk to somebody that explained why it would actually be easier than it is now. Now I'm 100% behind this! Go traffic calming! And I love this Living Lab concept where you

come up with ideas, think hard about them and then try them. Nice work! Looking forward to riding over to the foothills with my kids on that bike lane as opposed to now where we avoid iris like the plague.

### **Iris Virginia Pine 6/3/2015**

I would like to comment on this proposed project. I have lived in Boulder long enough to remember when Iris was a one lane dirt road (quite a few years ago). If this project is implemented, Iris may as well become a one lane road again, with much increased traffic. There are very few East/West routes in our fair city. Taking away one would very detrimental to all, not just motor vehicles. There are some very great bike paths and some great streets for cars. It seems to me it would be better to train users how to use these things for everyone's benefit, rather than take away their intended use. Not everyone has the ability, time, and energy to ride a bike. Just as not everyone is able to have a car. Let's not jeopardize either by creating unwanted barriers to either. Thank you, Virginia (Ginny) Vielehr Pine

### **Iris Marcus Popetz 6/4/2015**

I'm am STRONGLY FOR the rightsizing effort that the city is planning for Iris. I ride with my family if the destination is along the goose creek path or parts north but don't go E/W on Iris or down Folsom with my kids. Too dangerous as is. Please please please don't let fear of car restrictions derail this effort! Let's give it a try, I applaud the agile approach you are taking in this. Thanks!

### **Iris Dave Rich 6/2/2015**

comments: I think reducing Iris from 4 lanes to 2 lanes is a terrible idea. Iris is packed with cars already and getting worse. It is not a great bus route, so there is not a lot of bike traffic relative to other streets and there is a good existing bike lane. The corner of Broadway and Iris and Iris and 26th get backed way up every day and this will make it work. I bike to work down Iris often and it is a totally functional bike street as is compared to many other streets in town as there is plenty of room to be seen, it's a wide street and there is no street parking (unlike Folsom, which definitely could use upgrades).

### **Iris Barbie Rieger 6/8/2015**

This is about the dumbest idea, removing a traffic lane to enlarge the bike lane! Traffic congestion in Boulder is already difficult. And somehow I think you are forgetting about people who need to get around town by car, who are not physically fit enough to ride a bicycle.

### **Iris Nick Robles 5/19/2015**

I work for Boulder County and I often ride my bicycle that last mile to North Broadway and Iris campus. I take the BOLT RTD bus from my home in Longmont that leaves me at 28th/Iris. Currently, Iris feels dangerous for me when I am riding my bike. Although there are bike lanes, the car lanes are so narrow that cars/trucks/trailers get very close to bumping into me even when I am in the bike lane, almost forcing me to ride in the gutter instead of the actual road. I support this new concept. Thanks! Nick Robles

### **Iris Tim Rohrer 6/5/2015**

Group home for disabled with vans transporting residents locate at 1806 Iris Avenue. Concern that driveway will be blocked. Many agencies involved. Workforce Colorado, several social services departments from BoCo. Make sure performance measures compare apples to apples. Weather and time of year, CU Boulder.

### **Iris Ryan Rudolph 6/3/2015**

comments: This is a Great Idea for Iris Ave.! Please give it a try...It has the potential to be really great for biking and helping reduce traffic noise and speed. Thank you. Ryan

### **Iris Don Ryan 5/24/2015**

comments: Safety first: making travel safer on Iris for a few additional bikers will likely push the vehicular traffic to side streets, such as Kalmia, which are very poorly designed for multi-modal traffic. These side streets are likely to become less safe for daily users, residents, and especially children. That is a very poor trade-off. These solutions are not reducing traffic volume. They just hope to do that. Follow the money: Streets aren't equitable because vehicles pay for them in the form of licenses, taxes, and more taxes for fuel. Why not start licensing, taxing and tolling bicycles in the same way to establish equity and pay for these improvements? Separate the traffic: expanding multi use bikeways along creeks, greenways, and dedicated corridors would be much more successful in increasing bike use by the elderly, women, and families. Boulder already has miles of these trails. Complete Streets sound like a nice idea, and might be the right answer for some corridors, but not Iris!

### **Iris Tim Ryan 6/10/2015**

Dear City Council Members, I am writing in regards to the proposed lane closure on Iris Avenue. As someone who lives in north Boulder and regularly uses a car for work and family during the week and a bicycle on weekends, I strongly recommend that you abandon the idea of reducing Iris in order to accommodate another bike lane. Anyone who wishes to ride a bike in this area has a number of options to avoid busier streets. The connecting bike paths around the Goose Creek bike path and the smaller paths behind the iris gardens are completely safe and provide better access than any new bike lane could provide. Given that these car free zones already exist, I find it hard to understand why this idea has garnered any support. Please, direct people to use the existing bike paths, this will be much more effective and less costly than adding another bike lane. Tim Ryan

### **Iris Caron Schwartz 5/23/2015**

comments: I wonder if anyone "experimenting" with changes on Iris Avenue has ever spent time at the intersection of 16th and Iris... I live on Kingwood Place and leave my neighborhood on foot, bike, scooter or car via 16th Street, ending up where it intersects with Iris. Everyone who lives in Melody Heights knows it is nearly impossible to cross south with each of these modes of transportation. I think a crosswalk of some type or even a "sanctuary" in the middle of Iris at 16th would make crossing the street here safer and easier. Yes. I could walk, bike and scoot to the crosswalk at 13th, but that is not convenient when all I'm trying to do is get across the street to head east on Iris. By car, it's damn near impossible to make that left turn. Turning Iris into a two-lane road is asking for serious backups, which will likely make trying to cross the street at 16th even more treacherous.

### **Iris Douglas Slemmer 6/3/2015**

As residents of North Boulder we use Iris as our primary East/West route for getting around Boulder (and beyond). I'm very interested in watching how the 'experiment' of closing down one lane of vehicle traffic works but I'd also like to request that the city share some data so we can better quantify the impact, success, failures... Specifically can you share the following metrics; --Current Data For Iris Avenue (Broadway to 28th) Average Vehicles Per Hour Average Vehicle Speed Per Hour Average Cyclists Per Hour Number of Accidents Past 30/60 Days (All Types) Number of Accidents Past 30/60 Days (Involving Cyclists) I'd also like to understand the impact to side streets that 'might' become more frequent routes for motorists if Iris traffic is more congested or slower. I believe this can be easily accomplished by taking car counts for 7-14 days prior to the Experiment starting and then keeping those in place the duration of the Experiment. Traffic patterns on these side streets will change over time if there are frequent delays and frustrated motorists begin seeking 'short cuts' around the bottleneck. The pre-experiment data is critical as a 'control', so I'll be interested to hear back if this can be accomplished (and

if not, why not). If there is other data that the city has used to review potential impacts I would also request that, especially any 'control' data that you are using to define and establish the metrics for assessing impacts to motorists and benefit to cyclists.... Finally, I've reviewed the online PDF's from the Living Labs Right Sizing Study and find it lacking in several important details. 1) A legend that explains what we are looking at, specifically lane colors, what's what...2) How does vehicle traffic flow? 3) What happens at the major intersections and 4) Where are the bus stops and how does the plan accommodate these? Do busses pull through the bike lane? Do the busses stop all vehicle traffic behind them when they stop? Thanks in advance. This information and data will all be shared with a very active group of residents on the www.nextdoor' social site... There is already a lively discussion taking place on this topic and this data will better inform everyone of the real impacts and results from the experiment.

## **Iris Doug Slemmer 6/9/2015**

Councilmen I would like to share my pessimism and concerns on the idea of reducing Iris down to two lanes in order to create wider bike lanes. —Few East-West Car Routes Boulder neighborhoods have been engineered to greatly reduce and limit through traffic. I personally think this is a great thing as It keeps traffic on primary routes, such as Iris. However you cannot now try and do another 'great thing' by reducing Iris's ability to handle this traffic loads with a plan like this. We live on in North Boulder on Redwood and we seriously only have 2-3 routes to travel East-West on (Iris, Pearl...). —Plenty of East-West Bike Routes Alternatively, there are plenty of existing routes on the side streets, with neighbored paths and cut-thrus built just for bikes. My family and I highly prefer these, they are quieter, safer and simply nicer to ride. We will likely NEVER ride down Iris even with wider lanes. —Improve Existing Bike Routes Encouraging people to ride bikes is a great thing and I think Boulder does a pretty good job of that but if you really want to take things to the next level, shutting a lane down on Iris is not it.... We need to enhance and improve the existing system of bike and mixed use paths that already exist. When my wife and I ride down to Pearl, it's REALLY confusing... Boulder needs to review all of the paths and do the following; —Widen & Improve : Make the path consistent and maintain them. —Name & Label : Just like we have the Skip, Hop.. Bus routes, we need a route with a name that goes from North Boulder down to Pearl. —Connect : There are too many short paths and routes that confuse us... we need a single comprehensive path system, but a hodge-podge of short paths —Signage : Once you have a good consistent, wide and improved path...put up frequent and concise signage with clear directions (Pearl Street > 1.5 miles....) —Lighting : Even better, put in low voltage lighting so evening and night rides are safer and more approachable... —Don't Force People out of Cars I moved to Boulder partly because I don't need to spend as much time in my car as I did in Dallas but I'm 100% against the goal of 'forcing' this change on people by making it more difficult to commute and travel by car. I love taking the Skip down to Pearl or biking down to Pearl... but I also need to get to other places (the airport, Denver, South Boulder, Lyons, Broomfield...). It actually makes me angry to see small groups with "BIG IDEAS" sneak them in and force them on everyone. —Problems There will be problems with Iris losing a lane, perhaps these are really being addressed but I see the following; —Short-Cut onto Side Streets : Quince will become the new shortcut if the traffic on Iris gets more congested... —Emergency Response : I read an article that quoted someone from the City of Boulder and that seem to think that drivers could simply run down the separating poles "without substantial damage to their car". Is that a real idea? Do you think grandma in a panic is going to drive into a physical barrier? How about the guy in a brand new \$100k Tesla? Not to mention if the bike lane is a success it will be full of BIKES! —Bus Stops : Does the bus just pull into the bike lane also? Doesn't this create a safety issue and again shouldn't the new lane be full of bikes? —Trash Pickup : Same problem... I've watched all the cool video on right sizing and how other cities have benefited but most every time I see them, the street they are 'right sizing' isn't the MAIN EAST-WEST route for half the town. Worse, often the videos show extremely wide streets with lovely walkways, plenty of car lanes and divided landscaped areas... We don't have that room on Iris. Finally, as a resident who is actually open at least to the 'experiment' I'd like the data. We have a right to the following before and after metrics to fully determine for ourselves if traffic is truly not being impacted; The data being cited by the slideshow on this page posted by the City of Boulder is a bit misleading... <https://bouldercolorado.gov/goboulder/bicycle-living-laboratory> —30% decrease in crashes —56% reduction in

speeding —6.4% reduction in traffic volume We don't have a speeding / accident or traffic volume issue today.... This experiment is purely to push people onto bikes. The reduction in traffic is possibly due to people taking alternative paths... The critical data we need to evaluate the promise of no increase in congestion and no reduction in commute times are as follows; —Average Commute Times (by hour) —Average Vehicle Count (by hour) —Average Bike Count (by hour) —Total Accidents (involving vehicles only and those with bikes) We'll also need car counts on the side streets that people 'might' use to avoid congestion, (by hour). You can't assume it's a success if people are simply taking alternate routes where you'd prefer not to have them. I emailed and asked for this data from the contact listed on this page but have never received a response. The Boulder City site also states the following but then does not provide any details on what the 'qualitative and quantitative performance measures' are... <https://bouldercolorado.gov/goboulder/bicycle-living-laboratory> Qualitative and quantitative performance measures are being used to evaluate the potential for long-term application and appropriateness of each pilot project treatment in Boulder. Technical traffic data, observational surveys and community feedback on the user experience are data points that will help determine each treatment impacts to safety and comfort for all transportation system users. Please help direct me to the right people so we can gather the 'correct and complete set of' measures and metrics to fully evaluate the experiment. Doug Slemmer

### **Iris Bonnie Smith 6/2/2015**

comments: You have got to be kidding! Cyclist already have the upper hand in Boulder be it road bikes or mountain bikes. Have you ever rode a bike/or ridden in a car ( are folks in the lab even cyclist ? ?) on Iris during prime traffic hours .....this is nightmare waiting to happen. Boulder is already becoming congested enough!!! As a citizen of Boulder since 1973 I'm interested in all these corridors. Thank you ! Enough said.....

### **Iris Brian Spielmann 6/6/2015**

I think it is great to increase bike lanes for Boulder, however reducing Iris from 4 to 2 lanes is not a good idea. There is too much traffic between 28th and Broadway on Iris for one lane each direction, and will migrate traffic to small side streets. So wish boulder to keep adding bike lanes, but reducing Iris to 2 lanes is not a good idea.

### **Iris Joy Spring 5/21/2015**

comments: I just learned about this program for Iris and want to register my negative comment for the program on this road. This is the only east-west 4-lane road in this part of town and is heavily used. the traffic congestion would be huge and the benefits limited as few individuals are seen riding this stretch

### **Iris Peter Stokes 5/23/2015**

comments: I am against the proposed changes to Iris Avenue west of Folsom St. My neighborhood (Melody-Catalpa) already receives extra speeding vehicle traffic whenever there's a backup on Iris or Broadway, and it will only get worse if this plan is implemented. The plan has the look of a poorly thought through social engineering experiment that will come at the cost of quality of life in the surrounding area. It's an example of the difference between the goals of certain city officials and the needs of city residents. Iris Avenue works reasonably well the way it is now, so I view the plan as a solution in search of a problem.

### **Iris Mozelle Sutton 6/10/2015**

Wrong-Sizing of Iris After attending meetings with the City Transportation Advisors and Planners, it was quite clear that they favor bikes over the safety and quality of life for ALL residents. I believe, prior to any public meetings, they had already decided to change Iris, a major east/west road, into a bike-friendly mess just because it worked in other cities. Did those cities have other means of transportation – subways, extensive bus routes, free buses, trolleys? Many people can't or won't get on a bike. Boulder bikers already have more than 300 dedicated bikeways to choose from. Many are on quiet, exhaust-free streets. Why would anyone want to ride on

Iris? It is idealistic to think people will just abandon their cars and hop on bikes because they now have to deal with a traffic nightmare on Iris. What will happen is that people will find an alternate route which usually means cutting through neighborhoods. There goes that quality of life and safety for all. These neighborhoods, like mine, attract the walkers, joggers, bikers and kids. The planning board has not planned for traffic mitigation in neighborhoods. Mitigation should definitely be part of this plan. Cut-through traffic will happen. You will be moving cars from Iris into neighborhoods and maybe some bikes onto Iris. How does that make sense or serve a purpose? I live on the dangerous curve on Kalmia. After 43 years of witnessing increased traffic (especially when Iris is backed up) which resulted in many cars crashing into other cars, yards, fences, trees and homes, I am not looking forward to this increase in neighborhood traffic. We already have bike routes that go through our neighborhood. Many bikers have said they prefer to get off busy streets and would not use Iris. We would like to see the Transportation Board gather some statistical information such as number of bikes and cars that currently use our neighborhoods and Iris so that can be used when determining whether specific (not yet defined) goals prove the success or failure of this "experiment". I do not believe this "experiment" should be implemented. I honestly believe this is the wrong decision for Iris. Until you provide people with an alternate transportation mode besides bikes, traffic will not disappear. Your Transportation Board has not done enough research on this experiment. They even stated they have no goal or figures to use for this "experiment". Just because it worked in other cities, doesn't mean it will work here. Iris and Broadway intersection is already a nightmare. There is no room to add a wide bike lane on the south side. Are they going to break up the sidewalk now? The demographics in this area is not the same as the University area. Bikes are not an option for older people (not just older women). I was never so put off by their stated "target audience" for getting on a bike. I have lived here for 43 years and now feel like this city is not interested in anyone but young, energetic bikers. Am I too old to live in Boulder any longer? Improve what we have (for bikes and cars) not take away a major east/west corridor. I hope you will take all of the comments you receive to heart. Sincerely, Mozelle Sutton

### **Iris Richard W 5/16/2015**

I agree, the proposed plan is a big improvement over the current conditions.

### **Iris Stuart Weisman 6/2/2015**

comments: As a cyclist, I think it is a lousy idea to expand bike lanes at the expense of car lanes on Iris. Way too much traffic on Iris during peak hours. Cars will increase on neighborhood streets. Better to keep traffic on main corridors. If bike lanes on Iris is a good idea, why not add bike lanes on Broadway between Canyon and Linden

### **Iris Richard Wendroff 6/6/2015**

Hello, The other day, my wife and I were turning onto Iris from Broadway when she mentioned that she had read in the Camera that there was a plan to remove a lane in each direction to make wider bike lanes. My reply was that nobody who ever drove on Iris would do that. That was until I read the editorial page of the Camera today. What are your traffic planners smoking? Maybe they should spend their time trying to figure out how to make a turn onto North Broadway from Poplar most times of the day. How many of you use Iris on a daily basis to get across town? It is a heavily used East/West street. Try make a turn from North Broadway during rush hour. I probably drive Iris a couple of times a day. Usually I see no more than 2-3 bicycles in the bike lane and most people give them a wide berth. Do you plan to ban all trucks and everyone going slower than 30 miles an hour from the street? This is an accident waiting to happen. I hope that you can give this plan more thought before you rush into something that will be hard to reverse. A good first step would be to read the editorial comments in today's Camera. Regards, Richard Wendroff

### **Iris June Williams 6/7/2015**

Although I am out-of-town for the summer, I am reading discussion of this plan in our neighborhood chat, Melody-Catalpa. If this plan is an experiment that will be evaluated in 12-18 months (so they say), it is important that you have traffic data before you make the change. I turn left from Iris to Broadway frequently, and it is often crowded and takes a few rounds of light changes to make the turn. The time would be doubled if there were only 1 left-turn lane. Iris is an important, if not the only, east-west street in North Boulder and it ends in a T, where probably 3/4 of the cars turn left. Please get the actual figures if you don't already have them, especially at commuter times. Thank you.

### **Iris Susan Winter 6/3/2015**

comments: Hi. I have already sent a comment about 63rd and 55th since I drive those roads most often. I just used Iris, and it was full of traffic in both lanes in both directions. I was driving around 11:15am. This area can't afford losing a lane either. I had an idea that could help you see the negative impact removing a lane of traffic in all of these areas would have. Why don't you simply close a lane in each direction within all of these area for a few months and monitor how the traffic congestion increases. You could check at various times of day, but especially during rush hour and other times that get a lot of traffic. I am sure you will get a lot of good data and feedback once you see how condensing these area will make car driving much worse while not really adding any significance to bike traffic at all.

### **Iris Vicki Woodard 5/22/2015**

I am concerned about narrowing Iris between Folsom and Broadway to two lanes with a turn lane in the center. The traffic increases yearly on that street ( I have lived in the neighborhood almost 29 years) so I have seen lots of changes in the increased traffic. It seems unwise to narrow the street for a center turn lane. With the increased traffic already on this route how will that help my neighborhood? It is difficult now to turn left out of 16th on to Iris going east. With only two lanes it could take much longer and be more dangerous. In the interest of not backing up traffic I'm not sure going to two lanes will help but a very small amount. Maybe we won't have to wait for someone turning left but the increased traffic down to 2 lanes will keep things busy and backed up, in my opinion. The bike lanes are adequate as far as I can tell. I am not in support of this change to Iris. Unlike Arapahoe where there was no room, we have the space on Iris already there and working fine, in my judgment. I believe this would make more traffic in my neighborhood (Melody Heights) and increase frustration on Iris. Thanks, Vicki Woodard

### **Iris Hillard Zallen 6/7/2015**

I am against the proposed lane changes for Iris, and I am a biker. I think the impact to traveling by car will be significantly greater than the benefits for biking. This is a very heavily traveled road, and during busy times, removing one lane of traffic in each direction will be a very negative impact to my daily travel to and from work. I am a biker, I love to bike. I also have to drive. My decision to drive to work has NOTHING to do with the size of a bike lane, but with the distance from my home to work, having to pick up my kids, and the amount of time it would take me to get to work. Widening the bike lane will not make me more likely to bike and it will just take away time from me that I would rather spend with my family. I cannot believe, during busy times of day that the added time will be insignificant. This road is already very busy and full with two lanes. I bike this section regularly and for those who want to bike there are many ways around this area and the existing bike lanes are fine for me. widening these bike lanes will have VERY little impact of removing cars from the road. People who want and can ride are already doing this. Those that do not ride to work have other factors that prevent them from biking. adding several feet of bike space will not change this. Again, I am a biker. I bike most days of the week. I have to drive to work and home every day. I would MUCH rather keep the existing bike lane and not make my drive any worse, or slower than it is already. Adding a few feet of comfort for a few cyclists, does not justify the added inconvenience and congestion for the thousands of drivers on this road. I do not know the exact number but there are SIGNIFICANTLY more cars than bikes who will be impacted by this. Why negatively impact a significant

major to benefit a very select minority? Again, I am a member of both the commuting driving group and a cyclists and I am strongly opposed to the proposed changes. I am all for making biking easier, but not at the expense of making my daily work commute longer, more congested, and stressful. The time impacts I read for this section of road seem unrealistically low especially during busy times. I have a sense that a vocal minority of cyclists is pushing this issue and the tens of thousands of auto commuters who daily use these roads are being ignored. Please make a decision that realistically addresses the concerns and priorities for the majority of people using this road.

### **Iris Frank 5/20/2015**

comments: Top 5 dumbest Boulder ideas. Iris only thru street in N. boulder. Many times both lanes have block long waits at 38th and also at Broadway. There are almost no bikes on Iris.DON'T MAKE THIS CHANGE.

### **Iris Anonymous 5/26/2015**

I have been reading up about the proposed changes for Iris. As a long time resident on Kalmia, I think this is a disaster waiting to happen. Not sure why you would want to change an already congested street into a smaller street with bike lanes. This is a major east-west street. Any reduction of lanes will only drive people into neighborhoods and create delays on Iris. Kalmia already has enough cut-through traffic. We have plenty of bikers that take advantage of a smaller street rather than ride along with lots of traffic on Iris. Bikes cut through neighborhoods to save time and distance. Iris to the west goes nowhere but into Broadway where there are bike lanes on the sidewalks. Why not just continue that concept down Iris and leave the lanes alone?? PLEASE rethink this insanity.

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### **Iris Valerie 6/2/2015**

comments: I don't think it's such a good idea - the intersection is already congested and will likely drive more traffic to Quince, Norwood and Sumac. I already cut through those neighborhoods to avoid Iris and Broadway and I think I'm likely to have a lot more company.

### **Randy Criton 6/2/2015**

I'm complaining about what you guys are going to do to Iris by cutting out the lanes. That is so crowded as it is with cars bacekd up to make turns. I don't know who came up with this idea. But, it's looney.

### **Will Hackett 6/8/2015**

How about banning bikes on Broadway between Baseline and Iris? They are a danger there and there are adequate bike lanes on 9th St , and now Folsom. Please consider. Sincerely, Will Hackett

**Cory Heil 6/2/2015**

Learn more about what you are thinking about on your bike paths as far as closing down roads for bike paths.

**Stephanie Thompson 6/9/2015**

To Whom It May Concern I am very distressed and upset to hear about the impending plan to reduce car lanes and increase bike lanes on some major Boulder streets including Iris Avenue. I live off Wonderland Avenue and travel very frequently on Iris Avenue. It's already EXTREMELY crowded with cars and traffic no matter the time of day. And yet, it's one of the only way I can travel from West to East so I take it. My son goes to school in Gunbarrel and Iris is one of the only streets we can take to access Diagonal Highway. There are many other streets for bikers to use to get from West to East but no so for cars. From the articles I have seen so far in the Daily Camera, this idea has been "studied" I'd like to understand how it has been studied. Because from my experience Iris Ave is already overcrowded with cars and taking it down to one lane on each side going to cause even more traffic, even more chances for accidents, even larger delays, and it is a terrible idea. The neighborhood list serve for our neighborhood is going crazy with many comments, all of them completely against this idea. Yet from what I read in the Daily Camera today you have only taken into account the positive responses. I am all for biking, but I cannot bike my son to school each day in Gunbarrel. I am completely and entirely opposed to this idea as are MANY other tax payers. This was a recent post from a citizen on our neighborhood list serve Please access <https://wonderlandhills.nextdoor.com> for more comments. I hope you can hear other voices, especially those of citizens who live in North Boulder and have to commute to East Boulder.  
Stephanie Thompson