

LIVING LAB

PHASE 1

NOVEMBER 17, 2015

OPEN HOUSE

Spruce Street Buffered Bike Line

Continue it?

- “I was doored and thrown to the pavement on this stretch of Spruce before these buffered lanes were installed. As a result I avoid cycling on Spruce. It may help driver awareness”
- “These are awesome! I live in Spruce & simply designating space for bikes has made me comfortable enough to ride Spruce, which I didn’t do before.”
- “Please expand to more streets!”
- “Working well – bike user”
- “Very good improvement on an important corridor to downtown.”
- “I ride on far left edge to avoid door zone. Buffer and low speeds makes it still feel safe.”
- “Much safer than before.”
- “Please keep all buffered bike lanes. Make modest adjustments to width and aesthetics so people stop whining.”
- “Works well. Much better than University Ave.”
- “As a weekend bicyclist this must be continued!”
- Works well, good for both cars and bikes.”

Refine it?

- “Like the buffer. Suggest narrowing the travel lane and adding a door buffer as well.”
- “Paint the buffer to better brand the lanes for different modes of transport.”
- Green paint and potentially add ‘armadillos’ or a low divider. Drivers need visual recognition of lane markers.”
- “Make buffer area a distinct color”
- “Like this & good to try in other places.”
- “Use low, flat elevated ‘bump’ to create barrier, cars and bikes can easily cross, but it increases overall safety.”
- “Raised/low barrier between lanes.”

Remove it?

None

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Barrier Protected Bike Lanes – Baseline barrier:

Continue It-

- Love it. Please make the modest adjustments necessary to keep it. Aesthetics are the least of my concerns.
- 30th & Broadway is where work is needed. Getting from 37th & Baseline to DOC site is a bad exp. On a bike.
- 30th & Broadway = this area is in DIRE need of work IMO. PS: So called “Aesthetic Reasons” is IMO a MOOT POINT! I’m all for the blocks in the name of safety.

Refine It-

- Continue it but:
 - Improve left turns for bikes
 - Add plantings/improve aesthetics
 - Add raised crossings to reduce vehicle encroachment for side streets
 - Love it!
- This is a great idea but ugly implementation
- Raise the bike lanes to have a curb separation
- Some old paint markings on eastbound are “V” shaped in the buffer and could confuse people as “directional” rather than “no travel” – suggest all markings be slash (/) marks
- I bike here occasionally as a through rider but getting under 28th is sketchy alone at night & 27th Way intersection is not bike Friendly to East. I love the buffered lanes.
- Needs clear green paint on all the intersections
- Use paint (green), remove cone as blocks, keep a few poles
- Remove curbs so that:
 - Left turn is possible again
 - Snow melt (which makes ice) is reduced
- KEEP – excellent treatment and should be default in town. Protected!! To accommodate existing lane, consider removing every other bumper. Valmont needs this. Thank you!
- Love it – but aesthetics could be improved
- Clear green paint for right turn. Cars cut me off.
- Concrete blocks unnecessary. Remove them. – Biker
- Lazer barriers between the bollards. Technology treatment
- Add a greener – trees (**I can't read this comment**) Buffer where ballards are to improve the visual – scary now.
- Snow on curbs melts and creates ice for days after main road is clear
- Could something be done with the buffer area so busses don't need to pull across bike traffic?

Remove It –

- YES!
 - Creates black ice
 - Makes left turn much worse
 - Already safe
 - Target audience rides paths next to road
 - Even police drive in it for right now
- Remove posts & Parking Blocks. Keep buffered lane. Posts hinder visibility.
- YES!! It's ridiculous how many parking spaces we have lost.
- Agree with the above comments – buffered is sufficient – helps with winter snow cycling
- Remove posts it's confusing for drivers turning North on 30th. Why not encourage use of bike paths instead?
- Buffered lane worked fine. Easier to clear and remove snow. Was there any safety improvement?
- Baseline lanes worked well before, the barriers are too restrictive for bikes.

University Ave Parking Protected Bike Lanes

Continue it?

- “Love it; I’ve seen parents with small kids where there were none before. I feel safer and go out of my way to use this street to get downtown.”
- “Reduced vehicle speeds and separated lanes make this corridor safer for all cyclists.”
- “Continue this! It’s the right thing to do!”
- “Yay! Reduced traffic speeds! It is a neighborhood after all.”
- “Encourage all skateboarders to utilize bike lanes in the interest of pedestrian safety.”
- “I love that it is a new HOV lane for cars!”
- “I do feel safer. How many accidents here before? Not worried about right turning cars because sufficient day lighting. Poles should be replaced with turtles.”
- “If the concern is aesthetics, I think that’s a poor argument. This is a transportation artery. We need efficient streets, not beautiful.”

Refine it?

- “Update paint frequently. Looks like car corridor, not bike corridor.”
- “Refine or remove.”
- “Improve aesthetics.”
- “Drivers having issues looking before turning. In all, keep it, or try adjusting back to curbside with buffers for door zone and protection from traffic.”
- “Love parking protected treatments but a couple issues: For one, winter maintenance was zero, lane was black ice from melt under cars. Second, day lighting to help w, visibility when approaching intersection.”
- “Would be happy to go back to buffered bike lane. Thanks for piloting/testing, keep up the good work.”
- “Replace poles with turtles. Turning onto University Ave is an issue. But safety improvement is still significant in weighing pros/cons.”
- “City has to be on top of snow plowing/winter maintenance.”
- “Disadvantages are the visibility from side streets- need to pull out too far into intersection to see traffic along corridor.”
- “If you remove this, replace with elevation bump between car and bike lanes.”
- “I live that the street is narrower but this needs some refinement. Visibility of bikes and cars as you enter from side streets is limited. Maintenance of bike lanes in winter does not accomplish goal. People end up riding in the street. Still needs work.”
- “Create parklets along University.”
- “Put back to outside of parking, visual access reduced by narrow auto lane.”

- “It is great to be out of the door zone, and separated from traffic. I think removing one more marking space at each intersection would eliminate most of my concerns about not being seen by turning vehicles.”
- “Narrowed car lanes. Bikes going in wrong direction.”
- “Please return to previous buffered bike lane.”
- “Break up the parking with mini parking lots.”
- “Slow traffic on University.”

Remove it?

“Poor visibility. Horrible for snow removal. Unsafe cyclists get doored. Please remove.”

“Black ice!”

“Very bad. Very dangerous for pedestrians. Snow makes this street deadly. Return to previous arrangement.”

“Remove before someone is seriously hurt. Could be anyone. Driver, cyclist, pedestrian.”

“Too difficult to access University from 11th. Beautiful avenue made congested. It was better before.”

“Delivery trucks can block both lanes of traffic.”

“Go back to design on University west of 9th.”

“Put University back to the way it was.”

“University parking protected lanes are unattractive and cause sight problems.”

“One car stops to let someone out and that lane stops. Not sufficient room for bikes. If a cop pulls someone over all traffic stops. Bicyclists ride in car lanes, it does not work, dismantle it.”

“I don’t think 3 blocks makes a big difference in getting people to change their transportation mode. Except this street makes biking harder. The neighborhood has annual turnover. It’s hard to train people use the street correctly when they are young and short term residents.”

“Hate it. In a word, visibility. There is none. I love Folsom, Baseline, and the others, but this one is a disaster. Have lived on Uni for 22 years and commute every day.”

“This is very dangerous for bikes especially. Especially in winter, riding on ice because of snow melt from parked cars. People get doored in traffic. Trucks cross yellow lines into oncoming traffic. Need visibility like west of 9th.”

“Please remove it. It’s dangerous, drivers can’t see bikes or skateboards when turning because of parked cars. Turning off University is also risky.”

“Please remove. Numerous problems. Loss of parking, poor visibility, poor winter maintenance, and no safe options for delivery trucks.”

“Approaching Broadway, bicyclists come out of blind area when vehicles want to turn south on Broadway. Lack of maintenance makes ice very dangerous. Students appear walking between parked cars.’

“Ride this every day for past 20 years. Bad idea! Snow and ice problems create serious safety risk.”

“Mixing bikes and parking is challenging.”

“Winter is dangerous. Bike lane freezes badly.”

“Loss of visibility. Bad for bikes and peds. Cars can’t see well. Bike riders lost a lot of visibility.”

“Please return this stretch to the previous arrangement.”

“Vey dangerous for pedestrians emerging from cars and crossing the street. Hard to see and doors open into traffic.”

“Intersections seem more dangerous. I feel like I’m going to hit a cyclist when parking.”

“Greatly reduce number of poles or remove.”

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University Ave Back-in Angle Parking:

Continue It-

- Works great. Nice Improvement
- As a cyclist that uses this route daily. I appreciate being seen by drivers as they pull out & when backing in I see the intention to park very clearly and can yield & wait until they are done & proceed safely
- I have had no problem parking there (frequently). It seems safer but I only bike occasionally.
- Encouraging biking on this corridor is an important way to relieve congestion from traffic. The only other options are HoChiMin Trail and Folsom which are not close.
- YES. But enforce more strictly the illegal parking (front in parking across travel lane). Very dangerous when these vehicles leave their spaces backing out at an awkward angle.

Refine It-

- Create drop-off zone for Uber/Lyft
- Provide a Uber drop-off
- The dilemma of cars “encroaching into the bike lane” in winter NEEDS to be attended to. PENALIZED just as you would Autos parked in BUS STOPS!
 - Should be a No-No subject to penalties like at Bus Stops
- Good idea
 - Feels Safer
 - But challenge for parkers
 - Hard to enforce because of visitors
- Drivers seem to have issue backing in and still don’t look to check for bikes when leaving. Would love to see curbside lane with a gutter buffer, curb/hasps, then parking (front-in).
- Accidents before? Many visitors and constant turnover at CU will never get compliance

Remove It –

- Backin diagonal parking. This is hilarious. YouTube video material BUT stupid for traffic & safety.
- Not on a hill with a curve and raised cross walk where bike lane chokes down the street
- Slows & back up traffic because so much harder to park – this is often parking for visitors, not regulars who have learned the system
- Go back to angled parking
- If it doesn’t improve safety remove it. If it improves safety keep it.
- It is really hard to back into a diagonal.

- Also it discourages parking – in 30 years I have never seen so many empty spaces daily. Also can no longer access from westbound.
- Yes. This area has a forever new use base with students, parents, event goers. A perpetual surprise.
- I can't imagine trying to back into that space at night, during the busy day time. I think its just another way for the city to ticket people & make money.
- Not sure if this helps awareness. Problem is that west drivers cut across to park & it is easier to do it by pulling in face first. As a cyclist I just watch for brake lights.
- Go back to front parking & change to parking SE instead of SW.
- Convert the sidewalk to a bike path/sidewalk combo. This is a terrible place for a bike lane to begin with.
- The only way for safety is to have a bicycle/pedestrian path off the blacktop. Vehicle mirror is not good for viewing bicyclists.
- How many accidents were there before installation? Many drivers can't back up well – how about car accidents?
- The only reason the University project still exists is that so many property owners in the corridor are non-occupant owners, they live elsewhere. If they lived here you would hear from them as you did those effects on Folsom.
- I will not let my 16 yo drive University Ave from Broadway to 17th. You have made it unsafe!

Harvard Lane Dashed Bike Lanes

Continue it?

- “Good, inexpensive, easy- probably helps a little although I’ve had a problem riding here.”
- “This should favored by motorists as it keeps us bikes from being all over the road.”
- “2 words: Continue it! Please!”
- “Impressive results. Sounds like a win-win. Expand!”
- “Sounds like a great idea.”
- “This at least acknowledges bike rider potential and driver mindfulness.”

Refine it?

- “Make lane wider. It’s too narrow as it stands.”
- “North bound lane too narrow to dodge uneven spots, so I find myself veering into traffic lanes several times along the route. Can it be widened?”
- “Like the lanes but they need to be wider. A separated bike path would be optimal. Better snow removal is essential.”
- ‘Are there bike symbols indicating where bikes belong?’

Remove it?

None