

## **Flatiron Business Park Meeting • June 11, 2015 • 3:30 to 5 p.m.**

### **63<sup>rd</sup> Street**

- Was development (new/underway) taken into account?
- What is the expected increase in bike traffic?
- Consider surveying to ask whether people will bike this corridor.
- 63<sup>rd</sup> concern for Twin Lakes' Road traffic diversion from 63<sup>rd</sup> Street.
- Gunbarrel residents are frustrated with city initiatives – they feel forced.
  - Housing – Living Lab

### **55<sup>th</sup> Street**

- What will delay be during train events?
- Concern for bus/bike interactions & bike “going around” bus stopped. In particular lawless bicycling.
- 80% trips from outside of town.
- Have turning vehicles from side streets onto 55<sup>th</sup> been considered?
  - Include driveway access points in analysis travel time.
- Concern for snow storage along rightsized section.
- Street sweeping/debris removal between barrier protection & lanes.
- Concern that model does not include queue caused by bus/truck stopping at RR Xing.
  - Modeled typical train event
- Consider talking w/RR about schedule of train.
- Buses/Trucks with large haul will stop at RR tracks causing delay.
- Consider a trial with cones/barricades before striping/signing.
- Want more information regarding evaluation metrics/benchmarks.
- What are hypothesis/benchmarks?
- Why not use bike path? There is no destination along 55<sup>th</sup> for families.
- As an office tenant – selected 55<sup>th</sup> Street worksite because it has easy access. Many employees do not live in Boulder.
- Need extra lanes for incident management.
- As a bike commuter destined to Flatiron Business Park from Table Mesa, have not had problems/concerns w/existing routes.
- Passionate outcry to reconsider 55<sup>th</sup> Street recommendation.
- Concern for 55<sup>th</sup> Street and Arapahoe congestion due to Cherryvale closure.
- What is success or failure?
  - If travel times are greater than projections – how/who will decide it’s not working or too impactful or outcome not what expected.

- 55<sup>th</sup> Street was closed temporarily and traffic diverted to Foothills any evaluation of diversions to Foothills?
- Spend \$\$ on maintenance repairs @ RR tracks & potholes, road surface.
- Can't make left turn today onto 55<sup>th</sup> Street.
- Install costs vs. study/evaluation costs.
- Center/shared left turn lanes are potentially more dangerous.
- Has vacancy rate of Business Park been considered?
- Warehouse spaces are being converted actively to office space with additional employees than ever before. 115 new employees will begin working soon.
- Have previous projects been this controversial with lots of opposition?
- Will Valmont westbound to 55<sup>th</sup> s/b dual left turn remain?
- Boulder Junction is being developed w/new residents bringing more traffic.
- Disconnect in public outreach promoting engagement between Living Lab & Envision East Arapahoe Flatiron Property Management is actively involved in EEA & did not know about the Labs.
- Project time frame feels rushed. Want more time to understand/review data & analysis.
- 55<sup>th</sup> bike lane treatment at Arapahoe is unsafe.
- Where are accidents happening & what are the mitigation counter measures?
- PLEASE FIX THE RR TRACK CROSSING

## Flatiron Business Park Meeting • June 11, 2015 • 5:30 to 7 p.m.

- How many vehicles will be impacted?
- Travel time data doesn't include delay/time to get onto 55<sup>th</sup> Street from driveway/side Street.
- Cherryvale is closed. Many who would use this corridor are using 55<sup>th</sup> instead.
- Reducing one vehicle lane will be very impactful. Don't believe the 11 second delay.
- Do a trial for one week duration to test impacts less expensive.
- Offer public stakeholder forum meetings during the pilot project duration.
- Bus/bike conflicts particularly at bus stops is a blind spot.
- Reduce speed by reducing speed limit not by repurposing vehicle lanes.
- Bridge over Boulder Creek on Pearl repair closed = 50% increase in vehicle travel times.
- I think right sizing can work in some cases, but on 55<sup>th</sup> – don't think you will get the results you are looking for.
- Train event will increase queue/delay existing traffic study didn't fully address.
- If a bus or truck is on the road, delay will/does increase.
- A train event occurs during PM peak every day.
- Community engagement not adequate. Want more time to understand proposal/impacts.
- Doing Living Lab pilot project on 55<sup>th</sup> during Cherryvale closure not a good time. Cherryvale closed until August 1 – project would not be installed before.
- Concern that a vocal minority will guide/influence outcome success measurements.
- Want to see threshold for measurements of success.
- Most concerned about Iris & traffic diversion to adjacent corridors.
- Was model based on traffic during school year?
- "String up" more cars = fewer breaks/gaps in traffic – impacts side street vehicle delay.
- 55<sup>th</sup> corridor seems like last link. Where do you see bike traffic coming from?
- Right now it takes a special type of cyclist to ride on Arapahoe...
- Demographic intended to be served are not destined to 55<sup>th</sup> Street.
- A potentially good solution to a problem that doesn't exist.
- 55<sup>th</sup> was built as a corridor to relieve traffic on adjacent corridors as part of a network which was not built (Pearl Pkwy) or never connected. = 55<sup>th</sup> over built because other connectors never built.
- If repurposed lane works, but bicycle use doesn't increase.
- Decreasing travel speeds not same as decreasing travel times.
- What is public engagement during the pilot project?
- Will signal timing changes occur?

- My observation is that stakeholders attending this meeting are expressing concerns more than support.
- Those who like the pilot projects do not live/work along the corridor.
- Are Baseline & University pilot projects considered a success?
- Bicycling trips are increasing as a percent while vehicle trips are decreasing.
- Definitions of success – lack of detail is frustrating.
- How do we identify success?
- Western backs to Arapahoe. Truck traffic, and cut through concern for traffic diverting onto Western a huge concern for foot traffic between businesses.
- Consider drive audits casualty is the automobile driver.
- No public feedback interactive driving opportunity for drivers.
- 55<sup>th</sup> is not a pedestrian corridor. Why not improve sidewalk environment. Underutilized pedestrian facilities.
- Better maintain the sidewalks. Debris is a barrier to walking.
- Commuter from Broomfield. Most interested in total travel time. How long will it take to get onto corridor?
- Are there travel time assessments beyond the corridor for full city/regional trip?
- Roadways connecting to 55<sup>th</sup> - How will intersections at transition onto right sized 55<sup>th</sup> Street be affected/changed?
- Do traffic studies take motorcycles into consideration? There are many more motorcycles that use 55<sup>th</sup> than bikes. Traffic congestion is more dangerous for motorcycles. More vulnerable. Will safety be decreased?
- In Europe there are more electric vehicles occupying bike lanes.
- Consider future of electric vehicles in Boulder.
- Consider park-n-rides on edges of town – satellite parking.